



May 2004

Footnotes...

Commodore's Corner

Commodore, Tom Graham

We live in a world where the dollar loses value just a little bit each day and every year. We have gotten used to the idea that we will pay money next year for the same exact thing we bought this year. There is one organization, however, that is doing its part to resist this trend. It is our Barefoot Sailing Club, which has not raised its annual dues in nearly a decade. In fact, the last time we raised dues was the year that Bill Clinton became President. Feeling the pinch of increasing costs, they agreed to the "radical" increase from \$45 to \$60 annually. If we were to match the rate of U.S. inflation, our annual dues would now be over \$100. Each successive board has worked hard to increase club assets without increasing membership fees. (Ah, if only our government could work so well!)

Not only is the cost of membership relatively less expensive now than it was nine years ago, if we were to prorate the cost to the total number of events, the cost per event would come to less than one dollar a day. In addition to the 11 monthly membership meetings, there are 7 days of training, 8 major parties, 15 cruising events, and

35 races. The club pays for all trophies, annual awards, cover the payments to DNR and Corps of Engineers, and organizes an annual Blue Water Cruise. BFSC is the "biggest bang for the buck." (to cite John Foster Dulles).

In truth, there is an intangible factor that supercedes any other reason to hold a membership in BFSC. The club offers the close ties to fellow sailors. The camaraderie shared by us provides a helping hand when we work on our boats or allows us to find others to ride the winds. I have met people who purchased boats but did not join a sailing club. Often as not, they lost interest because they did not connect with others who know the same feelings and experience the same exciting times on the water. In a world full of overpriced restaurants, long checkout lines, and bosses who drive us crazy, we have a wonderful outlet to remind us of the goodness of life. Is there any sound that can match that of the water passing over the hull? Who would give up the thrill of having the wind in our faces when our boats are beating windward? Indeed, BFSC is the best deal on the lake.

.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 sail-

ing time and helm time. Call Lee Cook at 404-378-2112 or email, lcook@jova.com. Don't Miss it!!! Sign up now for the Bluewater Trip to Maine.

Upcoming

Cruisin'

Sunday, May 16
3rd Sunday Cruise

Saturday, June 5
1st Saturday Cruise

Sunday, June 20
3rd Sunday Cruise

Racin'

BFSC Women's Skipper race- Open
Saturday, May 15

BFSC Fair Winds #3 (SOY)
PRO: Tom Roberts
Sunday, May 23

BFSC Fair Winds #4 (SOY)
PRO: Steve Sudderth
Saturday, June 12

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

LLSC Reggae Regatta- Open
June 18-20

Social

GENERAL MEMBERSHIP MTNG.
Monday, May 24
Monday, June 28

BFSC Progressive Tour of Boats
Saturday, May 22

Training

BFSC ForeDeck Workshop
Saturday, June 5

BFSC Spinnaker Workshop
Sunday, June 13

Cruisin' Past & Future

Cruising Fleet Co-Captains, Tom O'Shea & Bill Gray (courtesy of Fred Kempner)

With Bill Gray and Tom O'Shea, our cruising coordinators, too busy to organize this month's next cruise, (They are sailing in the BVI's.), Paula and I have volunteered to fill the gap. The cruise will take place May 16th and will start, as usual, with a meeting of all hands at 10am at the Aqualand store parking lot. But, this won't really be a cruise - it will be a rally - a cruise with a course. And, it will be a game, a poker game - Lanier Hold'em - which poker aficionados know is the only true poker

and what Texas Hold'em is based on. A raft-up and food will follow, along with the determination of who has the best and worst hands. More information will be posted on the Yahoo message board.

Please let Fred Kempner know if you'll be there, and if you'll be captain or crew.

Email: fkempner@hotmail.com
Phone: 678-612-9954

Racin' Past & Future

Second Fleet Captain, Chris Webster

The BFSC Around Alone Regatta was held on Saturday April 24th. The good news was there was plenty of sun, and the bad news was there wasn't enough wind until the very end. Yes, we did race down to the Dam and back, but thank God Edith (solo RC) shortened the course at 13 (the "Three Sisters") on the way back. The motor boat chop got brutal down by Lanier Islands for those of us in the smaller vessels. When I was shuffling my aching body into the shower Sunday morning, my wife asked "Who beat you with the ball bat?!" (bruises on my torso, backside and legs).

