

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

March 2016



Commodore's Log

Gary Whitney, Commodore

In the dead of winter, just after the groundhog failed to see its shadow, Ethan VanMatre and his loyal committee put together a most enjoyable Commodores' Ball, emceed by John Flenniken and attended to capacity. The music has stopped, but the very good feelings linger from a wonderful event.

Now we return to the realization of warmer weather soon to come, and with that, of boat projects, lining out work parties and getting the marina ready for a full sailing season. And, if you think members are just sitting around looking out the window wondering when they will be able to take their boats out again, you haven't been down at the Club for Sunday racing. When the wind comes up in the winter, it is usually more constant and a bit stronger, so it makes for great northwest sailing. Go racers.

Our Activities Committee is busy working on the next social event – St. Patrick's Day. Mark your calendars for March 12th (Saturday) and get ready to wear the green. Volunteers are needed for every social event so don't be shy. Email or call Brenda Annotti to let her know you want to help.

Continued on page 2



Commodore Gary Whitney & First Mate Linda Shaw



Rear Commodore Karen receives her gavel from Ethan



Commodore Gary Whitney, Vice Commodore Matt Richard, Secretary Nolan Johnson, Rear Commodore Karen Finch, Directors CJ Volesky, Leslie Phillips, Jan Dees

Work parties begin in March and the first is on the 5th. The main item on Work Party Chair Rick Samuels' list is to turn on the water and fix all the things that broke or were damaged when ice and wind descended on Rose City. We never know exactly what we'll find, but we have a good idea that it will take some people power to put everything back into working order. Please let Rick Samuels know you're coming so he can have the jobs lined out for each member volunteer. When you sign up for a work party, we know how much food to prepare. If you decide to drop in without signing up, there may not be work for you or there may not be enough for all to eat.

On another note, the Opening Day Parade is Saturday May 7th and your Fleet Captain Bill Kramer and Activities chair Brenda Annotti are looking forward to a large turn out for this year's Opening Day activities. Whether you take your boat out or ride along with another member or stay in the Clubhouse, it is the camaraderie of the event that makes the memories. Thank you for being considerate of our Club's Work Party Chair, Work Party Leaders, Activities Leaders or Activities Chairs. These folks put in a great deal of effort to make work parties and the social events successful. They deserve a phone call or an email if you plan to show up for an event. Remember to RSVP.

We are a do-it-yourself Club, and that extends out from your boat to the marina in general. If you see something that needs fixing and you know how to do it, roll up your sleeves and have at it. If it is either beyond you (need more people or parts) and you think it needs to be handled quickly, remember to use the call tree. First call is to the Commodore (if I answer your call it stops here.) If no answer, then for items you consider serious call the next on the list, Vice Commodore Matt Richard. If no answer again, call the next person on the list, Secretary Nolan Johnson.



Natasha & Ethan VanMatre, Nina & Bill Kramer



Jan & John Dees



Christian Steinbrecher gets the Golden Hammer for all his work to acquire the new dredge



*Audrey crowns Brooke
RCYC's 2016 Daughter of Neptune*

RCYC Ladies Dinner Planning

Linda Shaw, First Mate

The ladies of RCYC put on a Ladies Dinner each year for our members, visiting guests and First Mates of other clubs. This year our dinner is Thursday, May 12, 2016. I invite everyone to meet at our Clubhouse on TUESDAY, MARCH 8, 2016 at 11:00am to help plan this year's dinner. I am looking forward to having your ideas for making this year's dinner a success!! My phone number is 360-560-3714. Please call me with advice or questions and I'll see you at the meeting!!! Refreshments provided.

