



October 2004

# Footnotes...

## Commodore's Corner

Commodore, Tom Graham



"Best Regatta Ever"

Over and again, it was the common phrase given to me with a handshake and a thank you. All who participated kept saying how much they enjoyed the weekend. I said "thanks for the wonderful comment" but then reminded each that the reason for the success was based upon the hard work and dedication of the army of volunteers who are the real reason for the success. One participant then countered that I must accept the positive comments in the names of those who did the real work. On that basis, I nodded and promised that the entire lake community would know the names of those who made this regatta into something truly special.

We build on the hard work of last year's regatta headed by the 2004 Commodore Rory Robichaux who added Barefoot Cellars Winery and Saturday's dinner from Jock's and Jills. This year's regatta added a vendors' tent, a first-rate breakfast, a beer tent, a coffee-and-dessert bar, and aerial photographs.

These are only some of the key factors in the success of our regatta. Of course, we must give thanks to Capt. Stacey Brooks of Sea Dog Sailing who provided the financial backing that made the extras possible. She gave the opportunity to look outside of the box, and we decided to take full advantage of her generosity to improve the event for all who participated.

Paul Swanson, our regatta chair, and his wife Debbie, invested countless hours organizing committees and find-

ing sponsors. There are as well many other club members who went far beyond the call of duty. Margaret Sherrod worked for weeks on registration. She kept meticulous records and pointed out things that the rest of us needed to look into. At Friday's registration, she and her team processed the racers quickly and efficiently. Louize Christensen did several things, including introducing us to Capt. Stacey, drafting the NOR, and designing the t-shirts. Meg Webber gave up her Labor Day weekend to finish and mail out the NOR. Tonya Troyer found the band, designed our club banner, and worked on the decorations and raffle while Dave Scott and Sheila Krawchuk organized the beer stand that offered more than typical light beer. Marie Graham headed up a team to do the thankless task of clean up throughout the weekend.

I want to give special thanks to Rory Robichaux, our Past Commodore, who was determined to make this year's event even better than last year's. He found ways to suggest many improvements. While I saw him working hard, I was even more impressed with his wife, Mary, who seemed to be everywhere. I found out later that she worked right through the dinner hour on Saturday evening without ever eating. Working alongside the Roby-chaux's were Chris and Linda Webster who in typical Webster style worked to the point of exhaustion. On Saturday evening, I saw Linda resting in her vehicle with an icepack on her head because she had gone beyond what is humanly possible. The ever-working Chris organized two racecourses, found the trophies, organized the protests, and

## Upcoming

### Cruisin'

Saturday, Nov 6  
1st Saturday Cruise

Sunday, Nov 21  
3rd Sunday Cruise

Saturday, Dec 4  
1st Saturday Cruise

### Racin'

BFSC Fall Squall #1  
PRO: Paul Warner  
Sunday, Oct 17

Joint Fall Series #2 / BFSC Fall Squall  
#2 (SOY)  
Saturday, Oct 23

LLSC Halloween Regatta (Open)  
Oct 30, 31

Joint Fall Series #3 / BFSC Fall Squall  
#3 (SOY)  
Saturday, Nov 6

BFSC Fall Squall #4  
Saturday, Nov 13 (SOY)  
PRO: Steve O'Hagan

Joint Fall Series #4  
Saturday, Dec 4

Joint Fall Series #5  
Saturday, Dec 11

### Social

GENERAL MEMBERSHIP MTNG.  
Monday, Oct 25  
Monday, Nov 22

tabulated the scores for the races. Two more couples also deserve our special thanks: Bill and MaryEllen Gray and Tom and Maureen O'Shea. As the leaders of our cruising fleet, they wanted to take the opportunity to do something special for the regatta. The result was a fabulous, not-to-be-missed breakfast on Saturday morning and a coffee-and-dessert bar on Saturday evening that left the regatta participants awe struck. All these folks went the extra, extra mile.

If you missed it, you really missed it! Our 30th Annual Sea Dog Barefoot Open Regatta raised the bar by several feet. All who volunteered made this possible. Any success is their fault.

