



## *Tell Tales*

### Commodore's Log

by Dick Barbara

### M o v i n g   F o r w a r d !

It's almost March and I still have many maintenance jobs to complete before the boat goes in the water! It's good to have a plan for the boat this year that includes water. Last year, she stayed on the trailer all summer long. This time of year, I always feel in a rush to get the boat launch-ready. I want my boat to be in showroom floor condition before I drop her in the water. Well, I've owned sailboats all of my adult life and I have only once been totally caught up on boat maintenance jobs. That was in 1981 and I only had 14 feet to maintain. My mantra this year is "little by little" when it comes to getting and keeping our sailboat in shape. This weekend I plan to tune the rigging while I have the mast up and track down some electrical issues as well. Next week after work, I hope to install a fully charged battery and rub out some scuffs on the hull... and the list goes on and on. I hope to have Tramontana ready for launching at Lost Creek Lake by the end of March!

With the Salmon Bake scheduled for February 28th and the on the water portion of our season a month or so off, as your commodore, I'm beginning to shift into a higher gear that is necessary to pull off the events that your RYC board has scheduled. At our last board meeting, we made the mental shift to go forward with a full, yet modified, calendar of sailing events at Lost Creek Lake. Our usual Spring Series will commence in April at Emigrant Lake where some hearty Laser, Sunfish and C15 sailors will brave brisk early spring winds. Our free sail classes are scheduled for mid-May where our club has an opportunity to give some sailing instruction, while hopefully reeling-in a few new members. We will be having our traditional perpetual trophy races, such as the Ice Breaker, Jensen and Stamm at our new venue at Lost Creek. We are planning to have potluck lunches before these perpetual trophy races to socialize before we do battle. We also are planning 4 other social events that will likely take place closer to home. Stay tuned for details on those events. In other developments, we are planning to assist and instruct young sailors from St. Mary's School in Medford and from a Boy Scout troop in Ashland. Wow! That seems like a lot to do and much fun to be had! We'll need all hands on deck to make this season a success.

**Let's work together to make this the best season yet.**

## [RYC 2015 Calendar](#)

UPDATED BEGINNING MARCH 2015

### [March](#)

17 Tuesday—**MEETING**—RYC Board of Directors Meeting

### [APRIL](#)

1, 8, 15, 22, 29 Wednesdays—**RACE**—Spring Series

15 Wednesday—Howard Prairie Lake Resort opens.

### [MAY](#)

02 Saturday—**SOCIAL**—Boat Parade  
At Lost Creek Lake. More details to come.

06, 13, 20, 27 Wednesdays—**RACE**—Spring Series

07 Thursday—**EDUCATION**

Free, Introduction to Sailing Course.  
Classroom session.

TIME & PLACE: TBA

09 Saturday—**EDUCATION**

Free, Introduction to Sailing Course:  
On the water session

TIME & PLACE: TBA

16 Saturday—**CLUB WORK**—Committee barge launch.

TIME & PLACE: TBA

18-22 Monday-Friday—**EDUCATION**—Introduction to  
Sailing Course for students at St. Mary's School: Class-  
room sessions daily.

NEED: RYC members to volunteer to help with instruction.

23-24 Saturday/Sunday—**RACE**—Whiskeytown Regatta  
[www.whiskeytownsailing.org](http://www.whiskeytownsailing.org)

30 Saturday—**RACE**—Ice Breaker Trophy

PLACE: Lost Creek Lake, TIME: TBA

### [June](#)

3, 10, 17, 24 Wednesdays—**RACE**—Spring Series

13 Saturday—**SOCIAL**—Capture the Flag

PLACE: Lost Creek Lake, TIME: TBA

27 Saturday—**RACE**—Jensen Trophy Race

PLACE: Lost Creek Lake, TIME: TBA

### [July](#)

11 Saturday—**RACE**—Stamm Trophy

PLACE: Lost Creek Lake, TIME: TBA

25 Saturday—**RACE**—Lost Creek Classic

PLACE: Lost Creek Lake, TIME: TBA

## A T h a n k   Y o u

A big thank you to John Kling for donating a 15' sailboat to the club. It will be kept for use as a club boat.



