



ROSE CITY YACHT CLUB NEWSLETTER

Commodore: Tod Bassham
Vice Commodore: Gary Brown
Secretary: Cathy Skach

Rear Commodore: Loren Beach
Directors: Kelly Brown, Rene Emch,
Mark Holzmann, Kathy Souhrada, Barbara Weiss

May 2023



From the Bridge

Tod Bassham, Commodore

The poets say that April is the cruelest month. Piffle, I say. April is a tease, for sure, promising more than she can deliver sometimes. But, somehow the promise is always kept if we are patient enough. Yes, summer is coming!! How can we tell? Well, a sure sign is the peer pressure weighing on all of us boat slobs to clean our boats on or before Clean Your Boat Day, which is Sunday April 30. This year the Club will provide pizza to any member who comes into the Clubhouse soaking wet and dripping soap. Just kidding! If you drip anything or drop pizza crumbs on the newly cleaned Clubhouse floors, then Bob Phillips will look at you with eyes of gentle remonstrance until you get down on your knees and scrub it up. Hey, pizza tastes better out on the patio anyway.

Another indication of impending summer is the Going North Seminar Saturday April 29, 3:00 to 5:00. If you are North-curious, join our group of experienced sailors who will discuss preparation, logistics, itineraries and Salish Sea rendezvous possibilities. And, last but not least, Opening Day will convince even dour Winter-is-Coming types that it is okay to take off the fleece. In addition to the flag-raising, the silly hats, and the RCYC boat parade, Walk 4 will host the season's first BBQ! Even better, Gareth Tabor and his band True North, will perform two sets of incredible music. Tips and proceeds will be donated to youth sailing programs.

Speaking of the boat parade, the sign-up sheet is located on the counter in the Clubhouse. I Want You to sign up your boat today, or at least volunteer to crew on someone's boat. Why? Isn't the Opening Day boat parade kind of a dorky relic from blue blazer days? Yes. But it is actually fun, especially if done in the spirit of subverting the dominant paradigm. The dominant paradigm for the boat parade is, of course, giant powerboats in evenly spaced rows, like eggs in a carton. But we are (mostly) a sailing club. Wouldn't it be cool next year if RCYC developed a new parade formation based on 19th century wooden ship maneuvers? Fans of Patrick O'Brian know what I am talking about: Line Ahead, Line Abreast, Tack in Succession, etc.



Each boat raises their mainsail, but motorsails to keep in formation, while we tack our way past the review stand, signal flags flying from the yardarm. C'mon, admit it! *That* would be fun.

Belshaw Boathouse update: Don Belshaw sold his Ranger tug a while ago, and in December reached agreement with a fellow in St. Helens to buy his boathouse. But the buyer apparently has had trouble lining up a tow captain to move the boathouse. Months went by. Don reached out to me and other members for help getting the buyer and tow captain moving. The upshot is that he has now authorized a Club member to mediate between him and the buyer, informing the latter that if the boathouse is not moved very soon, the Club will help Don find another buyer. Hopefully, that diplomatic initiative will get things moving. The Board briefly entertained a proposal, originating with Ron Moran, to see if Don would donate the boathouse to the Club to use as an additional storage facility. Don was in fact willing to donate it. Various pros and cons were debated, but ultimately the Board was not persuaded that the donation would be in the Club's best interest.

The last item on my list of Very Important Things to Impart to Membership is that RCYC hosts the first beer can race of the season Saturday, May 14. The theme is Fly Your Flag, so open up the flag locker and string up every bit of canvas you possess. Can you use signal flags to spell out "RCYC Expects Every Member to Sail Beer Cans"? Of course you can. Jack Aubrey would approve.



Vice Commodore's Report

Gary Brown, Vice Commodore

Let us all hope that by the time you read this, the rain has let up and the sun has decided to come out to play for a while. April 18 was the first Tuesday night racing for the season with quite a number of RCYC members participating. It was wet and cold with periods of strong wind and hail from the south and then moments of complete calm. Strange. We had a blast though and everyone is looking forward to sailing with the sun out!

Even without the sun shining, there is a bright spot to report in that members have performed 1635 work hours, about 900 of which were performed at the club rain or shine. Wahoo and well done! Hat's off to 37 memberships that have completed at least 8 hours already!

