

The Bullshiplog

Newsletter of the Rockford Yacht Club



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Contact phone: Allen 815-874-9604

Website: www.RockfordSailing.org

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

Meeting: Monday, Jan. 15th, 2007 @ 7:00

Program: GPS Basics

Guest Speaker: Tony Polemarkis

Tony Polemarkis is the owner of *The Avionics Place*, a business at the Rockford airport that sells, services and installs aircraft electronics. GPS and loran navigation has been a big part of their business for years and Tony can tell us about how GPS works, its faults and how to best use it.

He will bring a GPS unit that can be used for aviation, auto, or marine purposes and demonstrate it.

If you have a unit you would like some help with understanding - please bring it to the meeting and we'll see if we can sort it out for you.

Commodore's Corner

It was wonderful to see so many members turn out for the RYC Christmas Party. What a terrific way to start the New RYC Year. I hope everyone had a great New Year's celebration - Sam and I were walking on the water a couple of times doing a little ice fishing in the Wisconsin Northwoods during the holiday. With the new year comes our first business meeting in January. We hope to keep the official business short so we can have plenty of time for the program and to talk about the upcoming Strictly Sail Boat Show in Chicago and plan for our next social event in February. Please be prepared to share some ideas for possible upcoming social meetings with the Activity Committee on Monday. I am taking some time to get our boating gear organized and repaired during these colder days. The good news is there have not been too many cold days in December and January so far, just ask Allen who was sailing on December 30th! I look forward to seeing you all at the upcoming meeting!

Sincerely,

Evans Walker
Commodore - RYC

Thanks

From Gayle Scheuer and Ruth Penticoff -

We would like to thank all who helped make the Christmas Party such a success: **Eric Mueller, Jean Larsen, Allen Penticoff** and a special thanks to **Bill and Marty Siegworth** for making the centerpieces. And to all 53 of you who came and had a good time - a near record attendance!

Our next event will be a Valentine's Day celebration on the weekend of February 10th or 17th.

2006 Awards

After several testimonials of mishaps, the vote narrowly went to **Nick Scheuer** for the "**Bad Captain Ron Award**" for overcanvassed sailing in the Pacific Northwest.

Bill Siegworth, last year's holder of the **Good Captain Ron award** - bestowed it upon **Allen & Ruth Penticoff** for "Always being there."

Awards - Continued

Recipients of the **Member of the Year** award went to **Ann and Preston Aylesworth** (below). The membership was inspired by their epic voyage in a very small craft.



Adventures in Hull Repair

by Leo Wehner

It was a dark and stormy night. Suddenly, there was a person standing next to my bed. It was 5:30 in the morning and my wife was trying to gently wake me from my slumber to tell me some important news. "Leo, your boat fell over". I replied, "Judy, that isn't funny" and rolled over to go back to sleep. "No really, your boat fell over." That's when I jumped out of bed.

Boats don't fall over. They heel, list, bob, plane, and most importantly, float. How could this happen? The story actually started two weeks earlier at Whitewater Lake in Wisconsin. The wind was strong and the channel was narrow. I should have been at the tiller instead of at the bow taking down the genoa and my 20-foot sloop was introduced to the rocks that lined the shore of this Kettle Moraine lake. The rocks are the typical glacier rounded boulders found in this area but fiberglass still loses every confrontation. I was relieved after a quick inspection below showed no evidence of incoming water but a trailer inspection later showed that several layers of fiberglass were not coming back to Illinois with me.

After I obtained an inflated repair estimate from a local fiberglass repair shop, I proudly announced to Judy, "I can do this". Her only word of encouragement was, "Don't". This project would also give me the incentive to remove the all of the bottom paint and apply a new uniform finish. This would be fun!

Our 20 foot Montego sailboat weighs 2800 lbs and is designed with a 600 lb. lead, fixed keel. On the trailer, the boat sits on the flat bottomed keel and is supported on the bottom hull sides with bunks to keep it level. To be able to refurbish the bottom paint, I wanted to raise the boat off the trailer several inches and remove the bunks to allow access to the entire bottom. Since I was going to embark on this project in my back yard, I created a firm footing on the soft ground with a lattice platform of 4x4s beneath the keel. Using a 3 ton floor jack, I found the balance point under the keel and slowly raised the boat off of the trailer. Since the boat

would no longer be held level with the bunks, I needed to devise a way to support the boat from side to side. To facilitate access to the bottom of the hull, I laid a twelve foot 2x4 across the cockpit gunwales and lashed it to the fore sail winches on either side. I then attached vertical 2x4 "spider legs" to each end of the cockpit 2x4 to provide lateral stability to the boat. For every 2 inches of vertical lift, I re-blocked the front and back of the keel and lengthened the port and starboard legs.

