



September 2004

Footnotes...

Commodore's Corner

Commodore, Tom Graham

Come to the Open: 8-10 October

It is that time of year when our club is gearing up for its annual open regatta. Your board, as well as the event Chair, Paul Swanson, are working hard to ensure that this year's event is special. This year is the 30th annual anniversary of our regatta and we have obtained a special sponsor—Sea Dog Sailing—to underwrite much of the event. During the regatta weekend, I strongly urge all members to meet Captain Stacey Brooks, owner of Sea Dog Sailing and express your appreciation for her kind and generous financial offer. Because of her support, we have named this year's event the "Sea Dog Barefoot Open Regatta." You will find that she is a delightful conversationalist and someone who truly loves our sport. In addition to Sea Dog Sailing, we have retained several of our other sponsors, such as Snug Harbor Boats, Aqualand Marina, and Jock's & Jills whose support are instrumental to the financial well being of our club.

For the first time, the Sea Scouts have asked to participate in our event and we have arranged for the boys to sail as a separate fleet on the closed course. We have also arranged for teams to film both courses during the weekend. Additionally, for the first time at any regatta on Lake Lanier, we have arranged for a Stirman bi-plane to film from the air. Therefore, when you see a bi-plane coming in low, give him a good shot of your boat and crew. You will be able to see the film on Saturday evening.

The biggest change from last year will be the vendors' tent which will be placed in the parking lot behind the clubhouse.

As you drive down the hill toward the clubhouse, you will note a large banner welcoming all to the regatta. The tent will serve several functions throughout the weekend. Primarily, the sponsors and vendors will have tables under the tent. In addition to commercial sponsors and vendors, we have invited several non-profit groups—Sea Scouts, Lake Lanier Association, Power Squadron -- to set up tables and pass out literature. The tent will serve two additional functions. On Saturday morning, we are offering a free breakfast. Saturday evening after the dinner, the tent will become a coffee-and-dessert bar to allow those who want a quieter place to chat with old friends away from the music.

Like last year, we are using Jock's and Jills which will be "doing Mexican." For each Auxiliary skipper who registers, we are giving two free dinner/party tickets; for each dinghy skipper, there is one free ticket. In addition, Barefoot Cellars Winery will be providing cases of its finest for our Saturday evening dinner. I hope to have enough to give one bottle to each winning skipper. Martay and the Par-tay, a four-piece band, will promise to keep us dancing until we have shut it down.

So, come one; come all to the 30th Annual Sea Dog Barefoot Open Regatta. Skippers' meeting / packet pick-up is 6 pm October 8th at Sunrise Cove marina. The warning signal for the first race on Oct 9 is at 10:55a.m.. See website for NOR.

Contact Paul Swanson at 770-538-0419 if you have any questions.

Upcoming

Cruisin'

Saturday, Oct 2
1st Saturday Cruise

Sunday, Oct 17
3rd Sunday Cruise

Saturday, Nov 6
1st Saturday Cruise

Racin'

BFSC Trade Winds #3(SOY)
PRO: TBD
Saturday, Sept 25

Joint Fall Series #1 / BFSC Trade Winds
#4
Saturday, Oct 2

SeaDog Barefoot Open Regatta
Oct 8-10

BFSC Fall Squall #1
PRO: Steve O'Hagan
Sunday, Oct 17

Joint Fall Series #1 / BFSC Fall Squall
#2
Saturday, Oct 23

LLSC Halloween Regatta (Open)
Oct 30, 31

Social

GENERAL MEMBERSHIP MTNG.
Monday, Sept 27
Monday, Oct 25

Cruisin'

Bill Gray and Tom O'Shea

As Co-Captain of the cruising fleet I would like to say a few words about personal safety for crew members. This is an observation that I've made over the years and I would like to share my thoughts on the matter. These thoughts pertain not only to the cruising fleet but to everyone that is crew.

We spend time on boats and expect to have a safe sail every time we venture out, but most of us know that things can change rapidly on the water. Although some people think that lake sailing is safe and not as challenging as ocean sailing we do have certain unique features of which we must be aware. The first is the weather. Unlike being out on the ocean we don't get a long range view of the sky and storm development. Changes in weather systems can happen very quickly without notice and pass through just as fast, after causing damage and injury to boats and crew. I'm sure that many of you have seen this happen more than once. The storms are fast and fierce.

