

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

December 2020



### From the Helm

CJ Volesky, Commodore



It is already December and my year is just about complete. In fact, this is my last article as your Commodore. I want to thank all those who have gone above and beyond to support me and Rose City Yacht Club. Our membership is what makes this club the number one club on the Columbia. Thanks to everyone who showed up for our November general meeting. We had a whopping 59 memberships attend the meeting. This allowed us to have the election. Please welcome the new 2021 Officers and Directors of your Yacht Club:

**Commodore—Carl Corey**  
**Vice Commodore—Julie Schumann**  
**Secretary—Sherry Buchanan**  
**Rear Commodore—CJ Volesky**  
**Directors:**  
**Dennis Annotti**  
**Tod Bassham**  
**Alan Bergen**  
**Jim Calnon**  
**Ben Thomas**

Security has become a big issue among the local yacht clubs. Several clubs have had many break ins and have hired armed security to patrol at night. We can all help make Rose City a less accessible, more secure marina by staying aware and doing a few things to make our Club less appealing. If possible, take your dinghy and outboards home for the winter. Make sure your boats are secure and valuable items are not visible through the ports. Address people you do not recognize, introduce yourself and see if they are members. If you do not feel comfortable doing this, contact someone who can assist you or a Resident Member. Keep the main gate at the top of the gangway closed and locked at all times. The Club is not used much in the winter and this adds an additional layer of security to our marina. Don't forget about our cars in the parking lot—we have already had one car lose a catalytic converter.

*Continued on page 4*

### Coffehouse Holiday

*Celebrate the holiday season RCYC style on Saturday, December 5, 2020.*

*Listen to Club musicians perform live (via Zoom) versions of Christmas, Hanukkah, Kwanzaa and Boxing Day favorites. Music starts at 6:00 p.m. and goes until 7:00 or so. Look for an email a day or two before the event, which will include a Zoom link to join the virtual party. If you wish to perform a holiday song or two or three, please "sign up" by sending an email to Tod Bassham at [basshamfam@hotmail.com](mailto:basshamfam@hotmail.com) Hope to see you there!*



No parties at the Clubhouse this year but the Christmas Ships Are Sailing!

Check out the schedule here:

[www.christmasships.org](http://www.christmasships.org)



## Vice Commodore's Report

Carl Corey, Vice Commodore

2020 is pretty much in the books and we all hope that 2021 will be significantly better. This holiday season will be like no other – that's for sure! I hope that the significant uptick in COVID-19 we are seeing presently will be short, with everyone doing whatever they can to protect themselves, their families, friends, and neighbors.

Our Club saw a significant drop in social activities of almost any kind in 2020, but that did not stop the majority of our members spending time down here doing what we do – sailing, working on our boats and putting in work hours for the betterment of our Club. In terms of work hours, even with COVID-19, we had over 100 Members record over 1210 work hours at the Club. This does not include those on Committees and/or Contact positions behind the scenes.

We had several outperformers this year in terms of work hours, with no one contributing more than our Work Party Chair – Toby Elliot. Toby ensured needed maintenance tasks were done including unplanned repairs (even if done by him personally) or just ensuring that members needing work hours have a list of tasks to do around the Club. With only one formal Work Party, Toby had a very demanding year as Work Party Chair. Others that recorded at least 40 work hours include Pam Corey, Ron Moran, Monty Orlando, Chris Payne, Ben Thomas/Mary Gifford, and many others that put in many more hours as part of a Committee or as a Contact. We thank you for your time and dedication to the Club!

One last thing – I was really impressed with the great response we had from Members that joined the November Zoom General Meeting. I think this shows the opportunity to further leverage this platform in 2021 for many Club activities – large or small. At least until we can meet again in the Clubhouse with that nice completed patio float alongside.



Wingdam hazard you don't see when river levels are higher

## From the Rear

Chuck Pennington, Rear Commodore

### Cancellation of Commodore's Ball 2021

The COVID pandemic has impacted how we go about our daily lives and include the Commodore's Ball for 2021. I contacted Columbia Edgewater Country Club to find out if any restrictions would be imposed on RCYC for our upcoming Ball slated for February 6, 2021. I was informed that we would be subject to the following restrictions:

1. Maximum guests allowed 60 plus staff.
2. Temperature checks required plus mandatory wearing of face masks.
3. Location of the ball would be in the swim area (not the main ball room).
4. Combination of both indoor and outdoor seating required.
5. Subject to a COVID cleaning fee.
6. Maximum 5 people per table.

