

Commodore: Chuck Pennington
Vice Commodore: CJ Volesky
Secretary: Mike Finch

October 2019



From the Helm

Chuck Pennington, Commodore



The fall season is now upon us, and there are many things to accomplish around the Club. Rick Samuels has those work party activities well in hand. At its September meeting, the Board voted to create a work hour committee to assess the current/future work hour needs of the Club. The committee will be asking such questions as:

- Is the current work hour requirement adequate to meet the needs of the Club?
- If not, how do we address those needs?
- Do we increase the work hour requirements?

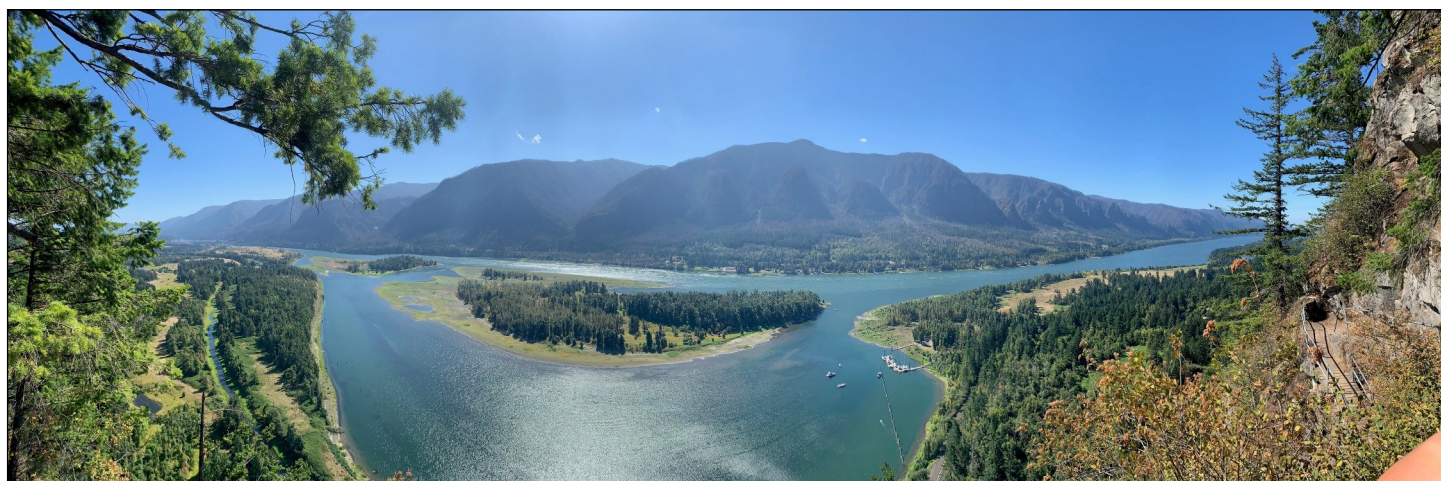
At some point, the committee will engage in a public discussion on the matter.

I am reminded that Rose City Yacht Club ladies have been extended invitations to attend three separate First Ladies Dinners this fall. By the time you read this issue, the Multnomah Channel Yacht Club and Tye Yacht Club dinners will have been held. The third is October 23 at Columbia River Yacht Club. If you are interested in attending, please let Sue Pennington know by phone or email as she has the RSVP notices.

Finally, we have two passings of note. Long time member Dave Kibby passed away in July, and Pete Unger passed away in August. Our condolences go out to Ann Lemcke, Helen Unger and their families. Both of these men were greatly respected among our Rose City Yacht Club family.



Beacon Rock





Vice Commodore's Report

CJ Volesky, Vice Commodore

Our first work party has come and gone. The next scheduled work party is October 5th. Rick Samuels is our Work Party Chair. Look for his emails to sign up. Signing up for the work party helps plan food for lunch and makes it easier to plan supplies and tasks. However, drop-ins are always welcome. Each member family is required to contribute a **minimum** of 12 work hours. Work parties are the best way to log these hours. Just make sure you log any and all work hours on the clipboard outside the men's restroom.

The hours worked reduce our membership rates substantially. With labor rates being well above \$100 per hour, the cost to hire out this work would be substantial. A little help from us members goes a long way. Also, if you notice something at the Club that needs work party attention, please add it to the Work Party "To Do List" kept by the Work Hours Logbook outside the restrooms.