On board, the Captain, I'm sure, has made certain that his crew have donned their personal flotation devices as soon as the storm is about to hit. As crew what did you do? Remembering back, things happen very fast in this situation and the crew is very busy. If you put on the usual PFD found on most boats, (you know the type - used to meet coast guard requirements), I am sure you were uncomfortable and in some way hindered by the PFD in your movements because they just don't fit right.

It is now that you should be thinking about your own personal PFD. This should be part of your sailing gear along with gloves, dry clothing and foul weather gear and maybe a hand-held VHF Radio. Kept handy or preferable worn, you will always feel secure and now with the self inflating type, very comfortable, freeing up your movements. Even in blustery conditions when you wouldn't necessarily ask the Captain for a PFD you might

decide to put on your own PFD just for that extra measure of security. You can even add mirrors, lights, personal GPS integrated EPIRB, whistles, teddy bears to it and have it very customized.

There are lots of PFD's to choose from but make sure that you take your time and pick out one that makes you feel comfortable. Assess your planned usage, such as sailing in other places; will I use a harness and what will the temperature be where I am sailing. Some people have two PFDs, one an auto-inflatable for the hot summer sailing and a vest type for winter that provides some extra warmth. Try on as many types as will fit your needs until you find the right one. If you do choose an auto inflate type, understand that airlines may not let you board with the gas cylinder used for inflation, so if you are traveling make sure that a re-arm kit will be available at your destination and be sure that you know how to re-arm the vest.

Finally, let's speak of cost. The amount of money you spend will be related to, of course, what you can afford and the value you put on owning this piece of equipment. A PFD equipment is related to the sport of sailing much as a warm jacket is to snow skiing, golf shoes are a part of golf and tennis shoes a part of tennis. A PFD will be in the same price range as these other pieces of equipment, and it might just save your life. You can even ask your friends and relatives for that birthday present or holiday gift and it will be a gift that "will keep on giving." The other thought process is to spend a lot more than you think you should and then you might say "I spent XXX dollars on this fool thing, I might as well wear it."

In any case, think about it, you have a sport that you love and you should be as safe as you can be. If you are aboard my boat, I would be glad to give you the standard orange PFD, but won't you rather have your own? You know, the one with the Teddy Bear on it?

Stay safe and remember, it is supposed to be fun!!

Bill Gray

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Racin'

Second Fleet Captain, Chris Webster

As promised, here is some information on handicap systems, starting with an example of the last BFSC Moonlight Scramble with scoring done first by Time on Time (TOT), and then by Time on Distance (TOD) for the spinnaker fleet. The rest of the article on the next page will explain more about these scoring systems below, but the bottom line is that only a couple of places change, not all that significantly, and mostly in the middle/lower finishers. As a quick explanation, in TOD scoring the smaller boats are at a disadvantage if the race is slow and the conditions change at the end (typical for Wednesday night racing after the sun goes down). The intent of TOT is to tighten things up a bit, especially if the handicap spread in a class is large. Note that in the example below, for TOT there is about a 31 minute time difference between the first place and last place boat times based on corrected time. For TOD, the difference is about 41 minutes.

PHRF TIME ON TIME							
Spinnaker Fleet			MILEAGE	10.21	~31minutes		
<u>Skipper</u>	<u>PHRF</u>	<u>TCF</u>	<u>Start</u>	<u>Finish</u>	<u>Elapsed</u>	<u>Corrected</u>	<u>Place</u>
David Pope	150	0.8125	19:01:00	22:25:48	3:24:48	2:46:24	1
Bruce/Caryl Barrett	150	0.8125	19:01:00	22:38:45	3:37:45	2:56:55	2
Frank Atkinson	222	0.7454	19:01:00	23:08:04	4:07:04	3:04:10	3
Linda/Chris Webster	207	0.7585	19:01:00	23:05:43	4:04:43	3:05:36	4
Tedd Meinersmann	216	0.7506	19:01:00	23:10:14	4:09:14	3:07:04	5
Steve Sudderth	171	0.7917	19:01:00	22:58:42	3:57:42	3:08:11	6
Paul Warner	174	0.7888	19:01:00	22:59:56	3:58:56	3:08:29	7
Jack Gilden	132	0.8312	19:01:00	22:51:13	3:50:13	3:11:21	8
John Day	174	0.7888	19:01:00	23:10:57	4:09:57	3:17:10	9