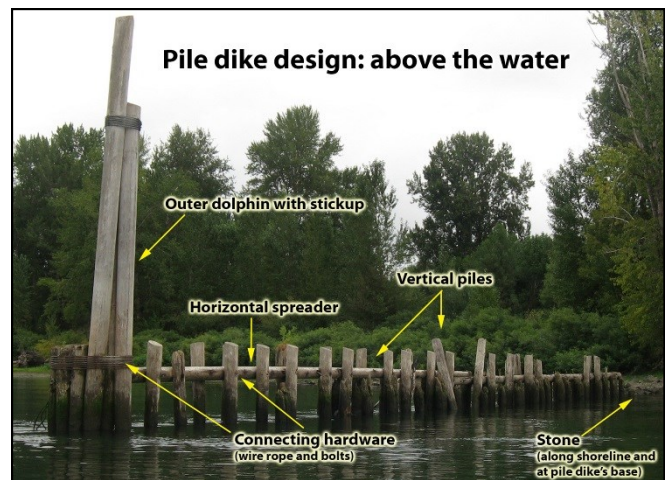
Given the limitations placed on RCYC, the Board voted to cancel the Commodore's Ball this year and to have a combination Commodore's Ball for both Carl and Julie in February of 2022.

### Good News!!!

The Army Corps of Engineers has installed a piling with a white day marker at the end of the lower airport wingdam. At high water this wingdam is totally underwater and has been a dangerous obstacle.

For everything you ever wanted to know about wingdams, check out the Corps website:

<https://www.nwp.usace.army.mil/Missions/Navigation/Pile-dikes/>



What a wingdam is supposed to look like



## Secretary's Salutation

*Julie Schumann, Secretary*



### GET TOGETHER WITH ZOOM

Although COVID has interrupted our usual Club gatherings, it doesn't mean we can't have a vibrant social life at RCYC. Coming up are: December Zoom Happy Hour, a Coffeehouse Holiday Music Session on December 5, and a Coffee Chat being scheduled by CJ. Look for the e-mail invites coming your way. If you wish to schedule a Zoom Happy Hour or Zoom get together with RCYC members, contact CJ and he will set you up with the RCYC Zoom account for this purpose. If you have never used Zoom and have difficulties with technology, contact our new Secretary-elect Sherry Buchanan or Rick Samuels. Both are great with technology and will assist you. One member e-mailed me that he was unable to join the November General Meeting because he didn't understand the technology. Don't be left out. We can help to include you in RCYC Zoom meetings.

### MEMBERSHIP NEWS

RCYC Welcomes New Members: **Alexander & Stephanie Kain** and **Butch & Cynthia Bogan Golledge**.

At the November Board meeting, the Board interviewed new prospective members:

**Dan Canfield** recently purchased a Cal 34. He has taken various sailing classes and raced on a Santana 35 for a season at Island Sailing Club.

**David Welch and Michelle Griffin** are partners with Brian Moore and Sarah Peters in a Yamaha 33, *Kaiju*. He has also been part of Island Sailing Club for several years. He has raced on a number of boats and has enjoyed cruising in the San Juans and Caribbean.

More member news:

Flowers were sent to **Helen Unger** for her recent surgery.

Flowers for **Marianne Roberts** passing were sent to her caregiver Mareia Erickson as well as a card was sent to her brother Clay Roberts.

Flowers were sent to **Linda Shaw** for a speedy recovery from knee surgery.

*Thank You* card was received from **Lisa and Steve Peterson** for the flowers for the loss of Lisa's mother.

"Thank you for your thoughtful and beautiful bouquet after my mom passed. While it's been difficult, it's nice to know the RCYC family is thinking of us."

### RECOGNIZING MEMBERS' CONTRIBUTIONS TO RCYC

The Board feels that members who go above and beyond in supporting the Club should be recognized for their contribution. If you have any ideas, please contact one of your Flag Officers or a Board Member. Your input will be considered at the December Board Meeting.

