



Tell Tales
Commodore's Log
 by Dick Barbara

Preparing Transitions, Looking Forward, and Imagining the Future

It was good seeing many of you at Belle Fiore Winery on August 22. In a normal year, I would see you at the lake weekly, crossing paths with you either on the docks or trading tacks out on the lake. This season, meeting over a glass of wine in a stunning Rogue Valley setting will have to do.

Even though our racing and social calendar has been shortened due to the drought, the business of keeping the club moving forward goes on. One job that comes up each year at this time is to fill board positions for the upcoming year. Most of the board has offered to remain in their current position for another year, including myself. Jeanne, our treasurer, has requested that she move to the position of Trustee #1 to help with regatta planning that was recently vacated by Jim Botsford. This leaves the position of treasurer open. Bill Horton and Cindy Warwick have graciously agreed to be the nominating committee to vet and secure a willing and competent member to fill this financial post. At our annual membership meeting on September 24th at Angelo's Pizza in Phoenix, you will have the opportunity to give your input on the above board composition.

Another club duty at this time of the year is to "reel in" all of our perpetual trophies given out after last season's races. Thanks to the efforts of Jesse, our vice commodore, my home office is now temporarily adorned with these shiny trophies, which bear the names of past club sailing icons, such as Bob Bowlus, Bernie Binder, John Walsch, Larry Horton and Dana Collins, to name a few. This coming October 11th at our annual Commodore's Dinner, I will have the honor of awarding these history-laden trophies to new sailing icons, leaving my office a bit less decorated.

One very positive development is that plans for a new marina at Howard Prairie Lake are well under way. Thanks to the forward thinking actions and planning of Peter Cipes, Jay Harland and Mark Warwick, it is likely we will be walking on new docks in a new marina by 2018. You will hear more about this topic at our membership meeting on September 24th.

One final note, our lake clean-up event will be held on Saturday, September 13th. We will meet at our club shed at 10:00 a.m. The plan is to cross the lake and clean-up the illegal campgrounds around Hoxie Cove. Bring work gloves, rugged boots and a lunch. Maybe we could all eat lunch at the restaurant to show our support for them. Hope for a snowy, wet fall, winter and spring!

RYC 2014 Calendar

SEPTEMBER

13 Saturday—SERVICE PROJECT—Lake Clean up

TIME: 10:00 a.m.

PLACE: Meet at RYC Clubhouse

24 Wednesday—CLUB BUSINESS

Annual Member Meeting

PLACE: Angelo's Pizza,

725 Main St., Phoenix

PHONE: (541)535-1535 to order ahead

TIME: 6:00 p.m. No Host dinner

7:00 p.m. Business Meeting

PURPOSE: Election of new board

OCTOBER

11 Saturday—SOCIAL—Commodore's Dinner and Awards

PLACE: Bella Union

170 W. California St., Jacksonville

TIME: No Host Bar 6:00 p.m.

Dinner 6:30 p.m.

Awards: 8:00 p.m.

COST: TBA in invitations

R.S.V.P.: Dick Barbara at wingwing@charter.net

Club Business

Nominating Committee

Submit Board Candidates

This year the nomination committee had an easy job since most board members have agreed to continue on for another year. The following is the board membership proposed by the the committee:

Commodore: **Dick Barbara (Returning)**

Vice Commodore: **Jesse Repp (Returning)**

Rear Commodore: **Jay Harland (Returning)**

Treasurer: **Michael Gutman (NEW)**

Secretary: **Karen McLain (Returning)**

Social Trustee #2: **Patrick McLain (Returning)**

Race Trustee #1: **Jeanne Barbara (Returning NEW office)**



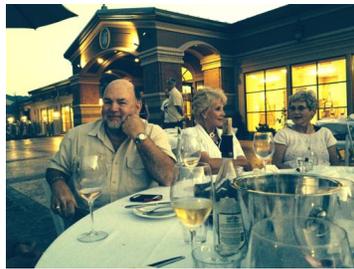
C r u i s e r ' s C o r n e r

“Drought Days of Summer!”

