

Commodore: Gary Whitney
Vice Commodore: Matt Richard
Secretary: Nolan Johnson

Happy New Year RCYC! January 2016



2016 Commodore Gary Whitney



From the Helm

Gary Whitney, Commodore

If you are reading this article, you have survived the record breaking summer (heat and lack of rain), followed by record breaking rainfall, and may be looking forward to the new year on the river. The calendar is full of fun activities, cruises, races and work parties. Whether you focus on one area or another, the more you participate, the more you will feel included and involved while meeting an expanding circle of people who enjoy the water.

Soup and Sail on New Year's Day will be the first event in 2016. Come on down, have a bowl of clam chowder and go out with Club members for the first sail in the new year. There is a saying that what you do on New Year's Day may well be your fortune throughout the year.

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Secretary Salutations

Matt Richard, Secretary

At the November General Membership meeting John Dees swore in new member Bruce Shibley (his wife Camille was absent). Bruce has raced with Jim Calnon for several years and recently completely rebuilt, and now sails a Morgan 27.

John Dees also swore in Eric Parker and Diane Shiner. They have been sailing on the river for about 5 years and Eric has been sailing all his life. They have a Catalina 380.



Bruce Shibley



Eric Parker and Diane Shiner

At the December General meeting new Rear Commodore Karen Finch swore in Robert (Bobby) and Libby Merth. They are members of the Hunter Sailing Association of Oregon, have over 25 years of sailing experience, and enjoy sailing their Hunter 280.

What a year for new members! The Club welcomed 25 new members in 2015 (13 new memberships). Welcome

again to all of you, you've found a great place on the river to sail home to and say hello to new friends!

At the December Board meeting the Board also approved membership status change for Lynn Easton and Connie Norton to Inactive Life Member. The resignation of Bob and June Henry was accepted, as was the resignation of Sam Lanahan and Kittie Church.

As I make the step from Secretary to Vice Commodore I would like to thank the membership for allowing me to be your Secretary for 2015. I've learned much of the workings of the Club, the greatest of which is I've much more to learn. Please welcome Nolan Johnson as our new Secretary!



Robert (Bobby) and Libby Merth

From the Helm continued from page 2

The next major event will be the Commodores' Ball on February 6th. The theme this year is "Rock on."

It is a metaphor for stepping forward! Like, "let's carry on forward" and ROCK ON! Enjoy the moment with friends and fellow sailors. We look forward to seeing all of you at the Commodores' Ball.

Flag officers have changed positions by this reading, and I want to thank Karen Finch for her leadership and gentle but firm hand on the helm last year. She has left the Club in good condition as she moves over to assume the duties of Rear Commodore.

Secretary Matt Richard has handled all the duties we threw at him with skill, and I look forward to having him serve as Vice Commodore. A special thanks to Ethan VanMatre for his sterling service and sage advice. Directors Doug McClary, Mark Basel, Richard Pickwick and Kevin Robertson are leaving the Board and take with them the thanks of a grateful Board. Kevin was the voice of the racers on the Board and is becoming 2016 Race Captain. His observations and advice were greatly appreciated. Welcome our new Secretary Nolan Johnson and Directors Jan Dees, Tony Bacon, Leslie Phillips, and CJ Volesky who join returning Director Karen Billion.

Special thanks to Karen Jacobson and Randy Webster, who together and singularly have guided and planned for the future of RCYC. "Thanks" is not strong enough to express our gratitude. Special thanks to Treasurer Judy Oxborrow who is known to me as keeper of all knowledge and customs that are RCYC.

Special thanks to our Legal Advisor Frank Patrick who has guided RCYC through the legal landscape on the dredge purchase and sale of the old dredge. We also thank Christian Steinbrecher for his diligence in the negotiations on the purchase of the dredge.

Bernie Bacon did a great job on planning Activities last year so again, thank you. We welcome the new Activities Chair Brenda Annotti

And to other unsung heroes of the Club, please accept our humble thanks for all you do. Mark Holzmann has kept us well supplied with new members (about one a month and that's not a small task). Rick Samuels, Work Party Chair, has put in an outstanding year. The work parties have been well-coordinated and much has been done to improve our marina. The Foghorn staff (Alan Bergen, Joyce Jensen, Rhonda Morgan-Boguslawski, Vickie Nissen, Gail O'Neil, Judy Oxborrow, Robert Phillips and Cathy Skach) have consistently produced an outstanding newsletter.