PHRF TIME ON DISTANCE								
Spinnaker Fleet			MILEAGE	10.21	~41 minutes			
<u>Skipper</u>	<u>PHRF</u>	<u>TCF</u>	<u>Start</u>	<u>Finish</u>	<u>Elapsed</u>	<u>TA</u>	<u>Corrected</u>	<u>Place</u>
David Pope	150	0.9524	19:01:00	22:25:48	3:24:48	0:25:32	2:59:17	1
Bruce/Caryl Barrett	150	0.9524	19:01:00	22:38:45	3:37:45	0:25:32	3:12:13	2
Jack Gilden	132	0.9804	19:01:00	22:51:13	3:50:13	0:22:28	3:27:45	3
Steve Sudderth	171	0.9217	19:01:00	22:58:42	3:57:42	0:29:06	3:28:36	4
Frank Atkinson	222	0.8547	19:01:00	23:08:04	4:07:04	0:37:47	3:29:17	5
Paul Warner	174	0.9174	19:01:00	22:59:56	3:58:56	0:29:37	3:29:19	6
Linda/Chris Webster	207	0.8734	19:01:00	23:05:43	4:04:43	0:35:13	3:29:30	7
Tedd Meinersmann	216	0.8621	19:01:00	23:10:14	4:09:14	0:36:45	3:32:29	8
John Day	174	0.9174	19:01:00	23:10:57	4:09:57	0:29:37	3:40:20	9

HANDICAP SYSTEMS

Most sailboat races/regattas these days include different makes and models of sailboats. Handicaps are intended to make boat types, not skippers, equal in performance by correcting finish times of the competing boats. The intent of these handicapping systems is to allow a boat like a Santana 20, J-24, or a Cal 31 to theoretically compete on an equal basis. There are many handicapping systems in the USA, but the most prevalent are: PHRF; Portsmouth; IMS; and MORC.

The majority of the handicap fleets in the USA sail under the Performance Handicap Racing Fleet (PHRF) system. The PHRF supplies a single correction factor that is applied regardless of the conditions of the race, but the numbers are assigned locally to reflect actual performance of the boat type sailing in local conditions. Both TOD and TOT handicapping are used under PHRF. AISC, LLSC, and SSC clubs use the TOD formula which is:

$$TA = (D \times PHRF) / 60.$$

TA = Time allowance in minutes

D = course length in miles

PHRF = rating in seconds per mile

BFSC decided to change from a Portsmouth handicapping system to a PHRF TOT system shortly after I'd joined BFSC. The PHRF TOT is widely used in Europe. The PHRF TOT correction is done by calculating a time correction factor (TCF) = $600 / (480 + PHRF)$. Then the corrected time equals the elapsed time multiplied by the TCF. We elected to use TOT versus TOD since we were using Flowery Branch Bay with temporary marks. To do TOD scoring at a minimum we'd need trained Race Committee/s to "ping" each temporary mark with an accurate GPS before each race to calculate the distances. Since we don't have mark boats at our discretion, and since the Lake Lanier winds can be shifty, we elected to take advantage of the present wind and get races off on time, rather than wasting time setting and pinging temporary marks each time.

The Portsmouth Yardstick Handicapping system is also a TOT system that

uses the Thistle as the standard (benchmark) boat in the USA to gauge other types of boats. While PHRF generally addresses offshore/cabin/auxiliary sailboats, Portsmouth is most widely used for the smaller day-sailor/dinghy sailboats, multi-hulls, and sailboard classes. Each boat is assigned a series of numbers that are based upon various wind conditions of the race. The Portsmouth formula is: $CT = (ET/HC) \times 100$

CT = Corrected time

ET = Elapsed time

HC = Portsmouth designated number for the average wind conditions

The International Measurement System (IMS) also adjusts course elapsed times with time allowances, however the system is sophisticated and requires careful application by Race Committees. IMS is based on a set of actual boat measurements made using a special machine. The Lines Processing Program (LDP) generates an extended table of data that is then fed into a Velocity Prediction Program (VPP). The data is then used along with specific course data and course conditions to generate time allowances and corrected times.

Midget Ocean Racing Fleet (MORC) is a measurement system of single-number handicapping limited to offshore capable boats of less than 30 feet overall length. MORC is a TOD system that uses its own allowance tables published in a handbook.

