



T e l l T a l e s



Commodore's Log by Jay Harland

America's Cup, a Sailing Boon or Bust

I would say that the top three dockside discussion topics this year have been the changeover to County resort management, the lake water levels, and America's Cup 34. Previous Commodore's logs have covered the first topic several times. The water levels are low and we need snow this winter. The most recent climate models predict ENZO neutral conditions in the east equatorial pacific (No La Nina or El Nino). Long-term climate models predict equal chances for above or below normal temperatures and equal chances for above or below normal precipitation this winter. The models are not presenting a ripe topic. This leaves only one perilous topic remaining. What does the RYC commodore make of AC 34?

The conventional wisdom is that the AC 34 is already a bust. Races have been won by shore crews rather than on the water. The wind limits keep getting exceeded. The TV ratings so far are abysmal. A very very talented young sailor has already lost his life.

I agree with the pundits that the Louis Vuitton Cup has been a bust. However, it is pretty early to call a race over before it starts and the same goes for an America's Cup that hasn't run a race yet: AC 34 won't start for another week. Elysia and I went down to the City by the Bay to watch the start of the Louis Vuitton Cup finals. We watched from the end of Municipal Pier at Aquatic Park. The best racing of the day was pre-race when no broadcast video was scheduled. Oracle Spithill was winding down their practice session and the Kiwis came out for their pre-race warm up. The two began tacking back and forth near the Golden Gate and got into position. They rocketed across to Mark 1 and then battled downwind all the way to the gate marks. There were multiple lead changes. The boats were absolutely flying. Who was pedal to the metal? Who was holding back? To my eye, it did not look like either of them were holding much if anything back. Did I mention the wind limits go up 2 knots for the AC?

Ultimately, if one of the boats has far superior boat speed then AC 34 will be the bust the pundits have already proclaimed. If neither boat has decisive boat speed advantages then I think the actual cup event will be very entertaining. No matter what happens, the last two Cup events have taken the sport's main event in a totally new direction. Even if this event is a bust, that does not mean that all the effort and expense is without merit. The old displacement mono-hull boats did not make for good TV and did not make the sport exciting. Continuing to repeat the old formula expecting different results is the definition of insanity and my hope is that AC 34 has enough success to continue expanding the horizons of sailboat racing.

RYC 2013 Calendar SEPTEMBER

01 Sunday--CAMPAIGN--Coos Bay YC Labor Day Regatta and RACE--Laser Series #3 (at the regatta)

14 Saturday--RACE--Johnston Trophy & Laser Series #4

Skippers' Meet: 1:00 p. m. 1st Start: 2:00 p. m.

RACE CHAIR: Information not available.

14 Saturday--SOCIAL--Wine Tasting Event

TIME: 4:00 p. m. PLACE: RYC Clubhouse

BRING YOUR FAVORITE WINE TO SHARE

26 Thursday--ANNUAL MEMBER MEETING

PLACE: Angelo's Pizza, Phoenix

TIME: 6:00 p.m. No host dinner, 7:00 p.m. Meeting

Vote for the new board members and other important issues.

RYC Nominating Committee Submits 2014 Candidates

Commodore: Dick Barbara

Vice Commodore: Jesse Repp

Secretary: Karen McLain

Treasurer: Jeanne Barbara

Racing Trustee: Jim Botsford

Social Trustee: Patrick McLain

28 Saturday--RACE--Laser Series #5

Skippers' Meet: 1:00 p. m. 1st Start: 2:00 p. m.

RACE CHAIR: Information not available.

NOVEMBER

02 Saturday--SOCIAL--Commodore's Dinner

PLACE: Bella Union, Jacksonville

TIME: 6:00 No-host bar; 7:00 pm Dinner; 8:00 Awards

COST: \$23.00 (includes gratuity)

Invitations will be mailed to members and guests in October. Don't forget to R.S.V.P.

Pay your 2014 dues early and save!



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

Summer Series Final Results

Summer Series competitors were, if anything, consistent. They came they competed and they had a lot of fun. The top three spots were the most hotly contested with only 2 points between first and third place. Congratulations to Jay Harland and the Madison crew for winning top honors.