Now for the less shiny side of work hour business, as you know, every membership needs to perform at least 8 work hours by June 10, or you will be charged \$100 for each deficient hour. As of this writing, of the 131 memberships that are subject to this requirement, 62 memberships have not logged a single hour of work. Let's not wait for the sun to come out to get our work in. See the RCYC website calendar under Activities for Work Party dates. To see how many Work Hours your membership has accumulated to date, log in to RCYC Website > Members > Forms and Documents > Work Hour Lookup Tool.

For booking the Clubhouse and Patio, send requests to gary@brownz.com. The Rental policy and application forms are on the RCYC website under Members > Forms and Documents > RCYC Operating Procedures.

Travis Johnson at the helm on Gold Rush



Above: Pam Corey, Jean Beatty, Liv Ormund, Leslie Phillips, Deedie Bassham—Below: Fran O'Bryant, Laura Richard, Sue Pennington



Ladies Dinner

Deedie Bassham, First Mate

The May Day themed festivities will be on Thursday, May 18. Hors d'oeuvres served from 5:30 to 6:30 with a Scandinavian aquavit to toast the resumption of this fun event. The sit-down dinner will begin at 6:30. Cost of the dinner is \$35, wine \$5/glass. **Please bring cash or check to pay for dinner, drinks and raffle tickets**, but in case you forget, a credit/debit card option will be available.

We will also be having the traditional raffle with donations coming from our talented Club community. We are still accepting your offerings, so please put together a basket, piece of handiwork, fun boat item or other appropriate gift. Drop off donations prior to May 10 to Pam Corey cpcorey@gmail.com or after May 10 to Liz Samuels liz@samuels.com or Kathy Beach sailaway10@comcast.net. Please contact them prior to dropping something off.

Thank you so much!!
Look forward to seeing many of you there.

*Working on décor for Ladies Dinner
(not shown: Roxana Volesky, Lorena Brown, Willa Ralphs)*

April 15 Work Party

John Osborne, Work Party Program Lead



Secretary's Report

Cathy Skach, Secretary

It's nice not to be reporting any member losses, let's keep that a trend. At the April Board meeting, the Board interviewed two prospective members:

- **Dean Terry** started sailing in his teens and twenties with a boat that would fit on the top of his car. He spent time racing on Bellingham Bay. After power boating around the San Juans and backpacking the Pacific Crest Trail from California to Portland, Dean has decided to slow down a little and currently has an Erickson 36 cutter. Dean is a former dredge operator for the City of Portland's lagoon.
- **Mike McClain** started sailing with his Catalina 22 pop top. He sailed in San Diego Bay and out in the ocean. He spent years in the Navy and 4 years in the Coast Guard. After retirement from PGE, he returned to San Diego and purchased a 36' Canadian Sailcraft, fixed her up and sailed back to Portland. Has done racing with Gary Bruner and completed 5 offshore races with Phil Lewis on Soufflé.

We welcomed two new memberships in April:

- **Jeremy and Shannon Chedester**, *Bon Vent* 1988 Beneteau 30;
- **Chris and Linda Loughran**, *Jibe Talkin'* 1978 Yamaha 25.

Recent changes in membership status at RCYC:

- **Mike and Judy Oxborrow** changing from Active member status to Inactive status effective April 1. As active as these two are, this is quite the oxymoron! You can be sure they've replaced boating with other interesting activities.
- **Nathalie Mary and Steve Spon's** request to change their status from Active to Inactive Status was approved effective March 31. May they find happiness in their travels. Bon Voyage!
- We'll be sad to see **Mike and Karen Finch** move on to other waters. Their RCYC resignation was approved effective May 1.



23rd Anniversary Celebration of Sailing
Sign Up! Show Up! Sails Up!

SUMMER SAILSTICE
June 24, 2023
summersailstice.com

Summer Sailstice is an annual event that is held on the weekend closest to the longest day of the year. This year the date is June 24, which coincides with the Club's "School's Out Cruise" to Coon Island and Martin Slough. Alan Bergen has established a "School's Out Cruise" event on the Summer Sailstice website:

<https://summersailstice.com/event/schools-out-cruise>

If you intend to go on the cruise (or even if you don't), you can register for prizes at no cost to you. Sherry Buchanan won a winch handle and Alan Bergen won a weekend ASA 103/104 class with San Juan Sailing in Bellingham. Another year, Alan won a one year subscription to Sailing magazine. Go to the website and register. Let's see how many Club members will get involved and how many will win a prize. If you decide not to go on the cruise, you will still be eligible to win a prize. Some of the prizes this year include:

- Sun Powered Yachts 1x100 Watt Solar Bundle;
- San Juan Sailing 2-day live aboard sailing class including meals and an overnight anchor in the San Juan Islands;
- Two packages from Weather Routing.: One for a club or association participating on June 24—One weather forecasting prize for sailors who are out on the water on June 24;
- New England Ropes Halyard line *and* a Hook & Moor adjustable boat hook;
- Good Old Boat is giving away five full-year print or digital subscriptions;
- C. Sherman Johnson Grab 'n Go mooring hook.