We had 23 entrants (and I'm positive there would have been several more if a there would have been a more favorable wind forecast). Thirteen boats finished and the others either fell off the Lake at the Dam, got eaten by mon-

sters, got seasick, or got swamped by the tsunami! On the podium at the end of the day:

1st	Chuck Weaver	Elliot 770
	DREAM WEAVER	
	4:50:55	
2nd	Dave DeLorme	Catalina 22
	BANDIT	
	4:55:29	
3rd	Greg Cash	Olson 25
	REBEL BELLE	
	5:05:58	

Congratulations to our BFSC members Chuck and Dave for their great finishes! Check the website for all the results.

Thanks again to Edith Collins for doing a spectacular job, as always, as our solo PRO/Race Committee and providing humor/perspective in the Sailing Instructions!

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.

For Sale!!!

1981, Hunter 33, many upgrades, new upholstery. Big comfortable boat, dependable Yanmar diesel, Wheel steering, Bimini. Must be seen to be appreciated. \$ 21,950 or best offer. Owner motivated, bought new boat and needs the slip. Picture available at <http://strictlysailing.com/classifieds/gator.html>. DarrylLanier:404-218-0077.

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Monthly Tip

Steve O'Hagan



Capt. James Runner was an able and successful ship commander whose career spanned several decades in the 19th century. Bos'n C. Darby worked under Capt. Runner for the extent of his career. Capt. Runner began each day with a ritual that never varied. When he first came on deck he went straightaway to the mainmast. There was a locked box attached to the mainmast which he opened with a key he kept on a chain around his neck. After peering briefly in the box he then closed and locked it, and went about the business of the day. Day in day out the routine never varied. He never discussed this habit with anyone although everyone on board witnessed this daily occurrence. Bos'n Darby never commented on it but nonetheless became consumed with curiosity over the years. After forty plus years of a happy life at sea Capt. Runner passed on. While the crew was preparing his mortal remains for burial at sea, Bos'n Darby secured the key to the box. After the ceremony, and without drawing attention, Bos'n Darby went to the mainmast and unlocked the box. Peering in he saw, printed on the bottom, the words "Starboard is right, Port is left".

This months tip: Always Double check

BFSC's Progressive Tour of Boats and Award Celebration



Sign up now for the 2004 Progressive Sailboat Boat Tour and Award Celebration taking place on Saturday May 22.

The Barefoot Sailing Club and its cruising group are sponsoring what we expect to be one of the blow out events of the year. Come join the festivities, which include a rare chance to view boats of different classes and sizes, both racing and cruising boats. The tour will take place at Aqualand (docks D, E and/or F) between 11 AM and 3 PM with an awards ceremony and cookout to follow at the Aqualand Pavilion area at 3:30 PM the same day.

Boat owners who want to have their boats included in the Tour should send an e-mail to Carole Fried to register. Aqualand Marina has graciously donated slips for the event. If you want to have your boat included in the Tour, contact Carole Fried at velero2@charter.net (770-641-8449). Include in your email the kind of boat you are entering, its size, and your vessel's name. Carole will be contacting you with a profile form that you will complete, describing your boat and its unique features. We would like for you to complete these and have duplicates of the profile available for our Tour participants on the day of the event. Carole and Rick will be providing more details at a later date. Don't delay--space is limited!

If you don't have a boat, don't despair! This is a great chance to see some of the boats that our BFSC members are sailing today and vote for your favorites for fun and wacky awards! We have heard that a number of our boat owners will be influencing the vote with some rather tasty Hors D'oeuvres or possibly plying you with some top of the line Mimosas! In addition, if you are thinking of buying a boat in the future, here is a wonderful opportunity to see a wide variety of boats that can help you decide what size, type or brand may suit your needs.

So, whether or not you are a boat owner, come out and enjoy an event that will be talked about for a long time! There will be further announcements later in the month for BFSC members who want to take the tour, **but boat owners planning to participate need to apply now!**

Social Hour

First Fleet Captain, Linda Webster



***Twenty-three competitors showed up for the Around Alone Race on Saturday, April 24, 2004. Just about twice as many people showed up for the Awards Party afterwards!! I want to thank Rory & Mary Robichaux for bringing the turkeys and frying them at the Aqualand's Pavilion. I also want to thank Lauren and Jennifer for assisting

with the party, as I was unable to be there the entire time. It's good to know that I can count on the membership to step in. Everyone had their fill of turkey and a variety of sides and desserts to chose from and the awards were given out by Chris Webster who not only tabulated the finishes, but also raced.

