



Tell Tales
Commodore's Log
by Dick Barbara

Changes are in the Wind

It is becoming apparent with each dry, warm day that passes, that our upcoming sailing season will be far different than seasons past. Two drought years in a row have left our lake a mere puddle, now holding about 30% of its capacity. It will take a record-breaking series of precipitation events during the remainder of this winter and spring to bring the water levels to where we can have any kind of sailing season at Howard Prairie. So with this reality, your RYC Board has been planning for an alternative to our usual warm, breezy venue surrounded by conifers. We held our last board meeting at the Lost Creek Lake Resort and Marina with the purpose of checking out the possibility of moving the bulk of our club activities to that lake. We came away from that meeting with a plan for this coming season. Some of the highlights of this plan are to conduct many social events at Lost Creek Lake, some social events here in town, abbreviate our racing calendar, and cancel this July's *Southern Cascades Regatta*. With Cindy Broadwater, our treasurer and owner of Lost Creek's resort and marina, the transition should be a smooth one. Many of you already are familiar with the lake and marina being that you chose to put your boat into Lost Creek last summer. I think that Lost Creek is a good alternative to Howard Prairie since it does have fairly consistent winds, a great full-service marina and really friendly people. Come to the **Salmon Bake on February 28th** to hear more details about these changes.

Speaking of the Salmon Bake, we have planned some changes that I know will benefit the stability of our club and add a little fun to this annual gathering. Firstly, since one of your board's responsibilities is to maintain the fiscal health of our organization, we found it necessary to increase the dinner cost from \$5 to \$10 per adult. In the past, the \$5 per person charge has not quite covered the expenses of this dinner. To soften the edges of this increase, we added a 12 years and under price of \$5. This should help families with kids make it a bit more affordable. Now to the fun part...for those of us that enjoy games of chance, we will be running a **50/50 Raffle with a heads or tails format**. The buy-in is \$10. If you win, you take home half the pot. The other half will go to pay for the fun, challenging events that our sailing club has provided for the past 5 decades. I've participated in this type of a fundraiser before, and it's a hoot.

As always, I look forward to seeing you all at this month's Salmon Bake to plan, talk sailing, and have a delicious meal together. *Don't forget to RSVP by Monday, February 23rd.*

Let's all make the Bake!

RYC 2015 Calendar
February

Please join us for the

2015
Rogue Yacht Club Potluck Dinner and Salmon Bake



Saturday, February 28
6 p.m.

Girl Scout Office
2001 North Keene Way Drive
Medford, Oregon

****DON'T FORGET...
Last chance to pay only \$75 for your 2015 dues****

Dinner: \$10 for adults \$5 for kids 12 and under

Your salmon or steak will be provided by the club.

Please bring:

1. Your own plate
2. Your own silverware
3. The following (enough for 10 people):
(based on the first letter of your last name)



- A - E: Appetizer
- F - N: Side Dish
- O - Z: Dessert



AND 4. \$10 to participate in a fun 50/50 raffle game!
...One lucky winner will go home with half the pot!

Please rsvp with your dinner selection by February 23:

jmbarbara55@gmail.com or (541) 301 - 1152





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

Jackson County Parks Making Improvements at Howard Prairie:

Article and Photos provided by Steve Lambert

JACKSON COUNTY 1/13/2015—I wanted to take the time to start the new year off right by giving you an update on water level conditions and moorage at the HP resort for the upcoming year. By now, in normal years you would be expecting your seasonal moorage applications for the upcoming boating season. After a dismal year last year with low water levels, I wish that I was sending you those packets today! However, I think it best at this time to simply give you an update on levels with current pictures and highlight the projects that our team has been able to accomplish this past year at the lake. Due to the low water levels and continually lagging snow pack, we will hold off on sending out application packets for moorage. We still have a few months left of the wet season, so let's all hope for that one or two big storms that will prompt me to send out the applications. I can assure you that I want to send them out as much as you want to receive them! In the meantime, as noted in previous emails, your moorage space is awaiting your return when water levels permit.