Dredge Czar Doug McClary and his dredge crew work in some miserable weather, but without whom our marina would be a sand bar. Doug's wife says she had to deliver meals to the Club because Doug was spending so much time on the dredge project. Our Resident Members. Pam and Carl Corey, Rick and Liz Samuels, watch over the club 24/7 handling a variety of tasks and duties. Most members have no idea of the challenges they have faced and how ably they have handled everything.

Thanks to all the Chairs and members unnamed for your participation and work which is the heart and soul of RCYC. Looking forward to fair winds and following seas in 2016. Your 2016 officers: Commodore - Gary Whitney; Vice Commodore - Matt Richard; Secretary - Nolan Johnson; Rear Commodore - Karen Finch; and Directors - Jan Dees, Tony Bacon, Leslie Phillips, CJ Volesky, and Karen Billion.

From the Rear

Karen Finch, Rear Commodore

My year as Commodore has gone by so quickly. It's hard to believe I am now writing as the Rear Commodore. The gavel has been passed to Gary, and my role is now one of support, serving as a Board Member for one more year. I learned a great deal during my year as Commodore. I definitely learned more about dredges than I ever thought I would know. I think we will all remember 2015 as the year of the new dredge. When we began the year, I figured it would be some time in 2016 before we actually had the new dredge. Thanks to the hard work of the Dredge Acquisition Committee, we not only took possession of the dredge but were able to use it for this year's dredge season. Unfortunately (or fortunately depending on how you look at it), we didn't have much silting in the past year. Many of our dredge crew didn't get a chance to experience working with our new dredge. Have no fear; we'll learn next year!! I'm hoping to learn how to operate the dredge along with Mike. Not many people can say they've operated a dredge. Many RCYC members can! Isn't it great to be part of a do-it-yourself club!

Moorage Rule Change

At the December Board meeting, a minor change was approved to the Moorage Rules.

Move Section A.1.n to Section A.3, Renumber Section A.1 as necessary

Renumber Section 3. Add one sentence to new section A.3 as highlighted in bold print. Section A.3 would now read as follows:

3. Private Slips and Boathouses

a. The policy of Rose City Yacht Club is that there shall be no privately owned boathouses or slips within the moorage. No privately owned slips or boathouses may be built or brought into the moorage. No new structures may be built on privately owned slips or those owned by the Club. Boathouses or privately owned slips currently in the moorage may remain as long as the owner is an active member. However, should the owner go to an inactive member status, the boathouse or privately owned slip must be removed from the Club. In survivor cases, spouses or children of the original owner can retain ownership and keep the privately owned slip or boathouse in the Club as long as they are active members of the Club. When ownership changes, the privately owned slip or boathouse shall be removed from the Club. **The membership shall be notified of any proposed change or exception to this policy before action is taken.**

b. Any private slip or boathouse deemed to be derelict or structurally unsound by the Board shall be repaired by the owner at the Board's request or it will be removed at the owner's expense.

c. Approval by the Board is required before alterations to or improvements of private slips or boathouses are undertaken.

d. All private structures having plumbing facilities must be attached to the Club sewer and must conform to DEQ standards. Water hookups must be approved by the Board. All utility hookups shall be installed and maintained at the owner's expense.

ANNOUNCEMENT

The 2016 membership cards are in the mail!! If you receive a billing from the Club (whether via e-mail or snail mail), you will receive your cards in the mail with the billing or a cover transmittal. The membership cards for Inactive Life Members were mailed to the address on record in mid-December. If you do not receive a membership card or there is a problem with your card (such as a sugar induced typo), please let Judy Oxborrow (judy87807@centurylink.net) know before the end of January 2016 so any necessary corrections or new cards can be done in one printing.



Moorage Matters

Loren Beach
Moorage Chair/Port Captain

Recently, we moved several new member boats into our moorage. An important part of this process is matching the boat with the width of the available slip. That's right, width, not length.