2016 Ladies Dinners as made available by CRYA:

4/13 Portland Yacht Club

4/20 Tyee Yacht Club

5/12 Rose City Yacht Club

5/26 Dolphin Yacht Club

9/15 Multnomah Channel Yacht Club

10/12 Columbia River Yacht Club



Judy Oxborrow & Marili Reilly

Opening Day Parade: RCYC Survey Results

Colleen Moran

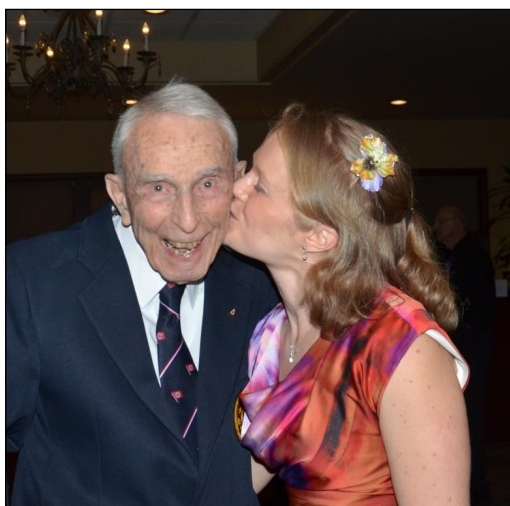
With all of the talk about changing the Opening Day parade route, one question wasn't asked: Why has participation dropped in the past few years? We at RCYC decided to survey members to learn what prevented them from joining the parade in the past three years, and what changes might inspire them to join. Survey respondents included a range of members, from those new to our Club to those who've been part of the Club for decades. Roughly half of respondents did not participate in the Opening Day parade in the past three years.

What we found was that it's more than a parade route issue. The top three reasons why members (the vast majority of whom are sail boaters) don't participate are: 1-Lack of interest (44%), 2-Family obligations (41%), 3-Concern about maintaining parade formation (25%)

When asked what changes would make them more likely to participate in the parade, respondents' top three answers were: 1-Nothing — don't like the idea of a parade (29%), 2-Better awareness of the parade (27%), 3-No uniform (24%)

In the comments section new members mentioned a general lack of knowledge about the event, suggesting that a new member packet with information about this and other annual Club events would be helpful. Others speculate that the parade tradition has run its course and it's time for a new activity. Overall RCYC members are not opposed to the parade itself, but ask if there isn't a way to change things up so that more new members feel welcome to attend. It's also clear the Club needs to better promote Opening Day as a whole, and perhaps add additional activities to the schedule such as educational programs or a cruise.

If you have ideas about how we can make Opening Day a more engaging event, please reach out to a board member or flag officer.



*Wade gets a kiss
from a pretty girl!*



Vice Commodore's Report

Matt Richard, Vice Commodore

During a surprise lull in the all too frequent rain over the last several weeks, I finally made it to the Club to check out the boat. Bilges dry, no leaks detected, all through-hulls closed, battery voltage at 13.9 (gel cells), fridge temp okay, emergency bilge pump switch in Auto, head in good shape and secure, boat air smelling okay, DC distribution breaker off, boat cover properly attached, dock lines and snubbers okay, running rigging not slapping, deck drains clear, and the shore power cable solidly connected powering the charger. All is good.

I maintain 2 different modes of winter rest for Shadow. One is ports and vents open to allow the boat to breath. I do this when I can see at least a week ahead and get a good sense that the night temperatures will remain above freezing, as most of this winter has been. When the forecast says freezing is a threat I close up the boat to the outside and maintain a marine grade electric heater in freeze protection mode with the engine compartment open to the main cabin. I like to check the boat each week, but with Club meetings I get to do this more often. The more checks the better.

It's been a long wet winter and as we begin to think about our cold weather boat checks turning into spring chores it is also time to turn our attention to our work parties. The first one is March 5th where we will begin the process of bringing RCYC out of its winter rest and begin to get ready for the 2016 boating season. The fun begins at 9:00 am with hot coffee ready, then work until noon, when lunch is served and then a few more hours of work and wrap up. Please plan your day to try to attend both the morning and afternoon sessions. This really helps the work party organizers who have planned for the work that needs to be done that day. I am guilty of leaving after lunch myself so I will try to do better.

I feel a bit strange writing all this to encourage members for work parties, as I've only been through three seasons myself. I remember showing up for that first work party. I wasn't sure what to do, how to report in, how to get started. I was a newbie, a greenhorn, and I felt very lost and a little intimidated. I could see the long time members jump right to it and head off to their assigned tasks. I wanted to be like them, knowing what to do! Well I did know the members of RCYC were a great group of people and to be a success at work parties was simple, just show up! There are members there ready to lead the way! You'll soon be given a task and you'll work with someone you may not know for the first five minutes, but after that, you will.

The work parties are more spread out this year. The second one in March is on the 26th, and the third one isn't until April 30th, a week before Opening Day on the 7th of May. So plan accordingly and remember that members need to get six hours worked per membership unit during the first half of the year. Please join us this month on the 5th and 26th. I hope to see you there!



Vice Commodore Matt Richard & Laura (below)



Leslie & Bob Phillips



Vickie Nissen & Tom Stringfield



The VanMatre Family (Natasha behind the camera)



The Volesky Family



The Douglass Family

View From the Rear

Karen Finch, Rear Commodore

What a lovely Commodores' Ball we had this year! A big "Thank You" goes to Ethan VanMatre and all the volunteers who worked hard to make the evening special. Thank you all for the gift of the dock chairs. They are the Cadillac of dock chairs. Mike & I will be very comfy this upcoming cruising season (and we can keep up with the Bacons).