***Upcoming (May 15, 2004) is the Woman's Skipper's Race. The sign up is online and the earlier that you sign up the better. Our scorekeeper would love to have all the competitors names listed prior to the start of the race. Come on ladies, sign up for all the fun! The party afterwards is \$5 a head to cover the cost of the meat. The menu isn't finalized at this time, but you will love it.

*** Please sign up to help with the dock parties for future races. Contact Linda Webster at 770-945-0905 for more detail. Please leave a message.

Board Report

Yeoman, Tonia Troyer



The board is busy this month organizing upcoming events/races (check the BFSC website for details), future dock parties, speakers for the membership meetings, more website functions, preparing meetings with potential corporate sponsors and purchasing BFSC burgees, banner and dock box while maintaining our budget. With that we will be setting up a donations bucket for each of the dock parties for those unable to contribute side items, etc. and appreciate any donations that can be made for those who participate. We have nominated a committee to prepare our "pre-set" race courses - Tom Graham, Frank Atkinson and Chris Webster have been elected so far. This will eventually eliminate the race committee white boards and make it much easier once you have them memorized after they are prepared and sent out! Make sure to check the newly uploaded photos on the website, most recently "The Dogwood Regatta", also known as "The Driftwood Regatta! Volunteers are always needed for our upcoming social events - "The Tour of Boats", "Aqualand Workday" and more... please volunteer your time!

Harry Broacher



First things first, I know Jerry Grande gives his all on the race course, but giving up a kidney is a little extreme. Seriously folks, let's all keep Jerry in our prayers for a speedy recovery. We all miss him out on the water and at the after-race get-togethers. Although his crew and friends are still campaigning his boat, Jerry really knows how to get the most performance out of it. So come on Jerry, get on the right tack and dig back in and win this race! We are all cheering for you!

On an unfortunately similar note, I understand that sailing icon Gary Jobson is also fighting cancer. Must be time for all of us to pony up a couple extra bucks for cancer research. Give to the charities of your choice, but make sure you give something to at least one that's doing good in the fight against this disease.

I was giving some thought recently to *spinnakers*. Actually I was thinking about breasts, but if I say or write anymore about that, The First And Only Mate will slap me into next Thursday. Back to spinnakers. One of the first books about sailing I ever bought was Royce's Sailing Illustrated. My copy was published back in, I think, 1976. Anyway, it was required reading for the course I took to learn to sail way back when. In his book, Patrick Royce describes the spinnaker as "an emotional sail." I thought his description was weird until the first time I crewed on an old "Half-Ton" boat and we were surfing off big waves in the Pacific doing over 10 knots at times. My emotions ranged somewhere between great sex and great fear. My point ultimately is that if you go downwind in a sailboat, as you will have to do at least some of the time, doing it without a spinnaker (at least some of the time) is sort of like phone sex. You may still have fun, but not as much fun as the real deal. And like sex, doing it well requires practice, and patience. Keeping it up when the wind isn't blowing or is shifting all over the map. Keeping the boat and yourself under control when the wind is up is on the other end of the spectrum.

Whatever the boat in whatever the conditions, sailing with this sail is almost always worth the effort.

I am not saying that sailing or racing without a chute means you're not cool, but you may be missing something. To get started sailing with the spinnaker if you don't have one and your boat isn't set up for one, the only thing you will be missing is MONEY. Damn things cost a lot, you do need some extra stuff on the boat, and spinnakers are easy to rip. I'd like to say I never had a problem, but if you see all the repair tape on mine, you know better.

I was also thinking about *boat names*. One of the coolest boat names I ever saw was on a J-24 named "Aliens Ate My Buick." Sometimes a boat name provides an opportunity for an interesting play on words. Like Steve Suderth's "Dixie Chic." (Steve's way-cool new graphics don't hurt either.) Another one of my favorites is the time-honored "My Dixie Wrecked." This was obviously another jab at Sherman's destructive march through Georgia during the War Between the States. Some boat names are just absolutely appropriate to the owner. Evidence Frank Atkinson's "Shameless."