We do try to generally moor longer boats on Walks 1 and 5, 30-something length boats on Walk 2, and shorter craft on Walks 3 and 4. Our limiting factor, however, is always beam. That's why you will notice wider and narrower boats moored in the same bay on several walks.

Historically, this was a result of bringing in new concrete fingers and head walks and then having to fit those slips around the old piling locations. Changing the location of any replacement piling runs a risk of engineering and permitting issues, beyond the high cost of bringing in a crane barge to pull and re-drive the piling.

So we live with the compromises in unequal slip widths.

Occasionally this will leave us with a temporary slip opening that we do not have a narrow enough boat to assign to. Usually this gets resolved by another new boat coming in, or occasionally by finding (and moving) a boat from an existing slip to another slip that fits it better.

Membership note: If you know of someone who might make a good member of RCYC, do introduce them, especially if their boat is eleven feet wide or less. The wait for a slip for a new member is considerably shorter now than it was in the past when it could be as long as a year.



October 2006, Gainer Houseboat leaves RCYC.



Vice Commodore's Report

Matt Richard, Vice Commodore

The new year has almost arrived, and I find myself with new duties and responsibilities as your Vice Commodore for 2016. As I've said elsewhere in this issue of the Foghorn, I still have much to learn, but I've had good guidance from our current and past officers. I hope to use their imparted knowledge wisely.

It was just a little more than three years ago that Laura and I, with much appreciated expert help from Jim Calnon, brought Shadow, our Chinook 34, back to RCYC on a frigid December day after a 21 year hiatus. Before then Shadow was sailed by Laura's parents and past members, Don and Gloria Becker. Shadow left a moorage of wooden docks and wooden pilings, and as Bob Phillips described at the December General meeting in his excellent presentation of the Walk 5 replacement, there was a well cared for marina sporting concrete walks and almost all steel pilings when Shadow came back home.

What Bob also made clear was how RCYC had become the well cared for Club it is today through the extraordinary volunteer work of its members. So now we look forward to 2016. What skills will lend a hand to the tasks that lay before us this year? I know the lighting project on Walk 1 is planned. There are a couple of heads that still need finishing, a water line install on Walk 1 (last one), our dozen work parties throughout the year are out there, and then dredging in the fall. Personally, I want to help on that wiring project on Walk 1. I was an electrician in the Navy once upon a time, and I think I can still strip wire. Where will your skills lend a hand? What new skills will you learn? Let's find out again in 2016. Our first work party is March 5th. We'll probably need hot soup that day. See you there!



Tom Nelson (reciprocal chair) doing reciprocal duties at Lahaina yacht club, Maui this past November. Note RCYC burgee in far left corner.

Cruising Memberships

At the December general meeting, the Board approved the By-Laws change to add a cruising membership. We have two memberships who currently meet the criteria. At this writing, David Columbus is anchored in Chacala Bay, between San Blas and the Puerto Vallarta area.

He left here at the start of summer, entered the Baha HaHa race and won his class. He eventually plans to return to the Portland area late next summer or early fall.

Randy and Ruth Webster also left on a multi-year cruise. They crossed the Columbia River bar and headed south in late September. They were using reciprocals at California yacht clubs and were being very well received. The last e-mail I had from them was in October and they were leaving Monterey, headed south. We've suggested that they e-mail when possible so we can include updates on their adventures in the Foghorn.

FOGHORN COPY DEADLINE: 18TH OF THE MONTH.

Please send your articles and photos to ALL Foghorn volunteers listed below:

- EDITORS: Judy Oxborrow: judy87807@centurylink.net
 Alan Bergen: tryalan@alumni.usc.edu
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 Robert Phillips: rlphillips@web-ster.com
 Rhonda Boguslawski: rhondalmb@netzero.net
 Cathy Skach: cathy.skach@gmail.com

PHOTOGRAPHERS: (New Club photographer needed) and all Club Members.

Need to rack up RCYC work hours?

Has your schedule interfered with making the work parties? Here's the solution! Serve as a Clubhouse steward, involving light housekeeping tasks you can do each week on your own schedule for one calendar month. Or, stay outdoors in the summer and mow the lawn on your own schedule as a grounds steward.

Either of those slots will meet your annual work hour quota for 2016. Easy!

