



# T e l l T a l e s



## Commodore's Log

by Derek Budd

### RYC: Social, Competitive, Helpful

Rogue Yacht Club is legally a "Social Club". I like that. Like some like to say, "we're a social club with a sailing problem". Sailing is the common interest that brings us together to socialize. Not just in the *party* way, but in the *do stuff together* way. The club activities and the process of running the club are more social than actually sailing. Being on the RYC board is probably the most social thing available in the club because each month it brings together a half dozen people to have a bit of fun, catch up on what's going on in each other's lives and finally, take care of some club business. That regular interaction allows one to really get to know other members of the club and strengthens your bond with the club because you have some influence on what happens.

You may be familiar with the phrase "a real friend will help you move". There are many funny variations on this, mine might be "a friend will help you move but a real friend will help you move your boat". These are not the friends you just meet at a party. These are the friends with whom you have some history or you've shared some experience. Combat veterans would be the strongest example of a bonding experience; race committee might be somewhat less. My point is that getting involved and sharing experiences with fellow club members is the meat on the bones of our acquaintances. For example, I got to know Rick Hartwein when he and I volunteered to build the steps on the RYC shed at the lake. We didn't get to know each other sailing, it was doing something else. If all you do in the sailing club is sail, you're missing out on the most important part – the social part. So when you get the "opportunity" to do race committee or hosting a social activity jump in and get involved, it may be the start of a relationship that may pay off when you need to move.

Finally, I'd be interested to hear people's ideas on how the club members might get together to do something for the community. In the past we have done a lake clean up day in October, and that might worthwhile doing again. But I'm sure there are many other good ideas of meaningful things we can do as a group for the betterment of the community or the recreation areas we all enjoy. While you're thinking about that, take a look at the calendar; I think there still some race committee opportunities.

## RYC 2012 Calendar

### APRIL

#### 19 Thursday--FREE, INTRO. TO SAILING COURSE #1

TIME: 6:30 p. m.

PLACE: Plexis Healthcare Systems in Ashland at the intersection of A St & Pioneer.

CONTACT: Contact John Spillman (541) 482-7778 [volspil@gmail.com](mailto:volspil@gmail.com) for more information. Pre-registration not necessary.

#### 26 Thursday--FREE, INTRO. TO SAILING COURSE #2

TIME: 6:30 p. m.

PLACE: Plexis Healthcare Systems in Ashland at the intersection of A St & Pioneer.

#### 28 Thursday--FREE, INTRO. TO SAILING COURSE #3 ON - T H E - W A T E R

TIME: 1:30 p. m.

PLACE: Emigrant Lake boat launch (day use fee).

If you have participated in the Intro. to Sailing classes, join us at Emigrant Lake for small boat sailing **POT LUCK** with RYC club members.

BRING: food to share and a life jacket.

If the weather is bad this event will be rescheduled for the following weekend.

### M a y

#### 12 Saturday--WORK DAY: Launch Barge & Set Marks

### J U N E

#### 02 Saturday--EDUCATION: Racing Rules Clinic All racers encouraged to attend: 10:30 a. m.

#### 02 Saturday--RACE: Icebreaker Trophy Skippers' Meet 12:00 p. m./First Shape 1:00 p. m.

#### 02 Saturday--SOCIAL: Icebreaker Microbrew Festival

#### 09 Saturday--RACE: Portsmouth Series #1 Skippers' Meet 12:00 p. m./First Shape 1:00 p. m.

#### 09 Saturday--SOCIAL: After Race Round-up (Potluck) TIME: After race. PLACE: RYC Shed

BRING: Something to BBQ, something to share, own drink.

#### 23 Saturday--RACE: Jensen Trophy Skippers' Meet 12:00 p. m./First Shape 1:00 p. m.

#### 23 Saturday--SOCIAL: Summer Sailstice potluck

TIME: After race. PLACE: RYC Shed

BRING: Something to BBQ, something to share, own drink.

#### 30 Saturday--SOCIAL: Ladies' Sail Day

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

### **RYC Laser 14 Class Racing Light, Fast, and Competitive**

This year Rogue Yacht Club will have a coterie of competitive men and women competing in Laser class racing. What is the Laser, where did it come from, who races this most popular of the world's sailboats and how is it designed?

