



ROSE CITY YACHT CLUB NEWSLETTER

Commodore: Bruce Newton
Vice Commodore: Barnaby Tuttle
Secretary: Ian Cannon

Rear Commodore: Cathy Skatch
Directors: John Osborne, Brandon Soule,
Amy Larimore, Jim Calnon, Lisa Mork

October 2026



From the Bridge

Bruce Newton, Commodore

Fall is here and the pace of activities at the Club are picking up with Walk BBQs and work parties. It is also a nice time of the year to squeeze in some pleasant Fall sailing. Look for "Let's Go Sailing" events on Saturday afternoons where folks can jump on boats and skippers can get crew together during an initial skipper's meeting. These will be announced by email. And plan to come out for the Fall Foliage Cruise this month.

Speaking of email, we primarily use email to communicate with members. Please check your spam folder and, if you find RCYC emails there, look for ways to set up "Not SPAM" or otherwise "white list" messages from RCYC. Also, the Club calendar of activities is on the website and is updated frequently.

Climate change seems to be changing the nature of the challenges facing our Club. For the second year in a row, we will not be dredging. But a new problem with aquatic weeds has appeared. We need to tackle this problem with the same vigor that we address dredging. We are forming a Weed Committee to organize weed management efforts. If you are interested in joining the Weed Committee, contact John Osborne, David Price, or me. The timeframe for this problem is different from dredging -- occurring from July through early Fall. And we need to incorporate a monitoring/research component to better understand the problem. If there are any naturalists out there who want to take this on, let me know.

This month we will be asking members to vote on a revision to the Bylaws. Since the pandemic we have been using an awkward "hybrid" voting system where members vote online but, for their vote to be counted, they must also attend the General Meeting. The Board recommends that we change to secure online voting through the Club website. Doing this requires changes to the Bylaws. Look for an email with instructions on this vote. The voting period will likely be the two weeks prior to the October General Meeting.

After several years observing operations up close, I still marvel that the Club operates completely as a cooperative. It is through the volunteer efforts of the members that we have created a successful community. We should all feel great about that.

See you on the water.



Secretary's Report

by Ian Cannon

This month's membership activities, the Board approved Marcin Manik and Joan Cromwell moving from Active Life to Inactive Life status effective October 1. There were no prospective members introduced at the September Board meeting, but at the General meeting, prospective members Eric and Christa Slaughter were introduced. They have purchased Kaiju. And welcome to Kathryn Elsesser and Steve McGeady who were sworn in by past Commodore Matt Richard. They will be moving their Ericson 23 into the club moorage soon.



Grillin with Jazz

Welcome to the
Rose City Dinner Jazz Club

Hosted by Walk 2

October 17th

Social Hour begins at 4:00 pm

Dinner at 5:00 pm

Baked Potato Bar, Hearty Garden Salad,
Fresh Baked Bread, and Berry Pies for dessert

Bring your own Protein to Barbecue
and your Libations of choice



And during the afternoon

Let's Go Sailing

Skipper's Meeting at 1:00 pm



Vice Commodore's Report

By Barnaby Tuttle

As we begin to wind down another great summer of sailing, it's time for a little nuts-and-bolts discussion about work hours.

At the moment, 71 members still have hours to complete, with a total of 429 hours outstanding. December 10th may seem a long way off, but we all know how quickly the season and the calendar can get away from us.

There's also a little wrinkle this year. Nature, in its usual refusal to follow our plans, has dealt us a curveball. Because of the low water flows, we will not need dredging this year.

For many of us, dredging was part of the plan for getting those second-half hours in. Without it, we'll need to find some other ways to lend a hand.

Fortunately, there is no shortage of work around the club. Clearing debris and milfoil is always a worthwhile endeavor, and David Wood could use some help building the pipe dock. We also have three more work parties scheduled for October 3rd, October 24th, and November 8th.

So, if dredging was your plan, it's time to adjust course. There are plenty of opportunities to get those hours in, and plenty of work that could use a few extra hands.

And, as always, don't let December 10th sneak up on you.

Second Half of 2026:

Record your work hours for the 2nd half of 2026



RCYC Long Distance Race

Ben Emery, Race Captain

This year's Long Distance race saw 36 entries, the largest turnout since COVID! It was fantastic to see a wide range of entries ranging from cruisers to lightweight dinghies to dedicated racers.