The bottom line is that with all these different handicapping systems, none of them is perfect. You have to face the fact that under certain racing conditions, if your boat is in its best condition (sails, hardware, standing/running rigging, bottom, etc), and you race with impeccable maneuvers/tactics and crew work, you may still get beat at the end of the race by another competitor in a different type of boat. If you can't stand racing under the handicapping systems outlined above, I strongly recommend you buy a one-design class boat that is active in your area. This will be the true test of you and your crew's abilities in true boat for boat racing.

Social Hour

First Fleet Captain, Linda Webster

The Lobster Boil (held on Saturday, August 28th) was a huge success! Margaret Sherrod and Hans Meier did their usual outstanding job of preparing the potatoes, corn and lobsters in a timely fashion. I personally heard the rave reviews of how good the lobster was. Tim Clayton with Barefoot Sellers brought in various wines for a "tasting", as well as door prizes for all. There was a rain shower that lasted a only a couple of minutes, but certainly didn't dampen anyone's spirits. We had one of the largest crowds ever and a BIG thanks to all that pitched in and helped from setup to cleanup and everything in between. You all did an outstanding job with the appetizers and desserts! We truly are a sailing family! The cruising event held the next day (Sunday) was graced with Tim's presence and more wine for the Wine & Cheese cruising event.

On September 18 – 19th, the club will be hosting a "members only" championship, traditionally known as the Dorton Cup. There will be an unofficial gathering on Saturday night at "V" dock. Everyone should bring their own food, drinks and tales of the day's racing to share. On Sunday afternoon, the club will provide finger foods (wings, cheese sticks, meatballs, etc) at the covered pavilion at Aqualand for the Awards Ceremony. Join the fun!

And last but not least, the Seadog Barefoot Open Regatta is coming up next month and if you haven't already signed up to help, do so today! You will likely make some new friends and have a good time to boot. We are a volunteer club. YOU make it work. Thanks to all!

New Members

Yeoman, Tonia Troyer

Please welcome newest members Kelly Smith, Ray Roque, Larry Freeland, Scott and Shari Loesel, Gary and Tamarah Lock, Brian and Paula Adams, and Ned and Harlequin Gilchrist.

Harry Broacher

A.K.A. The Further Misadventures of the Intrepid Cap'n Harry

Of course after extolling the virtues of the Moonlight races and how they can be such a "religious experience," the First and Only Mate decides that it is time for her to turn into an atheist. "You've been out racing every Wednesday night and most weekends and when you're not racing we have to go up to work on the boat and when you want to do something together it's let's go up to the lake and go sailing well let me tell you Broacher it's high time you finished some of the projects you started around this shanty dammit!" I know I am in at least 20 fathoms of do-do when she refers to our home, which is her pride and joy, as "this shanty." Hope y'all had a good time. I had to finish cleaning the garage, the loft, and my office. In fairness to She (Who Must Be Obeyed), I had "started" cleaning up the garage last week, the storage loft last June, and my office in 2002. Again, hope y'all had a good time.

Speaking of further misadventures, let me regale you with a cautionary tale related to the launching of the spinnaker. Sailing under spinnaker being one of my more favorite things to do, as you already know. (Yeah, yeah, enough already—next thing he'll be talking about boring boat names again.) Anyway your intrepid cap'n is racing with his equally intrepid and, on this occasion, shorthanded crew. A light mist/drizzle off-and-on threatens to turn to rain, motivating my crew to put his foulie jacket off-and-on. The last off of the jacket is just before the spinnaker set, with the jacket tossed through the companionway. Note here that, on my boat, the spinnaker is always set out of the...right, companionway. We round the mark with competition just ahead and just behind us. The spinnaker goes up and the jacket goes in the lake.

Crew cries out, "OH NO MY FOULIE JACKET!!"

Cap'n Broacher thinks, "How sad for you and your jacket." Cap'n Broacher says, "Competition is gaining. Too bad about your foulies."

Crew responds, "Dude, my CAR KEYS are in the jacket!"

Broacher thinks, "How sad for you, your jacket, and your car keys." Broacher then, being the realist that he (sometimes) is, amends his original thought with this (mental—obviously not verbalized) calculation, "Well, let's see, you could jump in and swim for the jacket which contain your car keys. I could then sail back later—on the next beat—and pick you up. Damn, this is the last spin run and it's to the finish. Double damn, I don't know if he can tread water that long. Triple damn, his wife and the First and Only Mate are good friends—I'm screwed." Broacher says, "Drop the chute. Let's go back."

