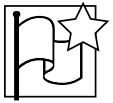


Commodore: Marili Green Reilly
Vice Commodore: Jim Douglass
Secretary-Treasurer: Karl Quade

March 2007



COMMODORE'S LOG

Marili Green Reilly, *Commodore*



What a busy month February was! I think we must have had close to a record number of outside events held at the Clubhouse, and there were still numerous opportunities for members to get together at the Commodore's Ball, meetings and education events, and a new member orientation.

Dave and I felt very honored to have such a large turnout at the Commodore's Ball. A hearty thank you, once again, to Judy and Mike Oxborrow and their numerous committee members for pulling it all together.



We also closed the month of February with a successful event. Despite intermittent rain, the last Saturday in February drew nearly a dozen potential members for our Open House. Prospects included both power and sail owners, as well as couples, families, and singles of all ages. If we get even a few of these folks to join, we'll keep our moorage chairman busy. Thanks to those members who came out to meet and greet, we were able to keep "tours" going throughout the afternoon, as well as talk up the Club within the warmth of the Clubhouse.

As a Federal employee, I'm used to working under a "continuing resolution," but this was the first year I remember having to do the same at the yacht club. Fortunately, members at the February meeting proved to be quicker at enacting legislation than the folks on Capitol Hill, approving the proposed fee increase. The

Board then quickly acted to approve the expanded 2007 budget, and we can now move forward with planning a number of important projects, as outlined by your Vice Commodore elsewhere in this issue. We'll also move forward with our



Welcome New Member Jeannette Busse



plan to purchase new name badges commemorating our 75th Anniversary.

The activities for the year will be getting off to a fun start with the Bottom's Up party, the St. Patrick's Day potluck, and the Walk I Barbecue all happening in March. I am pleased to pass along some of the ideas you've already given me for future events to our 2007 Activities Chair Ron Moran. If you have ideas or want to help out on future events, Ron's the one to talk to.

With spring nearly upon us, the opportunities for participation in Rose City Yacht Club continue to multiply. We have a long tradition of pulling together, whether it's toward getting the Club in shape or pursuing our favorite boating activities with friends. Don't let the opportunities slip by this year to participate in the races, cruises, dinners, and work parties that we have planned. Come down and help us celebrate our first 75 years by helping out at some of the many events planned for the year.



Vice Commodore's Report

Jim Douglass, Vice Commodore

Now that the dust has settled and funds are available to keep the wolf away from the treasury door, it's time to solve some of the pending problems. There are a few things to keep our Commodore busy, such as the replacement of the entry gate, refurbishing of the galley, redoing of the parking lot, and the primary set up for the replacement of Walk 5.

During the discussion about raising fees, one of the comments made was about inequity of moorage fees. We said that this issue would be addressed after the increase was done. Now that we know our total needs, we can now try to distribute them equitably. The Commodore will appoint a panel to make recommendations to the Board. The Board will review the proposals and make recommendations to the membership. Then the membership would discuss and vote on the proposed changes. This way everybody would have the opportunity to make his/her views known. Jim Himes began a survey, but more work must be done to get a good picture.

Our entry gate is in need a lot of work. The heavy trucks have broken down the asphalt apron, and it is just a matter of time until the gate will no longer open from the inside. Also, for security, the gate needs to be a little taller and the opening key box must be fixed. The gate also needs safety devices to bring it into compliance with current codes.

Our galley needs some work to complete the remodel of the Clubhouse that Larry Corderman had almost finished. We need new drop-in ranges (3) and new counter-tops, as well as adjusting one area of the cabinets to allow for the new rack.

Then there is the replacement of Walk 5. We must start now to lay the ground work to begin replacement (pilings) in the winter of 2008.

So, it looks like our Commodore, Board, and membership won't have to look for a part-time job to keep busy. Somewhere in the mix, we might want to go cruising. It looks like a busy year for all concerned.

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 marked Foghorn with titles to ALL editors and graphics individuals listed below:

Lead Editor: Joyce Jensen <joyceandbrad@msn.com>

Editor: Judy Oxborrow <mikeox@qwest.net>

Editor: Simeon Hyde <simeonhyde@earthlink.net>

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Final proof: Wade Cornwell - 503-282-5466

Photographer: Hans Geerling <hollyhilltreefarm@yahoo.com>

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

RCYC EDUCATION

Norm Gustafson, Education Chair

The following classes have been requested by club members:

A continuation of the **DANCE Classes** previously presented during January and a **CPR/ First Aid class** that would be presented by the American Red Cross.

