



March 2008
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Footnotes...

Got boat gear, hardware or other sailing items for sale?

Advertise them for free through the BFSC Classifieds section of the newsletter, coming next month.

Send classified ads to Kris Bowles at:
News_editor@barefootsailing.org

Commodore's Corner

Commodore: Lance Jones

As we come into the warm weather season, hopefully, more members will participate in the varied programs we have scheduled. The Racing, Cruising and Social Captains are doing a great job of organizing these events; but, they need your support and participation to make them a success.

At the March membership meeting, we will be having a sale! Bring all of your gear that you'd like to sell. I have several bits of hardware I'm bringing. Let's clean out our bins of the useful stuff that we don't need and share it with the club.

The lake is rising, slowly but surely! It's at its highest level since early November. That being said, we need to contact our local representatives and tell them NOT to lift the water restrictions. Remember, last year at this time, we were close to full winter pool. This year we're at least 16 feet below that level. While we have received SOME relief from the drought, we are still not forecasted to receive our normal amount of rain this year either. Start trying to persuade nature to send several tropical storms this way in 2008.

Start spreading the word about our Intro to Sailing course (free to BFSC members). I know we have several friends in the Atlanta Outdoors Club who may be interested in this. The dates are posted on the website and information about the course was published in the February newsletter which is also on the website.

Several of our members have new boats this year. There is now a new Barefoot, J-27, Tartan 28, Pearson 26 and Hunter 32.5. Maybe their new owners would like to tell us a sea story about their new boats and how they came to own them? I'd also like to say farewell to David Payne and John and Jerry Doyle who have recently moved their boats to Oriental, North Carolina. Fair winds y'all! I'll see you guys out on the lake soon!

Cruising Updates

Cruising Captain: Marie Graham

Why Stay Home When There Is Fun On The Water!

For as long as I can remember, the monthly first Saturday and third Sunday cruising schedule has worked for the club. The members that have boats offer their boats and time for cruising twice a month and take anyone on their boat that comes to the skippers meetings. This worked well in the years the lake was full. Several boat owners had boats in the water and generously made boats available for the 2 monthly cruises. 2008 will require a slight adjustment. Tom O'Shea, our Treasurer and Bill Gray, former Cruising Director, have been the mainstay for the cruising fleet. Too often the club has relied exclusively on the generosity of these two skippers. We need more boats participating in cruising events. There is plenty of water in the lake. Plus, we have more beach. Cruisers...Get your boats ready and come out for the March 16th cruise. There are more than 2 cruising boat owners in Barefoot. Our goal is to increase participation so more members can have fun on the water. If you have a boat, bring it out for a cruise. Use your boat for all the reasons you bought it.

To promote higher participation of boat owners, the Cruising fleet would like to introduce overnight weekend events for boat owners only. This would start with a Friday night dock party/skippers meeting for planning the Friday and Saturday night anchor spots and sailing locations during the weekend. The skippers could anchor out Friday and Saturday night, or they could meet on Saturday and anchor out that night and sail Saturday and Sunday. The skippers would have no set schedule or obligation to the club. The boat owners/skippers could just make their plans and come and go as they please. The over night cruises will substitute the 3rd Sunday of the month cruise starting May, with the 16th, 17th and 18th. Watch for more details on our Yahoo listserv. Make plans to rendezvous Friday, May 16 or Saturday, May 17.

Sail Magazine Cruising Technique Tip: Heads down, but take it easy. When gibing shorthanded in any breeze above the lightest, steer 10 degrees or so off dead-downwind, then trim the mainsheet tight and cleat it. Now gybe carefully to a similar angle on the other side of the breeze. As the boom flops across the boat, the sail will tend to luff. The trick to an effortless gybe is to counteract the luffing with a nudge of opposite helm. When things have stabilized, ease the mainsheet to trim for the new course. If it is windy, the sheet needs to be eased out quickly to keep the boat from rounding up.

Racing Updates

Racing Captain: Chris Webster

The hard core racing season is just about to start and here are some crew technique examples from the “Karma” team to help optimize your boat/team’s racing performance. New teams, and boats with crew that haven’t sailed together for a while would be well served to sit down together on the boat at its mooring (before/after races) and talk about the importance of communication.

In my role as skipper/helmsperson, I’ve found it helpful to let the crew know I want to receive as much constructive chatter/communication from everybody as I can possibly get. More importantly, to be the cheerleader always vocal about any and all good crew work to keep them pumped up. That way the channels are open, the team establishes a foundation so that everybody contributes, and we’re all on the same page. The composition and communication style is different for every team, but I’ve been fortunate to have sailed this LARC Winter series races with a top drawer crew, and I wouldn’t trade them for any other.