To me RCYC is an extension of family life. I miss all of the sailing stories, the camaraderie of members, great cooking shared at potlucks, strolling the docks and chatting with members working on their vessels or members who were just hanging out on their boats. Many times those conversations turned toward the improvements they had made, advice, creative solutions to problems solved— sometimes two or three solutions to the same problem, which was great. I learned how to winterize and how to take care of some of the issues on my own boat through these conversations. I have been trying to create ways to stay in touch and get to know members. If you have any ideas, please contact me. Hopefully COVID will be under control by next spring and we can resume our regular activities. Until then

**Remember to support our community at RCYC by wearing your mask if you cannot keep six feet of distance.**



### Do you have a boat story to share?

Stories about our boats, adventures, misadventures and learning experiences are informative and fun to share in the Foghorn while we're all confined due to COVID.

Email your story and photos to [RCYCFoghorn@gmail.com](mailto:RCYCFoghorn@gmail.com)

## Remembering Marianne Roberts

*Judy Oxborrow*

I met Marianne shortly after we joined the Club. Opening Day was one of the first events we attended at RCYC. Marianne and her "crew" were busy setting up the continental breakfast in the Clubhouse.

Marianne and her husband joined the Club in 1958. From the stories I have heard from her, Wade Cornwell, and a number of the senior members of the Club, it was quite an active Club. From my working on the yearbook, I learned that Marianne had been the President of the First Mates Club. That ladies club started in 1952 with fifteen RCYC ladies in an effort to promote friendships among the members, to assist in all social activities, and to aid the Captains in yacht club projects. Membership in the Club dwindled as more and more women were entering the workforce, so it was dissolved. However, for many years Marianne and the crew did the decorating and continental breakfast for Opening Day and made the most of this social event.

Among the other interesting things I learned about Marianne was that for years she wrote a regular column for the Foghorn highlighting the events in lives of members and their families. If anyone knew what was going on within the Club, it was Marianne. When it became too physically difficult for her to come down to the Club regularly, she still kept in touch.

I will miss seeing Wade Cornwell and Marianne Roberts leading off the March of the Commodores at our Commodores Ball.



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*Commodore continued from page 1*

It is time again to remind everyone that your insurance needs to be updated every year as you renew your policy. Send your updated declaration page of your policy to our insurance tracker, Gary Whitney. It is your responsibility to get this done ASAP if not already done. In addition, with the end of the year comes registration renewals. Please take a moment to look at your boat registration and make sure it is current for the next year. If not, get it re-registered and attach the stickers to your boat. Let's keep the good record of everyone being current on insurance, registration, and keys.

It saddens me that we will have to cancel the 2021 Commodores Ball and Opening Day. These events take lots of planning and, with the current COVID restrictions, it's just not possible to move forward with this. However, we are planning several Zoom events to help us from going stir-crazy. Keep watching your email and the forum for details. Lastly, I would like to congratulate new members Butch, Cynthia, Alex and Stephanie. Please welcome them when you see them at the club.

May all you have a Merry Christmas and a Happy New Year.

**Bill & Nina Kramer  
are back aboard Gypsy  
on the Sea of Cortez after  
an eventful road trip south with a  
carload of new stuff.**

**See the stories:**

**<https://gypsykramer.com>**



## Seattle In-Person Boat Show Cancelled—But Wait, There’s More ...

*Alan Bergen, RCYC Director*

Ongoing COVID restrictions are preventing the Seattle Boat Show from being held in person in January 2021, but are not preventing the show organizers from producing a powerful boating event in January. The show will go on - but in a digital format. The digital show will take place Thursday, January 28 through Sunday, January 31, 2021. Tickets go on sale December 15, 2020.

The Seattle Boat Show is famous for its wide selection of boats, marine accessories and services, and extensive seminar line up. The digital show will be no different, including the ability to ‘walk’ the iconic red carpet using 3-D technology and take advantage of discounts and show specials that would have been offered in-person.

Unlike many virtual boat shows that are simply a static listing of boats, the Seattle show will have a number of digital features that will allow attendees to connect with exhibitors in a variety of ways, including an appointment-setting tool that allows them to schedule in-person, Zoom, FaceTime, or phone meetings and boat and product tours as well as live text chat. The three-dimensional show floor will feature the classic red carpet and allow boaters to simulate cruising the aisles. The digital show will happen in tandem with satellite in-person special events hosted by dealers and exhibitors around the region.

