

The Bullship Log

Newsletter of the Rockford Yacht Club

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Meeting Location: Harlem Township Hall
819 Melbourne Ave.
Machesney Park, IL



No meeting at Harlem Township Hall this month

However, do join us for a full day of RYC activity at Pierce Lake on Saturday June 14th for our third annual **A Taste of Sail event.**

Thanks to Phil Knowles for loaning Preston Aylesworth his Quickstep 19 to take people sailing. Other skippers are Harley Johnson, Leo Wehner, and Allen Penticoff. We'll have a tent set up and people gathered around as dozens of people come out to sail with us. Bring your boat too if you can't come for the whole day. Or just stop by to chat. It is a fun time for all.

This year we even got a bit of television coverage when a sportscaster, Mike Curkov, from WIFR 23 contacted Allen and arranged for an interview and brief sail on Pierce Lake. It aired for a minute during the sports segment on the 5:00 news. We've also obtained good coverage from Doug Goodman in the sport section of the Register Star, the GO Section had us in the centerfold for Thursday and an article about the club appeared in the sports section of this week's Rock River Times. The club approved expenditure of \$250 for advertising, but for now the free variety is doing quite well.

Activities

Saturday July 19th will be the RYC Picnic. We'll be still having a meeting on Monday July 21st at the township hall. Looking for a program.

Picnic: July 19th, 1:00 @ Pierce Lake, Bay View picnic shelter. More details in the July Bullship Log.

Library

Librarian Dave Tarrant urges you to return those supremely overdue books and videos you have lying about your home. The guilty will remain anonymous.

Commodore's Corner

Hello All! A full plate for summer fun starts in June and July. It all starts with a Taste of Sail on Saturday June 14th. Allen has done a great job promoting this event and any support from club members is always helpful. This is a great time to invite someone new to get a taste of sailing and with gas prices so high and this event so close to home we look for great attendance.

Sam and I will launch Quickstep on June 20th and move the boat from Waukegan, IL to Kenosha, WI. I hope with the wacky weather most of the biting flies will be gone.

Also remember to check with Harley Johnson regarding our flotillas and sign up to participate with or without a boat. We can always find space for you.

I hope everyone has planned a fun filled summer and we hope you can make it to the meeting to share some of your own adventures.

Evans Walker
Commodore - RYC

Club Business

We took in \$126 from May's Nautical Auction. Thanks to all who brought and bought.

As of last meeting we had 39 paid memberships.

We had a visitor, Mike Ranz, of Rockford. Evans promised to have new directories at the July meeting. Come and find out if he does. Dick Spears gave a report on the NWSA/RYC flotilla at Lake Geneva (full story elsewhere this issue). A \$250 expenditure for advertising was approved to promote A Taste of Sail.

A message from the upper left coast

News from the Seattle based keel boat *Tango*.

We flew our RYC burgee during the Nauticat rendezvous race this spring. We did respectable in ~20 kts with a full complement of sails (genoa, staysail, main and mizzen). We caught the 33' boats that had a 30 minute lead in a race that only took an hour and 45 minutes. The rub rail was well submerged on occasions.

I've got the watermaker fully installed, still working on installing the SSB and have two refrigeration units and a new anchor windlass to install before we leave at the end of the month for a 2 month circumnavigation of Vancouver Island. I can't wait to be done working on *Tango* and get her under sail again.

Small boats are the way to go unless you have long distance cruising plans. Big boats are expensive, complicated, a lot of work and not as fun to sail as the little ones. Maybe there will be another small boat in our future after the big cruise.

--
Ron & Suzie Bauman
S/V *Tango*
Nauticat 43

RYC On the Tube

Tuesday morning, June 17th, WIFR 23 (a CBS affiliate television station) #2 sportscaster, Mike Curkov, contacted me about getting some shots for a pre-quiz to our A Taste of Sail event that had been mentioned in the Sunday sports section of the Register Star. We quickly realized that there was only one place for a decent sailboat video shot - at Pierce Lake.

I arranged to meet him at 1:00. Arriving at the lake about noon, I found RYCer Tom Atwood had just come in from sailing his Sunfish. It was a beautiful day for sailing - rather windy actually. Tom paddled while I steered my American 14.5 to tie up at the concession stand dock for the interview and video.