As Rear Commodore, one of my projects for this year is to plan next year's Commodores' Ball. We're considering alternate venues for next year. If you have any thoughts on this or sites to recommend, please let me know. For those of you who served as officers, board members, committee chairs, etc. during the last year, stay tuned for more information coming soon about the Commodore's Appreciation Party!

VHF Radio Tutorial

Bob Gales

On Thursday, March 3 (7-9pm) there will be a tutorial on the use of VHF radios. The tutorial will take place at our Clubhouse. Many of us have upgraded our radios, and we are now faced with an alphabet of safety and convenience features. Everything you need to know about VHF, DSC, MMSI, AIS, EPIRB, PLB will be discussed FYI.

Alan Bergen will cover the definitions of the above alphabet, laws and licensing, communicating using DSC and MMSI to individuals and groups, and more! It is suggested that you bring your VHF radio's operator's manual so you will be able to mark important sections for future referral.

This will be great way to begin preparing for a safe and fun boating season. See you there!

Thursday, March 3, 7:00 pm at RCYC

RCYC & the J. Randall in the News

The recent purchase of our new dredge is attracting additional press in the online world. This note is from the publication agent for DSC (DSC manufactured the dredge). “We sent out the Rose City Yacht Club dredge announcement to the DSC publication list yesterday, with a few other publications added in (marina and sailing magazines). We added these pubs to the list because RCYC and its members self-conducted dredging are so unique. It really is a good story, with a wide appeal among a variety of publication types.” So far, *Dredging Today* (online publication) and *MarineLink* (also online) have picked up the press release. You can see their pickups here:

<http://www.marinelink.com/news/delivery-dredger-takes405049.aspx>

<http://www.dredgingtoday.com/2016/02/12/new-badger-class-dredge-for-rose-city/>

Several other marina/sailing/maritime websites have picked up the story. Google “Rose City Yacht Club” and “DSC Dredge” for more. *Dredging & Port Construction* let us know that it will appear in its April issue. *International Dredging Review* has said it will run the announcement in its April/May issue.

Yacht Club Members Take Pride In New Badger Class Dredge

RESERVE, LOUISIANA — Rose City Yacht Club, a long-standing private marina and social club along the Columbia River in Portland, Oregon, recently took delivery and startup of a new 8-inch Badger Class dredge from Reserve, Louisiana-based DSC Dredge, LLC. The Badger dredge was a much-needed replacement for an older dredge the club had purchased used and had operated for more than 20 years. After extensive research into its options, the yacht club’s members decided in early 2015 to order the Badger Class dredge, which is manufactured at DSC’s Greenbush, Michigan, facility. The Badger is an 8-inch cutter suction conventional-style dredge. The Badger dredge’s compact size and maneuverability are ideally suited to marina operations, and its 8-inch Metso pump produces more than enough volume of material and static head to accommodate the dredging parameters required by the marina.

With a working width of just under 10 feet and an overall length of 54 feet, including the ladder, the Badger dredge can be maneuvered into harder-to-reach waterways not accessible by larger crafts, yet it can still dig to a depth of 20 feet at a 60-degree down angle on the ladder. The lateral cut achieved by the Badger dredge at maximum depth is approximately 50 feet. At Rose City Yacht Club, the Badger dredge removes and pumps material from the marina’s slips and fairways to a holding pond, where the water is decanted off. The remaining spoils are mixed and used for landscaping fill.

As with most marinas, siltation and sanding at Rose City Yacht Club becomes a never-ending point of concern. Members’ boats must have bottom clearance for navigation into and out of the marina. For Rose City Yacht Club, which traces its heritage back to 1932, the nature of the spring runoffs on the Columbia River causes the majority of its siltation challenges. The Columbia is the largest river on the West Coast of North America. Because it cuts through the Cascade Mountains, it brings a large quantity of sand and silt with it as it nears the Pacific Ocean. Dredging the siltation is the answer.

Many marinas choose to contract their dredging requirements on an as-needed basis, but this option can be costly. Since 1988, when the marina purchased its original used dredge, Rose City Yacht Club’s members have conducted their own dredging on a volunteer basis. This tradition of self-conducted maintenance dredging is unusual in the world for non-commercial marinas. Although not unheard of, most private yacht basins do not own their own dredge—and in particular, they do not usually purchase a brand new dredge. But with its original dredge showing signs of age, including the need in recent years for major repairs, Rose City Yacht Club members considered their options and determined the annualized cost of a new dredge was actually 90 percent less than that of hiring out just one year of dredging services—and it was a better long-term alternative than refurbishing a used dredge or rebuilding or repairing the existing dredge.