## Meeting Program

Vice Commodore, Meg Webber



Come experience the excitement of South Pacific sailing! Capt. Dave Crumbley, President and CEO of Windsong Sailing Academy will give an entertaining presentation on the culture, economy and sailing opportunities in the Kingdom of Tonga. Meet the young children as they perform their native dances. Learn the many challenges and rewards that await those adventurous enough to journey to the opposite side of the earth below the equator. Video footage and native music will transform the attendees as the unique and emotionally moving lives of Tongans unfold during the tour of their homeland. Join us for a fascinating tour of Tonga on Monday, October

## Racin'

Second Fleet Captain, Chris Webster



Well of course we have to make mention of all those Barefooters that took honors at last weekend's Seadog Barefoot Open Regatta.

Congratulations to: Jerry Grande and his crew for taking second place in the mid-spinnaker fleet; our ladies Linda Webster and Edith Collins for taking second and third places respectively in

the high spinnaker fleet; Darryl Lanier for taking second place in the Low non-spinnaker fleet; Kurt Schurenburg, David Delorme, and Consuelo Godden for stealing the show for the high non-spinnaker fleet, taking first, second and third respectively, and last but not least, to Carol Barrett for placing first in Portsmouth Fleet. Way to go, Barefooters!

## MUST READ

**ATTACHED TO THIS NEWSLETTER ARE THE CLUB BY-LAWS. THERE ARE TWO NEW BOARD POSITIONS PROPOSED. THESE BY-LAWS MUST BE VOTED UPON AT THE NEXT MEMBERSHIP MEETING, MONDAY, OCTOBER 25, 2004.**

**PLEASE READ AND COME TO VOTE!**

## New Members!



Please give a warm welcome to BFSC's newest members! Just one this month!

Welcome Nan Deegan-Putnam.

Was it you who won all those raffle prizes at the Barefoot Open last weekend? :-)

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## Harry Broacher



Congratulations to Dave Delorme on capturing the Dorton Cup. For those of you that don't know, this is Barefoot's intra-club championship regatta. It may seem low key compared to the Barefoot Open, the Dogwood, etc., but among Barefooters; this one gives him bragging rights for the year in the club. Dave won it because he deserves it. Goes to show you that his persistence, hard work, and good sportsmanship paid off. Doesn't hurt that he is a damn nice guy too. Good guys should finish first, at least some of the time. Lord knows there are enough jerks out there that get lucky.

Dave beat me and the rest of the participants fair and square. And I thought I had a shot to sail away from him, especially on Sunday when I had a "ringer" on my boat—he shall remain nameless, except I'll give you a hint that his name is on our perpetual trophy more than once (would you believe more than twice). But we had a great breeze on Sunday and of course, so that I didn't have an unfair advantage, I tore my chute on the very first set. Also, I had my light air tiller extension instead of the heavy one, I really need to do a bottom job on the boat, and my bio-rhythms were off. Otherwise, I would have kicked ass. That's my story and I'm stickin' to it!

True story: About a month ago Broacher and His One And Only Mate had the pleasure and honor of attending the wedding of Barefoot member Marv Rowe to his lovely new bride, Patty. Whilst I was getting dressed (one of the few times not mandated by a work related function that you will find me in a suit), I was struck by a thought. "If every pair of shoes you own are 'top-siders'.... You might be a sailor."

Story Behind the Story: Luckily, I did find my one pair of black dress shoes. They didn't even need polish because I had just polished them the last time I wore them, which I think was to church last Christmas. I almost didn't find them because they were way back behind the athletic shoe style deck shoes,

to the side of my two-tone leather boat shoes which are in front of the dark brown leather deck shoes, not to be confused with the worn out "natural leather" topsiders which I retrieved from the garbage. (I had to retrieve them from the garbage because The First and Only Mate thought they stunk sooo bad. It's just they feel so good, I always put them on to just lay around the shanty.) Anyway, all this was in front of my old foulie sea boots that for some reason don't fit anymore, and these were behind my two "everyday" boat shoes that I normally wear to work. They both look O.K. with either good slacks or my "good" ("Casual Day") Levi's. O.K., O.K. so I'm not a dedicated follower of fashion. (Unless you count my cool new "Gill 'One Design/Dinghy' Smock"—although The One and Only Mate says the colors clash with my spinnaker. Uh oh, loss of style points, but Martha's in prison now anyway.)