From Seattleboatshow.com:

“Interest and demand for boats and accessories are at an all time high right now, and many industry experts are predicting an even bigger year in 2021. If people wait until next spring to go boat shopping it may be too late,” said George Harris, president, Northwest Marine Trade Association. “That’s why we’re so pleased to be able to produce a rich digital experience that will allow boaters to easily shop, tour and compare boats and accessories all in one place and make a plan for 2021 .”

The Seattle Show has always been known for the breadth and depth of its seminars and this will hold true for the digital show. There will be more than 100 hours of original boating, fishing, boating lifestyle, and Boat Show University seminars as well as a live video stream during show hours that will feature interviews with special guests, seminar presenters, exhibitors, and sponsors. The seminar schedule will be available to preview online starting December 15.

“Boaters come back to the show year after year after year to sharpen their skills, see their favorite presenters, hear and learn from new ones, daydream in the dark days of January and make plans for a summer of boating fun,” said Harris. “They will still be able to do that at the digital show from the comfort of their home or boat.” One of the other exciting benefits of the digital format is that seminar presenters from across the country and Mexico who might not otherwise come to Seattle to present will be part of the lineup. People from around the country and the world can also tune in to learn about cruising or fishing in our beautiful Pacific Northwest waters.

The seminar schedule will all be available starting December 15, allowing attendees to begin planning what seminars they’d like to attend. The exhibitor list, boats and products, appointment scheduling and calendar of events will be available January 1. The 100-plus hours of boating, fishing and Boat Show University seminars and live streaming will start at 4pm– 8pm on January 28 and then again Friday, Saturday and Sunday, 10am – 8pm. Many seminars will also be archived and available on demand.

**Get all of the details and sign up at: <https://seattleboatshow.com>**



## DREDGING UPDATE

*Christian Steinbrecher, RCYC Dredge Chair*

Looks like there won't be any dredging this year. Hopefully the Club can get by for the year. Soundings done in September show that Walk 1 requires no dredging and Walk 2 has minimal dredging in just a few spots, so we're not in terrible shape.

The depth in the moorage is limited by our US Army Corps of Engineers permit to -7 CRD (Columbia River Datum at RCYC's river mile). CRD is an arbitrary elevation that ties into the general area datums by amounts that vary by the distance from the mouth of the Columbia. It is a theoretical fall line for the river.



The water depth in the moorage can easily be determined by looking at the marked piling at the bottom of the walkways. The numbers on that piling, when read at the plate on the pile hoop, show what the water level is in terms of CRD. The numbers on the piling have been adjusted for the height of the plate above the water. Adding 6 to that number will result in the shallowest water depth in the moorage. For example if the marker shows 3, the water depth will be 3 + 6 or 9 feet. The 6 in the above calculation is the result of the soundings that were taken that show that the highest bottom in the entire moorage is at El -6+/- CRD. This could become an issue for some boats at very low water—when the marker is at zero on the marked piling. When that occurs the minimum depth in the moorage would be 6'. This usually occurs in the late summer and early fall.

For this upcoming season there will be some inconvenience. Hopefully this will be tolerable given these rather extraordinary circumstances. Keep in mind that, for most of the year, the piling indicators are at 3, 4 or higher. Most of our boats should not have a problem with those kinds of depths. As you go further out towards the river the moorage generally becomes deeper, although there are exceptions. Moving boats around to get the greater depths for larger boats may also be a short-term solution at very low water.

This virus, while not lethal for many has seriously debilitating side effects, some permanent or long lasting. Now that the Oregon counts are increasing to record numbers, it seems like more, rather than fewer precautions, are in order. Perhaps next year a vaccine or immunity by those who have been infected may create a large enough team to carry out some dredging activities. The crew sizes could be substantially reduced to minimize exposure to the memberships. The permit that is currently in force allows dredging to the end of February 2021.

## Moorage Matters

*Loren Beach, Moorage Chair*



Keep an eye on the wind this winter at <https://www.sailflow.com/spot/589>.

One technical word gleaned from watching AC boat racing is "pressure" as opposed to just stating the measured speed. The pressure on your lines from the surging of the boat goes up geometrically as the wind force rises. Be sure that your lines, chafe gear, and fenders are in good condition.