Place	Boat	Skipper	Type	Points
1	Madison	Jay Harland	Ultimate 20	14
2	Hog Wild	John Spillman	Santana 20	15
3	Eris	Jim Gurley	Holder 20	16
4	Yellow Jacket	Jim Botsford	SJ 24	30
5	Tramontana	Dick Barbara	Catalina 25	41
6	Sail #15	Jesse Repp	Coronado 15	43
7	Sail #153020	Mark Warwick	Laser	50
8	Sail #4954	Patrick McLain	Catalina 25	52
9	Sail #75595	Derek Budd	Laser	52
10	Sail #9983	Walker Kermode	Catalina 22	68
11	Sail #260	David Franklin	McGregor 26	73

Laser Series Competes with Busy Schedules

RCY Summer Laser Series is struggling to stay afloat since only Jay Harland and John Spillman, of the Laser group went to the Firecracker Regatta in Klamath so John and Jay ended up racing on "Hog Wild" instead. Laser Series #2 was canceled on August 17 due to most of the racers being out of town and the remainder not wanting to race. As for Laser Series #3, Spillman stated, "I will talk it over with the group this weekend while we are at Coos Bay."

Commodore's Cup Canceled

Due to poor weather conditions and low attendance the 2013 Commodore's Cup All Comers Race was canceled. Also, our newest trophy "race," the Cruiser's Cup, did not occur this year. The first was established to encourage inexperienced sailors, new comers, and non-members to try out the joy of sailing as a competitor racing against others on a level field.

Our newest race, the Cruiser's Cup, to be held the same day as the Commodore's Cup was to be a "race" among those who sail with a dodgers and Biminis up, and a barbecue on the stern pulpit. This was to be a fun and friendly competition with the ultimate reward being a raft up, drinks and dinner.

Neither race happened this year but many who might have raced found happy conciliation by rafting up in Hoxie Cove anyway.

Johnston Trophy, Lake Champion, September 14

The Johnston Trophy, named after Robert and Rose Johnston the original concessionaires at HP, was originally created to pit RYC fleet winners against each other in a one design competitor to determine the lake champion. Each fleet champion earned a place to win the Johnston Trophy. Races were often prosecuted in El Torros, or C-Larks.

These days we don't have competitive fleets and so no fleet champions; what we do have are trophy winners who are invited to compete against each other in one design boats, like Lasers. This year has five members who have earned the right to compete for the title of lake champion. Those sailors are Derek Budd (RYC Spring Laser Series), Jim Gurley (Ice Breaker Trophy) John Spillman (Jensen Reverse Handicap Pursuit Race and Walter Stamm Memorial Trophy), Jesse Repp (Open Centerboard Southern Cascades Regatta) and Jay Harland (RYC Summer Series). Best of luck to those who race in the Johnston may the best sailor win.

America's Cup Boats Fly Across the Bay

[PHOTOS provided by Mark Abelle]





Mark and Nancy Abell had the privilege of seeing the America's Cup boats in action. Mark commented, "Nancy and I were in San Francisco and had a chance to watch Luna Rosa and New Zealand race. It was pretty amazing to watch these 72 footers do foiling jibes and fly around the course."

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

Dog Days of Summer Celebration

Article and photo by Randy Williams

First of all I would like to thank ALL of the folks named and un-named for the assistance and advice that helped this host to put on a successful event: Wife Vicki, the Commodore, the Spafford's, Cindy Warwick. Thank you all.

The day brought us a little bit of everything weather wise from warm sun to thunder clapping for our racers then little rain drops to remind us to cover our buns. Folks from the Paddle Fest had an open invitation to join us for our pot luck but we received no guests from that venue. We did not therefore have the opportunity to share our great sport with potential new members from that gathering.

The results from this years Blind Dingy Race are in and this picture is worth 10,000 words of fun. This year we had three brave boaters sign up to race and one dingy on the shore. What to do? Run multiple heats with race off as in the past? Heck no! Create a Blind guy, Diego Cipes, put boat names in a hat and draw for 1st, 2nd, and 3rd place. As you can see "Joy Ride 2" (Karen and Kristen Cipes) won 1st place and a gift certificate to the Jacksonville Inn. Karen will proudly



display our paddle trophy till next year's event. It was later learned that "J R 2" had an unfair advantage in the drawing as Diego revealed that he could "feel the names written on the folded paper entries through his fingers." "No Name" (Patrick and Karen McLain) won 2nd place and "Tenacity" (Derek and Kim Budd) followed up with a close 3rd. All of the participants were rewarded for their efforts with a bottle of libation to celebrate with or pour over their wounds, whichever the case may be. This year's gathering was not large but we did enjoy yet another great pot luck and the spirit that is the Rogue Yacht Club.