BoatUS Foundation Reveals Top 3 Mistakes Boaters Make When Using VHF Radios

Alan Bergen, BoatUS Coordinator—Reprinted with permission of BoatUS

For most recreational boaters, VHF radios are a better life saving tool than the omnipresent cellphone, even as more boaters use cellphones for emergency on-water communications. Why? The VHF radio remains the only tool at the boater's disposal that can summon those potential rescuers on the water nearest to you – sometimes with the press of one simple red button – saving critical rescue time. To help boaters get the most out of their VHF radio, the BoatUS Foundation for Boating Safety and Clean Water reveals the top three mistakes boaters tend to make when using VHF radios.

1. Failure to get an MMSI (and program it in). A Maritime Mobile Service Identity (MMSI) number brings your VHF into the modern age of Digital Selective Calling (DSC VHF), offering the ability to make direct calls to other DSC-VHF radios. However, what an MMSI-equipped DSC-VHF radio does better than any cellphone is it allows a simple, one-button mayday distress, giving everyone aboard the ability to summon emergency help to your precise location on the water. This unique nine-digit MMSI number is issued for your vessel and must be programmed into your radio. Without it, you lose your DSC-VHF's biggest lifesaving advantage. You can request an MMSI for \$25 at BoatUS.com/MMSI, or join BoatUS and get it for free.

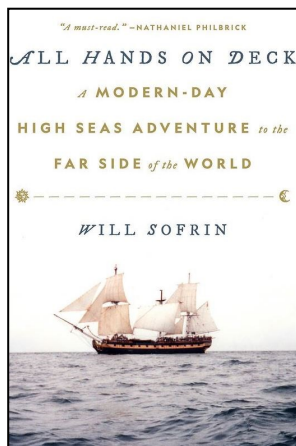
2. Forgetting to speak slowly and clearly. Life on the water isn't always peaceful. We may have to deal with a tricky situation, which causes stress that may affect the way we speak. If you have to pick up the VHF microphone to summon emergency help, remember to slow down, speak slowly to help ensure your words are understood the first time. It can save rescuers time.

3. Talking on VHF radio Ch. 16. Think of VHF channel 16 as a "street corner" where you go to meet up with friends before heading to an activity, a night out, or fishing. You "connect" there, and then move on. More importantly, Ch. 16 is the place to summon emergency help, because U.S. Coast Guard watchstanders are also on the "street corner." However, because only one person may transmit on Ch. 16 at a time, routine communications with other vessels should move off the "street corner" as quickly as possible. To do this, simply hail the vessel you wish to communicate with, and once they respond to the affirmative, bring the conversation to working channels 68, 69, 71, 72 or 78A. Write these channels down on your radio with a sharpie so you'll remember. This keeps channel 16 clear of non-emergency chatter. The U.S. Coast Guard asks that VHF radio checks also take place on working channels.

Want to improve your VHF skills?

The BoatUS Foundation offers an online learning course, All About Marine Radio, at BoatUS.org.

Nautical Reads—Two New Releases



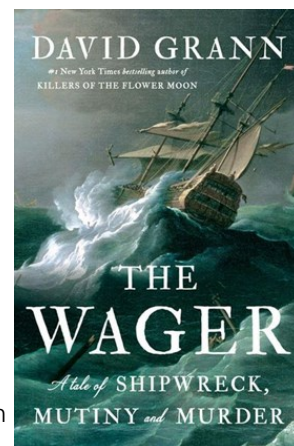
All Hands on Deck by Will Sofrin

In the late 1990s, Patrick O'Brian's multimillion-copy-selling historical novel series—the Aubrey-Maturin series, which was set during the Napoleonic Wars—seemed destined for film. With Russell Crowe as Jack Aubrey and Paul Bettany as Stephen Maturin, the production only needed a ship