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

### **Socializing, the Glue Keeping RYC Together Social Volunteers Needed to Plan Events**

*Article by Bill Horton, editor*

Our social trustee, Patrick McLain, has said that he and the board are developing a plan to have four summer social events. Patrick is looking for four volunteer club members to host and plan one each of the four events. Without volunteer hosts for these events they may not happen, and for the health of RYC it is important to maintain our social connections. One event could be a reprise of last year's wine tasting, one might take place somewhere in Medford and another could be at Lost Creek Lake. All of this planning, of course, would be done with the cooperation and guidance of the RYC board of directors.

It is important to remember Rogue Yacht Club was originally and still is incorporated as a non-profit social organization (501c7). Way back in 1958 a hardy group of local sailors joined together to form a social bond through sailing that has lasted and grown throughout these many years. They began at Emigrant Lake and then moved the club to Howard Prairie Lake in 1962. Most, if not all, members formed a competitive bond with racing each other in El Toros, Sabots, C-Larks, and Lidos. However, they also developed a social bond on land that sustained the club throughout the winter and during low water years. These social events, consisting mostly of dinner get togethers, provide club members with a positive way to talk sailing, drink wine or beer, talk sailing, eat interesting food, talk sailing...well, you get the idea. As the membership has changed from strictly racers at the beginning to a club with a mixture of racers and aging cruisers who are less interested in formal structured race events and more interested in raft-ups, potlucks, and spending the night on the water, we all must remember that it is the social glue that keeps RYC together. During these low water years at our home base it is increasingly important that we remember to pay our dues, find ways to get on the water, and socialize with each other.

Any member interested in helping maintain our social lines this year should send Patrick McLain an email at [kpm-clain88@gmail.com](mailto:kpm-clain88@gmail.com) or phone him at (541) 941-9007. Help keep your club viable for what could be a very draughtful summer.

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

### **Crew Weight and Boat Balance**

*Article by Vice Commodore Jesse Repp*

Last month's *Racer's Corner* focused on finding balance on your boat using your sails. This month we will focus refining boat balance using crew weight. Understanding how your crew moves and positions themselves on a boat can

greatly impact how a boat turns, points and moves through the water. Crew weight and how it is used varies greatly by direction of sail, wind speed, flatness of water and even sail trim. Crew on a race boat requires full attention and movement at all times to keep a boat in balance. There are 4 key factors that need consideration for balance with regards to crew weight.

- 1. Side to side**
- 2. Fore and aft**
- 3. Up and down (vertical)**
- 4. Time**

Lets take a look at how these four factors impact boat balance.

#### **Side-to-side weight placement**

The weight position from side to side is critical for turning the boat, point, maximizing stability, and impacting helm and even sail shape.

Since rudder movement causes turbulence and drag, use crew weight and movement to steer the boat and minimize rudder motion. Since heel makes the boat turn, use crew weight to induce or reduce heel steer the boat. The further you move away from the center of the boat, the more of an effect your weight movement will have on the boat. That's why, on a wavy reach or run, dinghy sailors sometimes sit on opposite rails (instead of in the middle). This way their body movements have more influence on the heel of the boat, which makes it easier to steer up and down the waves with weight.

All boats have an optimal level of heel for both upwind and downwind performance. Make sure you have a Levogauge on your boat located where crew can see it. Once you locate optimal heel for speed and balance, task your crew with maintaining optimal heel throughout the race. One of the most important reasons for moving weight side to side is maintaining optimum helm. Upwind, every boat has a certain amount of windward helm that produces the best performance. Downwind, a neutral helm is usually fastest, crew must move constantly downwind to keep the boat flat. Weight placement is critical for light wind speed and acceleration. Keeping weight on the leeward rail helps heel the boat maximizing sail shape in light wind. As the ind increases, slowly move weight to the windward rail paying spacial attention to maintaining heel at all times. Increased stability is another reason for moving side to side. When you're in over-powered conditions, get your weight as far from the centerline as possible.

#### **Fore-and-aft weight placement**

The question of how far to move forward and aft is a matter of sailing the boat on its lines, reducing drag, minimizing pitch and optimizing the amount of helm you have.

