



ROSE CITY YACHT CLUB NEWSLETTER

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

April 2016

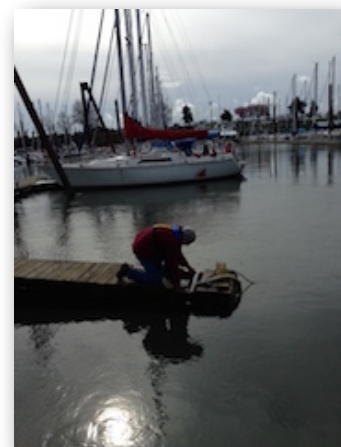


From the Helm
Gary Whitney Commodore

The water is on again, and it's time to remove my boat's St. Patrick's Day attire [green] and get it back to mostly white and burgundy in preparation for the Opening Day Parade, May 7th.

Our first walk party of the year is not an April fool's joke. It will be on the 2nd and that will be a busy day at the club. Several events will be undertaken that day: the RCYSS auction to benefit our youth sailing program, ladies dinner planning meeting, and possibly a "rigging" class. See the Foghorn and watch your e-mail for details.

As many know, Ethan VanMatre takes care of the RCYC web server. We have had problems that show up in strange ways. For example, the website was down for a while and then up and then down again; lots of everyone-at-rcyc emails go astray; and, well you get the picture. It should soon be stable and predictable. By the time you read this, the Board has approved funding for a NEW web site. The RCYC website is a valuable resource for the Club, and there are many more things that it could do for us. One identified problem is that one person does not have enough time to do everything necessary on the website. I'm thinking that we should assemble a small group of members that add content to the website. Something like the folks who do the Foghorn each month.



Craig Cordon at first work party

Plans for the Ladies Dinner are progressing. Linda is gathering a group to help her make this a great event. The "travel" theme has me pointed in many directions, near and far.

Spring is here, and the work parties are underway. I keep looking at the design blueprints we had drawn up for the grounds -- nice looking gates and fences, shrubs, flowers and a corral to tame our recycling and garbage dumpsters. Imagine how nice the land areas of the Club would look. We have this on a smaller scale due to the good work of our container gardens crew. Much of the design can be implemented in steps and stages. Care to help?

Reminder: When you invite guests to the club, you need meet them at the gate to let them in per Moorage Rules Section G.

Rigging Workshop – Saturday, April 2

Butch Bogan, of BB Marine LLC, will present a rigging workshop for the membership on Saturday, April 2, 2016. We will begin at 2:00 PM on Paul and Dorothy Glynn's boat, *Waking*, currently moored on Walk 5, Butch will emphasize:

- Common rigging problems and solutions.
- Rig tuning and the impact of differences in rig and boat design.

Questions? Contact me at craig.cordon@gmail.com.



Vice Commodore's Report

Matt Richard, Vice Commodore

We will have completed our first two work parties by the end of March. I can report on the first one, much was done! 43 members gave a hand to get the water back on, cover the patio with a new tarp, weed and prep the gardens, replace the discharge hose on the clubhouse sump, rearrange the dredge dock area, and a host of other tasks. A delicious homemade vegetable soup was served by Alan Bergen for the working party lunch; it was fantastic! Thank you to Alan and the galley crew and to all who performed so much work on that beautiful first Saturday in March!

Work Party 3, the only one in April, is on the 30th. We still have much to do. The work and fun never stop. Plan to attend and whittle a few more of your work hours away. Remember, each active membership needs to have 6 hours worked during the first half of the year.

I sure hope we get some good weather in April. Laura and I are planning to make the Bartlett Landing Cruise on the weekend of April 23rd and 24th. Then, it's time to think about Opening Day. You may not believe this but my first Opening Day parade was back in 1974 when I was dating the RCYC Daughter of Neptune, Laura Becker. Her dad, Don, even let me have a go on the tiller (way way before we passed in review of the committee boats). I did the best I could to try and maintain position – 50 feet fore, 50 feet aft and 50 feet abreast. It's still the same tradition today.. Don made it look so easy, but then, he made everything look easy. And when we passed the committee boats, I could see all the Daughters of Neptune waving us on. I kept my eyes especially on the one with the long wavy blonde hair looking straight back at me. Opening Day is great fun, a terrific way to get the season going and feel really good about your Club. I hope to see you there. And, remember to wear your Blue and Whites; it's tradition!