There will be sign up sheets posted in the club house for each of these class offerings with details included. We need a count of interested members before scheduling the classes. The Red Cross requires a minimum of ten students to justify holding a class, and we need numbers of interested members for the dance class before inviting our dance instructors to donate their time.

Although the clubhouse had been reserved for education, there will be **NO classes** held at the club house on the following Thursdays: March 8th or March 15th.



Dick Dyer and Steve Pipoly at the Commodore's Ball



Moorage Matters

Loren Beach, Moorage Chair

Next up (March 3 and 10) are two important work parties to prepare for the arrival of four more concrete finger docks. No matter what the weather, we need a good turnout of help.

I am starting to see dinghy storage ideas and photos in my email in-box. This is very helpful. You all know of how limited our dinghy space is now. Even if/when we add a "second story" to the docks east of the ramp, we would still be quite short of room. Thank you so much, and please keep brainstorming.

We have a veritable tsunami of new members -- seven total at the last two Board meetings. I wish we had more immediate moorage for these sailing families, but we shall do the best we can.

We should all have our Oregon Marine Board stickers on for '07. I was recently sorta kinda challenged to go out in the cold and put one on another member's boat, "if this is so **** important." Um, hello, it's the law, and it's part of our Moorage Rules. While the Club is never draconian in its rule enforcement, neither can it ignore transgressions for a long time. It's a matter of basic fairness to all members.

Dock Lines: After a windy and stormy winter, recheck your lines for chafing. This winter the residents have not had to resecure many boats, and that reflects well on the attention to detail of our members. Keep your guard up and your lines strong.

Remember the old tongue-in-cheek saying: "Good seamanship is learning to avoid situations that will require 'seamanship' to get you out of!"

Fair winds, Loren

LET'S SAIL OVER TO THE WALK 1 BarBQ

Walk 1 will host its annual BarBQ on **March 24**. Happy Hour will begin at 5:30 PM and the grills will be ready at 6:30 PM. RCYC will furnish the salads and pop, all you need to bring is something to grill and something to drink. **"Going North"** will be the theme for the evening. RCYC members who have taken boats north will share their experiences. If you're interested in linking up with other boats headed north, trying to find crew, or an opportunity to crew for someone, or just want to join the fun by kicking off the BarBQ season make sure you don't miss the Walk 1 BarBQ.



DRY MOORAGE

The RCYC Board has approved a proposal to provide dry moorage for Club members at the west end of the parking lot. The goal of the proposal is to provide space for small boats, dinghys, small race boats and junior sailboats, as well as a need to better organize the area. This space will be limited to boats/trailers that are actively used at the Club.

The Board appointed Directors Dave Hickman and Herm Fischer as Dry Moorage Co-Chairs. Any boat/trailer owner currently in this area or wishing to store in this area must contact Dave or Herm for approval to use this area.

The current Dry Moorage standards are as follows

1. The owner of each trailer/boat must have an identifying sign placed on the trailer or written on the tongue.
2. The owner is responsible for maintaining the grass under and around their trailer.
3. All dry moorage spaces are to be assigned by the Dry Moorage Chair.
4. All boats and trailers must meet state registration laws. (Boats and trailers less than 1800 lbs. do not have to be registered in Oregon.) All boats stored in the dry moorage area are required to have insurance as required by RCYC.
5. Temporary trailer/boat storage for less than one week will have not charge, but must meet all other requirements.
6. There is a limited number of spaces available. Each space will be assigned by the Dry Moorage Chair on a first come first served basis. Each space will be billed in advance, quarterly at \$25.00 per month.

NOTE: Any trailer that is currently in the dry moorage area must be identified to the Dry Moorage Chair as soon as possible.

David Hickman

Clean Marina Program

As part of the Clean Marina Program, the Board approved the following addition to the Moorage Rules.

5. Oregon Clean Marina Guidelines

RCYC complies with Oregon Clean Marina Program. The following additional moorage rules (many of which are legally required) can improve water quality in the moorage and the appearance of our Club.

