



May/June 2005

Footnotes...

Commodore's Corner

Commodore, Ron Michellette

Congratulations to the membership and the board for navigating the Commodore and Vice Commodore transition seamlessly. A sailor rarely knows the value of his/her skill until it's put to the test and we passed through this brief storm with barely a ripple. Ned Gilchrist and I are honored to be your new Commodore and Vice commodore respectively and pledge our dedication to help building your club into its full potential.

Having said that, this is a good time to give all our members a "Heads-Up" on past highlights and current events; so lets begin with Bill Gray and company's masterful job with the brunch raft-up, which may well qualify for a Guinness record, if there were such a category, for numbers of boats rafted together in one series (I submitted the info with no response as of yet). The breakfast was a gourmet delight and the camaraderie absolutely memorable. Then we had the Women's Helmsperson's Race, which was under-

taken in spite of the lack of wind, again all the participants elected to do the race without even a whimper and trophies were awarded at the après race party. Not to be outdone, Rick and Carole Fried just finished a terrific Tour-of-Boats event with 12 participants and record attendance; plus many new winners in their respective classes. Trophies were awarded at the après tour party along with the biggest and juiciest burgers I have ever eaten (Bill, where did you get those burgers?).

Your board is now in it's annual focus on the Sea Dog Barefoot Regatta on the 7th 8th and 9th of October with plans to make this year even more delightful, if that is possible, than last year. We will have most of our former sponsors with us again, including our key sponsor Sea Dog along with Barefoot wines and other standbys; such as, West Marine, Snug Harbor Boats and Jock & Jill's, who will continue to cater our food. We will even have a Swap-Meet at this year's

Upcoming

Racin'

BFSC Evening Breeze #2*
Saturday, July 9

BFSC Evening Breeze #3*
Saturday, July 16

BFSC Moonlight #1*
Saturday, July 23

BFSC Evening Breeze #4*
Saturday, July 30

**These are evening races*

Social

There are currently no social events scheduled for July.

Cruising

Sunday, July 17

NOTE: All events are based on the Reference Calendar found on www.barefootsailing.org

"Open" and our hope is the whole sailing community will turn-out for the opportunity to buy, sell and barter their wares.

Our monthly member meeting speakers have been well received and taken from both our own club and at-large. The featured speaker for May was Rick Orchard an internationally acclaimed Farr 38 racer, who just won the Miami Open in February'05. Rick gave an outstanding presentation from which we all learned more about this fantastic sport of sailing. Our next featured speaker for July will be our own Lee Cook giving us a detailed account of the recent Barefoot/Sea Dog charter along with a photo presentation. There are other outstanding speakers planned for the balance of the year, including a full dress (uniforms) presentation by our most recent affiliation, thanks to Tom Graham, the Sea Scouts in September. This association is a great coup for our club and member participation is very necessary to continue this outstanding opportunity.

Now it is time for a more personal note. I know we all have responsibilities and obligations that manifests themselves at inopportune times but our attendance at the member meetings is less than desirable and I am making a personal plea to both our seasoned members and especially the new members to try to put our monthly meetings on your cal-

endar as a regular event date. The speakers deserve a better reception and club members can gain insights into a wide array of subjects. Enough said!

Thank you all again for your continued support.

Meeting Program

Vice Commodore, Ned Gilcrest



John Vigor author of many books on sailing wrote the following in *The Practical Mariner's Book of Knowledge**: **Black Box Theory, Vigor's** "The basis of the theory is that there is no such thing as fortuitous luck at sea." The reason why some boaters survive storms or have fewer accidents than others is that they *earn* their "luck" by diligent and constant arts of seamanship.

His theory...

Aboard every boat there's an invisible black box. Every time a skipper takes the trouble to consult the chart, inspect the filters, go forward on a rainy night to check the running lights, or take any proper seamanlike precaution, he or she earns a point that goes into the black box.