Mike and the cameraman, Tim (if I remember correctly) arrived on time. We had to redo the opening as kids were bouncing the dock and we had to chase them off. After the on-dock interview I took Mike out in *The Little Bote*. We sailed off the dock without need of the jib, or even a push for that matter. I did give Mike the five minute version of what he'd learn at A Taste of Sail, and he was good with the tiller. We tacked and headed back toward the dock so the camera could get some close up sailing shots, then back out for a couple more tacks before coming back in. The wind was perfect for a head-to-wind stop at the dock, and as Mike reached for the dock to stop us, the cameraman was low on the dock and said, "That's the money shot." And indeed that shot did appear on the segment later, Mike having a bit of a distressed look from not quite knowing what to do about stopping the boat. After the segment, which aired only on the 5:00 sports program, his fellow newscasters teased him that he looked anxious to get off the boat. Au contraire, Mike was very comfortable on our sailboat. They went off in search of people fishing for a segment that appeared on the 10:00 news instead of a repeat for us. They did do a credible job on piecing the segment together. I had a few "wish I had's" but nothing awful. And a minute run time is quite a bit.

Continued >>>

It was too nice to stop sailing, so I went out for a bit of solo sailing. Then upon return - there at the dock was my smart car driving writer friend, Kelly Epperson, whom I'd called to come out sailing if she had a chance. She played hooky from writing and took me up on her first chance to go sailing. It all worked out well - except all that time was supposed to have been devoted to getting the Bullship Log done! Oh, well. Tough to pass up.

I taped the segment and will see what it takes to get it onto a DVD/on our website to share.

Allen Penticoff

Lake Geneva Flotilla Report by Dick Spears

The first RYC / NWSA combined sail of the year was scheduled for Saturday, May 17, 2008 at Lake Geneva in Wisconsin. The weather forecast was for ideal temperature with a clear sky and good sailing winds, with the possibility of 30 MPH in the afternoon. That said it all.

Trailing their boats to Fontana launch ramp were: **RYC : Dick Spears MacGregor 25 ; Harley Johnson O'Day 23; NWSA Paul and Joe Bickner Hobie 14**. There was a total of 4 boats and about 20 sailors. The rigging went smoothly, with assistance of willing crew members, with no major problems.

Crew joined the captains on the various boats which left the Fontana dock between 9:30 and 10:30 AM.

The winds were strong (too much for the working jib). The winds picked up as the morning progressed which greatly increased the enjoyment which was enhanced by the pleasant conversation and congenial crew.

Most of the boats stopped at Williams Bay dock for a pleasant lunch with good conversation, good lakefront scenery, and a refreshing onshore breeze. Wayne Eisel joined us at Williams Bay and later sailed on a Precision 18 with "Bob" who was at the Williams Bay dock.

Dick Spears was going to put a reef in the main sail at Williams Bay, in anticipation of the forecast afternoon winds, but instead added the weight of one more crew member. It worked well. That day adding one crew member was equivalent to adding one reef in the main.

After lunch, the boats left the Williams Bay pier anticipating an afternoon of good sailing. We began the afternoon of sailing with good winds, good temperature, and enjoyable company. Most of the boats docked back at Fontana at about 4:00PM, others came in later. The boats were unrigged with the help of many crew members. Most of the sailors headed to Gordy's restaurant for an early dinner, general camaraderie and sea tails after an eventful day of sailing. NWSA's Joe Richart also joined us for dinner.

Sailing with **Dick Spears** were: RYC **John Reh, George Kittner**, NWSA Dave Beakey, Bruce and Debbie Streeter, Mary Gynn and Asayo Horibe. With **Harley Johnson** were: RYC **Eric Mueller, Marty and Brian O'Connor**, NWSA Sandy Krugman, Laura Faliceitti, Phil Goodwin, Mike Saavedra.

A special thanks to the captains who brought their boats and made it possible for so many to enjoy a great day of RYC / NWSA sailing.

Dick Spears, RYC "Geneva Frostbite 2008" cruise coordinator

- [RYC members in boldface.](#)
- [NWSA = Northwest Sailing Association](#)

Lake Mendota Memorial Weekend 2008

By Allen Penticoff



Saturday: It was amazing that we got going when we did as I had held a 40th anniversary of my first flight party the night before. A bit groggy, but Ruth and I plugged along, with no hard and fast deadline to roll out of the driveway. We missed the 7 o'clock target by two hours. After taking our usual back roads route to Madison we arrived at Marshall Park ahead of the Siegworths and ahead of much of the day's ramp activity. By time we were in the water nearly all the parking spaces were taken.