With the boat "securely" blocked above the trailer, the repair and repaint project could be started. As I worked on the bottom paint removal and the fiberglass repair, I wondered when the "fun part" was going to start. Although it was long, hard work, the paint removal and repair went well and the hull was soon ready for a new coat of paint.

After wrapping the topside of the boat and the trailer in plastic, a primer coat was sprayed on. Rain was forecast for that evening, so I rigged a 20x40 tarp over the boat using the horizontal mast as a ridge. I was satisfied that the gentle rain may cause the project to be delayed but at least would not be a setback. On the plus side, the garden needed water anyway. Which brings me back to the beginning of the story.

As heart-wrenching as it was to hear those words, the boat did indeed fall over. I jumped out of bed, grabbed a flashlight, and headed for the door. Judy provided sound advice as she left for work. "Don't do anything stupid!" A cursory look around the boat quickly revealed what happened. Although rain drops are individually "gentle", when they collect in a low spot on a tarp, they have strength in numbers. The weight of the pooled water pulled out the stakes that were holding the tarp to the ground. The newly formed swimming pool fell into the cockpit and moved the center of gravity quickly to the stern of the boat. The bow of the boat raised into the air allowing the keel to slide backwards off of the blocks. Similar to what is desired at a steep boat ramp, the boat launched itself stern first into the soft sod. The "spider legs" no longer were making contact with the ground which allowed the boat to roll over on its side, snapping the port leg off under the weight. You've seen the post-hurricane pictures. Very similar.



The importance of weight distribution!

Continued...

Sometimes you're good and sometimes you're lucky. In this case, I was lucky on three fronts. First, other than a few scrapes, there did not appear to be any major damage. Second, about 100 feet off the starboard side, there was a massive oak tree. Third, my brother in Milwaukee was available to help with the recovery effort and to keep me from "doing something stupid". As I waited for my brother to arrive, I gathered as many sizes of lumber scraps that I could. We fashioned two slings out of soft 1-inch rope and positioned each around the girth of the boat in front and behind the keel. Another 100 foot length of 1-inch rope was fastened securely about thirty feet high on the oak tree trunk. A steel cable ratchet winch connected the rope to the slings. Slowly and carefully, the boat was winched up and re-blocked an inch at a time. Our only time constraint was that we needed to get the boat back up on the blocks and level, remove the makeshift winching equipment, and put away the ladders before the boss came home from work. Mission accomplished!

After cleaning the grass and mud off of the hull, the painting was completed and the boat was returned to its cradled position on the trailer. Every "Captain Ron" moment should expand our knowledge and teach us a lesson. I definitely learned that whether you are sailing your boat on water or land, Mother Nature and how you plan for her unpredictable behavior, will play a large role in the success of your adventure.



The finished product.

About the Author

Leo and Judy Wehner are members who recently joined the Rockford Yacht Club. They have been sailing in the area with their Montego 20 since 1999. Leo is an Operations Shift Manager at the Byron Nuclear Plant and divides his off time between sailing and windsurfing (Hear that, Preston?). Judy is a Rural Postal Carrier in Oregon and also runs a small embroidery business from home. Their three children are grown and on their own in various locations between Detroit and the east coast.

Leo submitted this poem too...

Winds of Fate
One ship sails east and another sails
west
With the selfsame winds that blow.
'Tis the set of the sails
And not the gales
Which determines the way they go.
Like the winds of the sea are the waves
of fate,
As we voyage along through life:
'Tis the set of the soul
That decides its goal,
And not the calm or the strife.
Ella Wheeler Wilcox

December Sailing at Pierce Lake!

By Allen Penticoff



Scott Foster with his Melges 15 X-boat prepared to launch at Pierce Lake on New Years eve - eve 12-30-06

Yeah - I had better things to do.... in fact I was doing them. The door to the shop opened, it was Ruth with a message. Scott Foster had his boat ready for the road and wanted to know if I would sail with him.

Earlier I had planned to sail our *Little Bote*, just Ruth and I, on this warm damp cloudy breezy winter day of New Years Eve -eve. But it had drizzled a bit and got the roads wet. My interest in sailing faded. A boat project or two inside, out of the rain seemed appropriate. Then that call came.
 Continued....