Most boats have a clearly painted water line that is much more than an aesthetic. The water line usually runs from knuckle of the bow to the bottom corner of the transom,



and when sailed level usually gives the boat its most efficient underwater shape. However, other factors sometimes override this. In light air, for example, move farther forward to lift the flatter stern sections out of the water and reduce drag. In heavy air and waves, move aft a little to keep the bow from plowing. In choppy condition crew should stay tightly grouped in order to concentrate weight as far as possible from the ends of the boat, which reduces pitching moment. Fore- and aft weight placement can also have a significant effect on helm. When you want more wind-ward helm, such as in light air, you should move your weight forward. To reduce helm, which is usually desirable in a breeze, move aft.

#### **Up-and-down weight placement**

Vertical position on a boat can impact drag and boat pitching. Consider how hard some sailors work to get ounces of weight out of the mast. Concentrate weight down low, to reduce pitching in a seaway. It works the same way with crew weight. If you sail upwind in waves with all your crew sitting on top of the cabin, your boat will hobby-horse a lot, and you'll be slow compared to a boat with everyone lying on the cabin floor. So keep your weight as low as possible in waves.

#### **Timing weight movement**

Now that you know know and have mastered where to have weight on your boat, its time to master when to move weight. It is important to have consistent commands for tacking and mark rounding so the crew knows when to begin turning the boat. In light wind, the crew can almost complete a tack without the helm if timed properly. Minimize unnecessary crew movement and keep weight in an active position as long as possible.

#### **Conclusion**

Make sure you understand the rules about crew weight and weight placement. Rules are in place to keep sailors safe and on the boat. The torso of crew on the rail must remain inside the lower lifeline at all times. Many classes have specific rules on weight limits, crew placement and specific actions that give unfair advantages.

As with all topics we have discussed in the racers corner, your boat will provide feedback and tell you what is working or not. Experiment with moving your crew around to make the boat turn, minimize drag, reduce pitching and get the right balance out of the helm.

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

*If you didn't clean your Sunbrella® tops and covers the last time you removed them from your boat and stored them for the winter March is a good time, to take time, to make sure that your tops and covers are kept in Bristol fashion. Below are the guidelines from Glen Raven®, the makers of Sunbrella®, for care and cleaning of their marine products.*

### **Marine Tops and Covers Care and Cleaning**

One of the best ways to keep Sunbrella® fabrics looking good is to hose fabrics off on a monthly basis with clear water. This helps prevent dirt from becoming deeply embedded in the fabric and eliminates the need for more frequent vigorous cleaning. In most environments, a thorough cleaning will be needed every two to three years.

#### **General or Light Cleaning**

To clean Sunbrella® while still on a boat, follow these simple steps:

- Brush off loose dirt.
- Hose down.
- Prepare a cleaning solution of water and mild soap such as Woolite® or Dawn® dishwashing liquid.
- Use a soft bristle brush to clean.
- Allow cleaning solution to soak into the fabric.
- Rinse thoroughly until all soap residue is removed.
- Air dry.
- May not require re-treatment depending on the age of the fabric.
- If stubborn stains persist, you can use a diluted bleach/soap mixture for spot cleaning of mildew, roof run-off or other similar stains (see our Stain Chart for specific recommendations).

[www.sunbrella.com/stainchart](http://www.sunbrella.com/stainchart)

#### **Heavy Cleaning for Stubborn Stains and Mildew**

- Sunbrella® fabrics do not promote mildew growth, however, mildew may grow on dirt and other foreign substances that are not removed from the fabric. To clean stubborn stains:
- Prepare a solution of 1 cup bleach and 1/4 cup of mild soap per gallon of clean water.
- Soak affected area in solution for 15 minutes.
- Remove stain with a sponge or clean towel.
- Rinse thoroughly to remove all soap residue.
- Air dry. Remember to protect the area around your Sunbrella® fabric if using a bleach solution. Carpet or other fabrics that are not Sunbrella® may have an adverse reaction to the bleach. If a boat cover is suitable in size for a washing machine, these steps should be followed:
- Use mild soap.
- For heavier stains add 1 cup of bleach to wash.
- Wash and rinse in cold water.
- Air dry. Never apply heat to Sunbrella®.
- Re-treatment for water and stain resistance will be necessary after machine washing.