Work Party Soup Recipe

By Alan Bergen

At the last work party, several people asked for my soup recipe, so here it is for your enjoyment. It can be served hot or cold, but it doesn't keep well for more than a day. If you'd like to keep it longer, it freezes well.

Zucchini Soup (serves six)

1 diced onion
2 diced celery ribs
2 lbs. zucchini in chunks
2 10oz cans chicken broth
1/2 cup water
4 T margarine, butter or oil

Sauté onions and celery in butter
Add water and zucchini
Simmer 15 minutes
Add broth and simmer until zucchini is soft
Blend ingredients and season with salt and pepper



Floral Design Workshop

Come Learn about Floral Arrangement - A Floral Design Workshop, hosted by Laura Richard, will be offered on Tuesday, June 14th from 10:00 am to 3:00 pm. There will be a small supply fee and lunch will be provided. If you are interested, please contact Laura at laurarichard@me.com for further information.



Secretary's Salutations

Nolan Johnson-, Secretary

If the first work party of the year is any indicator of club momentum for the year, we're in for a smooth, high-speed ride through surprisingly good weather! What a fantastic turnout, and what great work by the work party coordinators to deliver a great day of well organized club maintenance!

From the Secretary's chair, it is my sad duty to share that we received a letter from Susan Anderson, notifying the club that long time member, Helen Mills, passed away on February 4th. On March 16, the club received a note informing us that Robert Adams, another long-time club member has recently passed away. Our hearts go out to the families.

On a brighter note, we swore in three new members at the March general meeting – Tod and Deedie Bassham, Michael and Jessie Welter, and Shane Reilly/Kristine Lehmann. Tod and Deedie sail a Beneteau 37 named Chinook. They have been active in the sailing community for some time and know several RCYC members. Michael and Jessie Welter sail a Hunter 22 named Liberty and have been sailing for about 15 years. Shane Reilly and Kristine Lehmann have a MacGregor 26. They became acquainted with RCYC during the Beacon Rock Cruise.

The Board also interviewed a prospective new member, John Randall. John and his wife, Marie, currently live down in California. He is the son of Jerry and Lou Randall. He is retiring from his job and plans to spend a considerable portion of the year in Oregon sailing with Lou on 'Onnie.

One of the things I personally love about sailing is following along with the stories and adventures had by others. I know I'm not alone in that regard, so, perhaps long-time club cruisers will remember reading books written by Roger and Molly Firey, who spent 27 years circumnavigating twice aboard their 1974 Westsail 32, "Sundowner" and documenting their adventures - which included a knockdown/rollover in 1994 near Cape Town South Africa. About that incident, Roger wrote: "When the boat righted the first thing I heard was [from his wife, Molly, who was at the helm] "I'm still here". About the best words I have ever heard! Top side and below were chaos...The most important item, the standing rigging/mast was intact, albeit stripped of sails."

The Fireys sold Sundowner in 2004, and with the new owner, Sundowner "rested" (read "rotted") until a young married couple, Tate and Dani - acting on their dream to sail the world - found her for sale in 2010 and bought her. Only after the purchase did they learn of Sundowner's history. They moored Sundowner close to their home in New Orleans, started a blog about their project (www.sundownersailsagain.com) and got busy.

Tate and Dani devoted four years to refitting Sundowner for her next circumnavigation. In their blog, they go into great detail about the technical details of the refit, as well as abundant soft-skill information they learned while preparing for a world cruise. It's fascinating reading for boat geeks! In December 2014, they quit their jobs, moved aboard, and started their journey. Throughout 2015, they sailed from New Orleans to the Keys, spent time in Cuba and Isla Mujeres, Mexico, then waited out the hurricane season off La Providencia Island, near Panama. In December, they put Sundowner on the hard in Panama and came back to the States to embark on a year-long circumnavigation of the lower 48 before setting off across the Pacific in 2017.