A r o u n d t h e D o c k s

Lake Depth, Problem for Fixed Keel Boats 18 Mooring balls added to boat basin

To extend the season for as many sailboats as possible the Jackson County Parks Department added 18 new mooring balls to the marina basin. These balls were deemed necessary because of declining depth and maneuvering room in the slips. Boats with deep fixed keels may have to consider pulling out early, according to some estimations, because of a shallow area before reaching the launch docks. Steve Lambert, director of Jackson County Parks and Recreation, said that, "The ramp was unfortunately constructed this way many years ago and short of a \$200,000 dredging project requiring multiple years of permits with regulatory agencies, there's not much we can do about it. According to OSMB engineers we would need to move approximately 9,000 cubic feet of material to create a slot allowing access to the ramp lanes from the main water body at an elevation equal with the toe of the ramp."

Lambert continued, "We are dealing with a "lake floor" problem. The lake floor in the area in front of the ramp rises to an elevation above the toe of the ramp itself. The lake bed in front of the ramp rises to an elevation of approximately 4,508' above sea level. So getting to the ramp will require a boat to clear this apparent obstacle. Additionally, says Lambert, you'll need to make sure that you allow for enough water at the ramp to load your boat on the trailer. According to OSMB engineers it appears that the end of the ramp is somewhere around elevation 4,505'." This means that the water before the end of the launch ramp dock may be three feet shallower than once you get to the dock. Lambert warns, "I am hesitant to say when your boat should go, as I do not want to be responsible for giving you wrong information. However, Lambert says he will continue to provide us with information we need to determine when our boat should be removed hoping that it is not pulled too soon, and definitely not



too late!” The lake currently (August 28) sits at an approximate elevation of 4,514 according to the BOR’s Hydromet website <http://www.usbr.gov/pn-bin/arcread.pl?station=HPD>.

“Again,” says Steve, “I encourage all to view this website regularly, since it gives the elevation of the lake level (Reservoir Water Surface Elevation- FB) enabling one to make sound decisions. All you have to do is click on “FB”, hit “Retrieve Historical Data” and you will be provided with the most recent reading of lake levels.”

Club member Mark Warwick has, also, made an investigation of his own in this matter and commented, “Cindy and I were at the lake on August 28th. We used our dinghy and boat hook to stick the depths in the ramp area to see what it really is. Based on the OSMB depth survey in 2011 that Steve Lambert sent out and the current lake level of 4514’, I would have expected 6-7’ in that area. Instead I got a minimum of 9.5’ and it may be more like 10’ deep as I couldn’t touch bottom with a 7’ boat hook and my arm fully extended into the water. I believe there may be sufficient depth until nearly Oct. 1 before most boats would need to pull (beyond that, it’s the skippers choice). While I’m not sure why, the difference in the survey depths vs. the current posted lake level seems to be 3-4’. There could have been weeds on the bottom when the survey was done. At any rate, we will continue to stick the bottom at times to confirm the SS estimates. If my memory serves me, I remember there was plenty of ramp left even when we were parking in the dirt at the bottom of the ramp. The depths we stuck yesterday would confirm that.

Steve Lambert also confirmed, with Mark, that he spoke with the OSMB engineers who did the survey in 2011, and they admitted that weed growth can definitely affect the readings. There was, in all likelihood, a 3’- 4’ weed mat on the bottom then.

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

RYC Board Meeting: August 13, 2013

Minutes

Meeting called to order by Jay Harland on August 13, 2013, at 6:30 PM on the patio at Havana Republic in Medford.

Board Members present: Jesse Repp, Roger Schnoes, Derek Budd, Jay Harland.

Minutes from the July meeting were read and approved.

The Board reviewed and debriefed the Regatta:

Roger presented the financial results from the regatta. Overall, we did well financially on the regatta. For more detailed information the treasurer's books are available

to any member in good standing. Shirt and trophy costs were a little over budget. Meals costs were in line with budget expectations. Revenue was up slightly from last year resulting in the slightly higher net revenue.

Review of the social and dinner aspects of the regatta indicated it was successful overall. There were some behind the scenes logistical challenges pulling the meal together, but these challenges are somewhat common on these volunteer run events. One of the complications was that Patrick McClain, who coordinated the dinner production, was stuck on his boat mooring waiting for the barge for nearly an hour. This has apparently been a chronic problem throughout the season and this is an issue we will need to communicate to Jackson County. The main food issue was a phone call Jay received from Kim Clark from Mt. Ashland. Kim stated that we would not be able to use the walk-in cooler in future years because it violates health department regulations (we did not check to see if this is actually true). In any event, Mt. Ashland was difficult to deal with throughout the regatta and is probably best to come up with our own refrigeration system that keeps us from relying on them.

With respect to the trophies, getting the trophy order correct took a few attempts but it all worked out. We are now out of the stained glass trophies for next year and that means the club will need to come up with a new set of trophies. Trophies are a major expense each year and the club will need a strategy next year to deliver cool trophies that are also cost effective. It is recommended that we get a pic of the first place trophies up on the website and to also have them displayed at the skipper’s meeting.