We hung out while the Siegworths rigged their O'day 26, *Martha J*, and kibitzed with them and the many other sailors arriving with their boats. It is a weekend when many of the sailors who keep their boats moored on the lake through the season appeared for launching. The day was cloudy and a bit cool to start, but plenty of wind. The Siegworths lagged behind, waiting for two passengers, Christopher and Margaret (*Polish doctors from Beloit who bought one of the homes Bill has built*). Ruth and I headed out with *Thebote*, our 1989 MacGregor 26, beating into a stiff east wind with the working jib and main being just the ticket for the day.

I should have brought a warm hat. With temps barely into the 60s and the wind coming across the cool clear water, a bit more warm clothing would have been nice. Still in recovery from the night before, I eventually went below for a nap, leaving Ruth alone to sail our boat. I did not exactly sleep, and was aware when she went and made tacks entirely on her own. Way to go girl. She enjoyed the solitude of a nice sail by herself. I enjoyed the rest.

After a while, still sleepy, we pulled over and anchored very close to shore at the tip of Picnic Point wedged in between fishing boats. Here, completely out of the wind, we basked in the sun which had appeared and the warmth it provided. Eventually we needed to escape the sun and went below. After some time I wondered about the Siegworths, whom we'd not seen all afternoon. A quarter mile off our bow I saw the *Martha J*, genoa rolled up, sailing erratically. What's up with that? We soon witnessed Bill launching their cruising spinnaker – and off they went to the west. Finally our call was returned. We'd follow behind and meet them all for a tie up in Marshall Park and a hike up to the every wonderful Imperial Palace for dinner.

We all had a good time at dinner, but upon returning to the boats well into darkness of the evening, we were all a bit tired and not up to going out sailing to an anchorage. So

once again we stayed rafted, tied up to the free dock (not a ramp lane) in Marshall Park for the night. No problems for us sleeping.

Sunday starts with walks and use of the public "facilities." Coffee on *Thebote* and hanging out in the harbor as things warm up a bit. After a while, I spotted a scruffy sailboat, *Maggie's Dinghy*, being launched by a guy I know from iceboating in Madison, Peter Fauerbach and his wife Maggie. They chose to put the boat in the water mast down to avoid going up and down a ladder. Having just put a new roller furler on the *Aquarius 23*, it needed a lot of rigging work. Bill and I helped Peter and Maggie sort out what needed to be done and got them on their way in quick fashion. They keep their boat on a mooring ball not far from Marshall Park and like to take easy sails to the other side and back when a beam reach is possible in both directions – two hours and three beers. Peter owns the *Fauerbach Brewery* in Madison, a fifth generation family run business for 121 years, excellent beer, and a long connection to iceboating. Peter is a very good friend to have come to iceboat meets! Website: www.fauerbachbrewery.com

Time for sailing. We decided to leave *Martha J* at the dock and take our MacGregor sailing so we could sail together. This worked out well. We still had the genoa on from Saturday's speedy downwind run back to the harbor, but the wind was still quite fresh from the east, so we left the main cover on and sailed on the genoa only. Just right, plenty of speed and control. Bill handed the tiller most of the time as we sailed over to the university waterfront and tied up to the Hoofers dock. As the Hooper sailors were not out in full force, Bill thought we could get permission to tie up for a while. And indeed we did. In all the years I've sailed here, I've not once asked them if I could tie up to their docks – having long ago been chased off. We did use the west-most dock that was seeing the least action.

It was sunny now and Bill could stop complaining about the lack of sun. I claimed it a nice day if you could sail and not freeze at the same time. Now with a borrowed hat, things were much nicer. The four of us explored the Union and settled in for lunch at *The Rathskeller* cafeteria. Bill was looking forward to a beer and popcorn, but that bar had not opened yet. Following lunch we went for a two mile walk along the scenic shoreline west of the Union and Hoofers area. Bill finally got his popcorn and beer on return and we all sat and relaxed indoors at the other café overlooking all the people out enjoying the terrace and its hundreds of colored chairs on the Union terrace. We thought about getting an ice cream there, but passed on waiting in line for it. There is also a gift shop at the hall and several computers available to the public with internet access. We'd checked the weather on them and found the skies to be rain free – quite different from the forecast.