#### **Re-Treating the Fabric**

- As part of the finishing process, Sunbrella® fabrics are treated with a fluorocarbon finish, which enhances water repellency. This finish is designed to last for several years,



but must be replenished after a thorough cleaning. Based on test results, Glen Raven® recommends 303 Fabric Guard® as the preferred re-treatment product for Sunbrella® fabrics. Fabrics should be re-treated after thorough cleaning or after five years of use.

**Applying 303 Fabric Guard®**

303 should be applied to Sunbrella fabrics after each thorough cleaning, which typically removes the original finish and reduces the fabric's water repellency.

- Clean Sunbrella fabric, using one of the cleaning methods.
- Allow Sunbrella to completely air dry.
- Apply 303 Fabric Guard in a well ventilated area following instructions on the container.
- Apply 303 in a thin, even coat and allow fabric to dry completely.
- Apply a second thin, even coating of 303. (Two light coatings are more effective in restoring fabric water resistance than a single heavy coating).
- Note: A 15-ounce bottle provides coverage of up to 50 square feet of fabric.



**Helpful Hints**

**DO NOT Dry Clean Sunbrella® Fabrics.**

Protect the area around the Sunbrella® fabric when using a bleach solution – bleach may discolor non-Sunbrella® fabrics. Always rinse Sunbrella® thoroughly to completely remove bleach. Please be aware of the environment when cleaning with bleach. Bleach can have harmful effects on the natural environment around you. We do not advise using bleach if you are surrounded by a body of water or other environment that could be affected.

Sunbrella® air dries very quickly. Machine drying is not necessary.

If fabric has some wrinkling, use an iron, if necessary, but only on the synthetic setting. As some irons exceed the recommended temperature on the synthetic setting, test a small inconspicuous area before ironing entire piece. DO NOT use a steamer or iron set to steam setting.

Use of bleach and/or advanced age of the fabric application may impact the deterioration of the sewing thread and other non-Sunbrella® components.

**C l u b   B u s i n e s s**

**RYC Board Meeting: February 17, 2015**

**M i n u t e s**

**Members Present:** Jay Harland, Patrick McLain, Karen McLain, Jeanne Barbara, Dick Barbara, Jesse Repp, Cindy Broadwater

**Call to order** at 6:30

**Reading and approval of January 2015 minutes.**

**Reports**

- Treasurer's report - \$192 for mailing and Lost Creek matched. We sent out 250 mailers.

**Old Business**

- **Club Boat:** Jeanne and Dick picked up free boat (Edson 15 foot with aluminum mast). Needs work. Will store at John Wiggins place. Set up work day to help clean and fix. Jay to make a list of all the things that need to be done.
- **Sunfish fleet:** - John Marcowski (scout leader) is putting out ad on Craig's list to help search.
- **Calendar adjustments:** extend spring series through June at Emigrant lake. Have rest of races at Lost Creek lake and start later in the day. Start with 3 trophy races. Jay suggested that we could do lunch social then go out on the water for racing. May 2 (boat parade), May 30 (Icebreaker Trophy), June 13 (capture the flag), June 27 (Jensen), July 11 (Stamm), and July 25 (Lost Creek classic).
- **Insurance:** Board voted to buy insurance this year then keep track of on the water events and report cost effectiveness at the September meeting. Let members know of insurance struggles at Salmon Bake.
- **Salmon Bake planning:** February 28 at Girl Scout building. Bring a dish to feed 10, Ask 4 people to take on 4 social events in the valley (i.e. Belle Fiore Winery). Volunteers for bbq's (Cindy, Jesse, Derek). Jeanne to bring heads and tails for game. Dick to put together agenda. Patrick to send out email to remind everyone.

**New Business**

- **Youth Sailing:** Dick to arrange planning regarding sailing for St. Mary's and Scouts. Cindy has rental agreement to use. Dick will have boat safety class, and waivers signed prior to sailing.
- **Next board meeting:** March 17 at 4:30.



**S a l m o n   B a k e   2 0 1 5**



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