Your dock box (if you have one) IS tied down... right?

## REMEMBER!

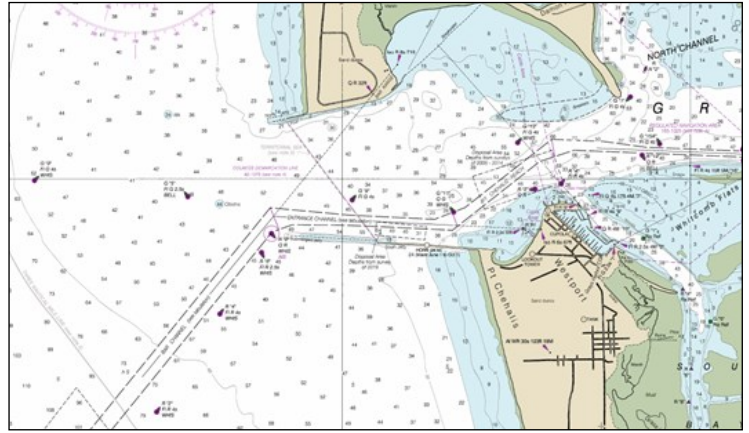
The people gate at the top of the ramp is now closed and locked at all times. Your club key or gate card will open the gate from the outside. You can use your club key or the release button from inside. Please make sure it is closed and latched when you go through.

Thanks for helping to keep the Club secure.

# Lessons Learned - Gray's Harbor Bar

Rhonda and Alan Boguslawski

Years ago, heading north on Summer Wind, we decided to stop in Gray's Harbor for a night. It was an easy, if drizzly, nine-hour motorsail from Astoria to Westport. Crossing the Columbia Bar had been smooth and we were feeling rather smug when we climbed into our bunk that night. The next day was warm and calm. No small craft advisory. Charted depths looked good so we cut northwest across the entrance instead of staying in the more southwesterly channel. Well. Turned out to be quite a bit more bumpy than expected. Steep and confused seas. Whoops! Crab pot minefield - floats everywhere. Summer Wind jumping and shuddering. Auto pilot gave up in confusion. Somehow managed to avoid the crab pots.



Nearing the 3-mile line, the crab floats appeared to be behind us and the swell settled into a more normal pattern. We began to set sail for the trip north. Before we could get the jib out, Summer Wind's stern rose up with a swell and came down right on top of a pair of crab floats. With the boat out of gear, we hoped the floats would pop out behind us. It was not to be. We were snagged. We were able to grab one float and cut it free but the line and second float were still somewhere under the boat. The engine was still running, though out of gear and the rudder still worked. While Alan tried to figure out a way to clear the mess, Rhonda sailed the boat. The seas were too lumpy to risk going overboard for a look underneath. As a last resort, we put the engine into reverse. It immediately froze up. Engine off, we turned to sail back into the harbor.



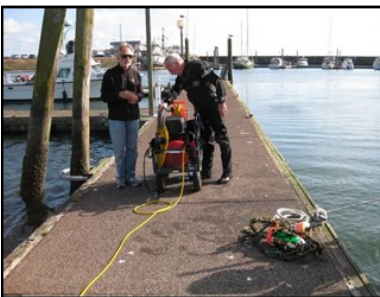
While Alan made towing arrangements with BoatUS and the Coast Guard to get us back inside the Westport breakwater, Rhonda sailed the boat in a nice breeze with a more gentle flooding tide. Half way in, about a boat length away, a gray whale spouted. It seemed to be just lollygagging about, maybe taking a nap. We couldn't tell which way it was heading but managed to sail around it. It was several boat lengths behind by the time we were able to take the photo.



The sail back in was quicker than the Coast Guard expected. We arrived at the entrance to the Westport channel just as they were having dinner. We sailed around waiting for them. *Invincible* finally arrived and towing maneuvers got underway. They towed us inside the breakwater and rafted us to the transient dock. Then, they had to officially board and inspect us. Passed inspection with "Excellent" flying colors. Lot of nice guys.