Unfortunately, I have the unpleasant task of reminding you that RCYC has rules that need to be followed even if no one is looking. It is sad that some feel the rules do not apply to them. Recently, I have personally witnessed dogs at the Club that were not on a leash, garbage from a member's boat deposited in the Clubhouse garbage can or recycle bin, carts left in various places around the Club, etc. If we are going to have the rules, we need to follow them. See my June article on integrity.

I have also come across several individuals in the club who have followed someone into the parking lot and walk around the club looking for members they were "meeting" at the Club. If you are having someone meet you at the Club, whether for racing, OWSA, or personal reasons you are required to meet them in the parking lot. Recently, I talked with an individual who mentioned they were meeting a member for a sailing event that was posted in a newsletter. This individual had not talked with the member but just came to the Club to get on the boat. The member was not even at the Club at the time. Make sure you are at the Club to meet your guests.

Finally, the new Rose City Yacht Club Online Ships Stores is here. This is a new option in addition to our current Ships Store run by Terry Foren. The current Ships Stores will remain active and available. The link to the new on-line store is <https://rosecityyachtclub.itemorder.com>

The new store will allow you to do special orders in multiple sizes and colors. The RCYC logo will come on the item and it will be shipped directly to you. In addition, the store can include your boat name on the item. Another added benefit is you can call the store host and they will work with you on special orders and/or to get your boat logo and name on the merchandise. If you want something you don't see on the store, they can help you locate that also. The host will be rotating items to allow the store to better fit our needs so check back from time to time.

Hope to see you on the river well into the fall.

RCYC DREDGE MAKES THE NEWS

Members might enjoy viewing this link on the dredge builder's website, where they feature us. Christian Steinbrecher gave a good overview at the September General meeting of the need for dredging and the importance of this program to every member of the Club. As noted by the vendor, we are nearly unique in being a smaller yacht club operating our own dredge, every year.

<https://www.dscdredge.com/case-studies/218>

Some of the pictures at the meeting showed rare views of our dredge after arrival by truck, and this link shows it being towed to RCYC, and the initial setup.



ATTENTION ALL MEMBERS IMPORTANT NOTICES

Quarterly Billing – The billings for 4th quarter 2019 will be coming out October 1. If you have not received your billing by October 7, please email Judy Oxborrow at judy87807@centurylink.net. Please remember to notify Judy if you change your email address. If you have questions about your billing or any charges, or if the billing is incorrect, please contact Judy. The bookkeeping service does not have the authority to adjust any billings.

2020 Yearbook – Every year, members ask about other members with a particular skill whose counsel they might seek for advice on projects on their boat or around the Club. If, during your professional life, you developed a particular skill and would be available for consultation, we would like to know about it. A request has been made that we publish a list of members and skills in the 2020 yearbook. If you would like to be among those members listed, please send a short email with “skills” in the subject line to judy87807@centurylink.net outlining your skills. For example: Jim Smith – fiberglass and gel coat repairs, Dan Williams – licensed electrician, Sam Jones – building and construction, painting.

2020 Membership Cards – Membership cards for next year will be going out in December. So if you are planning a holiday trip to some tropical locale, you should receive them in time to possibly use for visiting a tropical yacht club bar to toast in the New Year.



Coffeehouse Resumes October 12!

Tod Bassham

Back by popular demand, the RCYC Coffeehouse opens again at 5:00 pm Saturday, October 12. The format is the same: a main act by some of our member musicians, followed by an open mic session, and concluding with a jam session open to all. Bring dinner, libations, friends, and enjoy the music. Better yet, bring a musical instrument or your voice, and join us on stage.



Secretary's Salutation

Mike Finch, Secretary

Well, as of this writing, fall seems to have come early. Hopefully, we get our normal “sail-able” weather in October. With the fall comes the crisp air but, in this case, it also brings new faces.

At the September meeting, the Board met with prospective members Misha Plotnick and Alan and Barbara Dolinsky. Misha has been sailing for about eight years and owns a Hunter 28.5 named *Sneaker* – after a local footwear company for which he works. The Dolinsky's are long-time small boat sailors. They recently purchased *Amaterasu*, an O'Day 28, from Tom Weber and Janice Choy-Weber—who recently resigned.

The Board approved RCYC access to three contractors:

- Tara Powning, of Fause Marine LLC, does detailing work, i.e., cleaning, polishing, brightwork.
- Paul Frake and RPM Marine Services are ABYC approved and do engine, electrical, and other marine systems – but not two-stroke outboard engines.
- Anika Caldwell from Ankor Custom Canvas does as the name implies.

