



T e l l T a l e s



Commodore's Log by Derek Budd

Holiday Fun & Winter Planning at Hand

Happy Holidays! It's thanksgiving and the house is full of delicious turkey smells. While there's not much sailing going on around here, the Rogue Yacht Club is still has things going on. Of course the first thing is the holiday party. I look forward to seeing everyone and sharing stories and plans. I believe the club is primarily a social organization that is bound together with a common interest in sailing. The social events are at least as important as the sailing events. The social events actually enhance the sailing activities. A fantastic or horrible sailing experience needs to be shared with an understanding audience. The social events also help to carry us through the off season. One of the fun things that's in the works is the "snow raft up" (I'm not sure that's the name). This is a get together up on Mt Ashland sometime this winter. Should be fun! I look forward to some good "social sailing" while the boat is under it's blue tarp.

For the RYC board, the winter time begins the planning for next season. We'll be planning the racing and social events, getting the permits in order, and thinking about ways to enhance the events. As most of you know, the board last year and this year has been looking at ways to revitalize the regatta and we'll be announcing some exciting changes in the months to come. So, it may be dark and cold, but there are still sailing stories to be told and plans to be made.

Enjoy the season.

RYC 2011 Calendar

DECEMBER

10--Saturday SOCIAL: RYC Holiday Party

HOST: Jim & Nancy Smekal

TIME: 6:00 PM

BRING: A dish to share and your own drinks.

RYC PROVIDES: Entrée meat

PLACE: 2946 Chancery Circle, Medford (near Cedar Links Golf Course between Crater Lake Ave. and Foothills Rd.)

FEBRUARY

SOCIAL: Salmon Bake and Membership meeting.

TIME: 6:00 p.m.

CLUB PROVIDES: Salmon or beef, coffee, tea, and soft drinks.

BRING: \$5.00 for the meal, a side dish to share, your own drink, place setting

AND

2012 DUES IF YOU HAVE NOT PAID YET.

LAST CHANCE TO GET THE DISCOUNTED RATE OF \$75.00

R a c e r ' s C o r n e r

America's Cup World Series by Peter Cipes

A couple weeks ago, in mid-November, I had the rare and exciting opportunity to watch America's Cup Racing up close and personal. We were in San Diego visiting our daughter, and as it turned out, the America's Cup World Series was there too. The first two days (one of which we attended) were "warm-up" races and were called The Port Cities Challenge (or Port Cities Regatta). That took place on Saturday, which was a very very rainy day, and Sunday,



which was gorgeous and sunny. We were there on Sunday and it was really amazing. Following the weekend racing, the nine teams raced Wednesday through Sunday.

When I first learned that the Cup would be raced in Multi-hulls which use wings instead of soft sails (for the mainsail) I was dubious. As a long-time confirmed mono-hull lover my thinking was something like: Oh man, they have ruined the Cup. But I have to tell you I was completely wrong. Watching those big cats sail was one of the most exciting things I've ever witnessed. I'm not sure I'll ever want to sail a multi, but I sure do have a new respect for those that do.

Here briefly, are some of the high points: Currently the America's Cup World Series is underway. It is being



billed as "Stadium Sailboat Racing" because the venues are small enough and close enough to allow spectators to view the racing from nearly anywhere close to the water. This series, which will travel to various venues around the world, is the precursor to the America's Cup Finals to be held in San Francisco Bay in 2013. The World Series is sailed in boats called AC 45's. There are nine teams from seven countries competing, and all of the boats are practically identical; all were built by the Oracle Racing build team in the bay area (the Defending Cup holders). The AC 45's are approximately 45 feet long, 22.5 feet wide and 70 feet tall. Instead of mainsails the boats are equipped with gigantic hinged wings (see photos). The only difference from one to another is that each team gets to design and build it's own "soft" sails, which include a jib and a gennaker, both on roller furlers. The use of a wing allows improved sailing angles, to approximately 30° apparent, both upwind and downwind. When sailed properly,

these multi's consistently clock speeds which far exceed actual wind speed. For example, I watched as they logged 18 knots of boat-speed in about 8 knots of breeze! Each boat has a crew of five, which is borderline short-handed. The courses are short windward/leeward courses with a twist: the start and finish legs are (screaming) beam reaches. Each race takes only about 20 minutes from start to finish. The Cup Final will be sailed in AC 72's, and each team will design and build their own boats, to agreed upon specifications. For more info on AC Boat Design go here: <http://www.cupinfo.com>

