



Footnotes...

May 2007

Commodore's Corner

Commodore: Steve O'Hagan

The span from April into May has been an extremely busy one. We've had the Introduction to Sailing Program, The Around Alone, and The 2nd Annual Celtic Crossing.

The Intro to Sailing Class had about the usual number of students as most years. What distinguished it this year was the very keen motivation of the students to learn and the teachers to teach. The energy level in the classroom was palpable. This year's program included a day on the water before the classroom teaching as well as the usual hands on experience after the didactic session. For the students less familiar with boating this greatly improved their comprehension of the classroom material. As usual, the event was concluded with the Wing Fling at the Pavilion where many war stories were exchanged. Thanks to Margaret Sherrod and Jimbo McKean for one of the best classes ever. Thanks to Kris Luther for what has become her signature in hospitality at the Wing Fling.

As you approach the dirt up after the Around Alone you see a group of sailors looking simultaneously proud and humble and very worn out. Winds from 15-20 gusting to 25! Rob Whitley must have some great connections to come up with that wind. Thanks Rob.

Despite forecasts for rain and possible thunderstorms the 2nd Annual Celtic Crossing was well attended on land and on sea. Boats and crews were splendidly arrayed in Celtic regalia (one minimalist entrant had a box of Lucky Charms attached to the bow-pulpit). Songs were sung, dances were danced and Leprechauns were tossed. What a spectacle! The party on land was just as good. Steak and mushroom pie, mushie peas and potatoes from the Village Tavern, vast amounts of beverage from Home Town Spirits, and of course quality liquors from Castle Rock Distillery. Live music by Pog and the Border Collies rounded out a festive day. This event unfolded so naturally and seamlessly that it looked effortless. Not so. Many hours of planning over many weeks by many people made this happen. Thanks to Lance Jones who headed it up and to the "Wee People" who made it happen – Bob Anderson, Kris Luther, Jimbo McKean, Laura McKean, Christine Lemon and Neil Franklin.

We'll take a minute to catch your breath and get ready to move on we've got plenty more coming up. See you on the water.

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May Events

5/5 Celtic Crossing
5/12 Woman Skippers Race
5/20 Brunch Raft Up
5/21 Membership Meeting

June Events

6/2 First Saturday Cruise
6/2 Evening Breeze Race #1
6/9 Evening Breeze Race #2
6/17 Father's Day Cruise
6/23 Evening Breeze Race #3
6/25 Membership Meeting

From the Poop Deck

Vice Commodore: Jim McKean

I always try to carry a first aid kit in my car or boat. For some reason I seem to have forgotten that often one must augment the basic med kit with needed Benadryl, ibuprofens and Tylenol. Recently I cut myself on the boat and bled like a stuck pig, probably from taking those baby aspirins the doc put me on. Anyway, so I am bleeding on the boat. I grab the medicine kit and fumble for some antiseptic. What?? No antiseptics, only wipes??!? I grab a bandage and one handed I wrestle it onto my finger. I go through the realizations, that I do not have the basic stuff in my kit that I like to have. Which is basically hydrogen peroxide, Neosporin (the kind with the numbing stuff) and some good old fashion iodine (don't get it on the gel coat though) and a basic suture kit. I have only had to put in a stitch once before but when you have to do it, it is nice to have the proper stuff. Believe me you do not want to be looking into an open gash only to realize the only suture kit is also your sail repair needle. Sailing forces us to be ready to deal with these little emergencies as they happen. We all have pfd's and throwables to save life and limb. I am making

sure my med kit is up to my basic standards and thought a reminder might help someone else upgrade theirs as well. See you on the water.

Social Happenings

Social Captain: Kris Luther

Well, we finally did it. My fiancée Dave and I are now officially sailboat owners! Dave and I had been researching for awhile what sailboat best fit our needs, and finally decided upon a Rhodes 22. Not too many are made any given year, so we thought for sure we would have to travel out of state to find a used Rhodes. That was until Vice-Commodore Jimbo McKean sent an email with a link to a 1985 Rhodes 22 for sale in Peachtree City. We quickly called the owner and before we knew it, we were on our way down to Peachtree City to take a look at the boat. She's been sitting in a field slowing being incorporated into a patch of Kudzu for the past several years, but structurally she appears to be sound and just needs a little love and attention to bring her back to former ship-shape self.

