



June 2004

Footnotes...

Commodore's Corner

Commodore, Tom Graham

In January, I assisted our club at the Atlanta Boat Show. So that we could get our booth for a less amount, we were asked to give several seminars. Of course, we discussed boat safety and sailing in the Virgin Islands, but we also organized a seminar on first aid on the water. We found a young physician to give a one-hour presentation that forced me to remember that—while being on the water is fun—activity on the water has the potential for things to go wrong. It is literally true that accidents aboard ships and boats can happen at any time. The potential is there for someone aboard your boat to get hurt. While most accidents tend to be small, there is always an element of risk. Someone could slip on a wet deck or a crewman could be knocked in the head during a tack or gybe. We should be prepared to respond to a complex series of problems that might arise.

When was the last time that we opened the first aid kits aboard our boats? Was it the day two years ago when a crewman needed a band aid? Did we replace the used first aid materials, or did we hope that nothing would ever take place again aboard our boats? Did you look at the quality of salves and pills? Are they out of date? Do you have a first aid book aboard, or are you relying on remembering the first aid course from the your days in the Boy (or Girl) Scouts that was more years back than you would want to tabulate?

When was the last time that you knew the symptoms of heatstroke, and can you list things you should do for a sunburn? What are the appropriate reactions to hypothermia, and how would

you react to a near drowning situation? How would you patch up a major cut, and what should you do if someone breaks a bone? All of us have been hit in the head by the boom; do you know what to do for a major boom strike? How would you prevent secondary injury, and how would you assist a crewman who is showing signs of motion sickness? I can speak from experience that diesel fumes can cause major medical problems; do you know the symptoms that a crewman has breathed too many diesel fumes and how to treat the problem?

Our friend Edith Collins still believes that she had some degree of responsibility for a fatality on our lake—although no one else believes that Edith did anything other than make the correct reaction. I have heard her say many times that she wishes that she could have done more; yet, I know that she is without fault. Like her, all of us would be devastated if someone aboard our vessels incurred a major injury. The solution is an ounce of prevention. First, get an up-to-date first aid book and read it. Carry it in your vessel, and see to that you have a full kit aboard at all times. Third, make a one-page list of problems and symptoms, and practice procedures before it becomes critical. It is too late if you have to scan the first aid book after an accident happens. Finally, although I hate having cell phones aboard while I am sailing, I carry mine for emergencies. Obviously, we can phone 911, but we should include the emergency phone of the nearest hospital. Here is the phone number of Poison Control: 404-616-9000. Let have fun but let's be safe and prepared.

Upcoming

Cruisin'

Sunday, June 20
3rd Sunday Cruise

Saturday, July 3
1st Saturday Cruise

Sunday, July 18
3rd Sunday Cruise

Racin'

BFSC Evening Breeze #1 (SOY)
PRO: Paul Swanson
Saturday, June 26

LLSC Reggae Regatta— Open
June 18-20

BFSC Evening Breeze #2 (SOY)
PRO: Chris Webster
Saturday, July 10

BFSC Evening Breeze #3 (SOY)
PRO: Kurt Schurenberg
Saturday, July 17

BFSC Evening Breeze #4 (SOY)
PRO: Fred Kempner
Saturday, July 24

Social

GENERAL MEMBERSHIP MTNG.
Monday, June 28
Monday, July 26

Training

BFSC Trimming Workshop
Sunday, June 26

Social Hour

First Fleet Captain, Linda Webster

On May 15th, the Women's Skippers Race took place and the party afterwards featured penne pasta with spaghetti sauce, meatballs, salad, cheese garlic bread, soft drinks and strawberry shortcake for dessert. Everyone seemed to enjoy the menu and many made several trips back for 2nds and 3rds. Many thanks to Sheila & Dave for not only setting up the course with Dave Delorme for 2 races before the wind gods called it quits, but for stepping up to the grill and heating up all the food. As in the "Barefooter's fashion", everyone pitched in to help set up, as well as to clean up when it was over. Many thanks to ALL!!

Ship Shape

Boatswain, Tom Roberts

Welcome aboard! Your club boat, The Favored End is seeing a lot of use now that the sailing season is in full swing. There have been a few upgrades by club members:

Chris Webster installed the new AM/FM/Cassette unit, speakers and an antenna which were donated by Tom Graham.