By the time you get this edition of the Barefoot Club Footnotes, the Barefoot Open Regatta will be in the record book. If you missed it you better have been in the hospital for an emergency brain transplant or something more serious because this one should be "the best ever," and not just "exceptional."

See y'all on the water.

## Thank You Volunteers

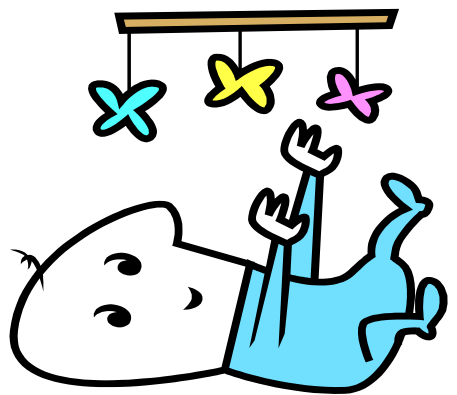


Thank you Meg Webber and Margaret Sherrod for converting the ruff draft to a final draft of the Barefoot Open Notice Of Regatta. Meg give up Labor Day weekend to work on it at her office. Both ladies gave up their Friday afternoon to assemble it and get it in the mail. We really appreciate you volunteering your time and expertise in getting our Notice Of Regatta to the Lake Lanier sailing community. Thank you Linda Webster for the great job you did on the Lobster Boil. Linda was able to rally the membership and help us get to know each other better. A special thanks to Hans Meier and Margaret Sherrod for cooking the main course that night.

## A New Baby Barefooter



David and Becky have added a new baby boy crew member to their family as of about 11:00pm Sunday night by the name of Dawson Conner Pope. Dawson is 8lbs and ~ 20" long and decided he wanted to back into this world. Unfortunately that was a little difficult exit, so he was born "C section". Dawson is fine, and Becky is recovering well. Both should be coming home Wednesday. David, of course is a little spaced out,...normal for new fathers. :-) Welcome baby Pope!



## Board News

Yeoman, Tonia Troyer



Excitement was in the air as we finalized the details for "The Sea Dog Barefoot Open Regatta 2004".

We are also excited about the 2005 board member proposals: Commadore, Bob Anderson; Vice Commadore, Ron Mitchellette; Past Commadore, Tom Graham; Membership First Mate, Tonia Troyer; Social Captain, Con Peltier; Yeoman, Terry Vick; Cruising Captain, Bill Gray; Boatswain, Bruce Barrett; Purser, Will Lee; and we are still accepting nominations for Racing Fleet Captain. Please contact a board member if you or someone you know is interested!

# Racing Rules

Frank Atkinson



## US SAILING

### Summary of the Rules That Apply When Boats Meet

Simplified, Condensed, Unofficial

Below is a summary of the sailing rules that apply most often on the race course. This summary is intended as an aid to sailors and not as a substitute for the *Racing Rules of Sailing*, a copy of which all racing sailors should own.

#### RIGHT-OF-WAY RULES

**PORT-STARBOARD.** Port-tack boats must keep clear of starboard-tack boats. (Rule 10) Note: You are "keeping clear" of another boat when she doesn't have to avoid you.

**WINDWARD-LEEWARD.** When boats are overlapped on the same tack, the windward boat must keep clear. (Rule 11)

**ON SAME TACK, ASTERN-AHEAD.** When boats are on the same tack and not overlapped, the boat clear astern must keep clear. (Rule 12) Note: One boat is "clear astern" if she's entirely behind a line through the other boat's aft-most point, perpendicular to the other boat. The other boat is "clear ahead." Two boats are "overlapped" if neither is clear ahead of the other.

