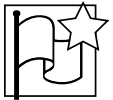


Commodore: Gary Whitney
Vice Commodore: Matt Richard
Secretary: Nolan Johnson

May 2016



From the Helm

Gary Whitney, Commodore

It is my duty to report that Matt Richard offered his resignation as Vice Commodore at the April 11, 2016 Board Meeting. I want to be clear that Matt is NOT resigning from the Club, just stepping down from the role of Vice Commodore. Circumstances at his employment will be demanding his constant and complete attention for the foreseeable future. I for one will greatly miss having Matt as my right-hand man at the front table.

This brings into play the By-Laws of RCYC, Article XIII "Succession in Office". We will have nominations at the April 20, 2016 General meeting and vote to elect a successor at the May 18, 2016 General Meeting. Your Rear Commodore, Commodore and some past commodores have been searching for qualified and willing candidates and will present them for nomination in addition to any nominated candidates from the floor. (See *Breaking News* update on page 8.)

The Club is looking better and better! At the last dock walk on April 2nd, the Port Captain and Moorage Chair, the Corey's, a couple board members and I walked the docks on a sunshiny day. What we saw were boats in better condition and in adherence to the moorage rules than we saw last year. A few boats still displayed expired registration stickers. Their owners received a letter reminding them to get the current sticker on their boats. We are doing the members a favor because if they don't have a current registration, the Multnomah County Sheriff will issue them a citation and a fine. The owners of boats for which we do not have an insurance declarations page on file for 2016 received a certified letter requesting a copy be submitted.

From the Helm continued on page 2

More photos from the RCYC St. Patrick's Day party



Rose City Yacht Club Ladies Dinner - May 12th

- 6:00 Social Hour
- 7:00 pm Dinner
- Lots of Raffle items
- Special Guests: First Ladies and 2016 Daughters of Neptune



It's A Small World, After All!

Come dressed to TRAVEL, sunglasses, hat, comfortable clothes!

Our dinner MENU from Chef Rick:

- * Appetizers: Candied Bacon, Bruschetta, Shrimp Supreme
- * A complementary glass of wine
- * South Seas Tropical Salad
- * Chicken Piccata -Italy
- * Parmesan sliced potatoes - France
- * Ginger carrots - Spain
- * Capris Garnish
- * Petite potato Rolls w/ Honey Butter - Irish
- * Lemon Surprise

Cost \$26.00 in advance

Reservations and Remit to:

Judy Oxborrow,
14001 SE Celeste Ct, Milwaukie, OR 97267-1565
503-652-1549 or judy87807@centurylink.net

Please RSVP no later than May 6th, limited to 100 ladies



And the winners are: Fran O'Bryant and Jim Martin

Some thoughts on Dock Walks:

1. All members want to do the right thing. They just need a reminder.
2. What gets monitored, improves.
3. We need to keep the rules simple, clear and enforced.
4. Things change with the weather, current and tide. If your boat is in the water you should make a trip to the moorage now and then to check up on the condition of your boat, especially after a run of bad weather. For sailboats, it's easy to see where they are by their mast sticking up beneath the river. Not so likely with the powerboats!

Opening Day is May 7th. Last year 20 boats participated. As a goal, let's meet or exceed that number. If you can't make the parade, come on down anyway and enjoy a good time with your fellow Club members. The "City of Roses" Sea Scout ship will assist in the Flag Ceremony. Our Fleet Captain, Bill Kramer, will send around a sign-up sheet at the General Meeting and post it in the Clubhouse. You can also send him an email if you plan to participate in the parade. The Club boats will be decorated with flags and colors as usual. As a note to self, only the starboard side is visible to the reviewers and judges.

The Activities Committee is planning a continental breakfast before the parade and a buffet after everyone returns to the moorage. If you are participating in the parade, past practice indicates it is very useful to take your boat out beforehand to see how she runs. Enough said.

The Ladies Dinner will take place on May 12th. It is always a big event for the Club. First Mate Linda says the theme this year is "It's a Small World". Judy Oxborrow is handling reservations. More details are posted at the Club.

In closing, the Club is in excellent condition as we head into the opening of boating season! The new dredge and crew have dredged to minus seven feet. We all should be able to come and go as we choose this summer. Thank you all for helping and participating. Now it's time to go play with our boats.

