

Commodore: CJ Volesky
Vice Commodore: Carl Corey
Secretary: Julie Schumann

March 2020



From the Helm

CJ Volesky, Commodore

What a wonderful evening we had at this year's Commodore's Ball. Roxana and I would like to send a big thank you to all those who helped put on the event. It had record attendance and was a big success. Our apologies if we did not get around to talking with you as we would have liked. There was just a lot going on and the night was over before we realized. Know that we appreciated all the effort and hard work.

It's March already and our cruising season is beginning. In addition to our normally scheduled cruises, Roxana and I hope to put out impromptu cruises on the forum and we invite others to post when they go cruising so that other members can join them. We are a boating club, and we hope to have many opportunities for people to use their boats and to build the camaraderie amongst members. In addition, I want to invite any and all members who have never gone on a cruise to come on a cruise this year. Don't be surprised if you get a phone call from me inviting you personally to a cruise.

With the new season come work parties. Make sure you watch for emails from Toby Elliott and get signed up for a work party early. Let's get the Club looking great for opening day and for our use for the upcoming season.

It has been brought to the attention of the Board of Directors that some members are in violation of moorage rules A.4.b (proof of insurance), A.1.d (display of current registration), and/or

A.1.h. (providing a spare key). Some have been in violation for four years! This is unacceptable.

Therefore, as per the RCYC moorage rules, those members who are not in compliance by March 31 will be required to attend the Board Meeting on April 13 to defend their inaction. At that time, the Board is prepared to give a 10-day notice to remove their boat from RCYC property. This action may be avoided by bringing your membership status into compliance with Club rules by complying with the above listed moorage rules immediately. We have rules that are designed to help protect our Club from liability, and they must be followed.



Save the Date

Rose City Yacht Club's
Ladies Dinner

Flamenco Night

DATE: Thursday, May 14th, 2020

TIME: 6 pm cocktail hour
7 pm dinner

Details will be emailed to
our RCYC ladies in April.



Commodore continued on p.4



Vice Commodore's Report

Carl Corey, Vice Commodore

The Clubhouse steel stringers are all placed and pinned. Club members have installed the residual flotation that Ron Moran designed. We can have a bigger party now; however, to ensure we meet fire code, our capacity has been set at seating for 85 and another 10 or so standing.

Speaking of parties, by the time you read this, we will probably have had our first Work Party (February 29). Please, everyone be sure to clearly jot down all the hours you work at Work parties. We would also appreciate that everyone record any and all hours that you contribute to the Club, whether or not they are at a work party. Please be specific in describing the work done. The Work Hours Committee is doing some analysis on what it takes to "run" the Club and will be bringing forward some recommendations later this year.

March 7 will be our second Coffeehouse for the year. I missed the February one, but have it on good authority from the better half that it was a great time with some really great music (I know the parking lot was pretty full). This will be followed up with the St Paddy's Day Party on the 14th. Anyone ready for some exquisite corned beef? It doesn't get any better than this if the person I hope is volunteering for preparations. On the 21st there is the Frostbite Race, and there will also be a Saturday Chat at 10:00 am in the Clubhouse. March 21-24 is also the Coon Island Cruise (otherwise known as "What did you do on Spring Break?").

Rounding out the month is another Work Party on March 28. And – remember – April 4 is our first Walk Party of the year. (A Walk Party is quite different than a Work Party). Walk 4 is leading the way this year and the BIG question is whether we stick with the "generic" theme or branch out into something exotic. Stay tuned! Last but not least, on April 8 OWSA is holding the second Bingo, Boats and Brews fundraiser here at the Clubhouse. I'm not sure of the priority of the 3 B's, but I'm sure we'll figure it out.



While many members worked on the Clubhouse stringer project, there is one member who goes above and below to get the job done! Not an easy position to be operating a chain saw. Ron Moran is one of the hardest workers on this project. —Richard Pickwick

Join OWSA for our 2nd Annual Community Sailing Bingo, Boats & Brews Event!