Rose City Yacht Club operates its dredging activities every year, from November through February, and DSC delivered the club’s Badger dredge in early November 2015, just in time to provide a week of hands-on training at the start of the dredging season. The dredge was named the “J. Randall” in honor of club member Jerry Randall, who convinced members more than 20 years ago that dredging was necessary for the site, and that member-conducted dredging was the best option. The club’s dredging team comprises approximately 20 members, many of whom have more than 20 years of dredging experience. They take pride in their performance, and they fully understand the nuances of working within their site. The addition of the new DSC Badger dredge allowed this marina’s dredging team to dig in and complete the 2015-2016 dredging operation without a hitch. Rose City Yacht Club will be able to continue its tradition of self-conducted maintenance dredging for many years to come.



Moorage Matters

Loren Beach, Port Captain

Except for the sailors participating in the winter cruising series, Sailing on Sundays, our moorage has been very quiet. As we close in on spring, everyone does need to get their new (2017) registration stickers attached. After some real problems with their new software last fall, the Oregon Marine Board seems to be getting routine registrations out in a few days. Note that the preferred method of updating your registration now is through their web site. <http://www.oregon.gov/OSMB/Pages/index.aspx>

If you are creating or transferring a title, you will probably have to call them, and involve the US mail. When there is any delay in obtaining your new numbers, you will be given a form to post on your boat for a certain number of days. Usually this will come to you as a pdf. When you get this, email a copy to the moorage chair at sailaway10@comcast.net. (The copy you post in your boat port light will usually be rendered unreadable by UV in a week or so...)

Oregon law enforcement officers, i.e. River Patrol, were asked to be lenient about enforcement going into the new year, but remember that the onus is still on the boater to comply. Here is the enforcement note from their web site:

“Failure to properly display boat registration numbers (OR#’s) and have current registration decals is a Class D Violation (\$110 fine).” Given that RCYC requires current registration being displayed as a condition of being granted moorage, you should not delay in doing this.

Other moorage news: lost fenders sometimes show up against a head walk. The residents will often tie them where found, so that an interested member might find theirs by looking down-current from their boat. Winds can just as easily blow them out to the fairway and... they go away. So check your fenders and their attachment lines often.



Dave & Marili Reilly



Mary & Bob Laird



Cathy & Tom Skach





Rose City Youth Sailing Society

Rose City Youth Sailing Society
3737 NE Marine Drive,
Portland, OR 97211

Youth Sailing

Pam Sesar

I was told there is no such thing as bad weather, just bad clothing; and “get outside, you’re not sugar, you won’t melt.”

What a month! We have been enjoying the Sailing on Sunday series. I have been practicing the art of being wet and drifting with style. For our advanced youth sailors they have been sailing 29ers and Vanguards and attending regattas on weekends. Their boats seem to move in virtually no wind and they never look cold. One of our RCYSS sailors placed first in Seattle this past month. We also have a grandchild sailing in this class. Hurray RCYC!

Last weekend I went and watched WSC’s program on the Columbia. The students meticulously rigged their boats, checked lines, hulls, rudders, and centerboards. They even cleaned the dock. Soon after I arrived I was offered a homemade muffin and hot chocolate. It was raining lightly and cool that day. The students suited up and off they went. Seeing children advance in skill, knowledge and responsibility touches the heart.

In case you are not aware, RCYSS plans to reimburse up to 80%, but we need the applications two weeks in advance to ensure timely communication. We want as many children to learn as possible. We have agreements with VLSC and WSC for member-discounted rates, so please always ask. We have so much knowledge to share with them and they are the next generation to care for our boats and Club. RCYC is wonderful.

Twenty years from now you will be more disappointed by the things you didn’t do than by the ones you did do. So throw off the bowline. Sail away from safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover. –Mark Twain.

Thank you contributors! If it weren’t for generous gifts, we would not be able to support our children sailors.

Racing News

Kevin Robertson, 2016 Race Captain

2016 RCYC Frostbite Regatta - Saturday, March 19. RCYC is responsible for both the race and after race festivities including the food and drinks. Rock Kent is our PRO (Principle Race Officer) and will be managing on the water race activities. Kevin Kahl is our Social Director and will be managing food and drinks after the race. We need volunteers to make the Frostbite Regatta a success, so please contact Rock (rock@familykent.com) and Kevin (kevinkahl@frontier.com) to lend a hand or two.