Wouldn't you know the foulie jacket is floating quite nicely on the water waiting for us to pick it up. It couldn't have possibly sunk like a stone to bottom—like it would have if MY car keys were in it. There is a lesson here: Constant Vigilance to even the Small Details (will keep you from having to turn back to pick up that which you inadvertently jettisoned due to lack of Constant Vigilance).

See you on the water.

Meeting Program

Vice Commodore, Meg Webber

Before going out on the water there are many things to consider in order to make the outing as safe and enjoyable as possible. Come to the September BFSC membership meeting and find out how to stay out of trouble on Lake Lanier. Sergeant Stephen Adams of the Department of Natural Resources Law Enforcement will give us an interesting and informative presentation on important boating regulations you need to know, safety on the lake, and boating education offered by the DNR.

He's also sure to have plenty of amusing stories about some of the crazy characters and escapades he's seen on the lake. Come meet Sergeant Adams, September 27th, at 7:00 pm.

Board News

Yeoman, Tonia Troyer

September's board meeting was postponed to a later than usual date, The following is from the August meeting:

The August board meeting brought much excitement as we discussed and finalized details for upcoming events. With the focus on the biggest event of the year for BFSC, the board is working hard to make this year's "Sea Dog Barefoot Open Regatta" one of the best ever!

In other business, we also had discussions of improvements/changes to the current board, it's member titles and responsibilities. We hope to reach final voting/decisions at the September board meeting.

Lastly, the board is collecting nominees for 2005 board positions. If you or someone you know is are interested in serving in a position on the board, please contact one the current board members

Ship Shape

Boatswain, Tom Roberts

The Favored End has come through the summer in good shape and is primed for the full Fall schedule. The VHF has been replaced so the crew can be in touch at all times.

The boat operating instructions have been rewritten and a new and improved "cheat sheet", 1 page laminated card, has been hung near the steering wheel. The next time you are on the boat please take a minute to review the instructions. Please pay special attention to items that will prevent motor, read BIG \$, damage. Check the oil, check for cooling water, keep the gas tank full and make

sure the battery switch is set correctly for operations and off when leaving.

Have a great time on the water this Fall... The best time of the year in my book!

Racing Rules

Frank Atkinson

Notice of Race and Sailing Instructions

All sailboat races, from a single Regatta to a series of races, publish a notice of race and sailing instructions for the competitors. The notice of race includes information that will help competitors decide whether to attend an event and conveys other information they will need before the sailing instructions are available. The sailing instructions include the intentions of the race committee, the obligations of the competitors and any change to the racing rules. Both of these documents are important to the competitors and should be read and understood before racing.

Notice of Race: The notice of race shall include the following information:

1. the title, place and dates of the race and name of the organizing authority
2. that the race will be governed by the rules as defined in *The Rules of Racing*
3. a list of any other documents that will govern the event
4. the classes to race, conditions of entry and any restrictions
5. the times of registration and warning signals for the first race and succeeding races if known.

The notice of race may contain any of the following:

1. advertising restrictions
2. the competitor classification system that applies
3. the procedure for advance registration or entry fees and closing dates
4. an entry form
5. measurement procedures or re-

quirements

6. the time and place the sailing instructions will be available
7. any changes to the racing rules
8. any changes to the class rules
9. the courses to be sailed
10. the penalty for breaking a part 2 rule other than the 720 turns penalty
11. the scoring system, including the number of races scheduled and the minimum that must be completed to constitute a series
12. prizes

Sailing Instructions: The principles on which all sailing instructions are based:

1. They should contain only two types of statements: the intentions of the race committee and the obligations of the competitors
2. They are concerned only with racing. Information about social events, moorings, etc should be provided separately
3. They should not change the racing rules except when clearly desirable
4. They do not repeat or restate any of the racing rules
5. They should be in chronological order, the order the competitor will use them

The sailing instructions shall contain:

1. that the race is governed by *The Racing Rules of Sailing*
2. a list of documents that will govern the event
3. the schedule of races, the classes to race and times of the warning signals for each class
4. the courses to be sailed or a list of marks from which the courses will be selected with descriptions of marks including the starting/finishing marks
5. descriptions of the starting and finishing lines, class flags and any special signals to be used
6. the time limit, if any, for finishing the scoring system