Enjoy an evening of Bingo with your favorite sailing friends. Everyone in the sailing community is invited. We want to bring the sailing community together to celebrate all the ways we can get on the water. Proceeds from the event go to support the BOAST Program, which gives access to women sailors on the OWSA fleet of sailboats. Making sailing accessible and safe for everyone.

Pizza, drink and bingo card included in your ticket.

**Event kicks off April 8th at 6pm - Rose City Yacht Club!
Bingo starts at 7pm!**

**BUY TICKETS: <https://owsa.net/event/bingo-boats-brews>-
or <https://www.facebook.com/events/571395250254575>**



Secretary's Salutation

Judy Oxborrow for Julie Schumann, Secretary

At the February Board meeting, the Board interviewed two more prospective members. Alan Goodman and his wife, Karen Maddalone currently own a Hunter 320 named Moon River. They have chartered sailboats in Mexico, San Juan Islands and British Columbia. They have considerable experience sailing and leading group cruises on the Columbia from Astoria to Beacon Rock, including participating in cruises and officer positions with the Hunter Sailing Association of Oregon.

The Board also received an application from Naja DiPilla and Ben Emery. They are currently finalizing the purchase of a C&C 99 called Penelope. During their visit to the Club, they were impressed with the number of members who were present and stopped to talk with them. They have been sailing since January 2018, crewing in the Sail on Sunday series, and plan to continue cruising and racing on their own boat.



From the Rear

Chuck Pennington, Rear Commodore

This year's Commodore's Ball was a very successful event. I extend a hearty thanks to Matt and Laura Richard for their superlative efforts in planning this Commodore's Ball. A special thanks is also due Laura's cousin, Deborah Arden, who sponsored RCYC this year at Columbia Edgewater Country Club. Deborah has agreed to sponsor RCYC's attendance next year.

We have already reserved our date and time for next year. So mark your calendars for the next Commodore's Ball on the first Saturday in February 2021. Thanks to all who helped make this year's Ball a success.

For more of George Kapllani's photos:
<https://www.dropbox.com/sh/d9euodc1uOfgvlc/AACCjHXaxzzA4PDmJgJw6jWaa?dl=0>



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The replacement of the stringers under the Clubhouse is complete. We still have the decking around the Clubhouse to finish, which will happen as soon as the weather cooperates. I'm very happy with the results of this project. When I walk in the Clubhouse now, I do not hear the creaking or feel the floor moving as I did in the past. In addition, I don't have to worry about walking uphill after getting my name tag. This project has insured that our Clubhouse will be floating in good shape for years to come. A big thank you goes out to Ron Moran for overseeing this project and ensuring a successful completion.

The Board is looking at all options for a new or refurbished patio float. We will be acting on this soon so that we may benefit from the decision in the upcoming season. In the meantime, the old float may be used to get us through so use caution when in the area of any construction projects. There will be more to come as decisions are made.

At the February board meeting, the Board adopted new fire safety rules. These rules fall in line with the current fire code. If we did not adopt these rules or follow them, we would put our insurance at risk if there was an accident or fire. Therefore, these rules have been adopted and will be enforced. A copy of the new rules is in this issue of the Foghorn. These rules have also been incorporated into the Clubhouse Rental form that has been uploaded to the website.

The parking lot Dry Moorage has not worked out well for us. Therefore, the Board will be voting on getting rid of the Dry Moorage. If you would like to comment on this issue, send me an email and I will forward it on to the rest of the Board.

Don't forget to stop at our on-line store or see Terry at the meetings to stock up for summer. Let's show our pride in our Club and our boats. Also, please watch the forum for updates and new information on many topics. It is being used and it will only continue to get bigger. When replying to a post on the forum please reply to the forum and not just to the person who posted. That way all members can benefit from the discussion.

As many may know, Smoothie is getting a refit of a new engine and fuel system. You can follow this process on the forum if you are interested. The First Mate informed me that I WILL BE DONE for Opening Day, so work is continuing at a brisk pace. She fully intends to take part in the Opening Day festivities and summer cruises. On that note, I've got work to do. Hope to see you on the river.