Chris & Linda Webster acquired and donated a propane gas grill for the parties. This has a cable so it can be secured when the Favored End is in her slip. If left on the dock it should be locked to a cleat to prevent it from being removed by non-members. This has been a great addition to the parties and saves a lot of equipment hauling. Thanks Linda and Chris!

Finally, Winny Rush added bracing and rails mounts to the loose course boards. This was to replace the old ones which were getting difficult to erase. These can be hung on the back rail of the boat. PLEASE, use only dry erase markers.

Membership

Marie Graham

There can be something truly magical about becoming part of a permanent crew. It is a sense of belonging and loyalty that cannot be matched anywhere else. Crews share victories and defeats together. There is the thrill of making the boat "fly" because of the coordinated efforts of the team, but there is also the sense of personal bonds when a crew sails through stormy weather in good order because the crew worked together for one purpose. Every sailor began as a novice. Set a time and date to sail—practice, cruise, or race.

BFSC Maine Trip

Come to Maine on the BFSC Bluewater Cruise. We will pick up the boats in Rockland, Maine, August 1 and cruise the Penobscot Bay area until August 7. If the weather is right, we may also sail to Bar Harbor. Some of us are planning to visit Freeport which is the home for LLBean and numerous other outlet stores. This is a great way to get sailing time and helm time. Call Lee Cook at 404-378-2112 or email, lcook@jova.com. Don't Miss it!!! Check for availability for the Bluewater Trip.

The Burgees Are in!!!

Second Fleet Captain, Chris Webster

The BFSC Burgees have arrived (27 of them). Chris Webster has them and will be carrying them around to all the BFSC events/functions. They're \$25. Don't miss out!!! Please make any checks out to Barefoot Sailing Club.

Newest Members

A warm welcome to our newest Barefooters:
John and Pamela Day
Bob Ovidia
Glenn Crews.

2003 Officers & Committee Chairs

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Monthly Tip

Steve O'Hagan



An old Irish song tells the tale of a man who wants to travel to a nearby town, Morrow, and return the same evening. He explains to the railway clerk that he wants "to go to Morrow and be back again today". To his disappointment the clerk replies that "the train that goes to Morrow is a mile upon its way". Well, I guess this underscores the importance of timing in life in general.

Timing is also extremely important in sailing. For example, it is essential that you be able to accurately predict the arrival time at your destination for several reasons:

1. The sun might set.
2. The tide might fall.
3. The bar might close.

The formula that lets you do this can be remembered in the form of an address: 60 D Street (60D=SxT). Or 60 times Distance equals Speed times Time (in minutes).

By this formula if you travel for 30 minutes at 6 knots (SxT=180) you will have travelled 3 nautical miles (60xD=180; D=3). As long as you know two of the three variables you can figure out the third. If you know how far you must go and when you need to be there you can find how fast you must go. If you know the distance to your mark and your speed you can figure how long it will take to get there.

This formula will get you where your going in daylight, with a high tide and while the bar is open. Then you can go on Island Time and enjoy a Margarita. :-)

Harry Broacher



I imagine some of you Barefooters may be looking at acquiring a new boat, at least sooner or later. If you are like some of the Barefooters that I know best, a "new" boat means another "like new" (in your mind) boat. Which again brings me to the subject of boat

names. Am I fixated on the subject? Yes, because it is probably as close to getting a "new" boat as I'll ever get, at this point anyway.

When I first relocated to Georgia "back in the day" (actually it was April of '84—no not 1884), I made a promise to myself. Having sold my trusty Cal 2-27, I would wait a year or two before buying another boat and burdening myself with boat payments, insurance, outrageous slip fees, maintenance, bottom jobs, sails, etc. etc. etc. I made it about 3 or 4 months, as I recall, before I started "jonesing." After just two trips to the "old" Sailing Atlanta office, I came across a boat that caught my interest—read "cheap." And she turned out to be just about perfect, except that the name on her transom read "Storm Trooper." Obviously the previous owner had some, let us say, um, unique(?) issues. And with a name like "Broacher" which was a corruption/Americanization of a good Germanic name with lots of umlauts, the boat name was conspicuously politically incorrect. Of course my choices were to find another boat or change the name. It was, and still is, a good little boat. The name went.

"Oh no! It's bad luck to change a boat name." "The gods of the sea won't like it." Get over it. First of all, if you can find a "god of the *sea*" on Lake Lanier, pass whatever you are smoking my way (discretely). As a sailing friend of mine from OZ once said, "Your damn boat's made out of Tupperware, it's a Clorox bottle, mate." His point being that there is a difference between wooden and fiberglass boats.