Opening Day Regatta - April 9 and 10. We will be partnering with CYC on this event. CYC will manage the on the water action; RCYC will provide refreshments on Sunday. We are in need of a RCYC “Social Director” to manage food and drinks after the race on Sunday, April 10. We also need volunteers for food preparation and service to racers. To volunteer your help please email me at kevinrobertson1@comcast.net.

Medium Distance Race - Saturday, May 21. Mike Pitarresi (sailpit12@gmail.com) is our PRO and Gary Vogel (lagar62@comcast.net) is our Social Director for this one-day event. If you can help Mike or Gary please send them an email.

RCYC Beer Can Races - Friday, June 24 & Friday, July 8. If you are new to racing this is a great place to start.

Long Distance Race on September 10 and 11. RCYC hosts this two-day event that takes racers downriver on Saturday, an overnight stay on Sand Island, then race back upriver on Sunday.

Skippers, please register for the Frostbite Regatta and other events at www.SailPDX.org where you can also purchase your annual OCSA membership and download the 2016 OCSA Race Book. Non-OCSA members will be charged a \$10 fee per regatta to register.

If you are in need of crew or are looking for a boat to race on, please send me an email kevinrobertson1@comcast.net) and I will get you connected.



Membership News & Views



Judy Oxborrow found this new British sailing magazine with some amazing photos. http://issuu.com/classicsailormagazine/docs/issue_01_digital_oct15/1?e=1



Here's a link to a video of **Mike Reese's** trip to Puget Sound and the San Juan Islands last summer: <https://m.youtube.com/watch?v=C3VZsr-HMog>



Randy & Ruth Webster made it to Mexico for Christmas. Here is Velic at anchor in El Mezteno. The mountains of Baja California Sud can be seen in the background, across Bahia de La Paz. <https://velicblog.wordpress.com>

Welcome New Members!

Eric and Leslie Foren are the son and daughter-in-law of Terry Foren and Barb Chabala. They own an Ericson 29.



Patrick Rutledge and Amy Cavanaugh have a Catalina Capri 26.

RCYC Opening Day—Saturday, May 7th

Bill Kramer, RCYC Fleet Captain

What: Opening Day is the start of the boating season. Yes, you can boat all year, but just like the International Date Line, you need a starting point. It's an opportunity to put your boat in a parade! Are you competitive? We compete with other yacht clubs for points.

How: You participate by being a part of the boat parade either by taking your boat out or being a passenger on another member's boat. This is how we score points. We also get more points if your boat has a VSC (Vessel Safety Check).

Dress code: For you – Blue top and white pants (and yes khaki counts) and a life preserver. For your boat – red and blue flags. If you need some, they are available from Ships Stores.

Extra credit: Decorate your boat to this year's theme, *Excessive Celebration*. That should give you some ideas, but no open alcohol. If you choose to decorate, please let me know.

Action Item: Mark your calendar! Don't miss out!

Cruising Corner

Ron Moran, Cruising Chair

As your Cruising Chair, one of the things I have done is put together a Handbook for new members that talks about cruising with RCYC. It covers topics like our cruising schedule, cruising procedures, and equipment for cruising on the Columbia River. I wanted to add information for those members that may want to head north, so asked fellow Club members to give me their ideas and suggestions on that topic. I received some great information that will be added to the Handbook. I also want to share it here, so this month's "guest" writer is Steve Barrett. Thank you, Steve!

Going North to the West Coast of Vancouver Island—S/V Nepenthe

Equipment - We like to be prepared to enjoy as much of the fresh seafood there as we can, so tools for clam digging (small handheld garden rake), fishing gear (salmon, halibut, bottom fish), two folding crab pots, and scuba gear are some of the things that go along. We have a rigid inflatable boat (RIB) for the dingy with a 15hp outboard that we use for fishing and diving. We also take along two inflatable kayaks. You need to be prepared to anchor in different conditions so we have our primary anchor (with all chain rode) and two secondary anchors, plus a large storm anchor. We have a secondary rode for the other anchors that is 25 feet of chain and 300 feet of 3/4 nylon. We carry a stem line on a reel, too, but lately we haven't used it much.