We sailed briskly back to Marshall Park so the Siegworths could retrieve *Martha J*, then we headed out to anchor in the bay at Picnic Point in the lee of the tree covered bluffs. Expecting storms later, we set out our Delta plow off the bow and the danforth off the stern with plenty of scope on each. I watched the danforth dig in, but had not checked same with

the plow. A bit later the *Martha J* showed up and we began to have them raft up when the sky darkened and thunder rumbled. Bill wisely chose to move off and anchor 100 feet away. We continued to set the anchors and be ready for storms. But the first storm did not hit us in the bay directly, so we all sat in our cockpits and watched the lightning off to the north and east of us. Eventually the next storm came along and sent us below for the night.

During the evening we were rattled awake by a nearby lightning strike and later some very strong winds battered our stern. But despite our closeness to shore, waves were lapping at our stern. Oh well, we're anchored well, so I slept through the three storms that came along only to arise Monday morning in a bit of shock to see we'd swung parallel to the shoreline bow north hanging only on the stern anchor. The plow was now underneath *Thebote* so I pulled it up, dumped the huge ball of weed off it and threw it back out to hold our bow into the light swells rolling into the bay. At first I thought the stern anchor had drug too, but we later learned that Bill had fed out nearly all his anchor line on both anchors, so that *Martha J* was now just simply closer to us than she was before. While things looked fine over there, after rafting up later for our morning chat, we saw that their bow line was wrapped around three different logs lying on the bottom.

It was a perfect morning for hanging out. Sunny, warm, nice breeze. I had tuned in a local radio station that was chatting about what peace means on this Memorial Day. They invited callers to chat with them, so I dialed them on my cell phone and espoused my thoughts on the subject "from our sailboat on Lake Mendota on this beautiful day." Something a little different. After clean up we rafted with the Siegworths and chatted for a very long time. Eventually Marty broke the laziness and declared it was time to sail. And so we did.

Ruth and I hovered nearby to see if they needed help with their tangled anchor line, but they got it taken care of relatively easily. So with very little use of *O'l Stinky* the engine we'd gotten away and sailed off on just the genoa once again. The main still remained under its cover throughout our sail. By this time we'd gotten down to shorts and tee shirts and it was warm enough in the sun to sail dressed like this. Forgot the sun was shining on our pearly white skin. Ouch. But the sailing was glorious. Over into Warner Park bay, then over to the south shoreline and back to Marshall Park – a totally perfect day for sailing. Breeze kicking up steady whitecaps at times, a good romp in waves a foot or so high. Not shifty or too gusty, not cold or hot, clear skies and cold beverages. Sailing at its very best. Worth every bit of that effort it takes to trailer sail.

But alas, these good things do need to end, so about 4:00 ish we packed her in for the road trip home. The back road way is much more relaxing than that trip down I-90, so the feeling of relaxation stays with you until you're home. This was another great Memorial Day weekend sail. We hope you got to spend some time with your boat too.

Mendota photos in PDF/online Bullship Log below.

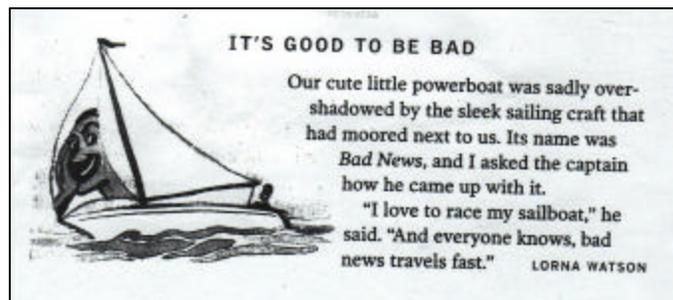
Taffrail Stuff

Below is a photo clipped from the **May '08 Boat U.S. Magazine, page 11**. A story about hurricane damage. What is interesting about the photo is that if you look at the trawler on the left side of the photo - it is a Grand Banks that I handled the insurance claim on after Hurricane Hugo struck Charleston, S.C. in September, 1989. A twenty foot storm surge swept the entire marina on a barrier island away and piled it all up on another deserted barrier island across the channel. To access the Grand Banks, which only had cosmetic damage, I had to be dropped off at the dock in the foreground and scramble across a variety of boats to reach it. The Grand Banks was eventually taken via the ICW to Ft. Lauderdale for repair work. This was a very interesting claim. I also had a number of aviation related claims in the area and was forced to use a hotel in Savanna, GA. as my base of operations! I commuted everyday on the highway until later when I began to rent an airplane for the trip. A lot of damage. Though people got by fine without electricity or working traffic lights.