According to the Bureau of Reclamation website, the Howard Prairie fore bay (water surface) elevation is currently at 4,498 feet above sea level (as of 1/8/2015). The same day last year the lake was sitting at 4,511 feet, meaning that we are currently 13 vertical feet lower than the same time last year. While there is currently [1/8/15] a bit of snow in the Howard Prairie vicinity, there is not much. I have included a few photos for you to see, that as of last week, there was only a few inches or so at the park itself, with that



likely gone by now with the warm weather this week. You will also see that the buoy field and marina are still high and dry. The lake traditionally fills some with spring runoff beginning in March. Last year it came up only two vertical feet due to lack of snow pack. Without strong snow storms in the next few months, there is not much snow in the area as of yet to help fill the lake with spring runoff this year. For perspective, if the lake rose the same two feet this year we would be at a fore bay elevation of 4,500 feet which leaves no useable developed boat ramp at the lake. We need snow desperately



in the next few months to help raise the lake level for summer use. Please do your snow dance to help with the issue! Given the uncertainty, we are currently developing plans on how we will operate the park this summer if lake levels are low. Our plans will be finalized as we get closer to the summer season and will stay in touch with you as we progress.

Even though lake conditions have been low, our team has been plugging away at projects and applying for grants to do upgrades to the park that are much needed. For example, the boat ramp at Willow Point park on the south end of the lake was extend nearly 60 feet with help from an Oregon State Marine Board (OSMB) grant. This brings the ramp to the same depth as the Klum Landing ramp, as it now hits the lake bed. This will help take pressure off of the Resort ramp during low water years by providing an alternative launch location. We also completed upgrades to the marina by installing a vessel waste dump station via a grant from the OSMB (picture below). This dump station will give boaters with onboard portable toilets a place to dispose of their waste instead of using the RV dump station which has been the case in the past. The dump provides a sanitary location via a system designed especially for boaters. This helps to ensure a high quality facility for our customers, while protecting the lake environment and reducing waste going into the lake.



While the docks at the marina are not in the best shape, they are certainly still useable and the best we've got. So, with low levels making it simpler, staff at the lake replaced the floatation tubs for 15 marina finger docks last fall, ensuring that when lake levels do rise, the docks will float a little more level than they did last year! We will likely complete float tub replacement on another 15 docks or





so this summer so that until we get a new marina, the docks are stable for our guests.

In an effort to ensure that we are operating the park in a sustainable manner, we completed maintenance to the fuel station at the resort as well. We were able to remove old piping going down to the existing marina and the dock fuel dispenser, which posed a potential environmental hazard. The piping and dispenser were removed with upgrades to the fuel system itself to ensure a leak proof and safe fuel system. In the Spring when boaters return, they will find that we now sell ethanol free “clear” premium unleaded gasoline that many folks want for their boat engines, along with the already sold regular unleaded gasoline. While the dispenser on the dock has been removed for now (we legally were required to remove it due to it being out of compliance with current standards), we are planning to replace the on-water fuel dock with future marina replacement. Work was completed in December and a groundwater survey verifies that the area is clean and free of contaminants. This is comforting in our efforts to run a clean marina program!

Lastly, we received two large grants, one of which was from the BOR to develop engineered drawings though a contract with a marina design firm to replace the existing marina. As you all know, the marina is in dire need of replacement, as it was built long, long ago. This grant is the first step in replacement of the marina with one that meets new design criteria and can be used during low water years. We are very excited to move forward with engineering and plan to begin that process soon. Secondly, we received an Oregon State Parks and BOR grant to replace the last remaining old restroom/shower building in the south camp loop with a new accessible restroom like the one we constructed in the north loop last winter. Along with the restroom replacement, we will be replacing the entire potable water system in the south loop and removing the overhead power lines and replacing with new underground service that will provide 50 amp service to the south loop campsites. This will be a major upgrade that will meet current RV needs and reduce staff time needed to constantly repair leaking water lines and electrical issues. This project will begin in late summer of this year and is the first phase of the campground infrastructure repair project that will include electrical and water line replacement in the north camp loop during the upcoming years.

As you can see, we are hoping for lots of snow to help fill the lake as high as possible, but in the meantime, we here at Jackson County parks are 100% committed to continuing to upgrade the park facilities to meet the needs of our users. We hope that we are doing well in that regard, as we realize that we are stewards of your lake and we take that seriously.

Please do not hesitate to contact me with questions/concerns and as conditions change, we will be sure to keep you all in the loop. We will hold a moorage holders meeting later this winter to help answer any questions you may have at that time as well.

Happy New Year,

Steve Lambert,

Jackson County Parks, Program Manager

7520 Table Rock Rd.

Central Point, OR 97502

lambersm@jacksoncounty.org

(541) 774-6303 Office

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

Repp's Racing Rules

Article provided by Vice Commodore Jesse Repp

In this month's Racers Corner I want to share an article I read recently on boat balance. Continuing on the theme from last month of making your boat more comfortable, finding boat balance is critical to sailing fast. When a boat is in balance it points higher, it turns more quickly, it provides more positive feedback, and it is faster through the water. This article focuses primarily on the jib, main and rudder; crew weight, position and hike are also critical to balance but we will focus more on that in another article. For more information on boat balance, search for "sailing a balanced boat". You will find some really great articles and videos.