See you on the river!

From the Rear

Karen Finch, Rear Commodore

As most of you probably already know, Matt Richard has stepped down as Vice Commodore due to some unforeseen events at his job that will demand much more of his time. I want to take this opportunity to thank Matt for serving as Secretary during my year as Commodore. I'm hopeful that Matt will return to RCYC leadership someday. He will make a great Commodore!

On a similar note, if you don't see me around the Club or at meetings much, it's not because I don't want to be there. As some of you know, Mike is the Exalted Ruler (yep, that's what they call it) at Gateway Elks Lodge this year. If any of you are familiar with the Elks, you know that the role of ER will take every waking hour of spare time for Mike. It demands quite a bit from me too as First Lady (I can hear the chuckling about the "lady" part). Anyway, we will come to as many events as we can this year. According to the weather guessers, it's going to be another hot summer. I'm hopeful that the heat will pull Mike to the boat frequently! See you at the Club!

RIP-RAP BANK RESTORATION PROJECT

We need your help! It's time to tackle the jungle on our rip-rap bank.

Last fall we did a lot of research to come up with some solutions for the rip-rap bank. We consulted with the East Multnomah Soil and Water Conservation District, The Columbia Land Trust, the Army Corps of Engineers, a few native plant experts, and a lot of Club members too. We got a lot of great info and input, and we put together a plan. The end goal is to reduce or eliminate the need for a lot of maintenance by removing invasive species, and planting other types of plants that we want in their place.

Now the weeds are growing and it's time to begin putting our plan into place. Our first experimental planting area will be on the left and right sides of the ramp down to the club, where we'll be planting native and non-native grasses, flowers, succulents and ground covers.

We also hope to have the person-power start tackling the other areas of the bank that are totally out of control. It's a long-term project, and we're excited to get started. But there are only a few of us, and we need some more hands on deck!

You'll learn to identify invasive, and non-invasive weed species and the proper methods for removal, research the right types of native and non-native plants that can compete with the weeds, do some weeding and planting, and see the impact of your hard work every time you walk down the ramp.

Please email or text me if you've got a few hours to lend a hand! Email: melissa@melissabearns.com, Text: 541-870-3333.

Pacific Aster and *Fireweed* are two native plants that are extremely hardy, drought tolerant, and thrive in poor soil conditions.

Thank you, Melissa Bearns





Moorage Matters

Loren Beach, Moorage Chair

I have moved two boats in the last month into their assigned slips and have another move pending.

There are some concerns about dinghies, i.e. members storing one here and never using it, while a new member would like a space for one they use regularly. If you have a moldy little dinghy or kayak or canoe at the Club and have not used it in a year or two (or three), please take it home and free up a spot for someone else.

The Commodore is currently working on getting a small number of members into compliance with our Moorage Rules regarding current registration AND current proof of insurance coverage. A boat that will not meet this minimal standard for moorage at the Club will have to be moved out until it is in compliance. Such a move out would put that boat at the bottom of the waiting list when it again could prove that is insured and registered.

Shore Power connections must be secure from the plug and breaker on the dock all the way to your boat's own breaker panel. We recently had a puzzling lack of AC power on a member's boat. After eliminating the dock side plug-in as a problem, the plug that goes into the boat's connector was found to have evidence of overheating and that, in turn, was caused by corroded wiring behind the inlet plug on the boat. The whole inlet fitting was damaged and burnt up inside and had to be replaced. After it was opened by an electrician, the problem was both apparent and scary. Interestingly, this was a late model boat from a name builder. It would be a good idea to check the "hidden" side of your boat's shore power receptacle for corrosion and wiring integrity. Of course you must unplug from shore power before opening up this or any AC panel. Never work on a live circuit.

Summer brings many more powerboats making wakes as they go by. Be sure that your fenders are large enough, your mooring lines strong and free of chafe, and your bow and stern lines have snubbers. Being so close to sailing pleasures on the river has one down side: wakes.

Gate Protocol. As I write this, our gate opener mechanism is not operating. It should be fixed within a day or two. Note that if the slide gate is not operating, you need to use your key for the lock (and chain) on the swing gate. After you pass through, close it and lock it behind you, making sure the lock is accessible to members both entering or leaving the parking lot. Inconvenient, but it's a small price we pay for security.