- a. Boat Maintenance. RCYC does not have an "upland" boat maintenance facility. The following shall apply to maintenance in the water. The intent of these rules is to limit and reduce activities that produce debris that might enter the waterway.
 - (1) When scraping or sanding paint on a boat, attempt to do so on less windy days and provide a means to prevent paint chips from entering the water. Dustless sanders are recommended. Spray painting is prohibited except below decks or inside boathouses. HVLP or HELP spray systems are recommended.
 - (2) In water hull scraping or processes that occur underwater which remove paint from the boat hull is prohibited. Note: This is not intended to prohibit the cleaning of the hull underwater to eliminate marine growth.
 - (3) It is RCYC policy to comply with both Federal and State regulations regarding the discharge of treated or untreated human waste. RCYC boats with MSD's or holding tanks are advised to utilize pumpout stations.
 - (4) Discharge of antifreeze (ethylene glycol) into the water is prohibited. Members are encouraged to collect and recycle used antifreeze.
 - (5) Oil recycling is provided in the upland storage tank. Addition of anything besides used oil to the tank (such as antifreeze, gasoline, solvents, paints, varnishes, or pesticides) is strictly prohibited, as this results in the entire tank being classified as hazardous waste and adds a large expense to the club.
 - (6) Open burning of petroleum-containing waste, plastics, garbage and materials that generate black smoke or noxious fumes is prohibited.
 - (7) Disposal of fish wastes in the moorage basin is prohibited. Fish waste should be disposed of in the trash containers on shore.
 - (8) The use of less toxic cleaners (e.g., Simple Green, etc.) in the clubhouse is recommended.
- b. Members are advised that an emergency response plan is posted in the clubhouse. Notification procedures and telephone contact numbers are included in this plan.

BoatU.S.

The BoatU.S. Cooperating Group Program has proven so popular with members that we have renewed our "partnership" for another year. Because of this special arrangement, you get 50% off when you join the nation's largest association of recreational boat owners. You pay one-half of the regular BoatU.S. dues of \$19.00 – only \$9.50 a year!

If you're already a BoatU.S. member, you can now renew your membership at the low \$9.50 rate.

BoatU.S. Membership benefits include:

- An effective lobby that fights unfair taxes, fees and government regulations that single out boat owners.
- A 700 page discount equipment catalog, plus special discounts and member rewards with purchases.
- Discounts on fuel, overnight slips or repairs at more than 600 marinas.
- Low cost, high protection boat insurance, including special programs for trailerable boats and PWC's.
- On-the-water towing, with your choice of service levels – from \$50 per incident (free with membership) up to unlimited service – provided by the nation's largest towing network, TowBoatU.S.
- BoatU.S. Magazine – a full year's subscription is included with membership!

Membership applications are available in the clubhouse, or contact me for more information. If you are renewing your BoatU.S. Membership, be sure to mention Rose City YC, and our co-op group # GA84669Y to get the special \$9.50 rate.

This is not to be construed as an endorsement of BoatU.S. by Rose City YC or its officers. However, more than twenty RCYC members have taken advantage of this co-op group rate.

Alan Bergen, BoatU.S. Coordinator



RCYC'S St. PATRICK'S DAY POTLUCK

March 17, 2007

Social Hour 5:30 PM

Dinner 6:30 PM

Bring your best bit o' Irish cooking and your best bit o' blarney and join us in the clubhouse for an evening of good eating, fun, and tall tales.

Gift Donations requested for the Ladies Dinner

The RCYC Ladies Dinner is scheduled for May 17 and planning for the dinner is beginning. Our Ladies Dinner is a very popular event, and you should mark your calendars now so you don't miss it. There are many reasons the dinner is so very popular. First and foremost would be Chef Rick Royce's wonderful culinary creations. Another reason is the gift raffle that is held during the dinner. The Planning Committee is in the process of soliciting gifts for the raffle. We will be contacting businesses and community institutions to ask for donations. In the past, RCYC members have donated some of our most popular gifts. We would like to continue that tradition. If you would like to donate a gift, – handicraft, business item, purchased gift, etc. – we would love to receive it. Additionally, if you have any community or business contacts you think you can "tap" for gifts, we would welcome your help. **This year a significant portion of the profit we make from the Ladies Dinner will be donated to a charity benefiting women's health.**

Please contact Carolyn Douglass 503.777.9030 (jdouglass39@cs.com) or Dave Reilly 503.281.9350 (reilly@aracnet.com) if you have a gift donation for the dinner or if you have an idea about a community or business contact.