So let’s use the “Karma” model for a 5 person keelboat, break the race in to segments, and look at the basic “Karma” team member communication roles.

Final approach to the start:

The foredeck must communicate distance to the line in boat lengths using hand signals and tell me (helmsperson) where the other boats are. “1 BOAT LENGTH DOWN FROM THE LINE”. Try to do this off the bow as much as you can, but on smaller boats, crouch at the shrouds.

Our spinnaker trimmer vocalizes the countdown time in 15 second increments, and then vocalizes each of the last 10 seconds. If there’s a VHF broadcast from the race committee, they may also relay that information. The trimmer also warns me of boats to windward (“INIKI’S ON YOUR 6”) and behind who may try to reach down and overlap to leeward.

The genoa trimmer, warns me of boats approaching from leeward (particularly those on an opposing tack), and if possible, provides o’clock positions. This person constantly trims for speed and also communicates how much space to leeward there is and when the leeward boats are accelerating. “STICKMAN AT 10 O’CLOCK AND STICKING IT UP FAST”.

The main trimmer not only constantly trims for speed, but is also a tactician providing recommendations on where to be (or not) at the start. “THERE’S A STACK UP AT THE RC AND THE PIN END IS DEFINITELY FAVORED ON A PORT START”. This person also watches and advises of the flags on the RC platform as well as engaging the countdown timer.

The helmsperson communicates whether we need to go fast, slow, or hold current position to optimize a “hole start”. “I NEED TO DO SOME S TURNS TO BURN TIME” to maintain the boat positioning for the start. The challenge of starting in a big aggressive fleet is that it’s a series of one-on-one situations that happen in rapid fire succession, thus the necessity for concise communications between the helmsperson and crew.

Useful upwind chatter:

The foredeck and spinnaker trimmer communicates puffs, light spots, waves, and flatter water, as well as the o’clock position of the next mark. “LIFTING PUFF OFF THE BOW IN 4 BOAT LENGTHS!” Calling the puffs is important, but it’s equally important to know how long they last. The foredeck and spinnaker trimmer also calls out converging boats. I prefer to hear how many boat lengths away and whether they’re “passing trees” or not (e.g. using a shoreline reference). The spinnaker trimmer also helps with calling depths when we near shoal areas.

The genoa trimmer talks to me about trim,…”I’M MAX TRIM 4 INCHES OFF THE LOWER SPREADER”. In light air, the genoa trimmer will be sitting to leeward easing the sheet in and out for power plus relaying information about the competition’s boat performance to leeward. In heavy air the genoa trimmer is on the windward rail and looks for and vocalizes any better wind lanes to windward to tack over into.

The mainsheet trimmer constantly tweaks the main with sheet traveler, cunningham, and outhaul adjustments. This person is constantly asking me how the boat feels and relays boat speed and compass readings off the instruments.

When we make smooth crisp tacks, I let them know “NICE TACK EVERYBODY!” The same goes for the windward mark rounding for a downwind set. “WAY TO GO EVERYBODY, …DAMN THAT WAS A NICE SET!”

Downwind “rules”:

Oftentimes the crew goes silent downwind as if they’re behind just like after a bad start. *Not on our boat*. This is where our crew dials it up a notch over everybody else by being more observant and communicating every scrap of info to maximize our gains on the course. The foredeck is looking forward and vocalizing the o’clock position for the next mark.

On this leg, I take over the main, and the mainsheet trimmer moves forward, pre-feeds the guy, makes pole height and the spinnaker pole guy adjustments. This person also assists with vang, cunningham and outhaul adjustments, as well as downwind headings.

Spinnaker trimmer launches and retrieves the chute. Advises me,…”GOT GOOD PRESSURE”,…IT’S LIGHTNING UP” about the chute, and calls for pole and guy adjustments. This person also recommends easing the spinnaker halyard when there’s good, steady pressure.

The genoa trimmer transitions to tactician for calling (wind) lanes, puffs, and blanketing boats from astern. This person is right next to me and is constantly telling me to steer "ONE CLICK TO THE RIGHT TO CATCH THE NEXT PUFF AND STAY IN THE LANE". This dialogue paints the picture for me and the team as to how we're doing and to ensure that we don't sail too low in the lulls and too high in the puffs.

While all this is happening, I'm telling the spinnaker trimmer "I'M HEADING UP FOR SPEED" when the trimmer tells me it's light. And "I'M HEADING DOWN TO STAY IN THE PUFF" when the trimmer tells me there's good pressure. This way the crew is prepared to adjust the sheet and guy trim accordingly. I'm also double checking with the foredeck as to the location of the next mark, calling out speed readings and letting them know when we need to gybe,... "WE'RE ALMOST ON THE 40" (optimum degree angle to gybe to the next mark).