The sailing instructions may include:

1. changes to the racing rules
2. changes to class rules
3. the registration, measurement or inspection procedure
4. location of the official notice board

5. safety requirements, such as requirements and signals for personal buoyancy, check-in at the starting line
6. the racing area and signals to be made ashore
7. approximate course length, time limit (if any) and location of the starting area
8. any special procedures for individual or general recall, changes of course and shortening the course
9. restrictions on support boats, radios, etc; hauling out; and outside assistance
10. protest procedure and times and place of hearings
11. when and where races postponed or abandoned will be resailed
12. other commitments of the race committee and obligations of boats.

Tip of the Month

Steve O'Hagan

What do you see when you turn out the lights...

This month's tip will focus on the navigational lights required for your boat. Later we'll discuss how to interpret what you see out there at night. These requirements are for boats up to 12 meters.

1. The "all around light" is positioned at the top of the mast and is white. It must be visible for 2 miles. This light indicates a boat at anchor outside a recognized anchorage. When this light is on no others should be.

2. Sidelights Red on the port (as in wine) side; green on the starboard. Each should be visible from dead ahead to an arc of 112.5 degrees on their respective side for a combined arc of 225 degrees. These must be visible for 1 mile and turned on when underway regardless of the source of propulsion (wind or power). These lights are always on in conjunction with the stern light and sometimes with the masthead light.

3. The stern light is white and covers

an arc from dead astern to 67.5 degrees on either side for a total of 135 degrees. The stern light along with the sidelights make up a total of 365 degrees and are always lit together. A sailboat showing only these lights is underway by sail alone.

4. Masthead light. This is tricky because it's not really on top of the mast but about 2/3 the way up. This light is white and visible from dead ahead to 112.5 degrees on either side for a total of 225 degrees. It must be seen from 2 miles. The masthead light indicates a sailboat under power and should be lit along with the side lights and stern light (which together are called the running lights).

The navigational lights are supposed to give information to other vessels. If you have all of them on it means you're underway by sail and power while at anchor! If none are on you're sneaking home late at night or a smuggler. If only the port light is visible you're sinking. The possibilities go on.

Until next time - trip the light fantastic

Sailin' the Net

Past Commodore, Rory Robichaux



So you are still "sailing" the net, looking for cool sailin' stuff and info. Check out this site for a list of boats for sale as well as a listing of MANY sailing clubs across the Southeast US. Yes, Barefoot is listed, even though the link is out of date (they are in the process of updating).

www.strictlysailing.com

For those early Christmas shoppers, check out this site. Nautical jewelry, artwork, etc. Even more ways to spend \$\$\$ on sailing.

<http://www.globaltelesis.com/jewelry/>

A note from Past Commodore, Rory!

HELPING OUR FRIENDS AT AQUALAND MARINA

Saturday, August 14th, was a BIG day at Aqualand Marina. It was the National Headquarters for this year's National Marina Day. We provided significant assistance all through the day to help them pull off a very successful event.

There was a local Army Division (one that recently returned from Iraq), a parade complete with baton twirlers and marching band, and politicians giving patriotic speeches. Among the Barefooters who showed up to help out Aqualand were Joe Bonds, Tom and Marie Graham, Scott Janes, Jill Osborn, Mary Robichaux, Margaret Sherrod, Bill Siegendorf, Nancy Spraker, Joe Thompson, Terry Vick, Chris and Linda Webster. Also, for those whose names I have omitted, thank you from Aqualand Marina and Barefoot.

Just so you know we had some fun along the way—Jill Osborn and Joe Bonds won the award for Best Costume, as this was a day with a Patriotic Theme. Their costumes were amazing!!

Barefooters Maine Sail

We got a little of everything in our weeklong sailing trip in Maine. We spent a day in the fog, snagged a lobster pot and bumped bottom. It wouldn't have been Maine without those mishaps. But, its majestic coastline, the unsurpassable observance of marine life and the character of the place in general made putting up with a few little unexpected adventures more than worth our while.

A group of Atlanta's Barefoot Sailing Club members have crewed for Captain Lee Cook for close to 30 years. Usually the group sails in Florida's Gulf of Mexico. We've had as many as six boats in our flotilla. This year, inspired by a club member's tales of exploration

of coastal Maine, we decided to head North for a change.