Club Security: Sometime between late Friday night, April 8, and early the next morning, numerous signs were removed from our drive-through gate and the walk-in gate. Since then, at least one member has found that their boat was entered and an item taken during that same time frame. Someone gained access to the boat by removing a screen and opening a window that was not quite latched. No destructive damage was done and one small item was taken. Another member found a kayak floating in the backwater Saturday morning.

The Commodore, Gary Whitney, asks everyone to check their boats and stored dinghies/kayaks and report any items of concern to a Board Member or a Flag Officer.

Pam Corey, Resident Member

Beer Bottles and Cans — Pop Bottles and Cans **RETURNABLES** Water Bottles — Anything with an Oregon Refund

Please bag or crate up your returnable bottles and cans and take them up to the Green Returnables Cart by all the dumpsters. These then get donated to a local charity. Thanks!!

Returnable containers – out of the recycle and trash to help local charities.

A new service is now up and running at RCYC. We now have a way to make your returnable bottles and cans benefit local charities. As you sponsor and hold activities or are just down enjoying your boat, please take your bottles and cans that are eligible for an Oregon refund up to the GREEN rolling recycle container by the dumpsters (WA bought beverages can be returned in OR too!)

Small signs are in the galley and at the patio as a friendly reminder. There are a couple of milk crates by the coolers on the patio for you to use and return for the next member's use. We may in the future re-purpose one of the old coolers on the patio for this as well.

If the container does not say it is returnable on the side of the can/bottle, it is most likely stamped into the top of the can. Most beer and soda pop cans and bottles, plastic water bottles, and some other beverage containers are returnable for a refund.

The green rolling "Returnables" container located by the dumpsters is clearly labeled. It is similar to, but larger than the two blue glass recycling containers. The Corey's will empty the green container and take the bottles and cans to a local charity.

Thanks to our new member Patrick Rutledge for donating the rolling container. We thank you all in advance for helping to make this successful and in turning one-time 'trash' into helpful cash for local charities.



Pam Corey

VHF Radio Workshop

Alan Bergen gave a VHF radio workshop to the membership on March 3. Topics covered included:

General VHF rules. All vessels with functional VHF are required by law to have their radio turned on, monitoring channel 16, when underway. Non-emergency calls to “Boaters in the area,” while common on HAM or CB, are illegal on VHF. Channel 16 is the hailing channel, intended for initial contact only. After initial contact, talk should be shifted to an alternate channel, of which there are only five non-DSC channels whose use is legal for non-emergency recreational boater contact: 68, 69, 71, 72, and 78A. The Coast Guard will shift calls to 22 after having been hailed with an emergency on 16. Channel 9 also serves as a hailing channel in some parts of the country but not on the Columbia River system.

Protocol for initiating VHF contact. “[Name of vessel you are calling, three times], this is [your vessel name]. [Brief message indicating alternate channel if additional conversation is contemplated].” “Over” indicates that you are finished speaking and awaiting a response. “Out” means you are finished talking, and you are going back to monitoring channel 16. The “Over and out” of movies/television is confusing and wrong.

Manners for initiating VHF contact. Always attempt contact at the lowest possible power level (generally 1 watt) and then increase power as necessary. Limit contact attempts to 30 seconds. Wait two minutes after each attempt before repeating. If no answer after three contact attempts, wait 15 minutes before trying again.

Digital Selective Calling (DSC). Newer VHF radios are technologically equipped to send calls directly to a specific number—just like using a telephone. This feature is known as digital selective calling, or DSC. Commonly associated with emergency calling, it also enables a recreational boater to contact another boater directly without going through the hailing channel process, without anyone else either listening to the call or being bothered by it. In addition, group calling is also possible. A single call can be placed to a group number. Alan has set up a group contact number 036680319 for RCYC. Anyone (and everyone)

who has programmed the group number into his radio, and is within reception range, will receive the call and can participate in it. This is like an old-fashioned telephone party line. An obvious benefit would be for a group of Club members going out on a cruise together.