Concentration of population and property on our coasts has led to increased economic losses from hurricanes.

[A sailing tale sent to me by my mother...](#)



Lake Mendota Memorial Weekend Sailing



Nothing to do with Mendota, but an interesting thing that was at our May nautical auction. Brought in by Brian Black (who bid on it!) and eventually sold via Evans' cell phone to a non-member who buys old outboards for parts.



A pretty little just restored wood runabout appeared for its first test run.



Don't need to OWN a truck to have a boat. Launched with a \$19.95 U-Haul rental.



Thebote and *Martha J* at Marshall Park



Marty tries out a perch on our hike. We saw a bunch of turtles on a log up a creek, but they don't show well in pictures.



Pete's *Aquarius 23*

Keep Going, Important Stuff on page seven.



A good way to deal with your main sheet on a small boat. As seen on the Hoofers boats.



No we're not in French Polynesia. A kayak? windsurf board? with two outrigger floats (rather blunt ones) rigged with a lantern sail (Sunfish?). He was sailing all over the place. Wish I'd sailed alongside for a better look at this unusual craft.

Sailing News

Clipped from Northern Breezes May '08
Please consider taking some action on this.

Boaters Need Legislators To Act Quickly On Newly-Introduced "Clean Boating Act Of 2008"

Bi-Partisan Legislation Would Permanently Restore Clean Water Act Exemption for Recreational Boats

A newly introduced Senate bill, "The Clean Boating Act of 2008" (S. 2766) promises to be practical solution to a looming permit deadline for recreational boaters, anglers, and charter boats.

Because of a lawsuit targeting ocean-going commercial vessels carrying ballast water, the U.S. Environmental Protection Agency (EPA) is required to implement an "operational discharge permit" for all vessels in the United States - including recreational boats - by September 30, 2008. Without a change in law, all boaters will need to obtain this permit, as early as this summer.

However, with a possible Senate vote in the next few months, Boat Owners Association of The United States (BoatU.S.) is urging recreational boaters to quickly contact their Senate and House legislators to support The Clean Boating Act of 2008.

S. 2766 was introduced on Thursday, March 13, by Senate Environment and Public Works Committee Chairman Boxer (D-Calif.) and Senator Nelson (D-Fla.). It follows two bills originally introduced in the spring and fall of 2007 as "The Recreational Boating Act of 2007" (H.R. 2550/S. 2067) by Representatives Gene Taylor (D-Miss.) and Candice Miller (R-Mich.) and Senator Mel Martinez (R-Fla.).

"Sens. Boxer and Nelson's bill now has the best chance of gaining widespread political support. As a result, we need every boater, every angler, and anyone who uses a boat to contact their

senators and representatives to ask for their support of this bill," said BoatU.S. Vice President of Government Affairs Margaret Podlich.

"S. 2766 recognizes the fact that normal operational discharges from recreational boats, such as engine cooling water or deck runoff from rain, should not be viewed under the Clean Water Act as being similar to a commercial ship's ballast water," said Podlich. "This bill does not weaken any existing environmental laws restricting the overboard discharge of oil, fuel, garbage, or sewage."

S. 2766 also requires the EPA and U.S. Coast Guard to investigate the need for potential management practices for some recreational boat discharges over the next three years. Each step in this development process will include a public comment period and be subject to "reasonable and practical" criterion.

"BoatU.S. has been working with the National Marine Manufacturers Association (NMMA) and other groups to seek a viable recreational boating solution to the upcoming September permit deadline. We appreciate the leadership shown by members of Congress who understand that applying a new permit to recreational boating will not accomplish anything tangible, and will only create a new non-optional bureaucracy," added Podlich.

To help boaters contact their federal legislators or learn more about the issue, go to <http://www.boatus.org> or <http://www.boatus.com/gov>

BoatU.S. is the nation's leading advocate for recreational boaters with over 650,000 members.

I urge you to contact our Senators who have yet to co-sponsor this bill. For the latest and further explanations, visit: <http://www.boatus.com/gov/>
RYC is a Co-operating Member of Boat U.S.
Allen