In times of stress, heavy weather or other threatening circumstances where human skill and effort can accomplish no more, the points are cashed in as protection. The

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skipper has no control over their withdrawal. They withdraw themselves, as appropriate. Those skippers with no points in the box are the ones later described as "unlucky." Those with points to spend will survive – but they must start immediately to replenish their savings, for the sea offers no credit.

This method of "earning luck" was well known in practice, if not in theory, to sailors in square-riggers, who were told:

For six days shalt thou labor and do all thou are able; And on the seventh, holy-stone the decks and scrape the cable. "

To Vigor's theory, I would take it a bit further to explain why this is actually plausible. When sailors take the time to follow what they know is right and to follow good safety procedures, they are much more probable to have a better outcome. How do we earn those points? Well we earn them by the things we do. We earn them when we read and study seaman arts and work on continuing to educate ourselves. We earn them by taking a sailing class or getting with others that are more experienced than us to learn from them and to pass on what we learn. We earn by doing. The more we sail and doing "sailing" things such as race committees, racing, cruising events, night sailing (such as the moonlight scramble) and even just a casual sail, we

gain experience. I believe we also earn by good will to others.

I would add just a final thought about good will and "luck"... Some call it karma, some the golden rule, however you couch it, when we go to the aid of others in need, especially on the water. It is my belief that it always comes back to you. When we see someone struggling to dock a boat, or recover a free halyard, or a dead engineer and we jump in to help, we put points in that black box as well that will come to our aid when most needed.

The more knowledge we gain by all of these methods, the better sailors we become. Being better sailors is what seamanship is all about... is it?

**The Practical Mariner's Book of Knowledge*, International Marine, 1994.

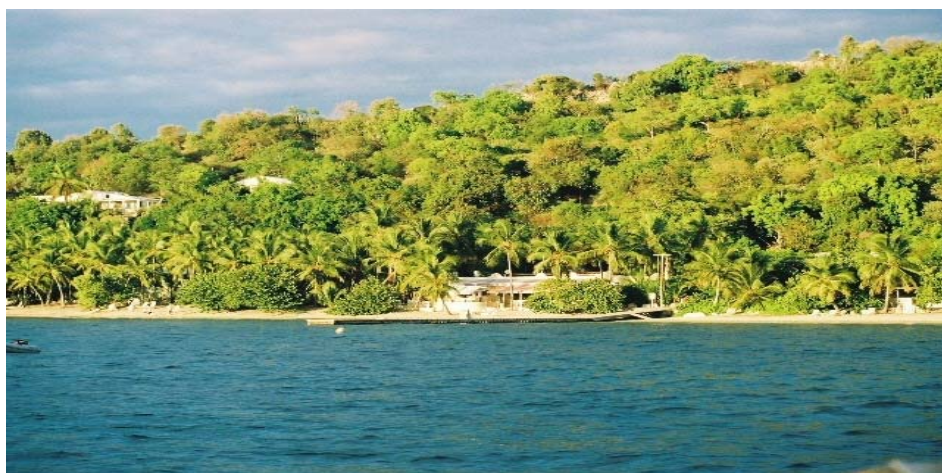
Here is a great link as a follow up as well. <http://www.landfallnavigation.com/seamanship.html>

Racing News.....

Chris Webster



Please come to the next General Membership Meeting for the results of the final standings of the Fairwinds Series Races for the PHRF Spinnaker and Non-Spinnaker Fleets as well as the Portsmouth Fleet. Overall we had a pretty good series and were able to get races in. The after-race V-dock gatherings have been great. The camaraderie amongst all the sailors and crew is really neat to be a part of during these social gatherings. It has been an unseasonably cooler spring series than normal, but those of us with fair skin have enjoyed not getting our melons baked out there on the weekends. I'm afraid though that Mother Nature probably has some more tricks up her sleeves, so hang on to your hats for the upcoming Evening Breeze Series. Please be reminded that we're moving to the Summer Series schedule, which means that we'll be doing 4pm Skipper's meetings and 6pm starts.



Gives us flatter waters on the summer weekends and also some spectacular sunsets!