Maritime Mobile Service Identity (MMSI). The only way to access the DSC features of a DSC capable phone is by obtaining a Maritime Mobile Service Identity Number (MMSI) and programming it into your VHF radio per owner's manual instructions. Each vessel's MMSI number is unique. The number stays with the vessel upon transfer of title. For recreational boaters MMSI numbers can be obtained from BoatUS (www.BoatUS.com/mmsi), Seatow (www.seatow.com/boating_safety/mmsi.asp), and the FCC (<http://wireless.fcc.gov/luls/index.htm?job=home>).

Emergency Calling with DSC. Exact operation is likely to vary with make and model number of the VHF radio, but in general there is an emergency button on the radio that will send out a distress signal utilizing digital selective calling. The call will go out over VHF channel 70 but will be received only by DSC equipped radios. This will include the United States Coast Guard who, having a record of the caller's MMSI number (if you received your number from the FCC, or if you received the number from elsewhere, but gave the number to the FCC), will be able to identify the caller. The call, reception, and identification of the caller all proceed automatically when the emergency button on the caller's VHF radio is depressed for about five seconds. In addition, some VHF radios' emergency broadcast include a menu system that will transmit a brief message detailing the nature of the emergency. Finally, VHF radios with GPS (or VHF radios with NMEA 0183 connection to an external GPS) will also transmit the caller's location. It is not necessary for the caller to actually talk to the Coast Guard to convey any of this.

Emergency Messaging without DSC. DSC emergency messaging is not a complete substitute for voice messaging on the channel 16 hailing channel. Traditional voice messages for emergencies depend on the severity of the emergency. Most severe is “Mayday.” Next is “Pan - Pan.” Last is “Securite.”

Craig Cordon, Education Chair



*“Wherever you go and whatever you do, May the luck of the Irish be there with you.”
Irish Blessing*

The Cruising Corner

This month we are finishing up with Bill Wright's guest article on going North. Last month he talked about "essentials" this month he is talking about "nice to have". Again I want to thank both Steve Barrett and Bill Wright for sharing their knowledge and experience on going north with fellow Club members.

Ron Moran, *Cruising Chair*

NICE TO HAVE, but not "essential" (again, in no, special, order):

1. Canadian cell phone service. OK, if you have kids on board, this may be "required", and it is certainly a convenience, but not "required". Same with an air card for your computer. Most U.S. cell phones and air cards CAN be used in Canada, but if you didn't make arrangements with your carrier in advance, be prepared for some staggering bills! Contact your carrier FIRST. BTW, yes, wi-fi is available in many marinas in the southern part of British Columbia, but it is NOT even a little bit secure and is really funky, depending upon how far you are from the nearest antenna. And, of course, nothing when anchored out!
2. Folding bike or other ideas for land transportation. Our boat isn't really big enough for folding bikes, so we rent them, or rent cars, to see the "upland" of the islands.
3. An abbreviated set of golf clubs. If you are a golfer, there are LOTS of places to play between the Canadian Boarder and Campell River (nothing north of that until you get to Alaska, however!). Most are small, 9-hole, venues. Most will pick you up from your marina or the local dock (and usually bring you back!). Most are inexpensive and fun...and it gives one a "day off of the boat" which comes in handy for longer trips. Almost all have horrible rental clubs! Better to take 4 of your own: something like a 3 wood, a 4 or 5 hybrid, a 9 iron and a putter. That's all you really need! Bring your own balls and tees, forget the golf shoes (deck shoes work fine) and have fun!
4. Water toys: If you spend any time around Lund, B.C., you will find wonderfully warm water. The area just north of Savary Island has water that sometimes approaches 80 degrees (there are palm trees on Savary Island!). Swimming, water skiing, etc., are very popular here. Most of the rest of the waters "up north" are pretty chilly, though the bays in the Octopus Islands and Desolation Sound Marine Parks are said to be quite warm. Because of the concentration of boats in these places, we don't recommend swimming here, however.
5. Fishing equipment: We used to do a land-office business in fishing in B.C., but the regulations are now so complicated that we have almost given it up. The most important piece of "fishing equipment" now for use in B.C. is a P.C. with which one can look up today's openings and closures, which "sub-zone of which sub-zone" one is in, etc. If you can figure it all out, then the fishing can be spectacular, as can the shrimping and clamming. We've never had much luck with crabbing in most of coastal Canada, but other friends tell us that we just don't have the "touch". You are more likely to catch spider (or even Alaska King) crab in northern B.C. than Dungeness, but have at it!
6. Scuba equipment: We always carry it. "Up north" is some of the most productive and diverse marine environments anywhere...but the water IS COLD. You need proper, cold water equipment. NO, it is not freezing, and we did all of our diving in 3/8 inch wet suits. Modern dry suits should be just fine. We no longer dive, but I still carry one rig just in case I need to duck under the boat to find out what's caught in the prop!
7. Kite! Stupid, fun, and entertaining. When you get inside of many of these anchorages the upper level (meaning 100 feet or more) are really, well, different. A kite can be great fun, takes no space.
8. Goin' out to dinner clothes! Depending upon where you go, Canadians are a little more formal in their dress than we are. Even better restaurants on some of the larger islands sort of expect you to come with a collared shirt, long pants (not dingy Levi's, or cut-offs), and shoes. May sound stodgy, but you will be rewarded by better service and a more enjoyable evening. On the waterfront, however, dress as you like! We take one set, each, in a cleaners bag for those "special occasions" and almost always enjoy the fact that we did.
9. Moorage reservations: If you want to stay at one of the more popular moorages, you will need reservations, unless you go at the real "off season".