This past weekend, with the invaluable assistance of Jimbo, she was towed up to our home in Decatur

for some cleaning before she makes her way to a dry slip at the lake. Her trip up to Atlanta was mostly uneventful, although a less-than-ideal mast stowing system required a few stops along the road and an improvised bow pulpit cradle that Jimbo created with a chunk of 2 x 4, a drill, and spare line for lashing it all together (Jimbo, we're calling you MacGyver from now on...). Once we got her "docked" at the house yesterday, she underwent a massive scrubbing of her topsides. After hours of cleaning, I'm happy to say her top deck has gone from a grey-mold color to a sparkling white. We look forward to taking Barefoot members out on her as soon as she is ready for sailing!

We had some great social events for the month of April. Our "Intro to Sailing" program wrapped up with a fun gathering – our annual 'Wing Fling' potluck and graduation ceremony. Intro to Sailing program graduates, skippers and their seasoned crew brought all sorts of tasty dishes, while Grill Master Dave Bowles cooked up some delicious wings for everyone. Later in the month, we had a fun BBQ with brats, potato salad, fruit and dessert for the Around Alone race participants. Everyone

looked a little tired after a day of single-handing and the food was a much needed energy booster. This past weekend, we enjoyed a fantastic day at the Celtic Crossing event. Many thanks to club member Michael Moran for helping with set up and to all the folks who stayed a few minutes after the event to help with cleanup.

Destinations

Cruising Captain: Lance Jones

Nautical Terms and their Origins

I was going over the U. S. Navy Historical Center's brochure, Origin of Naval Terminology and came across a few gems that I thought I'd share with you this month.

Bitter End - As any able-bodied seaman can tell you, a turn of a line around a bitt, those wooden or iron posts sticking through a ship's deck, is called a bitter. Thus, the last of the line secured to the bitts is known as the bitter end. Nautical usage has somewhat expanded the original definition in that today the end of any line, secured to bitts or not, is called a bitter end.

Carry On - In the days of sail, the officer of the deck kept a weather eye constantly on the slightest

Looking toward the rest of May, Jimbo McKean, with the assistance of Rob Whitley, will be hosting the after-race party for the Women's Skippers regatta, Saturday, May 12th. And, on May 20th we'll be having our annual Cruisers Breakfast. For June, I'll be taking a bit of a hiatus from my board member duties – Dave and I will be getting married on June 2nd followed by our two week

change in wind so sail could be reefed or added as necessary to ensure the fastest headway. Whenever a good breeze came along, the order to "carry on" would be given. It meant to hoist every bit of canvas the yards could carry. Pity the poor sailor whose weather eye failed him and the ship was caught partially reefed when a good breeze arrived.

Ditty Bags - Ditty bag (or box) was originally called "ditto bag" because it contained at least two of everything: two needles, two spools of thread, two buttons, etc. With the passing of years, the "ditto" was dropped in favor of "ditty" and remains so today.

Knot - The term knot or nautical mile, is used world-wide to denote one's speed through water.

honeymoon. We'll be spending a portion of our time in Valencia, Spain, catching the Louis Vitton Cup finals right before the Americas Cup race begins. I'll be bringing back some Americas Cup souvenirs to be given as raffle prizes in the fall at the Barefoot Open. Have a great next month and see you out on the water soon!

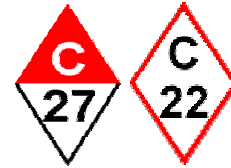
Ingenious mariners devised a speed measuring device both easy to use and reliable: the "log line." From this method we get the term "knot."

The log line was a length of twine marked at 47.33-foot intervals by colored knots. At one end was fastened a log chip; it was shaped like the sector of a circle and weighted at the rounded end with lead.

When thrown over the stern, it would float pointing upward and would remain relatively stationary. The log line was allowed to run free over the side for 28 seconds and then hauled on board. Knots which had passed over the side were counted. In this way the ship's speed was measured.

Yankee - Americans are known by their nicknames from Hong Kong to Timbuktu; one of the most widely used is "Yankee." Its origin is uncertain but it is believed to have been given us by the early Dutch.

Early American sea captains were known, but not revered, for their ability to drive a hard bargain. Dutchmen also regarded as extremely frugal, jokingly referred to the hard to please Americans as "Yankers" or wranglers and the nom de plume persists to this day.



From the Archives

Special Correspondent: Rail Tale

Sailing to Windward in Strong Breezes:

(This archived article is presented in honor of the winds we have been having lately on the Lake with thanks to Linda Webster.)

Strong wind sailing in a boat separates the "feared from the fearless". A well sailed boat will get to a windward mark long before those not being as well sailed. With the stronger breezes of 'ole man winter here and the March winds right around the corner, hopefully the following will help those trying to develop better upwind techniques.