If you haven't found Tate & Dani's blog already, I strongly suggest spending a quiet rainy evening online, reading their story at www.sundownersailsagain.com. Where the Firey's left off, Tate & Dani are carrying on. And, if we're lucky, perhaps their 2016 road trip will bring them to Portland and we can entice them into a visit to RCYC.



Left photo
Jesse and Michael
Welter. Missing
Kristine Lehmann

Right photo
Shane Reilly with son
Quentin (age 2)
Missing is Kristine
Lehmann

Missing Todd &
Deedie Bassham





Rose City Youth Sailing Society (RCYSS) is a non-profit that builds relationships with local sailing clubs, and coordinates efforts among the sailing community to further promote youth sailing. RCYSS helps Vancouver Lake Sailing School and Willamette Sailing School to maintain and purchase equipment, as well as provide financial aid and discounted tuition. Just fill out the application found on our brochure two weeks before a class and mail or email it in. This fund began with a generous donation of a boat and boathouse to be used for a junior sailing program. Want to help? Your gifts make it possible for our children to participate. It is our children whose inventiveness and passions determine our future. Any gift you can make is tax-deductible and goes directly to help sustain youth sailing. Please mail to: RCYC c/o RCYC. 3737 NE Marine Dr. Portland, OR Attention Youth Sailing. Email:



Willamette Sailing Club youth sailors with their 29ers



Moorage Matters

by Loren Beach

We are about to conduct the springtime moorage and boat inspection

tour referenced in our Moorage Rules. One of the major items we look at is the presence of current registration stickers, and you should have your 2016 or 2017 stickers attached by now. Documented vessels must have their Oregon stickers on each side of the transom and also their boat's name and hailing port affixed.

Water is now turned on throughout the moorage, so it's time to wash the mold and winter grime off the decks.

Recent strong winds pried open one dock box lid, but the residents noticed and secured it. Check yours and be sure that the hasp is latched securely. It's good to see that most dock boxes are now tied down.

The dinghy docks are well-populated, and I hope that you have a name plate on "your" chosen spot. Otherwise if you take your small boat out and there is no name plate to mark your spot, anyone can claim that spot on the rack.

Until further notice, the club Launch will be summering in slip 6 on walk two. This power boat is used for racing set-up, transporting drums of pancake batter for the Pirates Breakfast, and occasionally for emergencies. Do not operate it without authorization from the Work Boat Chair. Speaking of emergencies, the Dewatering Cart is located by the base of the east ramp, near the front entrance to the clubhouse.

We now have 30 amp power outlets at the finger dock for both work boats, at the west end of the marginal walk. Thanks to Dave Kibby for wiring them up. The dredge now has its own shore power circuit, too.

Fair winds



REMINDERS

The **2016 Yearbook** is out!! Active members who were not at the March general meeting may pick up their yearbooks in the Clubhouse. Yearbooks are in envelopes with your name (alphabetized) on it. Please take the entire envelope with you!! Each member is allowed two printed copies of the yearbook. An electronic version will soon be available for members to add to their electronic devices. Please do not help yourself to extra yearbooks from someone else's envelope as we do not have extras for replacement. And, if at any time during the year, you have a change in your information, please send an email to RCYCYearbook@gmail.com

With the electronic version, we can do updates more frequently instead of just annually.

Insurance – Moorage rules require that all boats in the moorage provide proof of insurance. If you moor a boat at the Club or move a boat into the Club, you need to forward a copy of your insurance declarations page (the one that summarizes your coverage) annually to Judy Oxborrow. You can scan and email the copy to judy87807@centurylink.net, put it in an envelope addressed to Judy and leave it in the mail file in the Clubhouse, or snail mail it to her home address. So when your insurance comes due, remember that copy to Judy or expect a reminder!!