I called Scott back. His crew was bailing on him, but he was still looking forward to taking his Melges X-boat out to Pierce Lake - as I'd suggested in an email to the "Lets Go Sailing" email group we now have. I agreed to meet him at his home in Machesney Park as soon as I finished a small boat project.

The prospect of getting wet on a 48 degree day made me pack a whole change of clothers to bring along and a camera for evidence.

It wasn't long and we had the X-boat rigged and ready to sail on deserted Pierce Lake. Not kind of deserted - totally deserted, until somewhat later when two kayakers appeared.

We sailed away from the dock and sorted out the plethora of extra lines on this race boat. It has nice wide side decks to sit on and a deep, wide foot well with good toe holds for hiking out. It would take a knockdown to get green water inside - nice and stable with great handling, a fine yacht for this day.

The 10-12 mph breeze was blowing straight up the lake from the east. Easy close hauled tacking to the far end and back. We poked into some of the coves and back out again for speedy beam reaches across the wind. We beat back eastward a ways, then nature having called me - it was time to head back in on a swift broad reach.

The wind faded as we approached the dock. A few strokes with the paddle and we were in with a perfect landing with the main sail still up. Fortunately the park has not removed the ramp dock yet and this day there was no competition from the fishermen for its use.

Snapped a couple of photos of Scott in the boat - then time to go, the park closes at 5:00 - and they mean CLOSED, as in shut in...though you can escape out the lane to the park office if you happen to get caught inside. We were out with time to spare.

We didn't get wet. We didn't get very cold. Warm jacket, hat, and gloves were all we really needed. What we got were big smiles. We both needed this. I'm glad I got the call - those projects can wait on a post-Christmas sailing gift like this.

--- Allen

CLUB MISSION STATEMENT

The Rockford Yacht Club is a non-profit organization dedicated to the enjoyment of boating activities in the upper Midwest, with an emphasis on sailing. Safety, education, camaraderie, and community involvement are our primary programs and activities.

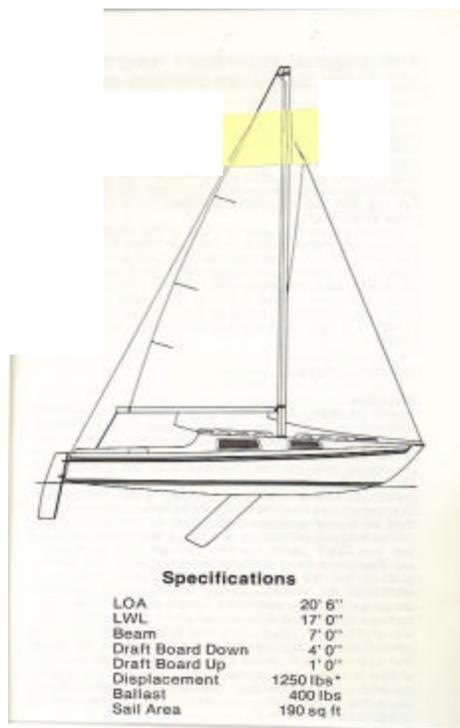
BOAT US AGREEMENT

The Rockford Yacht Club has a "Cooperating Group Accord" with BOAT/U.S. Under this accord any club member joining BOAT/U.S. receives 50% off the regular annual BOAT/U.S. dues. Renewing members receive the same rate. Reference our "Cooperating Group Number" **GA83077Y**



Boat for Sale

San Juan 21



Large cabin for a 21
4 berths - but more like
accommodations for two
with adequate storage.

400 pound centerboard
provides great stability
and keeps her stiff while
sailing.

There is a large class
association that still
races and flotillas to-
gether. There is a regu-
lar newsletter - the
S21Jibsheet that is still
going. Carl has copies of
this along with other very
useful info on getting the
most out of this boat.

"Flo-Motion"

1974 SJ 21 sail # 905, with trailer, 6 h.p. Johnson,
main, jib, 150 genoa - all Clark sails.

2 anchors, VHF radio, compass, boarding ladder,
hand bilge pump, sail bags, sail cover, 4 life
jackets, owners manual and other documentation,
excellent condition

Ready to sail, race or pocket-cruise. \$2,500

Carl Nelson; 815-633-5991
email: francesnelson@sbcglobal.net

Editor's note. I've had a hell of a time sailing in races
against San Juan 21s in my Mac Gregor 26. I've managed
to squeak across the line ahead of them - only to lose to
them on handicap. I have sailed this boat - it is a fine
example. Maybe all the boat you'll ever need. Comfy to sail
with several people at once all day yet no big tow vehicle
needed.