Contact Jas. today: 503-349-0840 or jadams@teleport.com

Jas. Adams, Clubhouse Chair

Digital Selective Calling

By Alan Bergen

All new VHF radios, and any bought in the last few years, have a red distress button on the front. If you lift the flap, and hold the button for five seconds, details of your boat, your position and the fact that you require urgent immediate assistance are broadcast to the U.S. Coast Guard and anyone else within range who has a DSC equipped radio. You don't even have to speak in order to broadcast your need. According to recently published Coast Guard figures, almost ninety percent of DSC-equipped radios aren't programmed, making the red button useless.

In order for your radio to work properly, it must be connected to a GPS. (Some newer radios have GPS built in.) It also needs to be programmed with an MMSI number. If you do all your boating within the continental United States, you can get an MMSI number, free of charge, by going to www.BoatUS.com/MMSI, and answering a few questions. If you plan on boating outside the country, you'll need to get a Ship Station license and an MMSI from the FCC for around \$200 (<https://transition.fcc.gov/Forms/Form65/605.html>).

Entering the MMSI into your radio is pretty straight forward. Just follow the instructions that came with your radio. Be certain that you've entered the number correctly, before you hit confirm. If you make a mistake, you'll have to return the radio to the manufacturer. There's a helpful video on setting up and using a DSC radio at www.BoatUS.org/DSC.

Besides using your DSC radio to help you in an emergency, you can program another boat's MMSI number into your radio. Then you can call the other boat, similar to speed dial on your phone. Rose City YC also has a group MMSI number: 036680319. Program this number into your radio, and any other radio which has this number programmed in its memory will hear your call; also, you will hear a call from another boat that calls this number.

RCYC UPCOMING

Events, Meetings, and Functions:

January 2016

- 1 Soup and Sail
- 4 Knauti Knitters, 10:00 am
- 11 RCYC Board Meeting, 7:00 pm
- 13-19 Portland Boat Show
- 18 Knauti Knitters, 10:00 am
- 18 Foghorn Deadline
- 20 RCYC General Meeting, 7:00 pm
- 25 SYSCO Fleet Night

February

- 1 Knauti Knitters, 10:00 am
- 2 OWSA Basics 101, 5:30 pm
- 6 Commodore's Ball, 6:00 pm
- 8 RCYC Board Meeting, 7:00 pm
- 9 OWSA Basics 101, 5:30 pm
- 10 OWSA General Meeting, 7:00 pm
- 13 OCSA Seminar, 9:30 am
- 15 Knauti Knitters, 10:00 am
- 16 OWSA Basics 101, 5:30 pm
- 17 RCYC General Meeting, 7:00 pm
- 18 Foghorn Deadline
- 23 OWSA Basics 101, 5:30 pm

- Check the website for updated Club dates and more information about RCYC. Also view and/or download your Foghorn from the RCYC website: www.rosecityyachtclub.org.

Nautical Reads

January 2016 Foghorn Book Column

The South Seas have been on our minds lately, not just as a destination but as having the potential for a good story about getting there. And, in this time of year, it's someplace warm. Since it's always good to know who has gone before you, a couple of books come to mind, both classics in their own way.

The first is *To the South Seas* by Gifford Pinchot. Setting off in a 148 foot schooner that he named after his mother, Pinchot and family and crew set off for what he called a scientific journey. Originally published in 1930, he evokes a part of the world and way of life that has changed drastically. Written in a chatty style, he documents what he saw with both pictures and text. It's a rollicking good read.

Some forty years before Pinchot set sail, Robert Louis Stevenson left San Francisco aboard the *Casco* in 1888.

In the South Seas is his account of that journey and what he saw and experienced at sea and on land. It also covers his travels in French Polynesia in 1889 aboard the schooner *Equator*. Based on his journals, this is a lively read of what he saw and experienced before he settled in Samoa.

Remember when...?



2004 Clubhouse remodel - it took many hands, many hours, and great team work.



FOGHORN
ROSE CITY YACHT CLUB

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RETURN SERVICE REQUESTED

Gini Linder and Colleen Sealock on their Ranger Tug "Echo". The only RCYC boat participating in the Christmas Ships parade.



*Merry Christmas
and a very Happy
New Year!*