Getting the boat ready - This can be a long list, we start by cleaning the boat and using that as an opportunity to do a thorough inspection for anything that might need to be fixed or changed. We go up the mast, do a rigging inspection, make sure the masthead sheaves are lubricated and running freely and make sure all the lights are functioning. If it hasn't been done recently, we clean the bottom of the boat. We clean and fill the water tanks, fill the diesel tanks, check the batteries, and check the refrigerator. Change the oil in the engines, check the water pump, belts, coolant, and anything else you can think of for engine maintenance. Check that the spares (belts, impellers, oil, filters, pumps, fuses, spark plugs, etc) are there and current.

Menu planning - Is a big job, takes a lot of planning, but is well worth the effort. We are usually gone for a month so there is no way that we can take all of the fresh food we need. Ucluelet and Tofino both have good markets so you just have to plan your stops there for more fresh stuff. Further north that becomes more of a problem. Once you get past Ahousaht on Flores Island there isn't anything until Kyuquot which has a very small store. Then it is Winter Harbor, another small store, or Port Alice (a trek up the arm of the sound, but a good market).

Crossing the Columbia River bar - We usually plan our trip down river so that we stop and anchor behind Tongue Point the night before we cross the bar. We like to plan the bar crossing so that we are going down from our anchorage at the tail end of the ebb sometime in the morning. That way we get a push down the river and we will arrive in Ucluelet in the afternoon of the next day.

When you are crossing the bar in either direction, don't call the USCG for a bar report. They can't advise you, and they may take it as a good training opportunity to board your boat for a safety inspection (happened to us once). Depend on your own judgment instead. Just don't cross on a bull ebb with a strong west or northwest wind, as that is always a bad combination. I don't like to cross in the dark either, that just adds to the stress. We do wind up cutting the corner across Peacock spit when conditions permit it because it is shorter, but don't try it if the weather is bad.

*Cape Disappointment
Columbia River Bar*





Tatoosh—NW corner Washington State

Watch out for commercial crab pots outside of the channel. You will need to watch out for them all the way up the coast. We usually follow the forty-fathom curve until we get abeam of Tatoosh and then we change course for the entrance to Barkley Sound. I strongly advise the use of radar, although you can do without it. We did for several trips, but it is much safer with it. AIS is even better.



Cape Beale—S entrance to Barkley Sound

Entering Canada - On the west coast of Vancouver Island, the only place you can clear Customs is in Ucluelet, and that is done by phone. You tie up at one of the public docks run by the government (red hand railings on the land side) and call in to clear. The best place to do that is at 52 Steps, the first government dock on the west side as you come into the harbor. Unless you have something unusual to declare, they won't send the RCMP (Royal Canadian Mounted Police) down to inspect the boat. We have cleared there many times and have not yet had anyone come to the boat. It is possible that is why they have you go to Ucluelet. There is an RCMP station there, so if they need to have someone come to the boat they can do it. Just don't bring any firearms and you'll probably be okay. Also pay attention to the limit on the amount of alcohol you can bring in, paying the duty (which we did once) is really painful. It is better to just buy it locally. Ucluelet and Tofino both have liquor stores.