FIRE SAFETY REGULATIONS FOR ROSE CITY YACHT CLUB CLUBHOUSE

OCCUPANCY

Occupancy load is 85 seated, plus 10 standing, for a maximum occupancy of 95.

EXITS

Exits shall be unobstructed at all times.

Exits shall not be covered with drapes or other items.

TABLES

When arranged in rows and seating is on both sides, there shall be a minimum of 31" from the wall and a minimum of 50" between rows.

When banquet tables are in rows end to end, there shall be no more than 3 tables in the row without a 3 foot break between them.

CHAIRS

There shall be no more than 14 chairs in a row. A minimum of 12" of clear space shall be maintained between each row of chairs.

A row of more than 7 chairs requires an aisle on each side with a minimum width of 4 feet.

DECORATIONS

Candles or other sources of open flames are not allowed. (Battery operated candles are allowed.)

No natural Christmas trees are allowed.

No decorations shall cover the exit signs/emergency lighting.

No decorations shall cover the fire extinguishers.

No combustible decorations shall cover the windows.

No combustible decorations within 6' of an exit.

Decorations shall be arranged in such a manner that a clear path a minimum of 36" wide is maintained to all exits.

ELECTRICAL

Only UL listed miniature lights shall be allowed for decorating.

Only UL listed grounded heavy-duty extension cords may be used. (No "Household" lightweight cords are allowed)

When Clubhouse is unoccupied, disconnect the power to all electrical decorations.

FOOD WARMING

Use of Sterno heating shall be in approved devices.



Cruising Corner

Ally & Chris Richard, Cruise Chairs

Hello Rose City Cruisers! We are so excited for another year of cruising with you all! There is a new cruise this year in June, and we will be heading to Beacon Rock for Labor Day! Of course that's pretty far off from now, but it doesn't hurt to get excited, does it?

The Spring Break Cruise to Coon Island's East Dock will take place March 21 to 24. Last year we had a great time exploring the island and cozying up on our boats during the evening to play cards with a nightcap, or two or three. There will be a regular dinner potluck on Sunday, March 22— so bring your hot dishes!

We are hoping that the water level will stay low enough to pass under the Sauvie Island Bridge, thus allowing us to take the more direct route down the Multnomah Channel. Hopefully the weather holds, and we don't experience anything reminiscent of when Noah built his great ark. As we get closer, we will double check the water levels!

Please remember that the RCYC yearbook is a great place to look up information about the ins and outs of cruising as well as some notes on etiquette. Members need to be aware of their pets and their location at all times. During potlucks, please make sure that pets are secured on your boats to make it easier for members to get their rations without worrying about getting tangled in a leash. Plus, we know if we had our dog, Riker, on the dock, he would be more than happy to clean your plate the moment that you take your eyes off of it. So, please do try to keep those furry, four legged members of your family contained on your vessel during food related events. And, please do remember to wear your PFD.

Thank you so much for allowing us to be your Cruise Chairs for 2020. Cruising the Columbia is our favorite family activity and we look forward to more cruising adventures! Please feel free to contact us with any questions or ideas for cruise events. See you on the water in your finest PFD!



RCYC's St. Patrick's Day Party

**Saturday
March 14
5:00 pm**

**Watch your
email for
Details!**



RCYC Spring Schedule

March

- 2 Knauti Knitters—10:00 am
- 7 Coffeehouse—6:00pm
- 9 RCYC Board Meeting—7:00 pm
- 14 St Patrick's Potluck—5:00 pm
- 16 Knauti Knitters—10:00 am
- 18 RCYC General Meeting—7:00 pm
- 18 April Foghorn Deadline
- 21-24 Coon Island Cruise
- 21 Frostbite Race
- 21 Saturday Chat—10:00 am
- 28 Work Party—9:00 am