On an official note, I am required by Article XI, of the RCYC By-Laws, to submit the report of the Nominating Committee for the October Foghorn. The Nominating Committee consisted of Rear Commodore Matt Richard (Chairman), Past Commodore Gary Whitney, Vickie Nissen and Janice Choy-Weber. The committee nominated CJ Volesky for Commodore, Carl Corey for Vice Commodore and Julie Schumann for Secretary. They also nominated returning directors Dennis Annotti, Gareth Tabor and Tod Bassham, as well as new directors Alan Bergen and Ben Thomas. As outgoing Commodore, Chuck Pennington automatically becomes Rear Commodore.

According to Article XI, the names submitted by the Nominating Committee are placed into nomination at the October general membership meeting. Additional nominations may be made at this time by any member in good standing. If no other nominations are made, there will be a motion to vote in the unopposed nominees. If there are other nominations made, the vote for those positions will be made by paper ballot at the November general membership meeting.

Cruising Corner

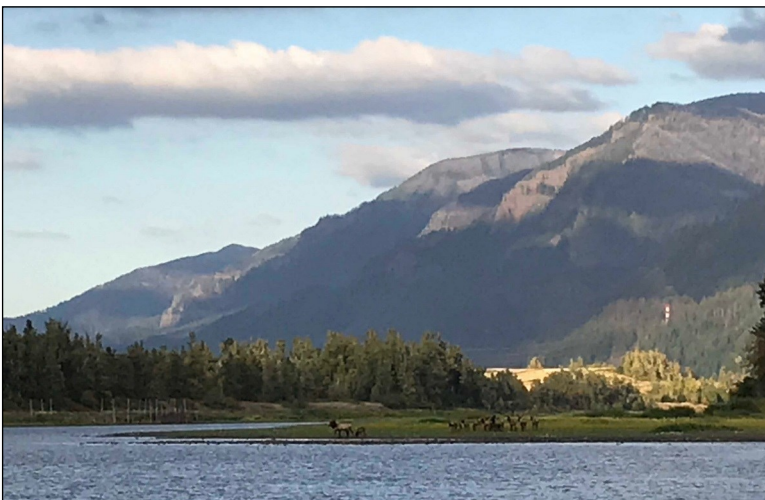
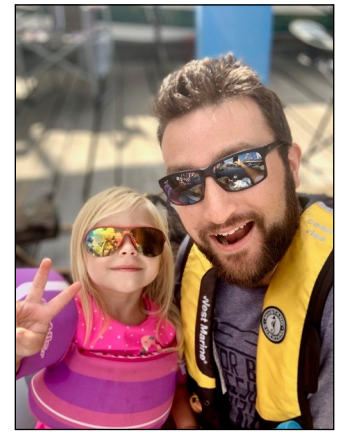
Ally & Chris Richard, Cruise Chairs

The prime days of cruising this year have now passed. We hope that you had a fantastic summer of cruising and can look back fondly on all the moments you had with friends and family!

We have one more cruise to Bartlett's Landing before we close out the year. Join your fellow Club members on the water October 4th through 6th! The potluck will be on Saturday.

The next official cruise (and probably titillating Cruising Corner article) will be the Spring Break Cruise in March to Coon Island. All dates for the 2020 cruising season will be posted on the RCYC website by January. For planning purposes now, here are **Cruising Dates for 2020:**

- March 21-24—Coon Island
- April 24-26—Bartlett Landing (Gov't Island East Dock)
- May 22-25—Memorial Weekend Cruise (Hadley's Landing)
- June 13-19—School's Out Cruise
 - 13-14— Coon Island East Dock
 - 15-16— Martin Slough
 - 17—Gilbert River
 - 18-19—Hadley's Landing
- June 26-28—Schwitter Landing (Gov't Island West Dock)
- July 18-25— Lazy Days Downriver Cruise
 - 18—Martin Slough
 - 19—Walker Island
 - 20—Cathlamet
 - 21-22—Astoria West Basin
 - 23—Cathlamet
 - 24—Walker Island
 - 25—Martin Slough
- August 7-9—Pirates' Cruise (Schwitter-Gov't Island West Dock)
- September 4-7—Labor Day Weekend (Beacon Rock)
- September 18-20—Schwitter Landing (Gov't Island West Dock)
- October 9-11—Bartlett Landing (Gov't Island East Dock)