Foghorn Copy Deadline - 18th of the Month

You can send your titled articles and photos at any time to: rcycfoghorn@gmail.com

Editors

Judy Oxborrow
Alan Bergen
Joyce Jensen
Janice Choy-Weber

Graphics

Vickie Nissen
Robert Phillip
Rhonda Boguslawski
Cathy Skach

Photographers: Dennis Annotti and all club members

RCYC Upcoming Events, Meetings and Functions

April

- 2 RCYC Rigging Workshop, 2:00pm
- 2 Walk 5 Barbecue, 5:00 pm
- 4 Knauti Knitters, 10:00 am
- 9-10 RCYC Opening Day Regatta
- 11 RCYC Board Meeting, 7:00 pm
- 13 OWSA General Meeting, 6:00 pm
- 18 OWSA - Cool Maneuvers Class, 7:00 pm
- 18 Knauti Knitters, 10:00 am
- 18 Foghorn Deadline
- 19 OWSA - Cool Maneuvers Class, 7:00 pm
- 20 RCYC General Meeting, 7:00 pm
- 22-24 Bartlett Landing Cruise
- 30 Work Party 3, 9:00 am

May

- 2 Knauti Knitters, 10:00 am
- 7 CRYA Opening Day, 8:00 am
- 9 RCYC Board Meeting, 7:00 pm
- 11 OWSA General Meeting, 6:00 pm
- 12 RCYC Ladies Dinner, 5:00 pm
- 14 Work Party 4, 9:00 am
- 14 Walk 1 Barbecue, 5:00 pm
- 16 Knauti Knitters, 10:00 am
- 18 RCYC General Meeting, 7:00 pm
- 18 Foghorn Deadline
- 20 Private Party, 3:00 pm – 11:00 pm
- 21 RCYC Medium Distance Race, 11:00 am
- 27-30 Hadley's Landing Cruise



New patio tarp installed by Chuck Pennington and crew - good job!

The Cruising Corner by Ron Moran, Cruising Chair

Last month was the first of my “guest” writers who talked about going north. Thanks again to Steven Barrett. This time the “guest” writer is **Bill Wright** who talks about the essentials to have when headed across the bar and turning north. Next month, Bill, will be talking about “nice to have” but not essential items. Thank you Bill for your input. It goes without saying that you need to have the Coast Guard required essentials – PFD’s, flares, bilge pumps, horns, etc. But I assume that you have these even if you never leave the river in front of the Club. For exploring “up north”, by which I mean north of the Canadian Border, you will need:

1. Paper charts of all areas to be visited. Do NOT rely on the electronic charts as your only method of navigation. We have experienced several, spectacular failures. The most humorous was when our GPS decided we were in the SOUTHERN HEMISPHERE just as we were passing the entrance to Victoria Harbor in British Columbia
2. A trustworthy depth sounder! And, a backup if possible. Again, we have had the unfortunate failure at the unfortunate time – in Octopus Islands in B.C., a place FULL of rocks and other underwater hazards.
3. A trustworthy anchor and LOTS of rode. On our little 30 foot boat, we carry a 35 pound CQR with 510 feet of all chain rode, PLUS a 12 pound Danforth Hi-Test (stern anchor) and 200 feet of nylon following 20 feet of chain. We have actually used almost all 500 feet of chain when anchoring in Forward Harbour, B.C. and more than 300 feet in other locales. The water up north is deep in many places.
4. An anchor snubber if one is using all chain rode. If anchored in shallow water on chain rode, the bow gets a nasty jerk from wakes, waves, etc. and then the boat comes up tight on the chain. A short piece of suitable nylon rode with a chain hook and a shock absorber takes the punishment out of those jerks.
5. Spare impellers for every pump on board. Two would be nice. And, same thing goes for engine belts, autopilot belts (if used), etc. It is important to note that the Canadians really did go all metric some years ago, so if you have to “inch measure” anything that might need to be replaced in Canada, carry your own spares!!
6. An empty oil container. Depending upon your schedule, length of trip, etc., you may find the need to change oil while in the “outback.” Many docks and most moorings/anchorages do NOT have arrangements for used motor oil (or antifreeze, etc.) so if you need to change your oil while on your trip, you will need something to put the old oil into until you can find a proper disposal site. Note: We have successfully used the bladders from boxed wine containers. Of course, we got these by having others empty the contents first (wink)! BTW, for you sailors – no, you won’t do mostly sailing “up north.” The currents are quite strong and the winds usually light (except Straits of Georgia, Johnstone Strait, etc.), so you will be chugging along more often than you might imagine.
7. A reliable tide table and current atlas. As mentioned, the tidal streams up north can run fast – some more than 10 knots!! So it is very important to have a proper set of tide and current tables. Most of the Canadian ones do NOT correct for daylight time, so make sure which “time” your tables are using. And, there is a wonderful publication (rather old now, but still in print) that charts the speed and direction of the tidal currents in most of the larger bodies of water one will encounter: Gulf of Georgia, Puget Sound, the straits on either side of Texada Island. These can be of great help. It is much more pleasant going with a 4 knot current than going against one if you are (like us) in a 6 knot boat! But even power boaters will appreciate the convenience and reduced fuel usage that knowing where the currents are going will allow!
8. As complete a toolset as you can afford and can stow.
9. Spare shear pins for your outboard – either mother ship or dinghy. If you are in a power boat with an unprotected prop, a spare prop would be a good idea as well. (There is a wonderful boat yard in Garden Bay, B.C. that has a HUGE collection of literally hundreds of bent, mangled and bladeless props from the rocks around the Princess Louisa part of the cruising area!)
10. At least 1-1/2 times as much prescription medications as you think you will need for the trip. If you run out, you cannot get it mailed from home and you will need a Canadian prescription to get it in Canada. DO carry the original container(s) that show your name, prescription, etc. or you may have trouble with either (or both) Canadian or US Customs.