Most cool boat names have a good story behind them. If you have a good story about your boat's name, submit it in 200 words or less. Oh hell, forget the 200 words or less, a good story is a good story, I'll delete my report, or at least maybe part of it, to include your good "boat name" story.

Oh yeah, and I'm sorry but names like "Wave Dancer" or "Wind Dancer" just ain't gonna get it. You must do better than that.

Next month, how to change your boat's name and can you do it without incurring the "wrath of the gods," or some such BS. See you on the water.

Harry

Racing Rules

Frank Atkinson



Recall the main rule below from the April newsletter:

18 Rounding and Passing Marks and Obstructions: In rule 18, *room* is *room* for an inside boat to round or pass between an outside boat and a *mark* or *obstruction*, including *room* to tack or gybe when *either* is a normal part of the maneuver.

And now part of the rest:

18.1 When This Rule Applies: Rule 18 applies when boats are about to round or pass a mark they are required to leave on the same side, or an obstruction on the same side, until they have passed it. However, it does not apply. (a) at the starting mark surrounded by navigable water or at its anchor line from the time the boats are approaching them to start until they have passed them or (b) between boats on opposite tacks, either on a beat to windward or when the proper course for one or both of them to round or pass the mark or obstruction is to tack.

18.2 Giving Room; Keeping Clear:

(A) Overlapped – Basic Rule – When boats are *overlapped* the outside boat shall give the inside boat room to round or pass the mark or obstruction, and if the inside boat has right of way the outside boat shall also *keep clear*.

(B) Overlapped At the Zone – If boats were overlapped before either of them reached the two-length zone and the overlap is broken after one of them has reached it, the boat that was on the outside shall continue to give the other boat room. If the outside boat becomes clear astern or overlapped inside the other boat, she is **not** entitled to room and shall keep clear.

(C) Not Overlapped at the Zone - If a boat is *clear ahead* at the time she reaches the two-length zone, the boat clear astern shall thereafter *keep clear*. If the boat *clear astern* becomes overlapped outside the other boat she shall

also give the inside boat room. If the boat *clear astern* becomes overlapped inside the other boat she is **not** entitled to room. If the boat that was clear ahead passes head to wind, rule 18.2 (C) no longer applies.

(D) Changing Course To Round Or Pass – When rule 18 applies between two boats and the right-of-way boat is changing course to round or pass a mark, rule 16 (changing course) does not apply between her and the other boat.

(E) Overlap Rights – If there is reasonable doubt that a boat obtained or broke an overlap in time, it shall be presumed that she did not. If the outside boat is unable to give room when an overlap begins, rules 18.2(A) and 18.2(B) do not apply.

From the Webmaster

Linda Webster

Only a computer geek can know the excitement of new web editing software and all it's possibilities. On Good Friday I finally received an upgrade to Dreamweaver MX 2004, which is about 100 versions newer than what I was using. I hope you'll continue to check the site for changes.

I WILL be uploading ALL the pics I have recently received. They will be easy for everyone to view and not need to be downloaded" for those that have the painfully slow dial up. Also remember to double click on them when they appear in their large size to get them to normal size.

With the help of David Pope, online forms for membership applications, address changes, sign ups race committee and/or other committees will be also available. Checks (when applicable) will still need to be "snail mailed" or handed to a board member, but that too may change soon. Target date for that would be by the Barefoot Open in October OR sooner.

Your comments are wonderful. It helps me see what I need to change. I ask for your patience in implementing some of

your suggestions since I am wearing two hats (1st Fleet Captain/Social Chair and Webmaster). It's your website, I appreciate all the comments that I have received and thank all of you for your support!

Training

Provided by Capt. Jerry Grande

Fore Deck Position Goal & Objectives

GOAL: To be able to serve as an efficient and competent fore deck crew person on small to medium sized keelboats.