If you are interested in watching these boats compete (and you really should be!), you can see all of the action, including "Full Replays" of nearly all events, on the America's Cup You Tube Channel [[CLICK HERE](#)]. The coverage is outstanding and includes helicopter shots, real-time GPS computer tracking, computer enhanced course and wind graphics, on board cameras with audio and really excellent and knowledgeable commentators. It's even better if you have the ability to stream You Tube to your TV (via Apple TV, etc.). And there are no commercials!

[*HINT: After going to the above You Tube link, type this into the You Tube search bar at the top: "America's Cup 2011 Full Replay"*]

Watch Out for Messy Running Rigging

Whether sailing a little Laser dinghy like the one at the top of page three, or a big sailing yacht, some of the dangers to watch out for are all too easily ignored by the novice sailor. We always remember to warn guests about the boom,





or to keep one hand for yourself (to avoid falling overboard) while working on deck, but we are often oblivious to the dangers of the running rigging one of the most hazardous parts of any sailboat.

As you can see in the photo below, this dinghy racer's foot was caught in a line when the capsize took place during a race. Luckily, this solo sailor was able to quickly get free from the danger, and came away from the incident unharmed, but the photo should serve as a warning to us all. All too often we are aboard sailboats where the bitter ends of lines are carelessly thrown about the cockpit and deck. You don't need to capsize for this "deck spaghetti" to become a serious haz-



ard for the crew. Should a line come under load and wrap around a body part, these ropes can become deadly instruments, injuring limbs, or flinging a person overboard without

warning. While it is a good idea to keep a rigging knife on you at all times in order to free yourself, it is not often that a scenario like this will give you enough time to put that knife to good use - much better to avoid the situation all together.

C l u b B u s i n e s s

RYC Board Meeting: November 16, 2011

Minutes

Attending: Brian Balfour, Derek Budd, Jay Harland, Roger Schnoes, John Spillman, Cindy Warwick, and Monty Zukowski

Derek called the meeting to order at 6:40.

Secretary's Report: Monty read the minutes: they were approved.

Treasurer's Report: The main expenditure was the Commodore's Dinner. Membership stayed the same from last month. Treasurer's report was approved by the board.

Budget: We discussed next year's budget. Monty and John proposed building a boat as an off-season educational project and also for use by members, such as those who join after the free sail class. We made a few minor revisions and approved next year's budget. Members in good standing can request budget details.

Vice Commodore: Jay went over his survey results and preliminary plans on establishing a Laser class for racing.

Old Business

Membership Form: We discussed changing the membership forms to reflect the new pricing. We also will put the modified documents onto the Google Docs account so the board has easy access to them.

Regatta Task Force: The members will be Derek, Jay, Dick, Cindy and Mark. They will meet before the next board meeting to hash out the details to present to the board. The survey results are in. Most everyone wants to race all day Saturday and Sunday. Race quality and class racing were the most important elements of the regatta. The survey results were very helpful to set the priorities.

Honorary Members: We discussed honorary memberships.

New Business

Audit: Roger will set up the annual financial review before the next board meeting.

RYC Directory: We discussed the directory and how to move to maintenance of it to the web. Derek and Monty will work on this so we can demonstrate it at the Salmon Bake.

Free Sail Class: We discussed details about the free sail class.

There will be no December board meeting.

The next board meeting will be Wednesday January 11 at CSA Planning.

Meeting adjourned at 9:00



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