With respect to swag and T-shirts, costs were a little high on t-shirts but sales were reasonably strong. This led to a broader discussion about all the out of date t-shirts that are located in the shed. There was consensus to try and blow all these out somehow at the end of the year before the squirrels get to them. Overall, the t-shirts came out really cool.

With respect to registrations, the online registrations system worked very well. The main weakness was the need to get individual liability waivers on-site. It is recommended that next year the online process have a mandatory acceptance of the waiver in order to register and then those will be stored in the database. This will obviate the need to collect the waiver during the on-site registrations. It was recommended that we have a separate registration for members who are just doing the meal so that they can prepay with Paypal.

The on-the-water racing went well. There were no particular problems with wind conditions being so excellent. We really should consider going to a real-world timing system and separating the finish area from the start area that



would not require all the classes to finish before starting the next class. This will require careful planning and effort to assure this will work. There was also consensus to add shoal areas to the course map published on-line and recommend sailors look at the map in advance of the regatta on the notice of race text to avoid pre-race damage.

Everyone agreed to go online and add comments and thoughts to the regatta operations manual for next year to assure we can expand our institutional memory. The board had consensus that spreading the regatta tasks out so that they are not concentrated at the Warwick household was a worthy challenge and one that strengthens the club for future years.

Roger presented the rest of the club financials. They are in order and we are ahead financially from the budget. Major cost items are insurance and trophies and if the club could get some small savings on either of those going forward the club's long-term overall financial position would be enhanced. There were a few other areas of the budget that were reviewed that went over budget. None of these items were too significant from an individual or aggregate dollar standpoint, but Roger suggested for future years that we match specific budget lines to the people on the board who are responsible for them to keep costs in line going forward. The board agreed with this recommendation. Motion to accept the financials was made by Jesse Repp and seconded by Derek Budd and motion passed unanimously.

Dog Days of Summer: The board discussed the upcoming Dog Days of summer event. Jay reported that everything is on track and hoped the club will have a good turnout.

Chase Boat Maintenance: The board approved ordering a new chase boat propeller. Jay will order a new prop when he has an opportunity.

County Permit: Jay reported that the County Board of Commissioners voted to approve the RYC permit.

Nominating Committee: Jay reported that Bill Horton and Cindy Warwick have agreed to be the nominating committee for next year's RYC Board. The slate of nominees is being finalized and it appears club will have a complete slate that represents a capable board for next year.

Agenda for the annual member's meeting in September was discussed. Jay reported the meeting is set at Angelos Pizza in Phoenix for September 26th. **Dock Project:** The board discussed briefing the membership on the dock replacement project with Jackson County and agreed this is a good topic for the membership meeting. **Club Boat:** The board discussed the options for a club boat available for member charter and teaching as an agenda item. The board concluded that this is a worthy discussion and that we should

request authorization up to a specified amount for purchase of such a vessel and discuss the benefits at the meeting; if this is sought by the membership then it will be for the board to find the boat model that meets all the club's needs. **Race Committee Training:** The board also discussed the need for an agenda item to deal with chase boat and race committee training; the board agreed that the best approach is just to develop a training curriculum and select the appropriate time to implement the program. Jay committed to finalize an agenda for the member's meeting and distribute it for board review and comment.

RYC Burgee: The Board discussed a burgee order based upon information provided by Pat and Dana Collins. The Board agreed this is a good idea. Jay agreed to contact the manufacturer to get current pricing and then Derek agreed to set up a Paypal ordering system like the club did for the performance shirts. The club will take orders over the fall for next year and then assemble an order in time to have it ready for the Salmon Bake. The club may order additional 5-10 burgees to be available for sale going forward.

Commodore's Dinner: Jay reported on the Commodore's Dinner has been scheduled for Nov. 2nd at Bella Union. It will be in the upstairs room at Bella Union. The club negotiated a family style meal that will include bread, salad, entrees of lasagna and chicken parmigiana and tortellini Alfredo, chocolate mousse, soft drinks, coffee and gratuity for \$23.60. The board agreed to subsidize the dinner 60 cents a plate to make it an even \$23 including gratuity. Jay reported alcohol can be done on individual checks and will be at normal bar list prices but a 20% gratuity will be included in check prices. Jay reported there are several options for a kid's menu but that still needs to be finalized.

Next Board Meeting: The board agreed there was no need for a September meeting and that we would schedule the next board meeting at the annual member's meeting in September.

Meeting adjourned.



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