that could stand in for Lucky Jack's HMS *Surprise*, with historical accuracy paramount. The filmmakers found the *Rose*, a replica of an 18th-century ship that would work perfectly. Only there was one problem: the *Rose* was in Newport, Rhode Island, not in Southern California, where they would be filming. Enter a ragtag crew of thirty oddballs who stepped up for the task, including Will Sofrin, at the time a 21-year-old wooden-boat builder and yacht racer, who joined as the ship's carpenter. *All Hands on Deck* is about the epic adventure of delivering the *Rose* to Hollywood. It's a story of reinvention, hard work on the high seas, love, and of survival. The *Rose* was an example of the most cutting-edge technology of her era, but in the 21st century, barely anyone had experience sailing it. The crew effectively went back in time, brought to life the old ways of a forgotten world, and barely lived to tell the tale. Just a few days in, a terrifying hurricane-strength storm nearly sank the *Rose*, and later, a rogue wave caused a nearly fatal dismasting. And the ups and downs weren't limited to the waves—with the crew split into factions, making peace between warring camps became necessary, too, as did avoiding pirates and braving the temptations of shore leave. *All Hands on Deck* is a gripping story of an unforgettable journey and a must-read for fans who adore O'Brian's novels and the dramatic film adaptation of *Master and Commander*.

Will Sofrin is a sailor and freelance writer who has been published in *Latitude 38*, *Cruising World*, *Ocean Navigator*, *Wooden Boat* and others. He became an apprentice shipwright at the IYRS School of Technology and Trades, where he learned to build and restore wooden boats. Then he became a professional sailor, logging more than 30,000 blue water miles and a licensed captain. He has competed in the America's Cup Jubilee, the Prada Classic Yacht Challenge, and 12-Meter World Championships. He has taught at MIT and even built a boat for Billy Joel.

The Wager by David Grann



On January 28, 1742 a ramshackle vessel of patched-together wood and cloth washed up on the coast of Brazil. Inside were thirty emaciated men, barely alive, and they had an extraordinary tale to tell. They were survivors of His Majesty's Ship the *Wager*, a British vessel that had left England in 1740 on a secret mission during an imperial war with Spain. While the *Wager* had been chasing a Spanish treasure-filled galleon known as "the prize of all the oceans," it had wrecked on a desolate island off the coast of Patagonia. The men, after being marooned for months and facing starvation, built the flimsy craft and sailed for more than a hundred days, traversing 2500 miles of storm-wracked seas. They were greeted as heroes.

But then...six months later, another, even more decrepit craft landed on the coast of Chile. This boat contained just three castaways, and they told a very different story. The thirty sailors who landed in Brazil were not heroes — they were mutineers. The first group responded with counter-charges of their own, of a tyrannical and murderous senior officer and his henchmen. It became clear that while stranded on the island the crew had fallen into anarchy, with warring factions fighting for dominion over the barren wilderness. As accusations of treachery and murder flew, the Admiralty convened a court martial to determine who was telling the truth. The stakes were life-and-death—for whomever the court found guilty could hang.

"An engrossing survival story...*THE WAGER* is a knotty tale of moral compromises and betrayal and a metaphysical inquiry into the elusive nature of truth and the power of stories to shape history and our perceptions of reality. For Grann, telling the story of the shipwreck and its scandalous aftermath was a chance to excavate not just a rousing adventure, but to explore how history is constructed, who writes it and what gets distorted or left out. After six years of research—including his own harrowing journey to the inhospitable island where the castaways washed up—Grann has delivered what will likely endure as the definitive popular account."

— *The New York Times*

Moorage Matters

Matt Richard, Moorage Chair

It is really helpful to let the Moorage Chair and Residents know if your boat will be away from its slip for several weeks or more. First, it provides an additional layer of Club security if we know your boat was moved by you. Secondly, we are often looking for spots to place a boat temporarily. If you are going on an extended cruise we may even be able to sublet your slip and save you some money. So send us an email with your departure and expected return dates.