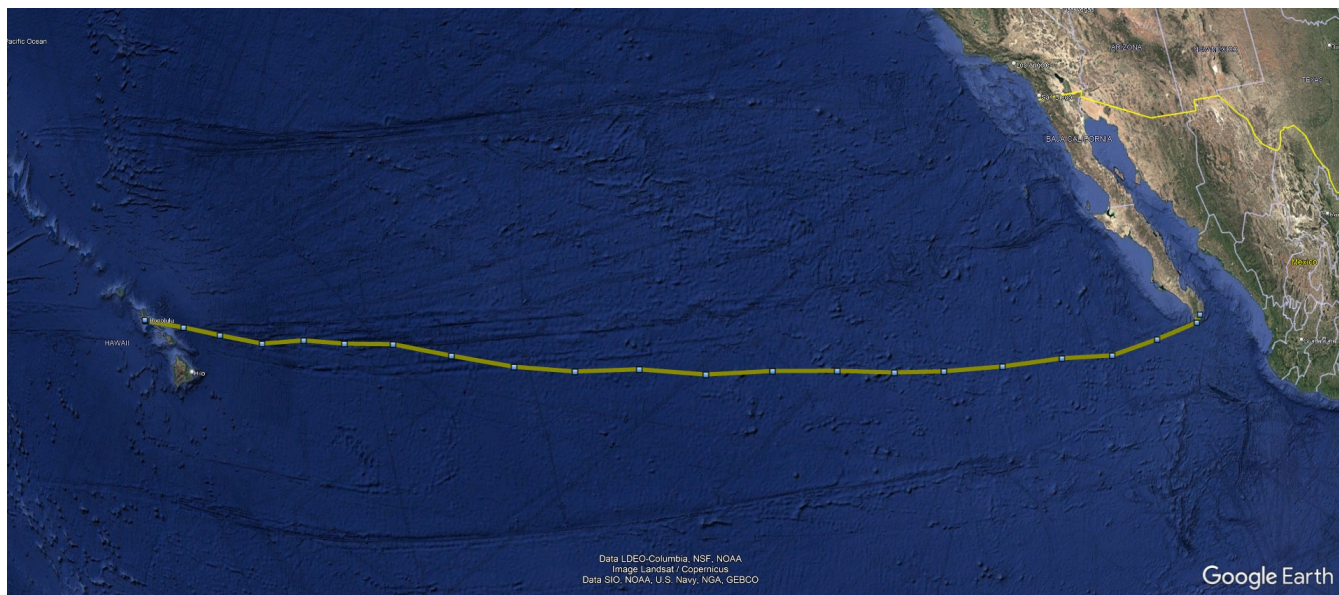
Saturday saw light conditions and a shortened course that finished at the south end of Sand Island. The salmon fishing fleet was out in force upstream of Warrior Rock adding to a challenging finish for many boats. The upside of the calm conditions was that the weather was perfect for socializing on the docks and island on Saturday evening ... a possible explanation for many people being noticeably slow to get up and moving on Sunday morning. Sunday saw a little more wind and a great set of starts off the Sand Island docks, but once the boats rounded the junction buoy and turned upwind and upriver it was slow going for many due to the strong current. Still, most racers managed to finish the course by mid-afternoon, even if it took a few more tacks than they were anticipating. I won't name names, but it seems a few people might need a gentle reminder to keep a close eye on their charts... Rosy was called upon to aid several boats off the sand.

A huge thank you to all who came out, and to all the volunteers this year: Jason Haugen and Adrian Carlson for running the race launches, Jim Shaw, Naja DiPilla, Brian Moore, Diane Scott and Peter Burke for helping out on race committee and Matt and Laura Richard for greeting hungry racers at the dock with a fantastic BBQ!

Additional photos page 5.

Bringing Kōlea Home: Mexico to Hawaii

by M Randall and Ruth Webster



The Great Circle route is almost due west for 2677 NM. Our passage was 2687 NM in 21 days and 5 hours.

Buying a boat in Mexico means bringing it home, somehow. We chose to sail: Mexico to Hawaii, and then Hawaii to Oregon. We expected that this open ocean route via Honolulu would not take much longer than a delivery north taking the notorious Baja Bash straight up the coast.

It's practically due west from the tip of Baja California Sur to Hawaii, a Great Circle of 2,677 nautical miles from San Jose del Cabo to Honolulu. We projected a passage of 21 days, mostly broad reaching in tropical trade winds. And in fact the trip took 21 days and 5 hours. We sailed 2,697 NM, for an average daily run of 127 NM.