We'd love to get more people involved with planning and putting on the Ladies Dinner. It's a great opportunity to use your decorating and hostess skills, meet and work with other members, and help showcase the Club to the women from other yacht clubs. If you'd like to help, please contact Carolyn or Dave.

2007 Commodore's Ball



Racing @ RCYC

Local News: Is your crew ready? Is your boat prepared to race? It may seem early, but the first race of the 2007 Portland season is just around the corner. The RCYC Frostbite is scheduled for Saturday, March 31 at 1100 hours and will again be the first Portland race of the year. This annual race event follows on the heels of the SYSCO Race Clinic to be held at the RCYC Clubhouse on Thursday, March 29 at 1830 hours and on-the-water Friday, March 30 at 1800 hours. If you are new to racing or interested in participating at any level this season, you should plan on attending this informative event. It is open to everyone and will cover starting sequences, rules, and local knowledge, as well as other topics. At the very least, the "on-the-water" session Friday night is a great opportunity for crew practice and a rig tune-up in anticipation of the Frostbite on Saturday. As in the past, we will attempt to start several races on Saturday before heading to the Sextant for the social and trophy presentation. One-design, level, PHRF & No-Fly-Sail classes are all welcome and encouraged to participate. Please contact your Race Captains with any questions and don't forget to register your intention to race.

So, what about those of you not up for racing? Well we have a great opportunity for you too! Join your race captains and help out with the race management. Kim and I could certainly use a little help on the water and at the post race socials. We especially need a finish line boat again this year for the Frostbite & Summer Regattas, but we can always use an extra set of eyes taking finish times. A big thanks to all those who have helped us out over the past 2 years, but how about a few more members stepping up and helping out for a day or two or volunteering their boat for a day? You don't have to be a racer, former racer, or even know anything about sailboat racing, and you will get one of the best seats in the house for all of the action.

Racing News: Following Duwamish Head, we brought **Gladiator** back to Portland to replace the standing rigging; with two broken strands, we decided that the boat was trying to tell us something. So with some new wires that fit perfectly (thank you Schooner Creek!)



it was up I-5 and into the water in Olympia. With a little tuning and practice, we were ready to sail the Toliva Shoals Race. Class breaks were announced Friday night, and we were disappointed to see that our fleet had shrunk to two boats: **Gladiator** and the Olson 25, **Frolic**. That's okay, we just want to sail, and like the last two races, we are out there to sail against the other 80+ boats for overall anyway.

Saturday morning 17 February dawned, and Olympia was shrouded in fog. An on time start was looking doubtful. As we motored out to the starting area the fog was burning off, the sun was poking out, and the wind began building from the end of Budd Inlet for a downwind start. Each fleet got off their start on time, and our turn came up at 1020. But a look down the course, and every boat starting in front of us was sitting in a huge windless parking lot. It took only minutes for us to run down the "big boats" that started 20 minutes in front of us and to run out of wind just like them. We quickly dropped the chute and set the jib loosely and managed to work our way through and over most of the other fleets by aggressively roll tacking from tiny puff to tiny puff. Each one was enough to get us going, but the "big boats" were stuck in peanut butter.

By the time the wind filled in we found ourselves ahead of **Frolic** and about 3/4 of the other boats in the race. The wind filled from the west; it was still light, but at least it was somewhat consistent. We started to make our way past Boston Harbor, trading tacks with many of the "big boats" that were finally starting to move in the building breeze. As we approached Doffelmeyer Point the wind began to bend north and became quite spotty. We started to play "connect the dots" with the puffs to keep rolling down the course, but soon found ourselves in a big hole in the middle of Dana Passage with a

flood tide; not very smart on our part. We managed to work our way to the shallows for some tide relief, but **Frolic** rolled over us on the opposite side of the course, while we were going backwards, and headed off to Johnston Point. Fortunate for us, **Frolic** soon parked in a hole as well. What a strange race; it was sunny, warm, windless and time for some lunch. As we looked around there were only about 15 boats in front of us; the other 60 or so were well behind and going nowhere, but wait, what is that behind us? The predicted southerly was filling in and chutes were starting to pop out behind us. We were all alone until the wind started to bring a pack of J-35s, Express 37s and Shock 35s down to us under spinnaker. A new race was on in a 15 knot southerly!