What I Did This Summer

Piper Easton, Daughter of Neptune

I started out my summer with minimal plans. I knew I would be sailing almost every single day, two weeks of ski race training, and as many regattas as possible, while coaching during the day down at WSC. I had been sailing with my friend Casey Pickett, a senior at Lincoln High School. He's been sailing since he was 7 and has done many summer qualifier regattas in the past. We registered to race at Van Lake Bemis qualifier, a two day regatta on Vancouver Lake. There wasn't much wind—which was okay as I hadn't had much practice with the spinnaker and trapeze before. There were five boats in our c420 fleet. Sadly, I knew that even if we won, we wouldn't be able to go to Bemis because Casey had already qualified

for Sears Cup in triple handed boats. Sailing in the summer means that you get to hoist the spinnaker, and the crew gets to get out on the trapeze. I crew when I sail c420's. I have sailed my Dad's boat, *Raindrop*, and many others with the spinnaker up, but I had never been *the* woman to be in charge of the kite or trapped before. In the weeks and practices leading up to the regatta, I never understood what "Bemis Qualifier" entailed. I learned the day of the regatta. It meant that whoever won the regatta would fly down to race on the San Francisco Bay for four days, coached by the best of the best and race against the best of the best. This was the Bemis National cup at the Chubbs Regatta in south San Francisco Bay.

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RCYC Long Distance Race

David Paul, Racing Chair

On Saturday/Sunday September 14th/15th RCYC hosted the annual LONG Distance Race to St. Helens and Sand Island. This year the fleet of 30 intrepid boats was treated to a little more current than wind. The race started exactly as scheduled with the first warning flag at noon. A single start for all comers saw a clean start as the boats jockeyed for position...in the current. The day played out without rain and without enough wind to propel the fleet across the finish line downriver in Saint Helens before the expiration of the allotted time. A great gathering ensued at Sand Island with hospitality (and beer) from Board member Todd Bassham with assistance from Randy Poff.

The following morning, bleary eyed but tougher than ever, the reduced fleet of 11 boats sailed a short course to Columbia River mark No. 4 where a shortened course allowed the racers to log a finish. Patience and endurance paid off. The leader board saw RCYC's own *Cando* (Rene Emch) in Cruising class; *MYST* (Rod Buck) in the Melges 24; *Pumpkin Seed* (Randy Christensen) in the Rangers; *Abstract* (Mary Hartel) in PHRF A-1; *Lolita* (Jim Miller) in PHRF A-2; *Hot Dog* (Ollie Kinz) Cal 20 in PHRF B. Hats off to all who volunteered and enjoyed.

A quick reminder that the RCYC is a named sponsor and invites you to the Sailor's Dinner on Saturday, November 2. All details and registration at https://www.regattanetwork.com/clubmgmt/applet_registration_form.php?regatta_id=19755



From the Rear

Matt Richard, Rear Commodore

As Rear Commodore, it was my pleasure to convene the Nominating Committee that selected the nominees for the 2020 RCYC Officers and Board Members. The Committee included Past Commodore Gary Whitney, and members Vickie Nissen and Janice Choy-Weber (at the time of nominee selections, Janice was an active member).

The 2020 Officer Nominees are:

- Commodore - CJ Volesky
- Vice Commodore – Carl Corey
- Secretary – Julie Schumann
- Chuck Pennington as the outgoing Commodore will become the Rear Commodore.

Board Member Nominees for 2020

- Returning to the Board — Dennis Annotti, Gareth Tabor and Tod Bassham
- Additions to the Board — Alan Bergen and Ben Thomas

Club By-laws provide that at the October General Meeting, the names selected by the Nominating Committee are to be placed in nomination. If there are no further nominations, a motion is to be made to elect the slate by acclamation. If there are further nominations, an election is to be held by secret ballot during the November General Meeting.



THE NOMINEES FOR OFFICERS ARE:

COMMODORE - CJ Volesky

I remember looking out over the river and wondering, "What do they get out of that, just waiting for the wind?" Boy were my eyes opened. Sailing has now become my passion, and RCYC my second home. I became a member of the Club in 2001 after purchasing *Denali* from Bob and Leslie Phillips. My first boat was a 14' C-lark named *Lil Boat Peep*. In addition, like many other sailors I caught two-footitis and have owned an O'Day 25 (*Denali*), a Laguna Wind Rose 22 (*Lily #1*), a Catalina 250 (*Lily #2*), and now a Cascade 36, *Smoothie*, currently moored on Walk 1. My wife, Roxana, and I thoroughly enjoy taking part in the activities and helping to plan new ones. Having the honor of being your Commodore will allow me to continue helping to make RCYC the best Club in the northwest. In addition to the day-to-day needs of the Club, I would like to make more sailing events/ cruises available to members and to help foster more participation. I will be personally inviting new members (and some alums) to our events and be available to help them feel comfortable at RCYC. Thank you for your continued support throughout the past few years and I look forward to working with you all in the coming year.