Keep your calendar clear for the upcoming races:

(See Racin" on Page 1)

Please note that the Skippers Meetings are always 2 hours before the "start time" at Aqualand's Ship Store parking lot.

I've had several people contacting me to volunteer to help out with Race Committee. Keep those cards and letters coming! However, I still need to get Race Committees assigned for the Evening Breeze and the Moonlight Series races. It's easier and more fun with multiple hands on board "FAVORED END" when doing RC.

We've LOST multiple anchors off of "FAVORED END" to "Davey Jones' Locker" (trees on the bottom of the Lake) this season doing RC. If anybody has any spare anchors they want to contribute, we'd surely appreciate it. Just leave them on "FAVORED END" at her V-Dock slip in Aqualand. The little mushroom anchors are especially good for anchoring the inflatable marks. During Fairwinds #4 we hung the bow anchor on a tree off of "X" mark and couldn't get it loose. Consequently we lost one of the best Lake Lanier type anchors I've ever used along with about 100' of 1/2 " line.

If you plan on participating and being scored in any

of the PHRF races/major regattas this year, please apply for Lake Lanier Performance Handicap Racing Fleet (LLPHRF) Rating. Applications are available at <http://www.strictlysailing.com> The cost is \$8 for one year, \$12 for two, or \$15 for three years. David Pope is BFSC's PHRF Committee representative. Please feel free to contact him about your LLPHRF applications/certificate.

Please have a healthy respect for Mother Nature,... especially with some of the summer afternoon squalls that pop up. Please buckle into those PFDs, especially you people doing foredeck!

A few helpful hints for some of you racers:

- ◆ In the summer time, the breezes get very light and fickle. Sometimes the puffs of wind "aloft" (i.e.: above the spreaders) can be different than those down "on the deck" (i.e.: at water level). In efforts to keep a good eye on the wind direction I'll use old VHS video tape for telltales on the side stays (and spinnaker or whisker poles). These are more sensitive than the typical yarn or 0.75 ounce rip stop telltales. Better to cut the video tape about 12-16" long and use electrical/plastic tape to tape them to the side stays about 6-8' above the deck level. Monitor both the mast head fly and the

aforementioned video tape telltales to get a better handle on what's happening.

- ◆ Crew (and especially foredeck) need to practice not bouncing around in the boat during maneuvers. Tread very lightly when moving around/in the boat. We try to practice "squeeze those cheeks and slide" type movements. Even if your foredeck person is only 100lbs soaking wet, in the light air of the summer, "clomping" around up on the foredeck seams like "stomping" to the helmsperson in the back. Every pounce on the deck effectively sinks the boat in the water for a brief moment, which means that the boat has to "displace" even more water in order to move forward. In other words,... HELLO,...it's like putting on the BRAKES!
- ◆ Since the breezes are typically lighter in the summer months, we'll loosen up the rig tension and most importantly, ease off on the hal-yard tension. When the sail is "loaded up" ease the hal-yard tension such that you don't have any vertical wrinkles in the leading edges of both the main and genoa. Most importantly, make sure there isn't an "inverted (reverse) bend" to windward on the first 0-6 inches of the sail. In fact we'll even ease the leading edge of the genoa to the point where there are scallops just starting to develop in the leading edge.

- ◆ Most of all, everybody needs to communicate as a "team". Keep an eyeball on those puffs, and keep the helmsperson informed on where they are (o'clock position with relation to the bow and how many boat lengths away). If you can give the skipper an idea of the puff's strength and duration that is also very helpful.

Keep your eyes open for the wind shifts; keep hydrated with water (avoid alcohol and sodas until dockside); and your bottom slick!

Chris Webster,
Racing Fleet Captain

P.S. Tonia Troyer is still the reigning champ for the "Boom Stop Award". But Meg Weber is now in the running from what I hear. Any other runners up out there?