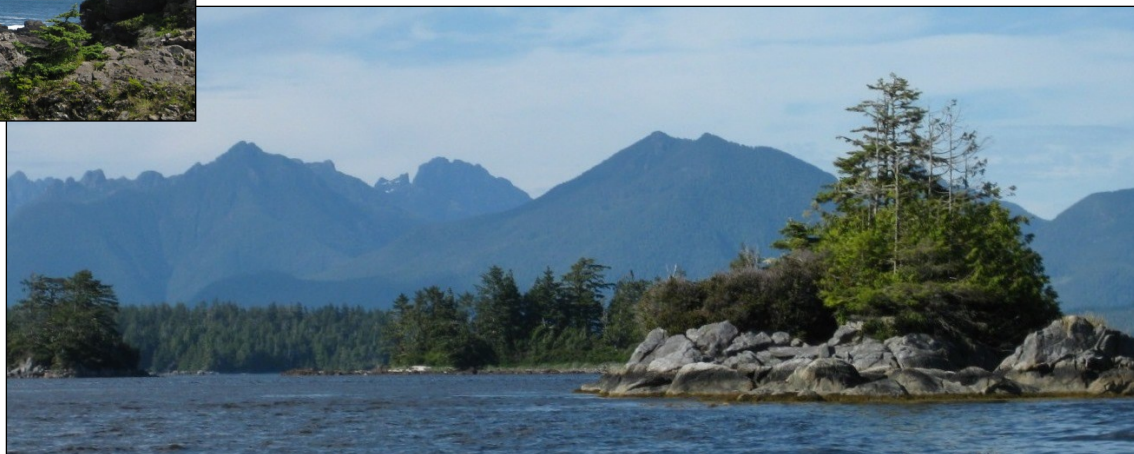
Amphitrite—near Ucluelet

Returning to the U.S. - Our last port of call in Canada is usually Ucluelet, and then we usually head south from somewhere in Barkley. Then when you get to the Columbia River you have to stop at Astoria West Basin to clear customs. Tie up where you can and call the Customs office. They will send someone down to the boat to clear you in. If you have not already purchased your decal for the year, you can do it then (\$25.00). They always send someone to the boat, but we have never been searched. It has always been about who is on the boat and what you brought back, if anything. Don't skip this part - you could lose your boat and go to jail.



We have used various guide books to find good spots to go to and have gained a lot of good information from other Club members.

Don't be afraid to explore and find your own special spots.



Nautical Reads

Bill & Nina Kramer

This month's column is by Ellen Nielsen.

Food at Sea: Shipboard Cuisine from Ancient to Modern Times by Simon Spaulding, 2014.

I found this book at Central Library in a special display of books on travel and food. The author is a maritime historian as well as a writer, lecturer, teacher and performer. In this book he charts the history of seaboard catering from the long boat to the cruise liner. The chapter titles give a good preview: The Ancient and Medieval Worlds, The Age of Exploration, Sailing Navies, Nineteenth Century Merchant Ships, Steam Power and Canned Food, Ocean Liners and Refrigeration, Selected Recipes.

Staying fed and nourished while going to sea was no picnic, but maybe it was. Early mariners in small open craft had three options for sustaining themselves when they left home. They may have brought food along that resisted spoilage and required no cooking; they may have gone ashore during the voyage to prepare food carried aboard, supplemented by game, or plants acquired ashore and using equipment and possibly firewood they carried on board; they may have been able to cook aboard the vessel if it had a structure to contain a cooking fire.

In the thirteenth century the Catalan-Aragonese fleet kept detailed records of food aboard their galleys. The food issued to crewmen was divided into three parts: drink; biscuit; cheese, meat, fava bean stew (called *salsa*). Biscuits were a staple of shipboard food in this era and for centuries to come. Known as biscotti because they were baked twice, they were a concentrated hard bread that would keep a long time at sea. The biscuit, as it became known in French and English, was kept in cloth bags that were "painted", perhaps a waterproofing like oilcloth.

As standing national navies came into being, there was a need to establish standards for serving the men. The administration of food in the British Navy was overseen by a board of Victualling Commissioners, established in 1683. The basic ration was to be a daily allowance of one pound of biscuit and one gallon of beer (water often not fit to drink), and a weekly allowance of eight pounds of beef. Pork, fish, peas, butter and cheese were also provided.

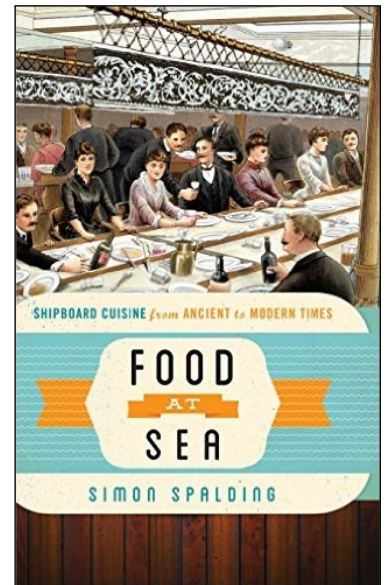
In 1747 a Scottish naval surgeon made a study of scurvy and published his results, eating fresh fruit (two oranges and one lemon a day) was the most effective cure. Captain Cook is credited with leading the effort to reduce scurvy in the British Navy. On his first expedition to the South Pacific, he did not lose a single man to scurvy. He persuaded them to eat citrus fruit and sauerkraut and the edible greens collected ashore.

In the thirteenth and fourteenth centuries there was a well-established Northern European tradition of a designated cook in the crew list and a permanent cooking hearth built into vessels of medium or larger size. However Columbus did not have a designated cook in the crew. Spanish and Portuguese ships had small cooking fires and the men were divided into groups of six or seven to cook their food. On nineteenth century merchant ships the galley was usually located in a deckhouse amidships so that the galley fire was above the deck. Most galleys were about the size of a walk-in closet. The cook was usually an older sailor and was addressed by the traditional sea cook's title of "Doctor". How that name came about is not clear, possibly because he performed magic with ingredients or because he provided medicinal lime juice. If the captain had provisioned well, he could also provide well earned treats of hot grog or something sweet after a cold, wet watch.