For example, after we clear customs at Bedwell Harbour, we almost always go directly to Ganges to provision with the foods and "beverages" that we could not bring across the boarder. In high season, most Ganges marinas are STUFFED, so we make reservations well in advance so that we can wheel our groceries down the dock instead of having to load them into the dingy and haul them miles to the closest, open, anchorage. (Actually, the Ganges grocery store will DELIVER to the docks! COOL!) Our other, major, re-supply point is Campbell River. Same trick: make a reservation a few days before arrival. There is a supermarket right on the marina foreshore, so you can literally bring your shopping cart to the boat. Some of the more remote resorts are also worth reserving...just because they have wonderful locations and small docks. Use your cruising guide and call ahead....

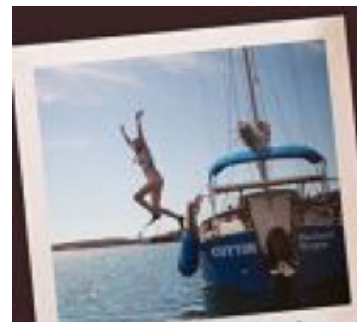
Nautical Reads

Bill Kramer

There are folks who set out for adventure not really prepared in the traditional sense. If they survive they are brave and if they didn't, well, they were just fools. This is the true story of a couple from Portland who decided to sail to Mexico. Young, broke and without any real sailing experience whatsoever between them, they headed off. They'd learn as they went. How hard could it be? Preparation did include reading a few books on sailing, renting a couple of budget VHS tapes on how to sail, and they practiced sailing once a week for about a year before crossing the bar and hanging a left.

Sailboats have the advantage, they thought, that you could get one pretty cheap and it can be your home while you are on the move. And Don Casey recommends taking off in small craft! They bought a small, inexpensive boat, and off they went: a Newport 27 that they were determined to sail as much as possible, despite neither of them having seen the ocean before, let alone sailed on it.

Quite the ride, *The Box Wine Sailors: Misadventures of a Broke Young Couple at Sea* by Amy McCullough chronicles their trip down the coast.





Secretary Salutations

Nolan Johnson-, Secretary

A couple of weeks back, I was combing through the records for my boat, "Witchcraft", as well as chatting with my Mom-in-Law, Witchcraft's first owner, Dawn Redman. In that chat we established that Witchcraft had launched on April 30, 1996. "Oh my gosh! We're coming up on Witchcraft's 20th birthday!" I gushed, "Looks like a party is in order!" And there probably will be one, indeed. That said, with a 20-year old boat, there is maintenance to be done, and a steady stream of items to be replaced. I'm still gearing up to the inevitable haul-out and repaint. But, for now, my next big project is to fix the leaky mast boot. And that's where I want to take advantage of the expertise of the Club.

See, I was considering using SparTite in place of a traditional mast boot - an idea that Butch Bodin (who delivered a fantastic Rigging workshop earlier this month) strengthened when he gave me the very same suggestion. Products like SparTite are a two-part polymer, poured into the cavity between the mast and the partners while the mast is in the boat. So my questions to sailing members of the Club are: has any one used SparTite in the past? What were the results? Any horror stories I should know before I get started? Would you use it again?