—Jesse

TERRY'S TIPS: FINDING YOUR BALANCE

By Terry Hutchinson SAILING WORLD May 1, 2013

Sailing upwind can be a lot like walking on a tightrope. Finding your equilibrium is difficult. Once you balance everything, however, forward progress will come rapidly.

Getting your boat properly balanced upwind is a challenge.

The best sailors are always quick to find the fastest set up and get their boat consistently hitting target speeds. Good sailors will find the sweet spot here and there. The best do it in each race, no matter the conditions. It can seem like a dark art, however, there is no secret to getting your boat balanced. The boat will tell you everything you need to know.

To get a rough idea of your boat's balance, trim to where the sails look good to the eye and let go of the tiller. A boat that turns quickly into the wind is either over trimmed on the mainsail or under trimmed on the jib. Conversely a boat that bears-away quickly is most likely over trimmed on the jib and under trimmed on the mainsail. Ideally you'd like to get the boat to a point where it tracks —i.e. sails straight—and can be driven, or will head up only slightly if you let go of the tiller. This slight amount of weather helm will indicate that you have some positive rudder angle.

When you find that balance, mark your sheets, both main and jib. These marks will provide reference points for the trimmers and helmsman. If you want to set up the boat with a narrow groove, you'll want more sheet tension and tighter leech on both sails. A wider, more forgiving groove requires a little bit less tension on both sheets.

When you really get this right, the twist profiles of both sails will match. This can be difficult to see from onboard the boat. A chase boat with a camera is invaluable when trying to fine-tune the twist profiles of your upwind sails. If no chase boat is available, look toward the luff of the mainsail. A bubble there is caused by the blow back from the jib. If there is no bubble, chances are the jib is very flat or not trimmed on enough. Conversely a mainsail with a big bubble or one that is breaking up and luffing a lot will mean the lead is too far forward or the jib is trimmed too tightly for the conditions. Too much in-hauler, if your boat has one, can also be the culprit. Experiment with the extremes so that you can see the cause and effect of having the jib lead forward or aft.

Once you have found the settings that create a similar twist profile for your main and jib, you want to get into a line up with other boats to check your speed and height. Working from your trim reference points, you can quickly fine-tune the mode by comparing your performance to other boats. In flatter water you should



see sails that are trimmed flatter and harder. In chop it's the opposite: deeper in the bottom and more twist up high to allow the helmsman more flexibility to drive through the waves.

Whenever you find a setting that works for a specific condition, make a note of the placement of your reference marks and of your sail controls—outhaul, Cunningham, boom vang, in-hauler, jib car position—so you can repeat it when you see those conditions again, or when you get to the leeward mark and have to go upwind again. Finding the sweet spot for any combination of wind and waves is the hard part, repeating it should be easy.

No matter what, the basic principle still stands: Let the helm go and see which direction the boat wants to go. The boat will always tell you what you need to know.

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

Sailing Fun at Key Largo

Article and Photos provided by Win Dawson

The Key Lime Sailing Club is right on the bay [*Florida Bay—ed.*] and feels a lot like summer camp with daytime activities and campfires in the evening. It's a low-key environment (think 1960's Florida Keys style cottages) on the north end of the Keys with a few restaurants and a casual night club within walking distance.

Each cottage rental includes the full use of a Catalina 22 sailboat for the week, and ready access to the resort's inventory of kayaks, canoes, and paddle boards. Eight of us sailed Buttonwood Sound, basked in the sun, and towed kayaks to an area where we could explore mangrove paths and tunnels. The seas were calm and the wind was light to moderate, so sailing wasn't challenging. However, as a group, we managed to have opportunities to practice techniques for retrieving a boat hook accidentally dropped overboard and dislodging a mooring line that decided to



RYC members Jack Vitacco and Win Dawson with relatives Jeff and Patty Dawson meet with their Key Lime captain (center).



wrap itself around a keel. We tried other more advanced pursuits as well . . . like running wing-and-wing and hove-to. We enjoyed the practice.

Several manatees hung out near the resort so it was easy to kayak among them, and we were entertained by a preteen manatee that kept nibbling on the bow line of another kayak.