Event held at Belle Fiore Winery

By Bill Horton , photos by Bill Horton, and Gary Spafford

This year the annual Dog Days of Summer Celebration which usually features wine, beer, hotdogs and sausages of all kinds, plus the annual Blind Dinghy Race was left high and dry as Howard Prairie Lake has lost 2/3 of its water to drought. However, not to be kept away from having a good time, RYC members moved the annual August festivities to the Belle Fiore Winery tasting room which offered gourmet cheeses, breads, meats and fruits to accompany liberal amounts of the Belle Fiore label wines. Forty members and guests attended the event that was planned by Jay and Elysia Harland. The setting was elegant and everyone seemed to have a good time eating, tasting, and visiting.



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

Canoes and Kayaks the Only Boats on Howard Prairie Lake

Article and Photos by Bill Horton, ed.

Well as of Saturday, August 23, 2014 (the last time I went to see for myself) if you want to boat on Howard Prairie Lake you'll have to carry your boat down to the water some



distance. The launch ramps and access to the marina docks are blocked and only inches of water makes it to the very end of the launch docks.

The marina itself is being inundated with weeds, but not the aquatic kind. It actually looks like it could use a good mowing. Lake levels have dropped to 1/3 of the lake's capacity. Another way to look at the current situation is if



the lake's surface elevation, when full, is 4,527 feet above sea level it is currently at approximately 4,500 feet elevation. Knowing that we can't rely on the weather I guess we can only hope that El Niño will bring us a lot of rain and snow, especially above 4,000 feet, this next winter. Other reservoirs in the down stream of HP are Hyatt Lake at 11% capacity and Emigrant Lake is down to 19% of capacity. Pray for snow!

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

***Madison* Crew Competes at EYC's Harvest Regatta**

Article and photo provided by Jay Harland

Labor Day weekend had Team *Madison* headed to Eugene Yacht Club for their Harvest Day Regatta. *Madison* has been stationed up at Eugene Yacht Club for the

their crew show up so I loaned half my crew out. Bob Aman, on *Rogue*, had the opportunity to sail with RYC's esteemed commodore Dick Barbara and both boats sailed double-handed.

The forecast predicted sub 10 knot winds, but the first two races were substantially windier with consistent breeze in the 12kt range with higher gusts to about 16kts. We were racing PHRF with three Wavelength 24s, an Olson 25, an older Columbia, and the two U20s.

The first race was a windward-leeward. Jesse and I had a decent mid-line start with clear air. *Rogue* was closer to the committee boat which appeared to be a better position off the line. *Madison* was somewhat overpowered without a third crew member which reduced our



last few weeks so this made the trip logistically simple with the boat parked, rigged and ready for final tuning before racing. Other logistics turned out to be more complicated. The other Ultimate 20 in the event did not have

speed and pointing relative to the bigger and fully crewed larger keelboats. *Rogue* was similarly struggling with conditions but their committee end start was paying dividends and they crossed a few boat lengths ahead of us on



starboard while we were making our way over to the port side and the upwind mark. After a few more lengths, *Rogue* had gone way far left and was falling off to a significant degree; they had gotten confused about the course and were heading to the wrong mark. *Madison* sailed on in pursuit of the lead boats. We had a clean rounding and set at the top mark. We passed several boats in marginal planing conditions rounding the bottom mark a few boat lengths behind the leaders and finished in similar position.

For Race 2, we added some tension to the rig for the stronger winds than were initially forecast. This additional tension helped a lot upwind. We had a decent start location and timing but we were in a lot of traffic with other boats. We traded a few tacks with *Rogue* on the way up and rounded just behind the larger and fully crewed keelboats. At this point, the wind backed off some and we were not on a plane downwind at all. The lighter wind limited our ability to pass the heavier fully crewed boats and we pretty much just held our position for the rest of the race.

We backed the tuning off the rig a little for Race 3, but it didn't matter. Not much went right on the double windward leeward Race 3. I was late to the line and started about two boat lengths back. Our main sheet tension was not set properly for the first third of the beat and we were getting crushed. Got the trim problem fixed and we immediately began making up ground. Had a very close crossing on port with *Rogue* where we had to duck. Next we approached the W24 *Goose* and I called to cross. It was tight and they claimed they had to duck and called a foul. We did our turns and sailed on but were now well back in the fleet. We sailed well the rest of the way up to the mark and had made up ground again. We had a minor incident at the top mark where I tacked into an overlap with another W24 *Falcor*. Rounded the mark right behind her and set the kite. We wanted the left side going down and called *Falcor* up to create room to gybe. The skipper responded that we were limited and he refused to come up. This situation is a little mirky whether *Madison* was limited or not, but matters little whether *Falcor* was right on the point of limitation under Rule #17. As the leeward boat, we are allowed to sail our proper course and our proper course with an asymmetric kite is much higher than the course she was sailing with her symmetric chute. This violated Rule #11. We elected not to protest her and