April

- 4 Walk 4 BBQ—5:00 pm
- 8 Knauti Knitters—10:00 am
- 8 OWSA Bingo, Boats & Brews—6:00 pm
- 11 New Member Orientation—9:00 am
- 11 Coffeehouse—6:00 pm
- 13 RCYC Board Meeting—7:00 pm
- 15 RCYC General Meeting—7:00 pm
- 18 May Foghorn Deadline
- 18 Work Party—9:00 am
- 20 Knauti Knitters—10:00 am
- 24-26 Bartlett's Landing Cruise

May

- 2 Opening Day
- 14 RCYC Ladies Dinner
- 22-25 Memorial Cruise to Hadley's Landing

RCYC Members Race the NOOD

Tod Bassham

This February, five RCYC members participated in the 2020 National Offshore One-Design (NOOD) race in St. Petersburg, Florida, sailing on Flying Tiger 7.5 sport boats, chartered from an organization called Regatta Experience. Regatta Experience provides a professional sailor as a coach/tactician, and two days of training before the regatta. Training includes classroom instruction and practice on the water, including sail trim, spinnaker set/douse, and race tactics with video debriefs and discussion at the end of each day.

Members Tod Bassham, Rene Emch and Karen Feulner crewed one boat and finished in sixth place in the Flying Tiger division. David Shepherdson and friends helmed another, taking third place on the podium. All had a great time in the warm sunshine and temperamental winds of Tampa Bay, but the best story belongs to Gary Brown and his daughter Tracy, who not only enjoyed a great father-daughter experience over the Valentine's Day weekend, but also took first place in their division in a nail-biter finish.

Gary and Tracy arrived in St. Pete's to learn that the three other members of their assigned boat had canceled, but the fleet organizers rounded up several local sailors to fill the crew slots. Gary found his experience racing a bigger version of the same boat, a Flying Tiger 10, on the Columbia River helpful in handling the big square-topped main and asymmetrical spinnaker. On the first day, light winds allowed only one completed race, but the Brown's boat took a bullet to stand atop the leader board. The second day started with strong winds, with gusts into the 20s, allowing four races and lots of fun planing the fast Tigers on downwind runs. At the end of the second day of racing, Gary and Tracy were tied for first along with a privately-owned Tiger (dubbed the Privateers), a boat with new sails and an experienced crew that included a former Olympic gold-medalist.

Fluky winds returned for the last day of racing, allowing only two races to determine the winner. The Privateers took the first race, and Gary and Tracy's boat fell four places behind. It all came down to the last race. Gary and Tracy's boat started well, and traded tacks with the Privateers up the first upwind leg. On the next starboard-port crossing, the Privateers unnecessarily risked their lead by trying to cross the Brown's boat on port tack rather than simply ducking. The gambit failed, the Privateers committed a foul and had to do two penalty turns, which dropped them back in the pack. The Browns' boat went on to finish first in the last race, winning the resulting tie and overall first-place on the podium.



**Congratulations,
Gary and Tracy!**

Last year three RCYC Club members participated in the St. Pete NOOD, this year five. How many will sign up to race next year?

Moorage Matters

Loren Beach, Moorage Chair

Spring, and the higher water levels and stronger currents, are getting close. Any marina that has current flowing through it can be challenging when maneuvering in the fairways, and so it is with us. You will find the same challenge, to a greater or lesser degree, when using slips in tide water areas where the effect will reverse a couple of times a day.

With the exception of six slips on the top of Walk 2 in front of the Clubhouse, all of our slips are entered with the bow upstream. This makes getting in and out quite easy, once you learn how current affects your boat. For new members, sometimes the steepest learning curve is in just transiting the fairways. This requires you to keep in the middle of the fairway even while a sometimes-strong current is trying to push you down against the front of the next head walk.

You have to go slow and keep your bow pointed up (east) so the boat is pointing approximately 30 to 45 degrees to the actual course over the bottom. This maneuver is referred to a “crabbing” or “ferry gliding” in textbooks and in a lot of instructional YouTube videos. Trivia: There are oodles of ferries in use around the world that use a fixed chain or cable across a waterway and the vessel is rotated slightly to let the current force it toward one side or the other. It’s an old and reliable system.