We had eight in our group. Alan and Cheryl Shedd sailed an Alden 38 yawl named Aria. The rest of the rusticators from Georgia, including myself, sailed on the Hylas 44, Alliance. Throughout most of the week we were chasing one another from Rockland and Penobscot Bay as far as Mt. Desert Rock, bordering the Gulf of Maine.

When a member of our entourage was checking into a Rockland B&B, the manager asked him if he had any discounts. "Are you AARP?" he asked. Alan, having only heard the "RP" thought it was some Mainiac version of checking on someone's peace of mind. Alan promptly responded with "Yea, I'm happy." Thus our weeklong running joke came into being. Occasionally, out of nowhere, we'd hear "Are you RP?" "Yea, I'm RP."

I always find it amazing how several people who don't sail with one another on the same boat regularly can come together as cohesive crew by the end of a cruising week. All on board had great sailing skills. Our commodore, Tom Graham and Rick Fulgham could also really rustle up some fine meals. Rick even brought an entire coolerful of his robust homemade wine. Captain Lee Cook, who did the enormous task of preplanning, maintained the laidback momentum of the trip and provided us with his tremendous navigational skills. (When he took a nap, our location could be suspect.) Vice Commodore Meg Webber not only put up with me as cabin mate, but provided great on-shore plans, especially in Acadia. Marie Graham, the commodore's wife, kept all of us in fine spirits and well lunched. I was the "official scribe." Within the confinement of a yacht for a week, the fact that no one really lost their temper is commendable.

Of course, it always helps when the crew is well fed. We managed to have lobster for dinner as often as possible. Lobster was a bargain at \$4.50/lb. Meg gave a great imitation of a lobster being sacrificed. We even had lobster bisque and blueberry pie baked by the Shedd's the night of our group dinner at Hol-

brook Island Harbor. One morning I made blueberry pancakes. Sandwiches were our lunches en route. It didn't hurt to have hot chocolate and tea on hand seeing that the temperatures were a bit brisk at times. We provisioned at the local grocery stores in Rockland, using shoe leather and the boat owner's car for transportation. A minor fill up was also made at a small Northeast Harbor store in Acadia. Lobsters could be purchased in every port. The only thing we didn't buy enough of was butter to melt for lobster dipping. We almost made a two-mile sunset dinghy fetch to obtain a couple of sticks. Fortunately prudence prevailed and we used lemon instead. We managed to feed the gang for less than \$200/person with a few leftovers at the end of the week. The only nights we ate out were in Rockland at The Waterworks and in Frenchborough, Long Island at Lunt & Lunt Lobster Company.

Lunt & Lunt lobster pots littered the passageway heading out of Frenchborough. These pots create a major obstacle course in much of coastal Maine's

waters. A local told me that you need to be especially careful as you head northward since that is where the lobstermen use toggles - pairs of floats attached to one another. Well, you guessed it - one of those got us. If it weren't for the heroism of Rick rectifying the situation by taking the plunge, we never would have escaped. I can't repeat what he said when he hit the 65-degree water! But that's how we get lobsters.

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Read October's newsletter for the continuation of this great story by Nancy Spraker.....

BFSC Excels at Special Olympics Regatta!!

BFSC placed in three of the four fleets in the Special Olympics regatta. CONGRATS to Steve Sudderth for placing second in the High Spin fleet; Consuelo Godden for placing second in the High Non-spin fleet; and Tom Roberts for placing third in the Low Spin fleet.

More congrats to Steve Sudderth for winning the trip to Antigua. And high kudos to Steve O'Hagan for being the skipper that raised the most money—over \$2000!!! And BFSC was the club that raised the most \$\$\$\$ overall. A great weekend and a great cause!

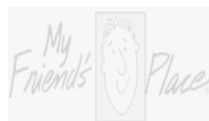
For Sale

⇒ 1988 Laser, full rig, 2 sails, good condition. Price \$1000. For more info, contact David DeLorme at 770-925-3638 or email at delorme@bellsouth.net.

⇒ Having now bought a hard dinghy we would like to sell our 8ft Avon inflatable dinghy. This is in almost new condition and comes with: two piece oars, motor mount, fiberglass seat, carrying duffel bag, foot inflation pump (new) patch kit, and bow line. Price: \$500. Reply to Dix-claw@mindspring.com or better-404 622 5157. Will deliver if within Atlanta metro area.

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