just rolled over the top and gybed clear to eventually get the right side we wanted. We had good pressure and angle on the right and sailed a solid downwind relative to the leaders. We approached the bottom mark on starboard overlapped on the inside with *Falcor*. *Falcor* hailed that there was no room. *Madison* took the mark room to which she was entitled. A fairly heated exchange ensued but no contact occurred. *Madison* made clear her intentions to sail on and expressed her delight should *Falcor* accept our protest invitation. Jesse and I lost count of the rules broken at three. In the bedlam, we lost our tack line for the kite. Rerunning the tack line slowed us on the next beat, but we eventually found a groove and again gained ground on the lead boats. When we set at the top mark, the starboard kite sheet had to be rerun. We sailed solid the rest of the way and wound up in somewhat respectable fashion with *Rogue* still besting us by about eight lengths.

Race 4 we had a great start and were in perfect trim. We had opened up a colossal lead on the rest of the fleet most of the way up the beat. Then a 40-degree windshift came for which we were the most disadvantaged and allowed the entire fleet to catch up. Then the wind just shut off at the top mark. All the lead boats were packed together. The winds were shifty and quirky the balance of the race and we battled on finishing second to one of the wavelengths.

Sunday the winds were light and the Race Committee decided not to hold any races. The full *Madison* team went out and practiced our light air technique. This was great fun and we felt we got our light air repertoire expanded in important ways. There were some handicap calculation issues in the PHRF fleet in which we were sailing and we headed for home before they were 100% sorted out. Overall, the racing was fun and it tested our skills. The food was good, the beer was good and EYC is a very hospitable club with a lot of friendly members.

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

RYC Board Meeting: August 19, 2014

M i n u t e s

Board members present: Dick Barbara, Commodore; Jeanne Barbara, Treasurer; Jesse Repp, Vice Commodore; Jay Harland, Rear Commodore, and Patrick McLain, Social Trustee.

Call to order: 6:03 p.m.

Secretary's Report:

Meeting minutes from July, 2014 read and approved.

Treasurers Report:

Regatta income and expenses were reported to the board. Expenses don't include the trophies which will be used in future regattas. Current account balance was reported to the board. Mistake on t-shirts made by printer will be credited to the club.. Treasurer's report accepted. Any member in good standing can ask the treasurer for a more detailed report.

Vice Commodore's report:

- Racing went as well as possible considering the water level. Those that got on the water had a great time. Moving races around and canceling some was what needed to happen to make the year as successful as possible.
- People have expressed interest in sailing that are new to the area or to sailing. One idea is to have them pay the rental fee for the sailboat at Lost Creek Lake and Dick will match them up with an experienced member to take them out.
- Need to purchase a permanent anemometer for the barge.
- Discussed trophies for the commodore's dinner.

Drought Days of Summer report: (Jay) The flyer went out to members. Belle Fiore Winery is all set for us on Friday, August 22nd. Hors d'oeuvres and wine will be available. Board will call members to personally invite.

Social report: September 13th, Saturday, lake clean up and then food at the restaurant. Patrick will send out e-mail to membership.

Old Business

- **Regatta Wrap-up:** Board needs to read regatta manual before March so everyone knows the jobs and dates that things need to be done. We need to change the way we purchase t-shirts for the regatta. There are companies that specialize in fund

raiser shirts, people order directly from the company and the shirt is drop shipped directly to the person. This would take the club out of fronting the money for shirts that we sometimes get stuck with. Proposed a group next year to take a look at finding a company that can handle the t-shirts for us. Then we can use the energy that was spent on t-shirts on marketing instead.

- **Trophy Order:** Dick will pick up after engraving and store in shed.

New Business

- **Board composition:** Existing board to continue on with Jeanne to take the Trustee Position #1 (racing) which leaves an opening for treasurer.
- **Next Meeting:** Wednesday, September 10th. Place TBA
- **Adjournment:** 7:50 p.m



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