P.S. 2: On May 15th we had our annual Women's Helmsperson Regatta. The winds were very light as well as the participation, but the corrected finishes were very close. Only 13 seconds between Edith and Caryl in their battle for 1st and 2nd place respectively. Finishes are as follows:

Spinnaker Fleet:

1st Edith Collins, Santana 20 *SHAMELESS*
2nd Caryl Barrett, Ultimate 20 *TOG*
3rd ? J-24 *WILD CARD*

Non-Spinnaker Fleet:

1st Consuelo Godden, SJ 23 *HOKEY SMOKE*

Membership

Tonia Troyer



We're back from the BVI's and back to work!

The Atlanta Outdoor Club ("AOC") sailing event is back underway after the rain-out in April. The new date has been set for Saturday July 30th. We have had the most signups for any event on the AOC website so let's all support and welcome members from AOC.

Let's also welcome to the Sea Scouts who have joined BFSC, we will see them on the water soon competing in our regatta, as they did last year, and getting involved in the club.

Our mentoring program is at full capacity and I would love to hear from club members who can volunteer to take on some of our newest members to introduce them around and make them warm and welcomed in the club.

Spring is officially here and summer is upon us, let's all get involved and make it a great year for 2005 ~ we need your support to make it happen!

BFSC has 220 members (including spouses) and counting

Newest Members

Please give a warm welcome to BFSC's newest members:

Eric & Julie Kiesel
Lisa Gatlin
Ken & Geogianna Kmetz
Rob Whitley
Kimberly Moser
The Sea Scouts

What's in a Name

Boat: Moxie

Skipper: Ron Mitchellette

Moxie was our nation's first mass marketed soft drink (long before Pepsi & Coca Cola). It was founded by Dr. August Thompson in 1884. The marketing slogan "You've got a lot of Moxie" evolved into descriptions synonymous with "Spunk" or "Guts" and is defined in the dictionary (noun) as a person with such characteristics. During the St. Louis 1908 exposition this drink was touted as a "cure-all" to increase brain power and manhood, the former of which I am still searching and the latter still appears to be working well.

We named our boat MOXIE because in a business conference I attended in 2003, several senior members of a business we were trying to purchase had gone around the room playfully describing their guess

and one of those guess was myself, whom they characterized as an "Old Man with Moxie." Well, the name stuck and so we decided to name our boat the same name; besides it is a short name that fits surprisingly well on my teak name board mounted to the transom.

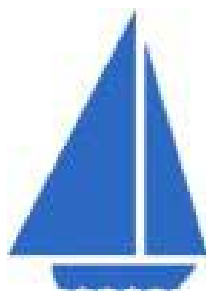
Thank you Ron for sharing!

Cruising

Cruising Captain, Bill Gray

The summer is upon us and the cruising fleet is ready, willing, and able to get out and do your thing (sailing and rafting-up). We have been lucky weather-wise in some of our events but some of the other events suffered somewhat due to the predicted forecasts of thunder storms. The day we were to host the Atlanta Outdoor Club's first sailing outing we had to cancel due to the forecast of thunder storms. Some brave soles did go out and got some sailing in so this wasn't a total loss but the event will be rescheduled for a later date. The Tour of Boats on the other hand was the only good day in about a week and a half of rain and more rain. The day turned out to be near perfect and the well planned Tour arranged by Carol And Rick went by without a hitch. We had over 50 people in attendance and most people toured every one of the twelve boats. The party after was well

attended also with many people staying around long after the food was served just to talk and hang out. The cruisers are getting to know each other after just a few outings. Many of the new members are attending the events both cruising and racing and this is a good thing. All of our outings have been well attended and this makes the planners of these events happy because it's the people that attend that make the events. The first Saturday in July there WILL NOT be a cruising event Due to the traffic on the lake but we will have an event on the 3rd Sunday the nature of which will be determined later and will be announced about a week prior to the event. In the meantime if You have any Comments or suggestions for the cruisers please don't be afraid to give Me or Tom O'Shea a call or E-mail Us Direct Not the Yahoo Group site) We are always looking for new ideas or comments on how to improve the cruising fleet. If You would like to host an event please let Us know. We will give You as much or as little help as You desire. Thank You all for attending the events and We welcome the people that haven't been out with us yet.