VICE COMMODORE - Carl Corey

I have served three years as a Director for the Club. Upon request, I decided that I am willing to serve as Vice Commodore and continue on through the Chairs. My wife, Pam, and I became Resident Members of the Club in 2014. After applying for membership, we discovered that Lynn Easton had his house for sale at the Club, and we were able to purchase it. We have been sailing for 12 or so years, starting after "retirement", and purchased *ExTerra*, our Islander Freeport I-38C, in late 2012. Our main sailing interest currently is cruising North each year for a couple of months. By serving as Vice Commodore and moving on through the Chairs, I hope to continue our planned improvements to the Club, maintain what we have accomplished to date, and continue the progress the Board has made in using Robert's Rules of Order to help in our meetings and making good decisions for the Club.

SECRETARY - Julie Schumann

I have been a member of RCYC since 2008. My husband, Michael, and I own a Newport 30 MIII, *Blue Heron*, moored near the end of Walk 4. I got into sailing after our youngest graduated high school in 2000. My first boat was a 1971 Catalina 22. At first, sailing was an escape from the demands of a very busy teaching schedule. Now, in retirement, it is my "happy place." Michael and I joined RCYC at the urging of a good friend. At the time, I had to wait almost a year to finally get a slip at RCYC! After joining, I found a community of people who enjoy each other, who enjoy time on the water and who enjoy sharing their collective knowledge. RCYC has the feel of an extended family. As Secretary, I hope to serve the Club by continuing to learn new ways of improving communication among members. My goal is to invite all new and current members to continue to feel the benefits of belonging to a strong community. As an officer, I am committed to serving the best interests of the Club and its members.

THE NOMINEES FOR DIRECTOR POSITIONS ARE:

Dennis Annotti

I am running for a Director position again this year as I would like to continue serving the Club in this way. I have enjoyed my time the last two years on the Board. The Board continues to do important work for our Club's growth.

Tod Bassham

My wife, Deedie, and I joined RCYC in 2016 after bringing our Beneteau Idylle, *Chinook*, down from Seattle. I'm a retired land use judge, and Deedie is a retired environmental scientist. We both love cruising on the river and up north. We joined RCYC because we love the Club's community spirit and the do-it-ourselves ethos. We've both been active in Club affairs. Deedie has been involved with the Daughters of Neptune. I was Race Captain for three years and on the Board of Directors this past year. Dredging is my favorite way of putting in work hours. RCYC is in great shape, which is a testament to the hard work of current and previous generations of members. But the Club faces many challenges in coming years, from aging infrastructure to an aging demographic. If re-elected to the Board, I pledge to work hard on these challenges, and in particular, to find ways to make it easier for younger sailors to join our great Club and bring their strength and vision to help the Club grow and prosper.

Alan Bergen

I have been an active member of RCYC for twenty-two years. During that time, I have served the Club as Work Party Chair (two years), Membership Chair (two years) and Race Captain (one year). I have also been BoatUS and US Sailing coordinator for more than ten years, and I organized and cooked the Old Salts dinner for six years. I race and cruise a C&C 35 Mk III named *Thirsty*. I was Treasurer of the Oregon Corinthian Sailing Association for three years, and I am a member of the Oregon Women's Sailing Association. As a member of the Board, I will represent Club members as an active participant in Board meetings, while supporting the flag officers where I am needed most.

Gareth Tabor

My wife, Janet, and I, have been Club members since the mid-90's. We own *Misty Blue*, a Newport 33' located on Walk 2. I have been sailing since my teens on everything from El Toros to a Beneteau 50. In the early 70's, I was a member of the US Naval Academy sailing squadron, crewing Luders 44's. Locally, Jan and I raced our one-design Thistle at the Willamette Sailing Club; in fact, Jan crewed for Nationals in the early 90's. We have chartered numerous times in the San Juans, and in the Caribbean. We value our membership at RCYC for its DIY, "can-do" spirit and for the camaraderie engendered through participation in the social activities and cruises organized by the Club. We look forward too many more years at RCYC.