Steam power and the canning of food changed the way people ate at sea. Steam power made for shorter, regular crossings and canned foods provided a reliable, safe and varied supply of comestibles. Charles Dickens was a passenger on the first Cunard steamer *Britannia* in January 1842. He wrote vivid descriptions of the passenger experience on board. He offers a description of the loading of the provisions: one party of men were "taking in the milk", or in other words, getting the cow on board to her padded stall; and another were filling the ice houses to the very throat with fresh provisions; with meat and garden-stuff, pale suckling-pigs, calves' heads in scores, beef, veal, and pork, and poultry out of all proportion.

With the advent of refrigeration, food at sea could be as varied and elaborate as on land. The author gives provision lists, menus, and descriptions of dining rooms for large and small cruise ships and ocean liners. This book is full of interesting information about sailing vessels and ships and the food and provisioning requirements related to the well being of the sailors through the centuries. The author has done research in journals, old archives with provision lists, ships' logs and sea shanties.

The last chapter contains recipes that can be made on board or at home. How about some *lobscouse* for dinner tonight, with some *plum duff* or *dandy funk*? Mulligatawny and curry and rice are more modern dishes. Bon appétit!





ST. PATRICK'S DAY PARTY!!!!
Get your green on and come on down to the Clubhouse!

Saturday, March 12

Cocktails 5:30pm • Mixers provided by the Club

Dinner 6:30pm

Smoke and Patti are making corned beef and cabbage

Bring salads and sides!!

And bring desserts. To be part of the Tasting Contest for Desserts they must be green :))

We will also have a rousing game of Irish Trivial Pursuit

Fun prizes to be had

Need volunteers for kitchen prep and clean up

Please call or text Brenda at 503-504-2595

or email at roberts0649@comcast.net



Walk 5 BBQ on the Patio

Saturday, April 2nd

Social hour: 5:00 pm

Grills on: 5:30 pm

Dinner: 6:00 pm

Bring your own favorite entree & beverage.

Appetizers, salads, rolls, condiments, desserts &

Spring Punch will be provided; bring your own "spike"!

++Plus++

2ND ANNUAL ROSE CITY YOUTH SAILING SOCIETY BENEFIT SILENT AUCTION

DURING HAPPY HOUR FROM 5 TO 6 P.M.

DON'T BE FOOLISH BY MISSING THIS AWESOME EVENT!

(All donations of new or previously owned auction items are welcome; please contact Gail O'Neill, gailejog@frontier.com or 503 784-2667 by March 31, the day before April Fool's Day!)

RCYC HAPPENINGS

March

- 1 OWSA Basics 101 6:00 pm
- 3 VHF Radio 7:00 pm
- 5 **Work Party #1** 9:00 am
- 7 Knauti Knitters 10:00 am
- 8 Ladies Dinner Mtg 11:00 am
- 8 OWSA Basics 101 6:00 pm
- 9 OWSA General Mtg 5:30 pm
- 10 SYSCO Racers Clinic 6:00 pm
- 12 **St Patrick's Day Party** 5:00 pm
- 14 RCYC Board Mtg 7:00 pm
- 15 OWSA Basics 101 6:00 pm
- 16 RCYC General Mtg 7:00 pm
- 18 Foghorn April Deadline
- 19 RCYC Frostbite Race 11:00 am
- 21 Knauti Knitters 10:00 am
- 26 **Work Party #2** 9:00am

April

- 2 **Walk 5 BBQ** 5:00 pm
- 4 Knauti Knitters 10:00 am
- 9-10 Opening Day Regatta 11:00 am
- 11 RCYC Board Mtg 7:00 pm
- 13 OWSA General Mtg 5:30 pm
- 18 OWSA Cool Maneuver 6:30 pm
- 18 Knauti Knitters 10:00 am
- 18 Foghorn May Deadline
- 19 OWSA Cool Maneuver 6:30 pm
- 20 RCYC General Mtg 7:00 pm
- 22-24 Bartlett Landing Cruise
- 30 **Work Party #3** 9:00 am

Check the website calendar for updates and more information about RCYC www.rosecityyachtclub.org

Need something added to the calendar? Contact Vice Commodore Matt Richard

Foghorn Deadline 18th of the month

Email articles, announcements and photos with "Foghorn" in the header to:

RCYCFoghorn@gmail.com

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Commodores' Ball photos in this issue
 by Inna VanMatre



Commodores' Ball 2016

FOGHORN

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