The boat's history began with a phone call between Canadians Bruce Kirby and Ian Bruce. While discussing the possibility of a car-topped dinghy (a boat small enough to be carried on a roof rack of a typical car) for a line of camping equipment, Bruce Kirby sketched what would be known as "the million dollar doodle". The plans stayed with Kirby until 1970 when *One Design and Offshore Yachtsman* magazine held a regatta for boats under \$1000, called "America's Teacup". After a few sail modifications, the Laser easily won its class. The prototype was originally named the "Weekender"; the sail held the letters TGIF. It was renamed Laser and officially unveiled at the New York Boat Show in 1971.

The Laser became a men's Olympic-class boat at the 1996 Olympic Games in Atlanta; a special Olympic edition of the boat was released that year in commemoration. A version with a smaller sail, the Laser Radial was first sailed as a women's Olympic-class boat at the 2008 Olympic Games in Beijing.

As a one-design class of sailboat, all Lasers are built to the same specifications. The hull is 13 ft 10.5 in long, with a waterline length of 12.5 ft. The hull weight is 130 lb., which makes the boat light enough to lift onto a car-top rack.

The Laser is cat rigged; they have only a main sail. The Laser Standard sail has sail area of 76 f ft<sup>2</sup> (7.06 m<sup>2</sup>) and, especially in higher winds (15 [knots](#) and over), is most competitive when sailed by a very fit, agile and muscular person weighing no less than 175 lb.

A Laser's date and place of manufacture can be determined by looking at the serial number stamped into the transom or under the fairlead on the bow on older hulls. This serial number is unique to the boat and is also the same number that must be displayed on the sail if used for racing. The Laser is unusual in this aspect, since almost every other sailing craft has the numbers assigned by the national organization. This means that the same Laser can be moved between countries without having to change sail numbers. The first commercially sold Laser sailboat had sail number 100: earlier boats were considered "prototypes."

In recent years and to move the boat with the changing times, the basic sail controls have been upgraded by

means of the XD performance kit. This is available from at least two manufacturers, Holt and Harken. Fitting these kits allows the outhaul and cunningham to be adjusted more easily when under sail via cleats fitted to the deck so that the lines are always available to the sailor. These are complemented by extra blocks and a rule-change allowing up to 6:1 outhaul purchase and 10:1 cunningham purchase. The kicker's positioning is largely unchanged, but features a swivelling cleat and now affords a purchase of up to 15:1 for super vang in heavy air. A vendor supplied clew-cuff, an upgraded traveller and mainsheet boom-blocks with bearings and a new brake design have been approved by class-rules and are available for sale. (See next month for Laser class rules.)

## C r u i s e r ' s C o r n e r

### **Tuning your Mast for Performance and Safety**

The mast is held aloft by the Standing Rigging (forestay, backstay, upper shrouds, double lower shrouds). The term "tuning" refers to adjustment of the standing rigging so that the mast remains "in column" (not bent) when under load. This may be accomplished by following the procedure outlined below:

#### **AT THE DOCK**

1. Adjust forestay and backstay so that the mast is perpendicular. Tie a bolt to a 6 to 7 foot long piece of light line to make a quick plumb bob, and tape the free end of the line to the front of the mast as high up as you can reach. This will help determine whether the mast is perpendicular.
2. Adjust upper shrouds so that the mast is straight up and down athwartships (port to starboard).
3. The upper shrouds should be firm but not tight.
4. The lower shrouds (4 of them) should be adjusted so that they are looser than the upper shrouds. While at the dock they should have no slack but also have no tension on them. No lower shroud when pushed should deflect the mast more than any other shroud when pushed equally hard. If this can't be achieved, the upper shrouds are too tight. Back off one-half turn at a time on the upper shroud turnbuckles until the tension on the lower shrouds is brought into balance.

#### **FINE TUNING WHILE SAILING**

The object of Fine Tuning is to have the mast "in column" (not bent fore or aft or athwart ships) when sailing in conditions typical for your area. This is accomplished through adjustments to the lower shroud turnbuckles. Here are some points to look for:



1. When sailing on port tack, sight up the mast from the base. If the middle (where the spreaders are) is sagging to leeward, take up equally on both port lower shrouds until the mast is in column. Repeat this procedure on starboard tack.