As is often the case, the bare bones "delivery refit" took longer than anticipated and it was May 2026 before we felt ready. Departing San Jose del Cabo on Tuesday, 27 May, the conditions rounding Cabo San Lucas were quite rough. Wind follows the coast, north to south, and is accelerated by the coast line. And due to underwater topography, the ocean can be a "washing machine" around the cape. The anemometer was broken, but we had a new WindTrak pointer. Rand guessed the conditions at Beaufort 6 (22-27 knots) steady, gusting into BF 7 at times. Not too bad, but the sea state made it feel worse. Sailing with two reefs in the main and a deeply reefed genoa, it was still a wet ride.

Day 1: We're hunkered under the dodger, sheltering from wind and spray, with the Monitor steering well. But we watched as the storm-size air blade slipped out of its clamp and blew away, despite the requisite safety tether. Fortunately, we still had the regular-size air blade tucked away. Clamped and lashed tight to the yoke, it steered admirably.

After two days, and now well away from the coast, the conditions settled down. The trade winds established and we enjoyed fast beam and broad-reaching for most of the passage. We settled in to our normal offshore passage routine of 3 hours on and 3 hours off. Tight watch schedules overnight, more flexible during the day.

Something we learned with this boat is that a more "performance-oriented" boat, with a finer entry and lower freeboard, can be wet in boisterous seas. We took a lot of spray over the bow and across the decks. The full hard-top dodger was quite welcome.

During the passage, we discovered a few leaks. Not too surprising for a boat that had been in Baja for eight years. The big leak, however, came from the rudder post packing gland. Because the steering had been quite stiff, we assumed the packing gland was tight. Nope. After a few days at sea, we found the bilge filling with water. The rudder packing gland was

Continued next page.

Bringing Kōlea Home: Mexico to Hawaii

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leaking about one quarter cup each wave. At wave periods of 6~9 seconds, water adds up fast. Pumping the bilge every three to four hours was untenable for 2,677 NM. The MacGyver solution was to wrap a bicycle inner tube three times around the rudder shaft held snug with two hose clamps. With the lower edges held tightly down against the packing gland, this created a 'lip seal' between the rubber turning with the rudder and the fixed bronze top flange. It worked! Leaks dropped to minimal, almost normal for an ocean crossing.



Kōlea is the Hawaiian name for the Pacific Golden Plover

Deep offshore, blue-footed boobies and albatross began following the boat. One of the entertainments on watch became chasing boobies off the solar panels. Booby poop interferes with collecting solar power. In addition we saw petrels and dolphins. It was generally too boisterous to fish, even though Rand made sure we had the gear.

As forecast, the wind began to lighten up a few days out from Hawaii. We motor-sailed for 41 hours. Then the wind returned with squally weather. **On day 19** we made landfall, sighting the slopes of Mauna Kea on the Big Island of Hawaii. Another day and a half to pass by the islands Maui and Molokai, and then into the Kaiwi Channel.

This channel can be quite rough, as it funnels Pacific swell and trade winds between Molokai and Oahu, increasing throughout the day. An effect something like the Columbia River Gorge. Our plan was to enter the channel at dawn, cross downwind, and be in the lee of Diamond Head before noon. "0615 Monday 15 June: Gybe Ho onto a port broad reach, sailing down the Kaiwi Channel. Koko Head visible ahead." We tied up at Waikiki Yacht Club at 1322. Perfect.



Kōlea, ex Raven, is a Fairweather Mariner 39, designed by Bob Perry. She was built in 1986 in Taiwan.

Long Distance Race Photos (Cont'd)



Some well-earned R&R for race committee once the last boat was finished.



A number of boats made good use of the brief downwind leg to the junction buoy to pop their kites.

RCYC Happenings

October 2026

- 3 Work Party #6, 9:00 a.m.
- 3 Celebration of Life for
Herman Fischer "Smoke", 3:00 p.m.
- 5 Knauti Krafters, 10:00 a.m.
- 9 – 11 Fall Foliage Cruise
- 10 New Member Orientation, 9:00 a.m.
- 10 Private Event (Clubhouse),
3:00 p.m. to 10:00 p.m.
- 12 Board Meeting, 7:00 p.m.
- 17 Walk 2 BBQ, 5:00 p.m.
- 19 Knauti Krafters, 10:00 a.m.
- 20 Foghorn Deadline
- 21 General Meeting, 7:00 p.m.
- 24 Work Party #7, 9:00 a.m.