Objectives:

Student Will Be Able To:

1. Identify and state the function of the following pieces of gear: headstay, genoa halyard, spinnaker halyard, spinnaker pole, spinnaker pole topping lift, spinnaker pole downhaul, spinnaker pole bridle, twings, spinnaker sheets & guys, genoa sheets.
2. Identify the head, tack, clew, luff, leach & foot of the spinnaker sail and genoa/jib.
3. Properly hank the genoa to the headstay and attach halyard and sheets.
4. Properly run spinnaker sheets from cockpit to bow.
5. Pack a spinnaker so as to be ready for launch.
6. Properly attach spinnaker sheets & halyard to spinnaker using figure eight knots, bremil hooks, sister clips or snap shackles as appropriate.
7. Attach spinnaker pole lift & downhaul to pole or bridle with proper alignment of jaws.
8. Attach spinnaker sheet/guy to pole with proper alignment of jaws.
9. Hoist genoa/jib- controlling halyard tension as requested by helmsman/trimmer.
10. Coil genoa/jib halyard so that it will pay out quickly when sail must be dropped.
11. Attach spinnaker pole to mast in

preparation for launch/hoist keeping genoa sheet in proper configuration.

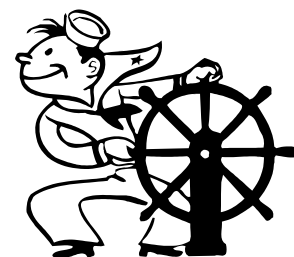
12. Hoist spinnaker upon command of helmsman, followed immediately by releasing the genoa halyard to drop the genoa to the deck, secure genoa, clear lines & coil spinnaker halyard for quick payout in preparation for spinnaker douse.
13. Upon command of the helmsman, jibe spinnaker pole.
14. Upon command of the helmsman, hoist genoa then release the spinnaker halyard to douse spinnaker controlling halyard payout. Immediately, remove spinnaker pole from mast and secure to deck being certain that the pole is under the genoa sheet. Clear lines, place weight to windward, yell's," clear to tack".
15. Keep a lookout for traffic & wind changes and communicate to helm
16. Reattach spinnaker sheet/guy to spinnaker pole while seated on the windward rail (not moving weight to bow), if necessary.
17. Reroute spinnaker sheets & spinnaker halyard and reposition spinnaker pole if necessary for opposite tack launch.
18. Reposition his/her weight as necessary.

Enrollment is limited and the date is coming up soon. If you're interested in learning all this great stuff, please contact Tom Graham, our commodore, for more information.

Money Matters

Purser, Marsha Swanson

We finished the first quarter of 2004 in good financial shape. There is \$10137.30 in the operating fund. The Favored End reserve fund has a balance of \$7198.43.



YahooGroups for Barefooters



Feeling left out? Join in the conversations at Yahoo Groups for BFSCers. There are several ways to join in. One is to knock on the door by going to <http://groups.yahoo.com/group/Barefootsailingclub/>.

The second way is to send an email to Barefootsailingclub-subscribe@yahoogroups.com.

This is a closed group so you can apply for membership there and a moderator has to approve it. Tom O'Shea and Bill Bentley are both moderators. They check to be sure applicants are members before approving them to keep the scam artists away.

Alternately, any moderator can send an invitation to Barefoot members who have not yet joined from the site. To do that Bill and/or Tom need your email addresses.

Once enrolled, if you have a Yahoo Groups account they can then visit the site and post and download files, see messages, search the archives, find members, and contact them, etc. If you are not a Yahoo Groups member you can still participate in the email list and will get messages per your preferences. You can either get all messages as they occur, a daily digest, or none. There is no point to enrolling if you choose none unless you are also a Yahoo Group member and plan to periodically visit the site.

To post a message to everyone (you simply have to be enrolled to do this), just send an email message to Barefootsailingclub@yahoogroups.com.

To leave the group at any time send an email to Barefootsailingclub-unsubscribe@yahoogroups.com.

We currently have 88 people enrolled in the Group.

Although it hasn't been used much so far it is starting to be used more. It's good to find crew, to find someone

who is going sailing, to get boating advice, to announce club activities, to post files, pictures, etc., to share, etc.

More For Sale!!!



1990 Sunfish with trailer and white mylar racing sail with window. Only used 2 seasons then sat on trailer with the cover on it for 12 years. Also comes with brand new blue and white striped dacron sail still in the package never used. If all this purchased new it would cost \$5,025.00 plus tax. I will let it go for \$2,000.00. Please contact former Barefooter John at 404-547-9715.

YOU MIGHT BE A SAILOR IF,...



You squeeze out anybody trying to "barge" the express lines at the grocery store.

You bought a new/used boat before buying furniture for the new house.

More next month..... :-)

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FIRST CLASS