When we as beginning sailors first were learning to race upwind, the experienced skippers invariably said, "Don't let your sails luff if you want to sail fast!" Unfortunately, such well intended advice, while appropriate for light and moderate wind strengths, it is completely unsuitable for best performance in a blow. The important thing to concentrate on when sailing to windward in a blow in a

strong breeze is to KEEP THE HULL MOVING FAST THROUGH THE WATER! We have had the notion of sailing the boat flat (on her planning section of the hull) without burying the rails, pounded into our heads, and THIS IS good advice. Not letting the sails luff under these conditions IS NOT good advice.

The primary difference is that in the light and medium wind sailing, WE CAN USE ALL THE WIND POWER OUR SAILS CAN WITHSTAND. When it is blowing hard, we have at our command, much more power than we can use. The excess power generated by the strong wind must be dissipated so that you can adhere to that piece of good advice which says KEEP THE BOAT FLAT.

1. Set your sails to be as flat as possible to reduce the power which a full (deep draft) sail will give you, and which you do not need under these conditions. This means pulling down hard on the mainsail cunningham, and out hard on the outhaul.

2. Make sure the rig is tensioned adequately, since a sloppy rig is difficult to sail with and not sensitive nor responsive to the strong puffs.

3. If you have an adjustable rudder, make sure that it is completely straight up and down vertically (not cantered back). This will reduce the weather helm at the tiller and provide better response in the puffs.

4. Get the weight of the skipper and crew out over the rail as much as possible. Be sure to bunch the crew weight amidships, rather than having the crew forward and the skipper aft. Bunching the crew weight reduces the pitching moment of the boat and will speed you up when sailing in a chop. If you have relatively flat hull waterline exit aft, you may want the crew to slide slightly aft once the boat has accelerated to hull speed to elevate the bow and maximize its "lift off" planning potential.

5. Trim the boom vang tight, and the mainsail and jib sheets much as you would do on a medium wind day. In positioning the jib/genoa sheet fairlead/car on its track, it might be moved aft a couple of inches more than you normally do for medium winds. This helps prevent closing the slot (between the upper trailing edge of the jib/genoa and the leading edge of the main) too much.

6. Make sure that you have selected the correct sails for the conditions and crew weight. Gear down to a smaller genoa and/or reef the main to **KEEP THE BOAT FLAT**.

7. More importantly, don't be foolish, **PUT YOUR LIFEJACKET ON!** It won't do you any good when you've fallen overboard and it's sitting unused in the bottom of the lazarette.

Now that everything is trimmed properly and the crew is positioned, start to sail upwind. A strong wind always has puffs and lulls. It's extremely important that your crew calls the puffs, bearings, and expected arrival to respond quickly and get the most out of the boat's performance. When a puff hits the boat, it tends to heel over and slow down. To prevent this you must **IMMEDIATELY** ease the mainsheet traveler and head the boat slightly into the wind to spill the extra

power from the sails by allowing the main to luff somewhat. This is not done by easing the sheets, but by working the boat up into the wind.

Next the wind will ease off in a brief lull. Use this opportunity to bear off **SLIGHTLY** to keep the boat from losing speed. When the next puff hits, pinch up (AKA feathering) again, etc., etc. The secret in doing this successfully is in the timing. There will be a split second between the time you feel a puff on your body, and the time the boat reacts to it by heeling over. In that split second, you push the tiller away and dissipate the extra energy by working the boat up into the wind (which is, after all, where you want to go in the first place). A fraction of a second late in either pointing up or bearing away will result in the boat first heeling over, then pointing up into the wind and losing speed. Slightly quicker anticipation will yield the desired results.

As you get used to this technique, you will find that although you will be sailing a somewhat serpentine course, and both sails may be luffing some/most of the time, the boat will stay flat, move fast, and make good course to windward equal to or better than any of your competition. You will also find that what you are really doing is working the tiller so that the **ANGLE OF HEEL OF THE BOAT REMAINS CONSTANT**, and this heel angle will be

largely what you are looking at. Of course, you should also be watching the waves to try to avoid crashing into the ones that will slow you down. And again be on the watch for puffs coming toward you so you can anticipate them properly.

By mastering this technique, you will seldom need to ease your sheets on the windward leg. I work the mainsheet traveler like crazy in one hand, however I always have the mainsheet draped over my forward thigh so I can instantly release it IF caught by a hard puff and the boat rolls out without responding to the traveler release and feathering. Under extreme conditions, I'll pump the main traveler rapidly in and out to help maintain speed, control, and keep the boat from excessively heeling or worse yet, rolling out. Also have your crew hold the jib sheet so it can be quickly released from its cleat at your command. These are your ultimate safety valves if your timing breaks down or if extra strong puffs strike you and threaten a roll out unless you ease sheet lines.

"Rail Tale"