November 2026

- 1 Celebration of Life for
Robert Gales, 1:00 - 6:00 p.m.
- 10 Knauti Knitters, 10:00 - 11:00 a.m.
- 7 Walk 3 BBQ, 5:00 - 9:00 p.m.
- 9 Board Meeting, 7:00 p.m.
- 16 Knauti Krafters, 10:00 a.m.
- 18 General Meeting, 7:00 p.m.
- 20 Foghorn Deadline

Cruising Corner

Bill and Nina Kramer, Cruising Chairs

Ahoy RCYC,

One of the great things about going out cruising is that the weather is never as bad as the forecast makes it sound. The forecast for Labor Day weekend was for rain every day. Planning for the worst, we set off upriver in our foul weather gear. We never got rained on while underway. It rained at night. I like falling asleep to rain drumming on the deck. Sunday it rained on and off up to lunch time. This still left plenty of time for hikes and socializing.

Saturday we had a great Happy Hour. There are so many good cooks in the club, the food was healthy and tasty. Sunday's Pot Luck Dinner, as usual, was delicious with a wide variety of dishes.

It has been several years since we have had a RCYC cruise to Beacon Rock. It was fun to return. We had 12 boats and several more members drove in to visit.

A group of us climbed the rock Saturday afternoon and another group climbed it on Sunday. Beacon Rock is geologically young at only 57,000 years old. The trail to the top is almost a mile long and you will make 52 hairpin turns and cross 22 wooden bridges on your way up. Its original name is Che-che-op-tin, which means the naval of the world. Before Bonneville Dam was built, it marked the end of the rapids and the start of the tidal river. Lewis and Clarke named it Beacon Rock.

Henry Biddle, who was a descendant of Nicholas Biddle, who was the first editor of the Journals of Lewis and Clark, built the trail to the top from 1915 to 1918. His children donated Beacon Rock to Washington State in 1935.

There is one last fall cruise you can join. It is to Schwitter's Landing on Government Island. It is October 9th to 11th.

See you on the water!

Ship's Stores Refresh



RJ Barnes, who runs the Ships Stores, has updated the items available – so if you haven't looked in a while, please do. Offerings include stylish and practical RCYC gear in both men's and women's sizes, in various colors. Additionally fun are the popular mug, tote and fleece blanket. The inventory is live, so it will only show what is currently in stock. Also, what is in stock changes so check back often!

So, get ready for autumn sailing with a smart RCYC fleece and a toasty-warm knit cap. [Check it out](#)

Moorage Matters

Matt Richard, Moorage Chair

Mowing the Weeds

Aboard Blue Moon we have experienced some propeller fowling with the milfoil weeds in the moorage as we depart and head out into the river. A noticeable vibration may emanate up from the prop shaft. We have found that coming to a stop then thrusting the engine strongly into reverse one or two times clears the fowling and allows us to continue on as normal. We also do this for the bow thruster, pulsing it briefly in both directions appears to do the trick.

Arranging Sublets

It has been very beneficial to members from time to time to be accommodated with temporary moorage when an opportunity exists. Availability arises when a member leaves their slip vacant due to a lengthy cruise, protracted maintenance, or simply removing the boat from its slip after the good weather sailing season comes to an end. I may offer sublets when I know about these absences by members who communicate with me that their boat will be away and concur that they desire their slip to be sublet. If I don't hear from a member whose slip is vacant I will not sublet it. So if you plan to leave your slip vacated for, say, greater than two months, please let me know and if possible I will sublet your slip if you desire and save you some money. Sometimes I just need to use a slip for a temporary reason without a sublet, so it helps the moorage greatly when I hear from members about their boat being out of the moorage. Also remember, the time limit on a vacated slip is a duration of one year, in which if the member's boat is not returned, whether sublet or not, within that period of time, a termination of slip assignment may result. If a member maintains a slip vacant longer than a year's time and wants to retain their slip then a written communication to the Board requesting extension is needed. Sublets and vacancies are further described in the General Rules. It's good reading.

Moorage Activity over the Summer

Bobby and Libby Muerth with their Hunter 320, named Moon River, have permanently departed the

moorage. They have relinquished their Slip 23 on Walk 2.

Gareth and Janet Tabor, with their Newport 33, named Cadenza, have been reassigned to Slip 23 on Walk 2 from Slip 31 on Walk 2.