**TACKING TOO CLOSE.** Before you tack, make sure your tack will keep you clear of all other boats. (Rule 13)

#### LIMITATIONS ON RIGHT OF WAY

If the other boat must keep clear, you have "right of way". Even if you have right of way, there are limitations on what you can do:

**AVOID CONTACT.** You must avoid contact with other boats, but a right-of-way boat will not be penalized under this rule unless the contact causes damage. (Rule 14)

**ACQUIRING RIGHT OF WAY.** When you do something to become the right-of-way boat, you must give the other boat a chance to get away from you. (Rule 15)

**CHANGING COURSE.** When you change course, you must give the other boat a chance to keep clear. (Rule 16)

**ON THE SAME TACK; PROPER COURSE.** If you are overlapped to leeward of a boat on the same tack, and if just before the overlap began you were clear astern of her, you cannot sail above your proper course (i.e., the course that will take you to the next mark the fastest) while you remain overlapped. (Rule 17.1)

#### PASSING MARKS AND OBSTRUCTIONS

There is a set of special rules for boats that are about to pass a mark or obstruction. However, these special rules don't apply between boats on opposite tacks on a beat to windward. (Rule 18.1)

Except at a starting mark, you must give boats overlapped inside you room to pass a mark or obstruction, and boats clear astern must keep clear of you.

There's a two-length zone around marks and obstructions, and a boat's rights and obligations with respect to another boat are "frozen" when the first of them enters that zone. If you are clear astern of another boat when she enters the zone, you must keep clear of her until both boats are past the mark or obstruction, even if you later become overlapped inside her. (Rule 18.2)

**TACKING NEAR A MARK.** Don't tack within the two-length zone at a windward mark if you will cause a boat that is fetching the mark to sail above close-hauled to avoid you, or if you will prevent her from passing the mark. (Rule 18.3)

**ROOM TO TACK AT AN OBSTRUCTION.** When boats are on the same tack on a beat and come to an obstruction, the leeward boat gets to decide which way they are going to pass it. If the leeward boat hails for room to tack, the other boat must give it to her; but the leeward boat must give the other boat time to respond before she tacks. (Rule 19)

#### OTHER RULES

Before your Preparatory Signal, and after you finish, don't interfere with boats that are about to start or are racing. (Rule 22.1)

If you break a rule while racing, get away from other boats and do two 360-degree turns; if you hit a mark, do one turn. (Rules 20 and 44) Note: Sometimes the Sailing Instructions require you to fly a flag acknowledging that you broke a rule, instead of doing turns. (Rule 44)

If you start too soon, keep clear of others until you get behind the line again. (Rules 20 and 29)

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## In Memory of Don

David DeLorme

Fellow Barefoot Sailing Club member Don Martin passed away on Saturday, Sept 25 while working on his house in St. Mary's, Georgia. Longtime Barefoot members will remember Don as an active racer. Over the years, he sailed in the Coronado 15 fleet, the Laser fleet, and the Santana 20 fleet where he skippered the red Santana now owned by Frank Atkinson.

In recent years, Don spent much of his time on the water training, coaching, and crewing for new sailors. He was an ASA sailing instructor and taught many of us on the lake how to sail, both in racing and coastal cruising. Don regularly crewed with Kurt Schurenborg and Susan Lunn on their Catalina 27 on Wednesday nights.

After retiring last year, Don had been making plans to eventually move with his longtime partner, Carol Jones, to their house in St. Mary's. He had taken up kayaking and was going through training in Savannah to become a certified instructor.

I met Don in my first Barefoot race, sailing my Capri 14 with my son. Since I had very little idea what I was doing and was not exactly moving, Don sailed back in his Laser after finishing the race and coached us to the finish line. In many ways, it was that act of kindness, and many others to follow, that made sailing such an important part of my life. Later, he crewed with me in several Catalina 22 regattas, the past two Dorton Cup Regattas, and this year's Catalina 22 National Championship Regatta. In each race, I learned something new.

We were supposed to sail this year's Dorton Cup together, but because of events with his house in St Mary's, he had to get down there to make repairs. The Thursday before he died, I happened to stop by West Marine looking for some deck hardware. I didn't expect Don to be there, since his SUV with the kayaks wasn't out front. But he was there. I got to tell him about the Dorton Cup. He was happy. I'm glad I made that stop.