Our limp spinnaker filled and we were off to chase down **Frolic**. We were posting nice speed running with 35 footers, but there was clearly another hole in front of us. A number of boats compressed again at Johnston Point for a few seconds as the southerly turned east and built into the high teens for a jib reach down to Lyle Point. We were fortunate to hook up on the stern wake of a passing J-35 that pulled us down the course at over 8 knots for 30 or 40 minutes; **Frolic** was not so lucky. As we rounded Lyle Point and went back to spinnaker, **Frolic** was a distant memory.

As we headed off to Ketron Island some of the "big boats" began to pass us; it was just about time! We soon gybed and started to head for Toliva Shoal. The wind continued to build into the low twenties, the waves began to build and soon we found ourselves back under headsail close reaching for the halfway mark. We started to plan our rounding strategy and return through Balch Passage as the tide was beginning to turn to an ebb, but then we noticed boats under main alone returning to Olympia and realized that the Race Committee was ending the race at Toliva Shoal. This was great news for **Gladiator**; no upwind leg in sloppy seas and all of the leaders within sight at the finish. We shot through the finish at the shoal, collected the gun and kept on sailing for Gig Harbor.

It was a strange day of wind, no wind, not enough wind and almost too much wind, and it was fun, no it was frustrating, still fun, still

Racing continued on page 7 ►

2007 Commodore's Ball, continued



Racing continued from page 6

frustrating, wait, it was fun. We knew that we saved our time on **Frolic** and took first in our division and we knew that we did well overall as we decompressed and sailed under the Tacoma Narrows Bridge looking back on 50+ boats that had not yet finished. It wasn't until the results were posted that we learned that we also bagged first overall out of all fleets for the day. It was a great day of racing with a little luck and some good results.

Eric & Kim Rimkus



Order your Foghorn on line--get it early & in color!

Receive the Foghorn as a PDF file and save the Club the costs of printing and postage.



Our 2007 Commodore and her Board of Directors

RCYC UPCOMING Events, Meetings, and Functions:

March 2007

- | | | | |
|------|---|------|--|
| 3-01 | RCYC Education, 7:00 pm | 3-15 | RCYC Education, 7:00 pm |
| 3-03 | RCYC Work Party, 9:00 am | 3-17 | RCYC St. Patty Day Party,
5:30/6:30 pm |
| 3-03 | RCYC Dredge Party,
5:30/6:30 pm | 3-20 | OWSA Basic Sailing, 7:00 pm |
| 3-06 | OWSA Basic Sailing, 7:00 pm | 3-21 | RCYC General Meeting,
7:30 pm |
| 3-08 | RCYC Education, 7:00 pm | 3-24 | RCYC Walk 1 BarBQ,
5:30/6:30 pm
People Going North get-together |
| 3-10 | RCYC Work Party, 9:00 am | 3-26 | RCYC Board Meeting, 7:00 pm |
| 3-13 | RCYC New Member
Orientation, 7:00 pm | 3-29 | SYSCO Racing Clinic, 7:00 pm |
| 3-13 | OWSA Basic Sailing, 7:00 pm | | |

► Check the web site for updated Club dates and more information about RCYC.
Also view and/or download your Foghorn from the RCYC web site.
www.rosecityyachtclub.org

April 2007

- | | | | |
|------|---|---------|--|
| 4-07 | USCG Boat Safety Inspection,
9:00 am-4:30 pm | 4-21 | RCYC/LYC Land 75
Year Anniversary Cruise,
5:30/6:30 pm |
| 4-11 | OWSA General Meeting,
6:00-9:30 pm | 4-25 | OWSA Cool Maneuvers,
6:00-9:30 pm |
| 4-14 | RCYC Work Party, 9:00 am | 4-26 | OWSA Cool Maneuvers,
6:00-9:30 pm |
| 4-14 | USCG Boat Safety Inspection,
9:00 am-4:30 pm | 4-28 | USCG Boat Safety
Inspection,
9:00 am-4:30 pm |
| 4-15 | SYSCO /RCYC Opening Day
Regatta, 9:00 am | 4-28/29 | RCYC East Dock Cruise,
2 Days |
| 4-18 | RCYC General Meeting,
7:30 pm | 4-30 | RCYC Board Meeting,
7:00 pm |
| 4-21 | USCG Boat Safety Inspection,
9:00 am-4:30 pm | | |
| 4-21 | RCYC Work Party, 9:00 am | | |

RETURN SERVICE REQUESTED