Moorage movements and changes over the last month:

- Mike and Judy Oxborrow have sold their boat have relinquished their moorage at Slip 1 on Walk 3.
- Peter Kavanagh with his Etchells 30, *Queen Albert*, has moved from a sublet at Slip 4 on Walk 4 to an assigned slip, Slip 1 on Walk 3.
- Chris Hathaway and Meg Devoe have accepted a sublet of Pam Sesar's slip at Slip 17 on Walk 1.
- Ron Moran has been temporarily assigned an additional moorage spot at Slip 10A on Walk 5. This is the slip at the south side walkway connected to the Belshaw boathouse and is to accommodate a new boat purchase during a transition period between his existing and new boat.
- Loren and Yvonne Christopher have sold their boat and have relinquished their moorage at Slip 19 on Walk 3.



Land Cruise to Memaloose



View from thr Rear

Loren Beach, Rear Commodore

Now's the happy season when we prepare for summer boating. The water is back on, and the docks are in good shape. Boats are being shined up for Opening Day; cruising and racing are resuming. The first land cruise of the year has also just wrapped up.

A major Club activity that is winding up for the first half of the year is property maintenance and accounting for required work hours. I was somewhat taken aback at the April Board meeting to hear, as of that date, a significant number of memberships had not yet worked their minimum hours. Given that we all receive regular notices of upcoming work parties and also special requests for help on repairs or upgrades, this seemed unusual.

Stranger still was the report that some members, when notified of their work requirement via a courtesy call, claimed to be unaware of the need for hours. This would seem to indicate that they have ignored RCYC emails, have not read the Club's newsletter each month, and have not read the posted Minutes of meetings on our website.

We all need to remember and be reminded of the oath of membership. Perhaps some are forgetting that paying ultra-low dues here is only half of the basic membership requirement, and that performing actual work to maintain the facility is the other half of a dual obligation. I hope my impressions will prove to be premature, and that everyone gets in at least their minimum 8 required hours by early June.

On an upbeat note, a **HUGE THANKS** to the group that ran new wiring and repaired the gate opening system recently. Hat's off to the **Slide Gate Re-Power Gang**:

Rick Samuels, CJ Volesky, Gary Whitney, Bruce Newton, Jeremy Chedester and Mark Engdall.



RCYC Upcoming Activities

May 2023

- 1 Knauti Knitters—10:00 am
- 1 SYSCO Board Meeting—5:30 pm
- 5 Opening Day Set Up—9:00 am-5:00 pm
- 6 OPENING DAY—9:00 am-3:00 pm
- 6 Walk 4 BBQ
- 8 RCYC Board Meeting—7:00 pm
- 11-14 Pacific Northwest Offshore Race
- 13 Phipps Private Party—5:00 pm
- 14 RCYC Fly Your Flag Beer Can Race
- 15 Knauti Knitters—10:00 am
- 17 Ladies Dinner Set Up—10:30 am-3:00 pm
- 17 RCYC General Meeting—7:00 pm
- 18 LADIES DINNER—5:30 pm
- 18 June Foghorn Deadline
- 20-21 Melges Collegiate Race Clinic—12:00-6:00 pm
- 26-29 Memorial Weekend Coon Island Cruise

June 2023

- 5 Knauti Knitters—10:00 am
- 5 SYSCO Board Meeting—5:30 pm
- 10 Walk 5 BBQ—5:30 pm
- 12 RCYC Board Meeting—7:00 pm
- 16-18 Bartlett Landing Cruise
- 17 RCYC Medium Distance Race
- 18 July/August Foghorn Deadline
- 19 Knauti Knitters—10:00 am
- 21 RCYC General Meeting—7:00 pm
- 22-26 School's Out Cruise
- 24 Summer Sailstice
- 30 Burns Private Party—8:00-10:00 pm

Traveling?

If you are fortunate enough to be traveling for more than a week, please let the Resident Members and Moorage Chair know. Increasingly, members are traveling for two weeks to two or more months. PLEASE email the following:

Pam and Carl Corey - cpcorey@gmail.com
Rick and Liz Samuels - rick@samuels.com
Matt Richard - mattrichard@me.com

Please include the following information:

How long you will be gone
Who we can call regarding your boat in an emergency,
including a phone number
Vehicle in parking lot - make, model, color



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

RCYCFoghorn@gmail.com
by the 18th of the month

Editors:

Judy Oxborrow, Barbara Weiss/Walter Keutel,
Mariko Fujinaka/Peter Pommer
Layout/Graphics:
Vickie Nissen, Rhonda Morgan-Boguslawski,
Jessica Olinger

Check the website calendar for updates and more
information about RCYC at www.rosecityyachtclub.org
Need something added to the calendar?
Contact Vice Commodore Gary Brown
gary@brownz.com