2. If, when sighting up the mast while on port tack, the middle is bent forward (but not to leeward) take up a turn on the port aft lower shroud and let out a turn on the port forward lower shroud turn buckle. Reverse these adjustments if the middle of the mast is aft of the "in column" position.

3. If a perfectly straight mast is not obtained, the mast head (top) may be curved aft and to leeward. The mast head should never be "hooked" forward to weather.

All rigging wire used on yachts has a tendency to stretch, especially if it is new, or after you have sailed in heavier wind than you normally experience. Therefore, you should periodically check the tension on the shrouds and stays, tightening them up if it is required.

Masts are built to withstand any normal usage but improper tuning or handling can cause problems. Rigging, as well as tuning becomes all important when setting up the mast. A knowledgeable person should oversee the rigging and tuning so as to eliminate the possibility of an eccentric loading which might occur with an improperly tensioned shroud. Special attention should be given to the initial stretch of the shrouds and a further gradual stretch of the wire over the first few hard outings.

When making the tuning adjustments while underway, it is advisable to keep the upper and lower nuts on each turnbuckle snug to keep from having the turnbuckle loosen. Upon completion of the tuning, tighten the nuts securely.

**ALWAYS**, before leaving the dock for a day's sail, check all your turnbuckle nuts for tightness. Also, visually inspect the fittings aloft. Most mast failures have been traced back to loosened turnbuckles and improper tuning.

## C l u b   B u s i n e s s

### **RYC Board Meeting: March 21, 2012**

#### Minutes

**Attending:** Derek Budd, Commodore; Jay Harland, Vice Commodore; Jeanne Klein, 2nd Trustee; Roger Schnoes, Treasurer; Cindy Warwick, Rear Commodore; Monty Zukowsky, Secretary.

**Derek called the meeting to order** at 6:40.

**Secretary:** Monty read the minutes and they were approved.

**Treasurer's Report:** Roger rewrote the check to HP because

they misplaced it. Salmon Bake got lots of people to pay their dues. The meal was a wash, but the raffle brought in a profit. Insurance was paid. The board approved the report.

**Vice Commodore's Report:** Jay is working on the race committee chairs, he will be calling the regular racers who haven't signed up. The laser class meeting will be held next week.

#### **Old Business**

**Free sail class:** Planning is under way. We're trying to get the discounted rate for the group site. We approved a motion to pay if we can get it for \$100 or less. Currently they are asking for \$175.

**Regatta jobs:** Cindy has a few people to help but still could use someone to manage the swag and some other duties. We discussed the idea of recruiting spectators for the race, suggested by a member. We would need someone to manage that. At the Salmon Bake, only one person signed up to help with the regatta. We also need a design for the shirt. Any volunteers? Cindy has also been talking to the Laser, Santana, and Thistle classes to find out if anyone can come this year and what would be the best time next year. Heidi and Laura volunteered to be the floating dock in Hoxie Cove for the lasers and smaller boats. Jay Harland and John Spillman will be making the chili for the dinner.

**Social Calendar:** We reviewed the social calendar with Jeanne Klein 2nd trustee, our new board member.

**Website:** sailing education page—check prices. Jay will fix racing news. Class misspelled calss. Add last year's newsletters for the newsletter page. The photo page could use some updates. Actually we need a process in place to accept photos. Put facebook info on website, good place for photos to be. We have our own URL Facebook.com/rogueyachtclub. Add Willamette yacht club to fellow yacht clubs. Regatta page should have past regatta results so people can get a sense of the history of the regatta, also the link to howard prairie camping reservations. Say "family friendly camping venue" on the regatta page too. About RYC page – put on board member names. Need some information about social stuff under about RYC—we're primarily a social club, example events. We should review the website a couple times a year, it was helpful.

**Reminder Texts:** Derek wondered if people would want text messages to remind them of races?

**Next meeting** will be Wednesday May 9 at CSA Planning.

**Meeting adjourned** at 8:30.



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