Next morning, Todd the Diver from Hoquiam showed up before we even got our first cup of coffee down. He'd heard the conversation with the Coast Guard on VHF22A. Snagging crab floats are a common occurrence around there. Within an hour he had freed the floats and determined there was no damage. \$60. Wore a full wetsuit and head mask because the water was so nasty. Portable air tank on the dock. Told the story of a fishing boat needing to retrieve a dropped lead weight a few days ago. Todd wasn't available so they got an inexperienced transient from town - the man died within minutes of going down. After Todd left, we started the engine to test the prop at the dock. All worked fine—we were laughing at ourselves, felt sorry to have needed to involve the Coast Guard, very lucky and not quite so smug!



LESSONS LEARNED: Tangling with crab floats is a pain & shortcuts aren't always short.



We learned about the Towlanes—routes where shippers & crabbers agree to stay out of each other's way. We now follow these routes when going up and down the coast and have had no trouble with floats (still have to keep a good lookout-occasional derelict floats are out there). SEE: <https://wsg.washington.edu/community-outreach/fisheries>

At our next haulout, we installed a Prop Protector line cutter on our prop shaft. We haven't run over any crab floats since, but found it works very well on the dinghy painter while backing down on the anchor (another lesson about securing dinghy before anchoring).

## PURGE BOAT, MAKE MONEY!

Chris Sheesley

Do you have the urge to purge? While we don't sail to make money, you can actually recoup a surprising amount by selling used or bought-but-never-installed sailing equipment online. Thanks to the quarantine, I began online selling through eBay and successfully unloaded 25 years worth of accumulated nautical detritus. To my amazement, the dollars added up as I sold nearly every boat-related item I posted. Because the buyer base is nation-wide, each item seems to sell for more than the average swap meet deal. Consider:

ITEM	SALE PRICE
Cold Water Survival/Gumby Suit (used)	169
El Toro Sailboat Mainsail (used)	104
Kong Offshore Safety Tether (used)	74
Ship's Clock Weems & Plath (used)	40
Silva Type 70 Hand Bearing Compass (used)	33
Zerostart Magnetic Block Heater (used)	24.55
TackTick MN 100 Mounting Bracket (new)	15
2 Triangular Stainless Steel Tangs (used)	13.72
3 Stainless Steel Line Exit Plates (new)	13
SeaTeak Paper Towel Rack (new)	13
4" Bronze Cleats (used)	12.85
Beckson 5" Deckplate (new)	12
1/2" Schaeffer Double Block w/ Snap Shackle (used)	11
Stainless Steel Life Lifering J Hook (new)	10.65
1/4" FICO Cheek Block (used)	10
Mainsail Track Stop (used)	8.75
Perko Marine Cabinet Door Latches (new)	7.55
Weems & Plath Spreaders (used)	4.65

The other unexpected aspect of the experience was that I began to enjoy the process: List, sell, ship and repeat. Our mutual RCYC friend Phil Lewis, S/V Soufflé, gave me some items to sell on his behalf as well. If you are interested, I can teach you how to sell your accumulated stash of items or I can do it for you. Chris Sheesley, S/V Escapade (Morgan 323). [Csheesley@gmail.com](mailto:Csheesley@gmail.com) c) 503-750-8370. Happy Sailing Selling!

### Writing Tips for Foghorn Articles

Foghorn contributor "guidelines" were approved by the Board and are intended to help the present and future newsletter team, the officers, board members, and contributors in writing their articles and to clarify their responsibilities. See the guidelines here:

<https://rosecityyachtclub.org/about>  
(scroll down to Foghorn)

## RCYC Schedule

### December

- 14 RCYC Zoom Board Meeting—7:00 pm
- 16 RCYC Zoom General Meeting—7:00 pm
- 18 January Foghorn Deadline

### January

- 11 RCYC Zoom Board Meeting—7:00 pm
- 18 February Foghorn Deadline
- 20 RCYC Zoom General Meeting—7:00 pm

Watch your e-mail for upcoming  
ZOOM Social Get-Togethers



## FOGHORN

ROSE CITY YACHT CLUB

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

[RCYCFoghorn@gmail.com](mailto:RCYCFoghorn@gmail.com)

by the 18th of the month

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Check the website calendar for updates and more  
information about RCYC [www.rosecityyachtclub.org](http://www.rosecityyachtclub.org)

Need something added to the calendar?

Contact Vice Commodore Carl Corey

[cpcorey@gmail.com](mailto:cpcorey@gmail.com)