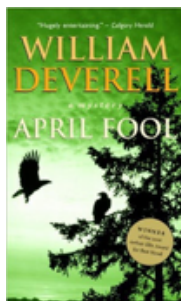
(Cruising Corner continued on page 7)



The Book Corner – by Rhonda & Alan Boguslawski

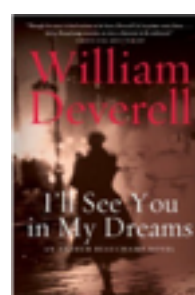
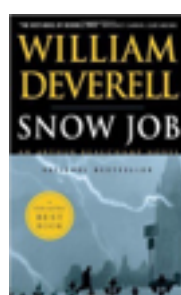
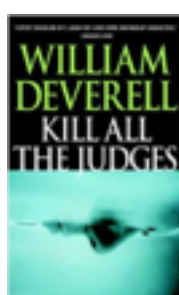
The Silence of the Sea by Yrsa Sigurdardottir

This is a gripping story about a mega-motoryacht departing Lisbon, Portugal with captain, crew and family of four that crashes into the harbour wall at Reykjavik, Iceland - with no one aboard. The tale of the voyage intertwines with the investigation to discover what happened. Surprises at every turn of page all the way to the end. Hard to put down – great for a few rainy days or a weekend on the boat with no serious distractions! Warning: some may find the ending disturbing.



April Fool by William Deverell and the “Arthur Beauchamp” series.

Although not strictly “nautical” anyone who has spent time in British Columbia will recognize the land & seascapes in William Deverell’s “Arthur Beauchamp” (Beechem) series. Beauchamp is a legendary Vancouver BC criminal lawyer trying to retire and find peace on one of the Gulf Islands. We first “met” Arthur in April Fool (the third book of the series) and have since read the entire series of six novels as well as most of Deverell’s other works. The first two books of the series are Trial of Passion



DON'T FORGET.....

ROSE CITY YOUTH SAILING SOCIETY'S 2ND ANNUAL SILENT BENEFIT AUCTION

at the Walk 5 Spring Fling BBQ on Saturday, April 2nd. Bidding starts at 4:30 pm and ends at 5:30 pm. RCYC members and local marine businesses are again making generous donations. You can bid on monogrammed towel sets by Jan Dees, a handwoven rug by Judy Brandon, or a wine making kit offered by Terry Annis. Other items include nautical themed throw pillows for the boat, fresh flower arrangements, sailing books, a Waagmeester tote bag, and gift certificates from West Marine, Columbia Marine Exchange, and Alison Mazon, among others.

RCYSS logo sweatshirts will be for sale. All auction proceeds fund sailing lessons for kids. If you have a new or gently used nautical item to donate to the auction, please contact Gail O'Neill, gailejog@frontier.com or 503 784-2667.