I'll follow up with a compilation of what I learn, and - should I ultimately go with a poured polymer - share my personal experiences with this particular technique.

Moving on to Club communications, I'm happy to share that, at the April Board meeting, the board met and interviewed prospective members Steve Spahn and Nathalie Mary. Steve and Nathalie have a 30-foot Beneteau First, and both have crewed offshore races on RCYC's "Cool Change". Nathalie is involved with OWSA, and the Club general membership can expect to meet them officially as prospective members as soon as Nathalie returns from a multi-week Baja sailing trip.

I also want to alert members that John Dees had surgery on his foot in early April. His recovery is expected to take about six weeks.



BOAT FIRE EXTINGUISHERS: Four Myths from the BoatU.S. Foundation

Every spring, the [BoatUS Foundation](#) for Boating Safety and Clean Water receives questions from boaters about fire extinguishers. To help set the record straight here are four fire extinguisher myths debunked:

Myth #1: Tapping or striking the extinguisher keeps the contents "fresh".

Reality: Leave the mallet at home. Unlike days of old, today's modern fire extinguishers don't use chemicals that cake, get hard, or need to be broken up. Whacking it with a mallet or hammer could compromise the extinguisher's ability to put out a fire.

Myth #2: All extinguishers must be mounted with a bracket.

Reality: Mounting a fire extinguisher on a bracket keeps the unit in a handy place and may protect it from being banged around the boat, but it is not a legal requirement. You do, however, need to ensure the extinguisher is readily accessible, so leaving it at the bottom of a locker or compartment is a big no-no.

Myth #3: Fire extinguishers get old and go "bad" every year.

Reality: Unlike flares, fire extinguishers have no expiration date. To meet US Coast Guard carriage requirements, however, the extinguisher must be Coast Guard approved and in "good and serviceable" condition. The charge indicator needs to be in the green zone, the nozzle free of obstruction and the cylinder not rusted.

Myth #4: The law says you only need to carry one extinguisher.

Reality: US Coast Guard minimum equipment requirements dictate that larger vessels require more than one fire extinguisher. While a full list of all minimum safety gear requirements for all boat sizes can be found at [BoatUS.org/equipment](#), don't let that stop you from adding additional extinguishers. Having back-ups may help save your boat and won't break your budget.

Alan Bergen, BoatUS Coordinator

FOGHORN COPY DEADLINE: 18TH OF THE MONTH.

Please send your articles and photos to: RCYCFoghorn@gmail.com

EDITORS: Judy Oxborrow, Alan Bergen, Joyce Jensen, Janice Choy-Weber

GRAPHICS: Vickie Nissen, Robert Phillips, Rhonda Boguslawsk, Cathy Skach

PHOTOGRAPHERS: Dennis Annotti and all Club Members.

Spring Fling Punch

If you are one of the many members that enjoyed Mary Laird's recipe for the punch at the Walk 5 "Spring Fling" BBQ, here is the recipe:

Mix:

1 – 6oz can frozen orange juice

2 – 6oz cans frozen limeade

1 – 6oz can frozen lemonade

16oz pineapple juice

1 pint cranberry juice cocktail

Just before serving Add:

2 quarts ginger ale, chilled

1 quart plain soda water, chilled

Add: Ice

Garnish: Mint



RCYC UPCOMING Events, Meetings, and Functions:

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

June

- 4 Saturday Academy, 9:00 am
- 5 Columbia River Peace Corps, 5:30 pm
- 6 Knauti Knitters, 10:00 am
- 8 OWSA General Meeting, 6:00 pm
- 11 Work Party 5, 9:00 am
- 13 RCYC Board Meeting, 7:00 pm
- 14 Floral Design Workshop, 10:00 am
- 15 End of First Half of Year Work Hours
- 15 RCYC General Meeting, 7:00 pm
- 18 Foghorn Deadline
- 20 Knauti Knitters, 10:00 am
- 25 Work Party 6, 9:00 am

• 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.

May General Meeting Program

At the May General Meeting we will have a visit from Jim Larson. Jim is a long-term dredge operator working on the Columbia River. He has a passion for dredge work and has put a presentation together to share his experiences with RCYC.