Coming in, have lines ready, and you may often find that a midship line is very helpful when docking. That’s true at other docks, as well. Matter of fact many of our members have a line laid out on the finger dock that only needs to be dropped over a mid ship cleat and then the boat is motored forward at idle, bringing that line snug and parking the boat beside and against the finger. Once your boat is idling in place, all other lines are attached.

IF you ever do get pushed down against front of the next head walk, do not try to drive it out. You can seldom turn the bow upstream enough and the stern just scrapes along the dock. Instead, put in fenders - several. Then walk around to a finger on the upstream head walk and float a line (a fender works well) down to your bow. Pull the bow straight upstream. Once it is pointed upstream, cast off that temporary line and slowly “ferry glide” in or out as needed to get to your slip. Worth noting is that if the current is accompanied by a brisk east wind, this whole maneuver is even more important to learn because then the hull has two forces pushing it west.

Like many other parts of boating, learning how to respond to the natural forces of wind and water becomes instinctive, once you practice it a bit. In general, I have observed over the decades, that vessels that approach a dock with all corner lines rigged, fenders in place, crew wearing PFDs and talking without yelling *never* seem to have problems. And when they do, they just stay calm and figure it out.

Once you gain some confidence, try to tie up to the fuel dock at Neah Bay, with a crosswind blowing the boat away! Took us multiple tries last time (sigh). Or, dock your boat or tie up to buy fuel at West Basin in Astoria on a windy afternoon. As the saying goes: “Lions and tigers and bears, oh my!”



Coffeehouse—February 8



Next Jam—March 7, 6:00 pm



ANNOUNCEMENTS

YEARBOOK – The 2020 yearbooks are due out shortly. As soon as they are available, members will receive an email notification. Active and Active Life Members are expected to pick up their yearbooks at the Clubhouse. They will be in an envelope with your name on them. PLEASE take the entire envelope. One copy of the yearbook will be mailed to Inactive Life Members.

QUARTERLY BILLINGS – For the first quarter of 2020 (January 1 through March 31), there was a higher than usual number of late payments that required a reminder billing. Club By-Laws (Article IV, Section 1) state that any account not paid within 30 days of the billing date shall become a delinquent account. And, the By-Laws provide that a late fee of 10% shall be assessed for each billing period that a delinquency exists. The next quarterly billing (April 1 through June 30) is due out on April 1. Payments are due by April 30. Any payment not received by May 5 will have a late payment fee automatically assessed by the bookkeeping service. The bookkeeping service does not have the authority to remove that fee from your billings. If you are assessed a late fee, you will need to talk with the Treasurer or the Commodore.



Notice: How to avoid removal of your boat from RCYC

If you are in violation of moorage rules:

- A.4.b (proof of insurance),
- A.1.d (display of current registration), and/or
- A.1.h. (providing a spare key)

Per the RCYC moorage rules, those who are not in compliance by the March 31 will be required to attend the Board Meeting on April 13 to defend their inaction. At that time, the Board is prepared to give a 10-day notice to remove your boat from RCYC property. This action may be avoided by bringing your membership status into compliance with Club rules by complying with the above listed moorage rules immediately.

RCYC hosts the *Frostbite Regatta and Brat BBQ* Saturday, March 21

If you can help with shoreside setup &/or teardown
or need more details about the race,
contact David Paul
dp@davidpaullaw.com



3737 NE Marine Drive
Portland, OR 97211

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

RCYCFoghorn@gmail.com

Editors:

Judy Oxborrow, Sheri Lee

Marili Green-Reilly, George Kapllani

Graphics:

Vickie Nissen, Cathy Skach,

Rhonda Morgan-Boguslawski

Photos this issue: Gary Brown, George Kapllani,
Richard Pickwick, Rick Samuels, David Sheperdson

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

Need something added to the calendar?

Contact Vice Commodore Carl Corey

cpcorey@gmail.com