When we prepare to gybe, I steer down and tell everybody "SQUARE THE POLE" first, they adjust and then "GYBE HO!". We've had some fantastic gybes keeping the chute drawing all the way through, so afterwards I'll usually be hollering, "DAMN YOU GUYS,... THAT WAS SLICK!" "GOOD JOB EVERYBODY!"

Long before we get to the Leeward mark, I've communicated how I want to round and whether we'll do a windward or leeward spinnaker take down. The leeward mark roundings with this team have been awesome. We turn, and accelerate out of the corner with the afterburners on like nobody else on this Lake.

Foredeck,... "POLE IS DOWN LOCKED AND WE'RE CLEAR TO TACK" if you need to.

Spinnaker trimmer,... "CHUTE'S DOWN AND THE HALYARD AND SHEETS ARE CLEAR" if you need to tack.

At this time, I'm usually beaming, and very vocal "THAT WAS &*\$@ING AWESOME YOU GUYS!... WE GAINED 2 BOATS!... WAY TO GO EVERYBODY!"

The genoa trimmer calls to the foredeck for more or less halyard tension, and also advises me "8 INCHES OFF THE SPREADER AND TRIMMING IN" as we're accelerating out of the corner. "MAX TRIM" callout lets me know it's all mine now to sail to windward off the telltales.

What I haven't mentioned before, is that all during the race I'm always complimenting and thanking each person by name about their individual contributions. After the race and on our way to the dock this is followed up with "high fives", handshakes, pats on the back, and hugs for the females. ***I could go on and on, but in summary, if you keep the positive chatter going between everybody and maintain an intensity level as if you're always in the lead, it will pay dividends for you and your crew!***

The racing line up for the next couple of races is:

Winter Gale #3	Sunday	3/16/08	1pm start
Night Warm Up #1	Wednesday	3/19/08	Cancelled due to low light/water levels
Night Warm Up #2	Wednesday	3/26/08	Tentative. 7pm start light/water permitting
Dogwood Regatta	Sat & Sunday	3/29 & 3/30	See AISC NOR
Night Warm Up #3	Wednesday	4/2/08	7pm start
Around Alone	Saturday	4/5/08	See BFSC NOR
Fair Winds #1	Saturday	4/12/08	1pm start
Fair Winds #2	Sunday	4/20/08	1pm start

For the BFSC Saturday and Sunday races the skipper's meeting (11am) is at the Aqualand Ship Store parking lot, and the races start in the vicinity of "X" mark at 1pm (weather permitting). Yes there is still plenty of navigable waters in the Chattahoochee Bay area (more specifically around/between the marks: X, B, C, D, & E). Please print out and review the 2008 BFSC Sailing Instructions from our website.

For anybody needing crew or trying to find a boat to race on, please feel free to contact me.

EVERYBODY,...CONTINUE TO PRAY FOR RAIN!

Social Life

Social Captain: Linda Webster

I have been approached in the past year by several female club members that know that I, as a female, enjoy sailing and helming the boat on a regular basis for races on the lake. These women requested that we go out sailing together in the hopes to be able to build their confidence and improve their skill levels. Sometimes, no offense intended, the women may feel a bit intimidated when they are on the boat with their spouse and/or significant other. I personally have been there and understand how confidence can grow when given the chance to "make our own decisions". Our spouses certainly don't intend to be intimidating when they are on board with us.

What I need from the women, who are interested, is some input as to how we want to do this. Do we want to crew a boat or two for women only during the cruising weekends or get together on a Friday evening once or twice a month? Let me know. There are other women skippers (within the club) that are willing to share their knowledge and skills to help others as well. Women need to feel comfortable at the helm. Think about it. What would you do, if you were out sailing with your spouse, or anyone for that matter, and the skipper fell overboard leaving you on boat by yourself? Contact me at social_captain@barefootsailing.org

Membership Drive Contest

Membership First Mate: Beverly Hanson

In order to increase our membership, we are calling upon those who know better than anybody, the value of BFSC membership: **YOU!** So, we are launching a membership drive contest. The rules are simple:

Any current, PAID, member who is responsible for signing up a new (paid) member, will have their name entered into a contest. Multiple new members will give you multiple entries. The prize is will be the winner's choice between a Garmin Handheld GPS or a West Marine Handheld VHF radio.

To enter a new member, all you have to do is submit their application along with a check for \$45.00 to any officer of the club. You will then receive an entry for the drawing to be held at the June membership meeting.