Special Feature

Past Commodore, Tom Graham

I have been a member of BFSC for 10 years, and during that time I have seen some things that make me wonder. On the top of that list is the fact there over 160 memberships in BFSC—of which a good portion are married couples. In fact, BFSC's true membership is closer to 225 persons. With such a large number of members, I continue to wonder why more members do not come out for races and cruises. While the cruising fleet is turning out good numbers under the leadership of Bill Gray, the numbers do not reflect the actual membership of our club. The same can be said for BFSC races. Chris Webster encourages members to come to our races and Margaret Sherrod sends out flash messages reminding our members to participate. An essential label within the name of our club is "sailing." Should it not be logical that persons who join a sailing club should be eager to go sailing? Each membership is an investment and everyone wants to maximize outputs from investments. On June 11, there was a race. The winds were high, and every skipper was looking for additional crew. Instead, Frank and Chris were undermanned. Those who participated had a great experience of racing when the winds were brisk. Afterwards at the dock party

the major topic was the challenge of sailing in stronger winds. I noticed a host of stories and shared experiences from the racers. My message is simple: participation requires leaving one's home. As Liza Minelli said in the musical "Cabaret"—what good is sitting alone in your room? Join us on the water for cruises and races.

US SAILING Golden Anchor Program

Contributing Writer, Margaret Sharrad

Barefoot Sailing Club is a member of the United States Sailing Association and participates in its Golden Anchor program, providing discounted US SAILING memberships to individuals and families. Both BFSC and the individuals benefit from this program.

Through the program, individual dues are \$40 and family dues are \$60 (discounts of \$10 and \$15, respectively.) With your US SAILING membership you receive a choice between The Racing Rules of Sailing (which is updated/published every four years) or Safety Recommendations for Cruising Sailboats, plus insurance programs, discounts on publications, accessories, safety gear, entry fees at regattas covered by US SAILING Regatta Liability Insurance and more. The club receives a

credit for each US SAILING member enrolled through our Golden Anchor program. These credits help defray our costs for US SAILING programs. Complete details about US SAILING and its programs are available on their website (www.ussailing.org).

The club sends in its Golden Anchor memberships to US SAILING as a group in early July. If you didn't join Golden Anchor when you joined BFSC or renewed your dues earlier this year, you still can by sending your check, payable to Barefoot Sailing Club, to Margaret Sherrod (1891 Wycliff Road NW, Atlanta, GA 30309-1809) by July 1st.

The following information is from the US SAILING website.

"US SAILING is the National Governing Body for the sport of sailing and sailboat racing in the United States. Chosen by Congress as the NGB for the sport, US SAILING's mission is to encourage participation and promote excellence in sailing and sailboat racing in the US. A member-based non-profit organization, US SAILING accomplishes its mission through volunteers and member organizations, supported by an administrative staff."

"Membership in US SAILING provides the opportunity to show support for the

NGB of sailing and its goal of preserving and promoting the sport. Membership dollars go to support the many programs and services offered by US SAILING. These include training sailors of all ages to become sailing instructors; training and certifying judges, race officers and umpires; supporting one-design fleets nationwide; assisting in the development of community sailing programs that strive to make sailing more accessible; offering affordable insurance programs for sailing organizations; deriving and implementing The Racing Rules of Sailing, and much more."

"The Golden Anchor Program is intended to include more sailors in sailing...and the sport of sailing...throughout the country. Their membership dollars make a significant contribution in enabling US SAILING to make sailing more inclusive, safer, and more visible... and to provide sailors with the information, ideas and skills they need to fully enjoy the sport."





Barefoot SeaDog Sailing Blue Water Cruise 2005.
Above from left to right. John Bowman, Scott Dixon, Capt. Stacey, John Day, Pam Day, Sarah, Ken Bookland, George Olive, Bryce Vartenisian, Capt. Lee Cook.



Above: Certification Boat Beneteau 52'

Right: View from top of The Baths.





Sidney's Peace & Love—Jost Van Dyke

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First Class