ARMCHAIR TRAVELS

Some RCYC members are off on sailing adventures. Marv Dunn is currently sailing on a boat to Tahiti. You can follow his exploits at <https://share.delorme.com/patsy>

Randy and Ruth Webster are headed from Mexico to the South Pacific and beyond. You can keep track of them and their adventures at <https://velicblog.wordpress.com/author/mrandallwebster/> They were even written up in the Electronic Latitude <http://www.latitude38.com/electronic/electronicday.lasso?date=2016-03-02#.VvAuouZvBYU>

And David Columbus is somewhere out on the Pacific. Last report was that he had done the Baha haha race. His travels may be followed at <https://syjeanbutler.com/>

11. Passports. Driver's licenses won't work anymore, and the border ID card (issued by the Government) is adequate – sometimes. For confidence and quick clearance, the real deal is a current passport for everyone on board. Be prepared to show it and vessel documents at every border crossing. BTW, yes, one can frequently “check into” Canada by telephone but one actually needs to physically be at the customs dock to make the call. Bedwell Harbour is our favorite. Tie up, walk up to the custom's shack and make the call. They will give you a clearance number, etc. **DO** write it down. There are usually “official” looking notepads by the phones for this purpose. But don't be surprised when you walk back down to your vessel to find customs enforcement agents waiting to do an inspection! So, remember what you said on the phone (Oh, only two cans of beer.) The customs enforcement guys will have that information when they find your four half gallons of Scotch, case of beer, etc., all hidden under the settee! In Canada, fluffing the customs guys is usually a painfully big fine. Don't try it on the way home!! You could lose your boat!

12. Unless you are sailing or motoring a vessel less than about 23 feet, you will not enjoy the trip as much as you would like without a dinghy. It can be a kayak, sailing dinghy, row boat or inflatable, depending on your needs and pocketbook. Most cruising sailors use a dinghy for both freight and exploration. Hauling groceries and ice (if you have an icebox on your boat), fresh bait, etc. from the local supplier is much easier if you are anchored out or moored out and have a dinghy. We also use ours to go to places where the “mother ship” just doesn't fit, such as little channels, tidal rapids, etc. But some way to get from the mother ship to shore is essential unless you plan to spend all of your time in marinas.... and miss most of the fun of going “north!” And, of course, a way to handle the dinghy – we tow ours most of the time, but deflate it and carry it on deck on long open water crossings. If you tow your dinghy, had a knife handy!! If it is swamped, cut the tow line!! Otherwise, you may put the mother ship in serious danger!

13. Have some way to stay warm and dry. Yes, global warming, etc... but it **DOES** get cold, rainy and unpleasant some times. One needs good foul weather gear and some way to heat the cabin (and **NOT** with the cooking stove)!

14. Have a way to stay cool. Yes, global warming, etc. It **DOES** get warm, sometime **HOT**, as far north as we have been (northern tip of Vancouver Island/Sullivan Bay). It doesn't get hot as often as cool, but when it is **HOT**, it is **HUMID** and **HOT**! We use wind scoops, sort of sail-like contraptions that hang from the halyards and funnel the breeze below. We've never been so warm up north to wish we had an a/c powered air conditioner, but it may happen soon!