Ben Thomas

I'm an Oregon native, born and raised in Beaverton, back when there were abundant farms and orchards everywhere. We lived in an original 1880's farm house, and the wind would blow through, causing it to sway and creak. My mother's family were early settlers in Beaverton. My parents later built a larger brick house in 1954. There were over 80 apple trees left in the original orchard. These trees were planted in the early 1900's and after a few years of TLC, began producing again. I first sensed a passion for sailing about 10 years of age after reading a few of my dad's books: *Kidnapped* by Robert Louis Stevenson, *Frank Brown Sea Apprentice* by Frank Bullen, and of course, *Two Years Before The Mast* by Richard Dana. Eighteen years later I got my first boat, a 21' San Juan. High adventures ensued as I learned the "ropes" the hard way. I kept her for a number of years but got too busy with a second career to sail and sold the boat. Time passed, but the passion only grew, and I got my first Cape Dory, a Typhoon Weekender 18.5'. I suffered from 2 footitis briefly and then acquired my second Cape Dory, a 30' cutter rig, *Milagro*, which I have had now for 20 years.

On December 3, 2017 I moved her into slip #33 Walk 3 at RCYC. Loren Beach was standing by to give a hand as we approached the finger for the first time. That simple gesture is the spirit of how the Club works: everyone gives a hand. My first experience with a work party was with Ron Moran. I was put in charge of milling, fabricating, then installing the new doors and drawer faces in the Clubhouse galley. 100 or so hours later the task was completed. That experience solidified my membership for me, a sense of accomplishment but more importantly, a sense of community and camaraderie.

I will be retiring this October 31st after 30 some odd years of Landscape Contracting and Landscape Design. I will be keeping my second business, Oregon Marine Industries; I'm the Beta Marine dealer here in Oregon. I have been asked if interested in taking over the landscape/grounds/pots at the Club. I can't think of a better way to serve and contribute to our community and would be honored to fill the position with my years of experience. I have also agreed to be nominated for a Director position.



Pete Unger, “the Rose City MacGyver”

Tom Stringfield

Pete Unger passed away at the end of August, 2019. He was 91. Pete and Helen have been RCYC members since 1976, the year the Club moved from its old location near the airport some 43 years ago.

Like a number of RCYC members, Pete divided his outdoor adventures between the water and the mountains. In his mountain persona, Pete was a climber, volunteering with Portland Mountain Rescue. He was also a skier, volunteering with the Mt. Hood Ski Patrol (carrying MHSP card number 462, issued in 1967). Pete met Helen while skiing at Timberline Lodge. They were married in 1969.

Pete and Helen’s first sailboat was a 23’ trailerable swing-keel boat with a small outboard motor. It made several trailer trips north with them, to be launched in Anacortes to sail the San Juan and Gulf Islands. They progressed from that boat to a 27’ Cal, which took them north the hard way, up the coast. They ventured on to a 30’ Ericson, a 35’ Beneteau, which took them to Alaska, and finally to a 32’ Nordic Tug, which took them on many 2-month trips north into Puget Sound and British Columbia. The Nordic Tug finally allowed them to stay warm and dry at the helm during summer stormy weather.

Pete’s career on the water began with a stint in the Navy, where he served as a radar operator on a Navy supply ship working in Japan. He returned to Portland after his Navy service and enrolled in Multnomah College, where he studied electronics.



After his schooling, Pete joined the then-tiny electronics company, Tektronix, working as an electrical/mechanical engineer in product design. His work produced 5 patents, which are hanging proudly in his home. At home, Pete was an artist, producing dozens of beautiful, lathe-turned wooden bowls. And like many other tools in his shop, his lathe was his own hand-made creation. He donated a bowl to many a RCYC Ladies Dinner. Those bowls were much sought after raffle items!

Shortly after Pete’s passing, RCYC member Cliff Hunter commented that Pete was “the Rose City MacGyver,” a very appropriate description. Pete’s keen mind came up with clever, elegant solutions (an engineering term meaning a solution in which “the maximum desired effect is achieved with the smallest or simplest effort”) for RCYC situations. Many of Pete’s elegant solutions found their way into the original RCYC dredge, upon which Pete worked for many years. For example, it is important for dredge operators to know how far the dredge diggerhead has been lowered below the water’s surface. Dredge crew members kicked around a number of complicated ideas: an electronic depth sounder, a pressure gauge with a sensor hose running down the ladder to the level of the diggerhead, etc.

Pete devised a simple, arrow-shaped pendulum mounted in front of a protractor-like depth scale on a bracket attached to the dredge ladder. Powered by gravity, it was simple to make and install— a truly elegant solution. Other useful elegant creations made by Pete for RCYC include a device for taking water samples from various depths below the surface, as part of water quality monitoring RCYC is required to do while the dredge is operating, and a winch and frame device to extract through-rods from our concrete walks.