Those of us who had the privilege of sailing with Don will certainly feel a profound sense of loss in next year's season. But we take with us the memories and all that he taught us. We will, no doubt, be hearing a voice saying, "Watch those tell tails!"

## Barefooters Maine Sail Cont'd

.....But that's how we get lobsters.

Speaking of Maine delicacies, popovers at The Jordan Pond House in Acadia National Park shouldn't be missed. Half of our group opted to increase our calorie intake with such, while the other worked them off on a bike ride around Long Lake using the carriage paths that meander throughout the park. To get an overview we all utilized the free shuttle service provided by L.L. Bean that leaves from the Village Green in "Bah Ahab."

Acadia is located on Mount Desert Island and to get there was not an easy feat for our two vessels. Traveling through Eggemoggin Reach, we en-

countered an opaque fog. I was on radar relaying information to the helmsman in the cockpit. Marie was sounding the horn on the bow. All were on full alert for oncoming boats, etc. At one point I saw what looked like an island to me on the screen. I yelled "There's something big coming at you off of the port bow." Almost as soon as I said it, an anchored 70' "ghost ship" motor cruiser appeared out of the mist. We looked ahead of us to see Alan Shedd on Aria with arms flailing. Glad we had that radar and our GPS.

Using our depth meter one evening we could have drawn a current survey of Long Cove. The bottom was extremely erratic and Captain Cook wanted to be absolutely certain that we didn't hit nearby rocks in the night. Anchor yankers Rick and Tom hoisted anchor at

least three times that evening to a successful end. We hit a ledge later in the week to no fault of the depth meter, but a faulty chart. We had three feet less than the chart stated. One more instance of the value of large-scale charts.

But what would we do without most technical advantages? When we left Northeast Harbor, we ventured to Mount Desert Rock and the whales. Through 6' swells, with the use of GPS its 70' lighthouse showed over the horizon right where it was supposed to be. Once into the Gulf of Maine we would spot the waterspout of a finback whale on the horizon, set our sails and autopilot and head straight for it. No sooner would we get within the vicinity, than we would see another spout in the opposite direction. Off we went. We repeated the process and amused our-

selves with this for at least two or three hours. Since this was the coldest of days, most of us were drinking hot beverages in the cockpit in foul weather gear. “Thar she blows” was heard a few times I’m afraid.

Other marine life observed included porpoises half the size that we are used to seeing in the Gulf of Mexico and seals. An occasional bald eagle would fly overhead. We anchored next to Pulpit Rock one night, where generations of ospreys have nested for close to 150 years. Winged beings we don’t care to remember include the dive bomber mosquitoes that visit from nearby forests in spots. On the night of our progressive dinner Rick and Meg buzzed around in the inflatable just to escape. A mass migration of boats away from shore ensued. Just take the DEET.

While eating our crab quesadillas and lobster at Lunt & Lunt’s in Frenchborough, I overheard a native mention to her companion, “Those people are from Georgia, sailing around these rocks. Pretty adventurous!” I guess you could

say that. Perhaps we like the challenge of new waters. Maybe we’re just too naïve to know any better. Whatever it is, we sure do love it and would do it again in a heartbeat! Where next?

Nancy Spraker

## Cruisin’

Tom O’Shea and Bill Gray



Hey folks— Come on out for the Nov 6th first Saturday cruise. It promises to be interesting— we’re teaming up with some cruisers from other clubs to have a joint cruise. Watch for more details soon.

If you’re interested, please let Tom O’Shea know as a head count is needed.

Tom O’Shea 770-945-3090  
 tomoshea@wavelinkse.com

## For Sale



Sassy's for Sale: Great little sailing dinghy - an 8' Sinbad complete with trailer, sailing essentials and oars. Would be a great starter for a youngster or a tender for an auxiliary. Catch a glimpse of her at [www.snugarborboats.com](http://www.snugarborboats.com).

Call Ann Coch @ 770.831.0403x601,  
 Cell: 770.540.9796 for details.



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## FIRST CLASS