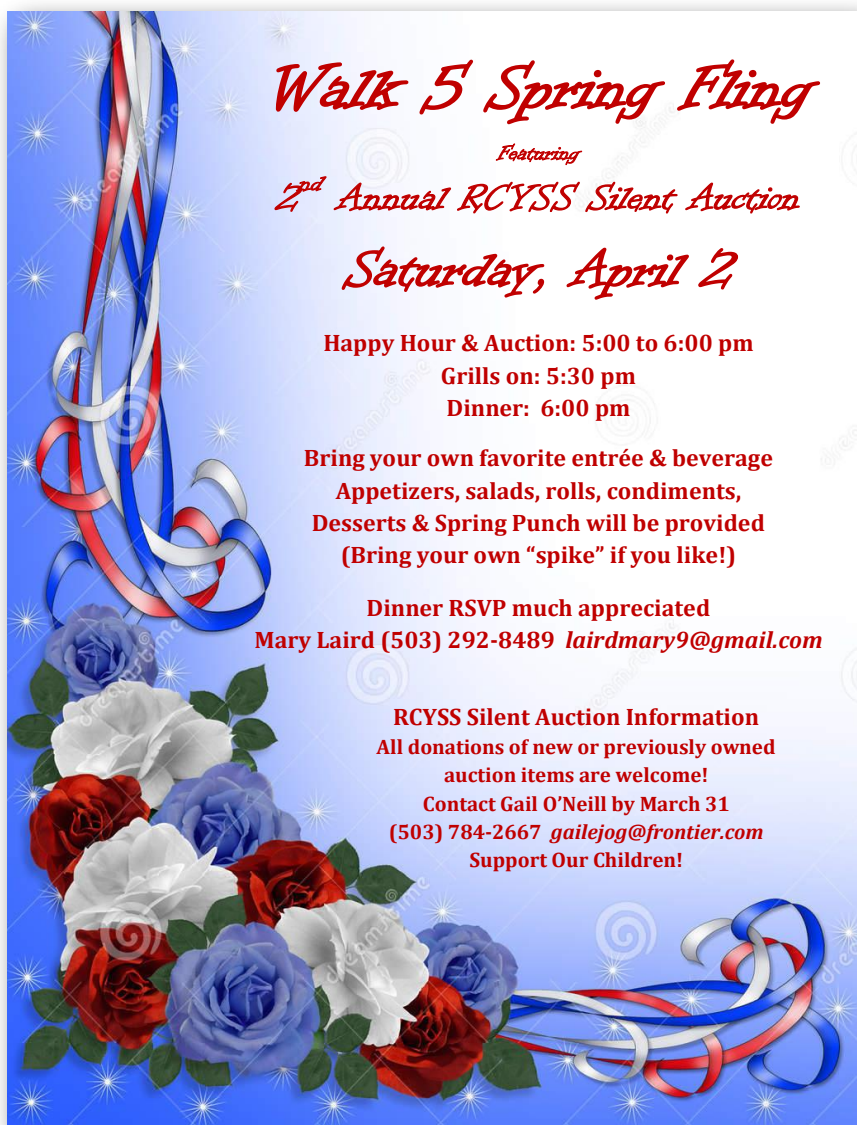
15. Sun screen and lots of it! Even when it is cool and hazy, the little rays are beating down on you! A wide brimmed hat and polarized sunglasses are almost essential!! BTW, polarized sunglasses also see help one see obstructions in the water as they filter out glare.

16. If you have propane or CNG aboard, you need proper sniffers and automatic cutoff switches. In any case, both a **WORKING** smoke detector and carbon monoxide detector are required!!

17. Boarding ladder and person overboard system! Even the smallest boats are difficult to board from the water so some means of getting back aboard from either the dinghy or, more important, from the water, is essential. Also, you need some way of recovering a person overboard...and some practice in using it...is mandatory.



RCYC members enjoying the St. Patrick's Day party organized by activities chair Brenda Annotti



St Patrick's Day Party decorations



Members provided delicious desserts

Dry Moorage Update

The RCYC board recently revisited the practice of maintaining dry moorage spaces for member boats. Changes to the rule are intended to clarify the original intent of providing seasonal space for members actively using their boats and trailers. The seasonal date is now specified as March 1 through October 31.

Dry moorage rule changes can be found on the RCYC website at <http://www.rosecityyachtclub.org/drymoorage>.

If you have questions regarding the dry moorage, please contact Leslie Phillips at (503) 312-2614 or by email at lasphillips@webster.com.



Do you own me? I wandered away from home without my name tag and I need you to call Leslie soon!

Opening Day 2016

May 7th



Things to do!

- ☐ Clean the grime off your boat
- ☐ Polish your boat (port side optional)
- ☐ Sign up for the Opening Day boat parade
- ☐ Show up for the continental breakfast
- ☐ Decorate your boat with flagging
- ☐ Participate and meet other members



3737 NE Marine Drive
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RETURN SERVICE REQUESTED