Pete’s presence made RCYC a better place. Thank you, Pete, we will miss you.



Dave Kibby

Mike Finch

By now, you've no doubt heard of the passing of long-time Rose City Yacht Club member Dave Kibby on July 17th in a tragic glider accident. Dave was a long time sailor and, along with his wife, Ann Lemcke, owned a Cascade 29 sailboat on Walk 4, named *Ka-Ha-Si*. He and Ann joined RCYC in 1984 and became eligible for Life Membership in 2013.

Dave was a career licensed electrician. He retired from the Port of Portland, but recently went back to work to help pay for having his boat "Beckerized" – a term for the beautiful work done by another of our members. Naturally, Dave was the resident electrician in the Club and was instrumental in countless projects around the Club – including new lighting throughout the marina and newer, safer, ground-fault electrical outlets at each slip. If there was an electrical issue, Dave was right there to get it fixed. There is a huge hole in the heart of RCYC because of his loss.

Dave was an equally involved, and highly regarded member of the Willamette Valley Soaring Club. An avid glider enthusiast, he earned his FAA Commercial Pilot's License last year. He recently partnered with another WVSC member to purchase a glider.

The accident occurred during an annual pilgrimage of WVSC to the Alvord Desert. It's their version of Lazy Days. The Alvord offers exceptional weather and superb soaring conditions. Glider flights up to 6 hours and personal altitude records are not uncommon. In fact, the night before his passing, Dave was telling others how much he loved going to The Alvord and would continue to go as long as he possibly could. Dave truly died while doing what he loved. He was also involved in his church and is survived by wife Ann Lemcke, adult children Allison and Arthur, and one beautiful boat.



Thoughts for Discussion Over a Drink

Ben Thomas

I shared these at a members retirement party a while back, thought they might be appreciated by others via the Foghorn. These quips/axioms came to me as I was waiting for the wind to pick up enough to sail on *Milagro*. I quickly wrote them down before they were lost again in the ether of short term memory.

When you're at sea, everything compresses out over the horizon. You need to know where you're going, but more importantly you need to know where you are, otherwise you may be lost.

To drop anchor after a voyage can be a relief, you may have momentarily arrived.

To set sail may indicate you have the courage after all.

To reduce sail has nothing to do with courage, but a resolve to get there in one piece so you can drop anchor.

Anchoring is not the same as running aground. With the latter, you've arrived, though you may not be where you thought you were.

Deep water can be safer than the shallows even though you may be in over your head.

Piper's Summer continued from page 5

Once the regatta had finished and the results were in, Peter Schnel and Etienne Quille had won. Well, it turned out Etienne couldn't go because he was going to France to visit his family. This meant the second place team would be the ones to go. Casey and I had been in second place, but we didn't qualify since Casey was already qualified for Sears Cup.

Technically no one should replace the qualified team unless medical or family emergency, and since Etienne had to go to France, I might be able to replace him. I knew this was a possibility, but Dad always said, "Have low expectations so that you have no chance of disappointment and you can be excited for what you were able to do." So, that's exactly what I had. That week after the regatta I was on the mountain training. I was sick, didn't expect anything, but I got out of the shower to see four calls and twelve texts from numerous people. I was scared until I read my coach's text that said, "Etienne's out. You're in." I was ecstatic.

I finished that week of ski training and went straight back to sailing—a lot of sailing. I sailed with Peter every day but one leading up to nationals. We did one weekend in the Columbia River Gorge to prepare for Bemis on San Francisco Bay. I learned how to sail with kite up and be on the trapeze at the same time. It was super fun, and we got to sail in bigger wind which was good since the Willamette is pretty light. It was exciting and so crazy all at the same time. We went from sailing in 5 knots on the Willamette to rippin' around in 18+ in the Gorge. After the Gorge, our coach said that we had graduated to big wind. Then San Francisco was a different story. I am so grateful I sail with Peter because he is the most positive person and helps keep me calm and level headed.

We practiced as much as we possibly could in the amount of time we had before we had to leave. From when I found out that I was going to Nationals and when we actually left was just a little over a month. We did so many tacks, douses, sets, and qybes in different ways. I almost knocked out a tooth one night in the process of all of this. We were on the Willamette racing one night. It was blowing 15, puffing 20—pretty windy for the Willamette. I was trying to set the pole, but I didn't push it far forward enough towards the tack on the spinnaker. There was too much load on the line for me to clip it on the mast. It snapped back and hit me right in the mouth.