This Aussie fellow was, at the time, the BMW (Boat Maintenance Worker) on a beautiful 85 foot schooner named "Old Glory." This boat was all wood, *real wood, teak and mahogany*, with brass fittings everywhere. Talk about high maintenance! He would start at the bow and work to the stern and then start all over again. The rich guy who owned the boat, believe it or not, would wear cowboy boots *on the boat!* Like I said he was rich and could do what he wanted with the boat, but the cowboy boots certainly didn't help the "brightwork."

One night over a few, O.K. many, Fosters, my Aussie friend told me that a wooden boat is especially different from a fiberglass (Clorox bottle) boat since it's made from a living thing. (Even you Republicans out there have to admit that a tree is indeed a living thing, the Sec. of the Interior's opinion notwithstanding.) So to change the name on a wooden boat requires a shaman, witch doctor, or whatever, preferably from the country of most of the woods origin, to offer supplications/incantations to the gods/spirits/demons etc. Meanwhile, accompanied by (preferably) live music (loud), feasting on some form of open-grilled meat, consuming much alcoholic beverages, a virgin must be sacrificed on the bow of said boat to the aforementioned gods/spirits/demons, etc. This is why the name of a *wooden* boat is rarely changed—especially in the Atlanta area—the serious lack of virgins.

Fiberglass boats require that you use sandpaper or paint stripper or such, to scrape, sand, or chemically dissolve off the old name. Prep the area for the new name and apply. No chanting, incantations, or sacrifices are necessary. Of course if you want to get a bunch of friends together to eat, drink, and be merry, and make a party out of a name change—go for it. But be careful, if you put the name on while inebriated, it might look like hell. Now that could bring bad luck!

See ya on the water.

More on Boat Names



I initially learned on a 32-foot Hunter in the Chesapeake Bay, just north of Annapolis, a lovely port to say the least.

The name of the boat was The Sumatanga (soo-ma-tanga). The name derives from the mountains of Tibet (a destination where the owner had previously trekked), where Sherpa's carry heavy burdens up steep ascents in packs perched on their heads. After a hard day's labor, they hike home, and there are shelves above their doors,

where they can simply slip the burdens off their heads without effort... Appropos, isn't it?

Contributed by Sylvia Sacia.

Membership Meeting

Vice Commodore, Meg Webber



Join us at the June membership meeting and meet new Barefoot member Bob Anderson. "Scottish Bob" will talk about his exploits on the high seas including stories about high school aboard a naval sailing ship, 12 years in the Royal Navy, and sailing experiences around the world. Bob has years of racing experience on a variety of boats and is currently crewing with Chris Webster on Frank Atkinson's Shameless, helping them to their current first place ranking in the Wednesday Night series. Always good for a chuckle and a tall tale, join "Scottish Bob" at 7:00 p.m., June 22nd at Jock's and Jill's.

Training



Barefoot's Crew Development workshop to develop and practice sail trimmer skills, both genoa trimmer and main trimmer, has been rescheduled from the published date, June 13th, and will now be held on **Saturday, June 26th** starting at 10 a.m. at the Aqualand Marina Pavilion. This workshop assumes that participants have basic sailing skills and are now interested in improving those skills. These skills and techniques are equally applicable to cruising and racing sailboats.

Participants should bring some light refreshments for their lunch and for the debrief session. All workshop activities will be completed in time for participants and skippers to participate in the first race of the Evening Breeze series.

The class size is limited for this workshop to ensure we have enough boats, skippers and on-the-water instructors. So, sign up now! However, please sign-up to attend only if you really plan

to participate. To register for this workshop, contact Tom Graham at tgraham@gpc.edu or 770/638-9543.

Board News



Many plans are being made for the Barefoot Open. Watch for more news of this regatta soon.

The Board is also busy with improvements to Favored End, obtaining a dock box to help store supplies for after race/cruising parties, purchasing a club banner, working on next year's racing schedule and pre-set race courses, and much, much more.

An early notice about something to mark on your calendar— Aug. 14 is Aqualand Work Day and we should all plan to help out. This marina is one of our main sponsors and has done a lot to help us out in many ways. Please mark this on your calendar and try to return the favor by helping them out on their Work Day.

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FIRST CLASS