If you have future program ideas or interests, please contact RCYC Program Chair, Andy Schmidt. Hope to see you at the May meeting.

Andy Schmidt, RCYC Program Chair



**Rose City
Youth Sailing
Society**

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

Gail O'Neill is to be thanked a million times two! She put countless hours into preparing and leading our RCYSS auction at the Walk 5 BBQ. Her contributions are priceless. The items she and Bob contributed are practical and fabulous. There are so many wonderful people at RCYC that support our children with time and money. Thank you to all, including Jeannie Becker for the flowers and vases. (I still have mine with two daisies in it by my kitchen sink); West Marine; Laura's beautiful arrangements and help with flowers, along with Matt for getting the sailing photos up on the screen; Ron Moran for stepping in as the auctioneer; Jan Dees, wow, the beautiful towel sets and generous contributions; Bob and Mary Laird for all the hard work and gifts a plenty; Renate Bittner's beautiful dress; and Terry and Cathy Annis and the oh so delicious wine. This is a small list of generous members whose care keeps our young people in boats and enrolled in quality sailing programs. More thanks to come.

Also, a warm big thank you to all the Walk 5 members who put on a grand event, and to all the contributors to the auction. Last I heard we raised about \$1,200.

Please encourage young sailors to sign up. We appreciate support for our local schools: Vancouver Lake, Columbia Gorge Racing Association, and Willamette Sailing Club. They all do great work!!!

Pam Sesar



Memorial Holiday Cruise Hadleys Landing

Come on out for the first Holiday
Weekend cruise of the 2016
cruising season.

May 27 - 30

Pot Luck on Sunday
Happy Hour at 1700 hrs
Pot Luck at 1800 hrs

If you have any questions contact your cruising chair Ron Moran
503-807-3817 or ronmoran@gmail.com

¡Catorce de Mayo! *Walk 1 Barbecue*

¡Catorce de Mayo! – Que es? There is a certain fog about the origins of *Catorce de Mayo*. Some say it celebrates the time when the first Corona Beer headed north on its travel to the U.S. Others maintain it was when the secret to formulating tequila was revealed to *El Jimador*. And there are those who strongly believe it has to do with a shaker of salt that went missing.

¡Whatever! – RCYC is going to celebrate *Catorce de Mayo* during the *Walk 1 barbecue/fiesta* on *May 14*. We will provide fiesta music and special *Catorce de Mayo* appetizers, non-alcoholic margarita punch, and salad.

You bring whatever you want to grill and your favorite punch supplement (we're thinking tequila).

La Hora de Feliz (that's Happy Hour, to you Gringos) will begin at 5:00pm and the grills will be ready at 6:00pm.

This should be fun so put on your favorite *Mexican blouse or shirt* and your trusty sombrero and join us as we celebrate this venerable Mexican holiday.

As they say south of the border: "Recuerda amigo, todo el mundo sabe que catorce es nueve más de cinco. *El Catorce de Mayo grito es, Viva Corona, Viva El Jimador, Viva Jimmy Buffett.*"



'ANCHORS AWAY, MATES!'

Rose City Yacht Club Opening Day Event

Saturday, May 7, 2016

- | | |
|----------|--|
| 8:00 am | Continental Breakfast – Clubhouse |
| 10:00 am | Flag Ceremony – Parking Lot
Skippers Meeting immediately following the ceremony – Clubhouse |
| 12:30 pm | Parade of Boats line-up (<i>Approximate time</i>)
We are third in line this year |
| 1:00 pm | Lunch will be provided upon the boats return - Clubhouse (<i>Approximate time</i>) |

Contact Bill Kramer to include your boat in the lineup at bkramer6@yahoo.com or 503-290-6781.

For assisting with pre-event decorating or at the event, please contact Brenda Annotti at roberts0649@comcast.net or 503-505-2595.

Breaking News from the April 20th General Meeting:

Dave Reilley was nominated by the members to replace Matt Richards as Vice Commodore.

Your Rear Commodore, Commodore and some past commodores searched for qualified and willing candidates, and presented their nomination of Dave Reilly at the April General Meeting. The vote to elect a successor will take place at the May 18, 2016 General Meeting.



3737 NE Marine Drive
Portland, OR 97211
503-282-2049

RETURN SERVICE REQUESTED