Tressa Yellig and Adam Zimmerman with their Schock Harbor 25 sailboat, named Hipnautic, have been reassigned temporary moorage from Slip 20 on Walk 1 to Slip 23 on Walk 1. This ended the sublet from Richard Peek and Laura Ritter.

Brian Moore with his Yamaha 33, has sold his boat and the boat has departed the moorage. He has relinquished his Slip 29 on Walk 2.

Alex Jones and Christina Dittmann with their Catalina 30, named, Knot So Fast, have been reassigned to Slip 29 on Walk 2 from Slip 9 on Walk 5. This ended the sublet from Earle Taylor.

Jeremy and Shannon Chedester with their Beneteau 30, named, Bon Vent, have been reassigned to Slip 31 on Walk 2 from Slip 21 on Walk 4.

Tressa Yellig, with her Schock Harbor 25, named Hipnautic, has been reassigned to Slip 21 on Walk 4 from Slip 23 on Walk 1. This ended the sublet from Tom Foeller.

Members Marcin Manek and Joan Cromwell have changed membership status from Active to Inactive effective October 1, 2026, and as such do simultaneously relinquish their moorage assignment in Slip 18 on Walk 3.

Tod and Deedie Bassham with their Wavelength 24, Dragonfly, will continue to be allowed to have a second boat moored in the moorage and have been moved from Slip 18 on Walk 3 to Slip 28 on Walk 4 as another sublet. The slip is assigned to Pete and Nancy Dalton.

Joe Bruzda with his Pocket Rocket 22 sailboat has been reassigned to Slip 18 on Walk 3 from Slip 1 on Walk 3. This ends the sublet from Allan Weber.

Current Moorage Availability Status

There are currently no members awaiting new moorage on Walks 1, 2 or 5. There is currently 1 member awaiting regular assigned moorage on Walks 3 or 4 but is presently occupying a sublet slip. Estimated wait time for this member is 3 to 9 months.



A View from the Rear

Cathy Skach, Rear Commodore

The Nominating Committee has finalized our recommendations for the Officers and Directors to serve for 2027. We extend our heartfelt appreciation to these individuals and their families for their willingness to step into these important leadership roles next year. Their names were presented at the September Board and General Meetings and are published below:

- **Commodore:** Barnaby Tuttle
- **Vice Commodore:** Ian Cannon
- **Secretary:** Lisa Mork
- **Rear Commodore:** Bruce Newton
- **Directors:** John Osborne, Brandon Soule, Jim Calnon, Brian Moore, and Michael Valenti

At the same time, please join me in thanking Amy Larimore, the sole Board Director stepping down this year, who has done a fantastic job in her role. I have very much enjoyed serving alongside her, as well as with everyone continuing on the Board or transitioning into new positions for next year.

Election Process & Bylaws

The process to ratify these recommendations is outlined in Article XII, Section 3 of our Bylaws:

“At the October General Meeting, additional nominations for all elected Flag Officers and Directors shall be solicited from the floor. If there are no further nominations and nominations have been closed, a vote of those present on a motion for ‘election by acclamation’ will take place. In the event that any nomination is made at the October General Meeting, ballots shall be distributed and the election will be at the November General Meeting.”



Shop for RCYC products online, at the Ship's Store at the Club, or order by emailing RJ Barnes.

Thank You to the Nominating Committee

Chairing the Nominating Committee is one of the most important duties of the Rear Commodore. I want to sincerely thank our committee members—Gary Brown (as our most recent Past Commodore) and at-large members Mark Salholm and Judith Lebzelter—who provided invaluable input, gathered ideas, and reached out to fellow members. Their dedication and example are truly commendable. Thank you all!

Save the Date!

Mark your calendars for **February 27, 2027**, for the RCYC Commodore's Ball, once again being held at the Portland Yacht Club. Get ready for a fun, energetic evening of dancing featuring live musical entertainment by the talented Pressure Point Band. In the meantime, our boating season is winding down, but we still have the final Cruise to Schwitter October 9-11 to enjoy—let's hope this favorable weather holds out!

See you all on the docks and on the water!

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Email articles, announcements and photos to:
RCYCFoghorn@gmail.com
by the 20th of the month

Your Foghorn Team

Editors:

Barbara Weiss/Walter Keutel,
Patrick Burns,
Julie Schumann, and
Judith Lebzelter

Graphics:

Jeff & Harmony Burrigot,
Kenneth Stephens



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

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