2008 Introduction to Sailing Class

Yeoman: Margaret Sherrod

2008 Introduction to Sailing Class

Join Barefoot Sailing Club for our **Introduction to Sailing**. Our on-the-water day-sail will be held in 2 parts again this year. First, we will join the Cruisers for a pre-course day-sail on **Saturday, April 5th**, when we will receive our class introduction and outline. As is customary, please bring a snack/beverages to share with your Skipper. Our ground school will be held on **April 8, 10, & 11, 2008**. Our "Graduation/Wing Fling, will take place after the On-the-Water day-sail on **Sunday, April 13, 2008**; we will be sailing on the boats of BFSC club members.

Ground school is held at **Georgia Perimeter College - Dunwoody Campus** (corner of Tilly Mill Road and Womack Road), **Room NB 1440**, beginning at 7 p.m. each evening (until about 9:30 p.m.). It is not essential to attend all classroom or on-the-water sessions; however, we **strongly** encourage new sailors to attend all sessions to maximize your learning experience.

This program is included, at no additional charge, in BFSC membership fee (\$45 for new members) **except for \$15 for the textbook**. If you have questions or want to register for the class, please contact program coordinator, Margaret Sherrod, via email yeoman@barefootsailing.org or by phone at 404/351-2976.

General topics covered in the class include:

- Boat etiquette
- Personal equipment and gear
- Marlinespike seamanship (knots)
- Points of sail
- Sailing jargon/nomenclature
- Mooring and anchoring
- Rules of the road
- Sail theory
- Types of boats
- Parts of a boat
- Tacking and jibing
- Man overboard
- Departing and docking
- Basic weather

Even if you know something about sailing, this is a great refresher course. The emphasis is on boating knowledge, safety and boat handling. Our volunteer instructors always have a way of making the classes entertaining as well as informative. So, come join us!

AGENDA
Barefoot Sailing Club
&
Georgia Perimeter College
Introduction to Sailing: April 5, 8, 10-11, 13, 2008

Coordinators: Jim McKean and Margaret Sherrod

Saturday April 5 10:00 am Aqualand Marina outside Ship's Store
10:00-4:00 On-the-water training/practice

The "ground school" will be held at the **Georgia Perimeter College, Dunwoody Campus** (at the corner of Tilly Mill Road and Womack Road). The room is **NB 1440** (i.e., building "B" on the ground floor, room 1440).

Tuesday April 8, 7:00-9:00 pm, GPC-Dunwoody: NB 1440
6:30-7:00 Registration – Margaret Sherrod

7:00-7:15 Welcome and Introduction – Lance Jones, Tom Graham
 7:15-7:45 Parts of a Boat & Sailing Terminology – Neil Franklin (p17-33)
 7:45-7:55 Break
 7:55-8:30 Theory of Sailing & Points of Sail – Kristina Bowles (p44-45)
 8:30-9:00 Basic Sailboat Maneuvers (Tacking/Jibing) – TBA (p49-53)

Thursday April 10, 7:00-9:00 pm GPC-Dunwoody: NB 1440
 7:00-7:30 Rules of the Road – Windsong Sailing Academy (p77 &143)
 7:30-7:50 Safety, PFDs, Man Overboard – Christine Lemon (p 89-99 & 104)
 7:50-8:00 Break
 8:00-8:30 Docking, Anchoring, Mooring – Bill Gray (p126-134)
 8:30-8:45 Barefoot Cruising Activities – Marie Graham
 8:45-9:00 Knots - Marlinspike Seamanship – All (p123)

Friday April 11, 7:00-9:00 pm GPC-Dunwoody: NB 1440
 7:00-7:20 Sailing Etiquette – Steve O’Hagan
 7:20-7:50 Heavy Weather Sailing – Lance Jones (p171)
 7:50-8:00 Break
 8:00-8:30 Navigating on Lake Lanier – Tom O’Shea
 8:30-8:45 Barefoot Racing Activities – TBA
 8:45-9:00 Knots, Review & Plans for Sunday– All

Sunday April 13, 10:00 am Aqualand Marina outside Ship’s Store
 10:00-4:00 On-the-water training/practice & testing
 4:00 – ... “Wing Fling” & Graduation at Aqualand Pavilion (BFSC will provide chicken wings and snacks.
 Please bring your own beverages.)

2008 Barefoot Sailing Club Board

Commodore	<u>Lance Jones</u> (770) 330-4010
Vice Commodore	<u>Scott Dixon</u> (404) 509-3796
Racing Captain	<u>Chris Webster</u>
Cruising Captain	<u>Marie Graham</u>
Social Captain	<u>Linda Webster</u>
Membership 1st Mate	<u>Beverly Hanson</u> (678) 480-3773
Purser	<u>Tom O’Shea</u> (404) 788-3090
Yeoman	<u>Margaret Sherrod</u>
Boatswain	<u>David Wright</u> (770) 493-3530
Past Commodore	<u>Steve O’Hagan</u> (770) 491-6232

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