Our plans to snorkel and/or dive at nearby John Pennekamp Coral Reef State Park were thwarted by some less than ideal conditions,



but one member of our group braved some choppy water to do her open water dives to complete scuba certification. We utilized a couple of rickety cruiser bikes from the resort, as well as a few rental bikes, to access the bike path for our errands and a trip to the annual Stone Crab & Seafood Festival.



All in all, it was a very casual, enjoyable water sports week that gave us an opportunity to re-test our sea legs. We also started to think about how we can get out on the water this summer even if the drought continues and our lovely Howard Prairie Lake isn't the best option.

Key Lime Sailing Club link: <http://www.keylimesailingclub.com/index2.htm>



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

RYC Board Meeting: January 24, 2015

M i n u t e s

Present: Cindy Broadwater, Patrick McLain, Karen McLain, Jesse Repp, Jeanne Barbara, Dick Barbara and Jay Harlan.

Call to Order at 10:30 a. m.

Minutes read and approved from December 11, 2014

Reports:

Treasurer's Report

- Jay is going to sit down with Cindy to input fixed value of assets.
- Cindy went over new system through Quick Book to include RYC balance sheet, profit and loss YTD, transaction detail by account (currently 16 paid members), check register, and budget overview. Cindy will print off P@L and budget overview for meetings. Jay motioned to accept financials as presented and approve new structure.

Old Business

- Small boat search - Looking for 3 sunfish and Dick is asking for more input regarding searches. Jesse will contact West Coast sailing.
- John Kling offered a free boat that is housed in Crescent City (this can be used for teaching). Cindy stated that she will donate moorage to house the boat. If we receive any other free boats Cindy stated that she has space to store.

New Business

- Salmon Bake - February 28 = Primary message is that we are in a drought season and we all need to work together to make it work. Need to have a 50/50 raffle (Heads or tails game). Send out invite and membership drive by February 2 (Dick, Jeanne, Patrick and Cindy). The cost will be \$10 per meal for adults, \$5 for kids 12 and under, \$10 for 50/50 card. Please bring a side dish for at least 10 (A-E - appetizer, F-N - salad, O-Z - dessert). Last chance to pay earlybird dues which is \$75.

Next Board Meeting- February 17, 2015

Year Round Trout & Bass Fishing

Lost Creek Lake & Marina

GOT LOST?

(541) 560-3646

OPEN YEAR-ROUND

Everything You Need for an Oregon Adventure!

Wake Boarding • Hiking • Biking • Camping

Store & Restaurant: Breakfast-Lunch-Dinner
BREAKFAST SERVED ALL DAY!

WE RENT BOATS AND MORE!
Ski Boats, Sea Doo's, Pontoon Boats, HouseBoats, Sailboats, Kayaks, Aluminum Boats, SUP Paddleboards
AND... Bikes, Tubes, Pedal Boats, Wake Boards, Fishing & Hunting Licenses Available

BOAT SLIPS / BOAT RENTALS
WATER / ICE CREAM / FOOD / BEER
WINE / SODA / TACKLE / ICE / GAS

35211 Hwy 62, Trail, OR 97541
Joseph Stewart Day Use Area - near mile post 33
www.LostCreekLake.com



P. O. Box 723
Medford, OR 97501

www.rogueyachtclub.org



Tim Fihn, Owner 541-665-2920
4399 Table Rock Road • Central Point, OR 97502
www.4-seasonsmarine.com



Collins Sailing Supplies
Books • Hardware
Accessories • Rigging • Repairs
dpcollins@grrtech.com
Dana & Pat Collins 3480 Viewpoint Dr.
(541) 773-7943 Medford, Or 97504

PETER L. CIPES
Building Design
CUSTOM HOME PLANS
New Homes • Additions • Remodels
SOLAR & GREEN DESIGN
Ashland, Oregon 541-488-1096
WWW.PETERLCIPES.COM

Augie's Fiberglass & Boat Repair
All types of fiberglass repairs and gelcoats

- Insurance Claims
- All Makes & Models
- Structure Repair
- Fiberglass Products Sold
- Boat Detailing
- Custom Fabrication
- Molds
- Parts
- Tower Installations
- Boat Storage

Office: 541-734-8582
Cell: 541-292-3075
Fax: 541-772-8183
Augie Benson 779 Vilas Rd., Central Point, OR 97502



AMR Boat Repair
Mobile boat service & repair
Andrew Stone
owner



541-601-4346
www.amrboatrepair.org
amrboatrepair@outlook.com