We had done everything we could to prepare for the wild wind we were going to have. It wasn't until the night before I left that it really set in. I hadn't even been on the team for a year, I wasn't the most qualified or experienced. Since Etienne couldn't go, my coach had the option to pick anyone on the team. I'm still pleasantly surprised that he chose me.

When we landed in San Francisco I was skipping with joy through the airport to meet up with Chubb's transportation manager.

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How do people who enjoy both boating and poetry spend a windless day pushing upriver at the end of the Lazy Days cruise? They take turns composing couplets, of course!



A Sonnet: To Flemish? Or Not?

By Marili and Dave Reilly

She had a passion for a flemished line;
Her partner was not quite of the same mind.
She liked to leave them tidy as a rug
(an act that made her seem so very smug!)
He thought a line should e'er be at the ready,
Because that made him feel so very steady.

When surreptitiously she'd stoop and coil
He knew that she was not some silly "goil."
And too, the beauty of her lines, so neat,
Was seen by friends an admirable feat.
Their long, good-natured battle was in jest:
It fouled not their home and sailing nest.
In fact, their boat was always safely moored
Regardless how the tail of line was stored.



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

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

Need something added to the calendar?

Contact Vice Commodore CJ Volesky
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RCYC Autumn Schedule

October

- 4-6 Bartlett's Landing Cruise
- 5 Work Party—9:00 am
- 7 Knauti Knitters—10:00 am
- 12 New Member Orientation—9:00 am
- 12 Coffeehouse Music—5:00pm
- 14 Board Meeting—7:00 pm
- 16 General Meeting—7:00 pm
- 18 November Foghorn Deadline
- 19 Work Party—9:00 am
- 21 Knauti Knitters—10:00 am

November

- 2 Work Party—9:00 am
- 4 Knauti Knitters—10:00 am
- 9 Walk 2 BBQ—5:00 pm
- 11 Board Meeting—7:00 pm
- 16 Budget Planning Meeting—9:30 am
- 18 December Foghorn Deadline
- 18 Knauti Knitters—10:00 am
- 20 General Meeting—7:00 pm



Bon Voyage!

Gypsy, Bill & Nina Kramer (below)
and
Raven, Kevin & Gina Stenberg
are on their way to join the BaHaHa to Mexico
Follow their progress here:
www.marinevesseltraffic.com



Piper's Summer continued from page 10

We got to the yacht club and hung out for the day. The next day was our first day of sailing in the bay. According to our coach, Kevin Bernham, it was blowing 25, with puffs of 30. It was awesome! I remember coming out of the harbor for the first time and getting that first big puff of wind. It was warm and sunny, and I could feel the salt in the air. I looked around and saw all of these different boats and different people from all over the country. We all had one objective—just go sailing and have fun. I also realized how blessed we were for beam reaches and auto bailers.

The second day we had four races and took dead last in every race. I have a very strong competitive spirit, and as I mentioned before Peter is a very positive person. Most of the time taking dead last would have taken a toll on my mentality for the rest of the week, but we had fun. We were learning so there was not much to complain about, oh and the fact that we were at nationals.

The rest of the regatta we basically had the same luck, dead last in every race, which meant we took dead last overall, but that's okay. We learned a lot and had tons of fun. On the last day, Dad was there and he gave us the infamous few words he tells me and the rest of my team before each race, "Sail fast, talk less, don't capsize and have fun." Well, on one race we were in the top half and then had a massive capsize/turtle. I got stuck under the boat with the bridle and main sheet wrapped around my neck, but I was calm and everything ended up okay. That pretty much summed up the Chubbs Nationals regatta for me.

Just a few weeks after returning from nationals was the Junior Olympics regatta. Peter and I agreed that we should sail together there as well since we had much practice sailing together in crazy wind. The week before JO's I went out on a 42 foot yacht with Annika Phillips and Ella Nordturf for our end of summer trip.

The first day of Junior Olympics we did really well. There was very light wind in the morning, and we were postponed for a while. Then the wind picked up and it was ripping. It was probably blowing 18, enough for me to get out on the trapeze. Our results for the day were 3, 4, 3. The next day there was no wind, and we were postponed all day long. Overall we placed in third place (bronze medal) which was quite exciting since our previous regatta was not our best.

Sailing has taken me many very cool places. I have a passion for this sport that most people have for their work. I grew up in a family where sailing is expected of you. It has given my Dad much success and has taught him a lot about much more than the wind and the water. Now I'm learning these fine details about it as well. I am competitive and love working to win. Someday if I could take this passion of mine and turn it into a line of work or go to the Olympics, that would be a dream come true.