



Footnotes...

Commodore's Corner

Commodore: Lance Jones

As the summer begins to come to an end, we need to begin thinking of several events/happenings that are quickly approaching. September will see the Dorton Cup and Steak-out on the same weekend September 6-7th. The Steak-out will be on the 6th. Also, the last of the Summer Boat Owners and Invited Guest Overnight Cruises will be the weekend of September 19th-21st. This cruise, hosted by Lance & Kitty will be a Lake Lanier Oktober Fest! Come on out for the last of what has become a very successful new BFSC tradition.

At this time of year we begin the process of finding members for the 2009 Board of Directors. So, if you're so inclined or at least interested in a specific board position, let either Steve O'Hagan or me know as soon as possible. If you know of someone you'd think would make a good board member, don't keep it to yourself and let us know, too.

The Barefoot Open is still going to happen come hell or LOW water! We've put the basic framework in place and plan to work on several contingency planes. Based on whatever the lake level is will determine what we will be doing for the Open. Suffice it to say that the event will be great. Food and drink are already lined up and you can expect both to meet your high standards.

Without this area having a dramatic increase in rainfall, we can expect the lake to be down further for the Open. That being said, of course some boats that are on trailers may not be able to get into the water, those already in should take advantage of the opportunities the Open has to offer.

As with last year, we will be having a cruiser fleet for two solid days of laid-back racing. We had several boats last year that raced for their first time and really had a great time. In fact, the cruising fleet was the largest fleet in the Open. Remember, in order to qualify as a cruiser, you must use Dacron sails and have a cabin. Also, no spinnakers allowed in the cruising fleet.

That's about all for now. See you out on the lake!

Racing Updates

Racing Captain: Chris Webster

Here are the race results from the Evening Breeze series. Congratulations to the competitors and their crews!

7/30/05 Evening Breeze Series											
Chris Webster											
PHRF SPINNAKER FLEET; PHRF TIME ON TIME					= THROW OUT RACE						
Skipper	Boat	Boat	Sail #	PHRF	Race #1	Race #2	Race #3	Race #4	Total Pts	Place	
Linda Webster	instant Karma	J-27	128	126	2	3	4	2	7	1	
Sean O'Connor	Just Add Water	Melges 24	125	87	6	1	1	6	8	2	
Rob Whitley	Wild Card	J-24	3956	171	1	6	2	6	9	3	
Paul Warner	Shazzam	Capri 25	260	174	3	4	3	3	9	4	
Jim Chambers	Snow Fox	F-24	21	84	6	6	6	1	13	5	
Paul Swanson	Sudden Impact	Elliot 770	13	105	6	2	5	6	13	6	
PHRF NON-SPINNAKER FLEET; PHRF TIME ON TIME					= THROW OUT RACE						
Skipper	Boat	Boat	Sail #	PHRF	Race #1	Race #2	Race #3	Race #4	Total Pts	Place	
Lance Jones	Scottish Rebel	Capri 25	411	174	1	3	1	1	3	1	
David Lowry/Tonia Troyer	Just Duet	Hunter 25	H25	222	2	1	2	2	5	2	

We are in the process of planning the Dorton Cup for September 5-6th. This is a closed event for Barefoot sailing members only. Stay tuned for more information about the Dorton Cup as well as the Barefoot Open, scheduled for October 3rd through 5th.

Cruising Updates

Cruising Captain: Marie Graham

Saturday, August 2 was a full day for BFSC members – something for everyone. Early in the day, the weather was sunny and there were comfortable winds. However, toward the evening, the winds picked up and the dark clouds rolled in. Tom and I went sailing with Paul Zantinger on his Cal 29. As a new boat owner, Paul was eager to learn a few sailing tips. While the club held its race, the cruisers set up of the Sail In Movie. We projected the movie from Frank Atkinson's house boat onto Chris Webster's mail sail. We watched from the top of the houseboat which was filled with people enjoying jokes only sailors could understand.

Upcoming Events

- The 3rd Sunday of the month cruise is August 7. Come out for a sail!
- The Steak Out is coming up on September 6 in conjunction with the club championship race, the Dorton Cup. Mark your calendar on this date for the best steak ever. Detail to follow.

Social Life

Social Captain: Linda Webster

Do we have anybody that likes Lobster in this club???? Well, now's the time to let me know. I need a head count for the annual Lobster Boil and I must know SOON! I will be ordering in the coming week.

Here are the details:

WHEN: August 23rd (Saturday) @ 4pm. Serve time will be 6pm.

WHERE: The Pavillions at Aqualand, just off the parking lot to the left of the guard shack as you enter Aqualand

Everyone should bring a dish to share. Margaret and Hans are once again doing their magic with the Lobsters, so don't MISS OUT!

The menu will be as follows:

Lobster	\$25 each
½ chicken (grilled, with or without BBQ sauce)	\$10 each
Portabella "steak" for the vegetarians	\$10 each

The club will also provide potatoes, corn and soft drinks

Let me know YESTERDAY or as soon as you can! I'll need the money to pay the piper, too, but the head count is due NOW. Don't delay! Call and leave a message at 770-945-0905 with the head count of each meal choice or email me at social_captain@barefootsailing.com You can mail the checks to BFSC c/o Linda Webster 3845 Cherry Ridge Walk, Suwanee, Ga 30024, to arrive no later than August 20th. See you there!

Membership

Membership First Mate: Jimbo McKean

Steve Peters was the recipient of our membership contest drive that concluded in June. He will have his pick of either a hand held VHF or a Garmin GPS unit. Be sure and congratulate him when you see him.

Membership Views

Whether you are a new member or a renewal member, it does not matter. This club is 100% run by Volunteers. Those of us that serve on the Board, serve on Race committee and organize our Cruising festivities, are all volunteers. Tom Graham used to always tell me that if I wanted to get to know all you fine folks "just volunteer." So I did. I volunteered Laura... And myself of course, to help out with whatever, whenever, a race or cruise or regatta happened. I have gotten to know many of you. I urge each one of you when the time comes to be ready and willing to help out, whether it's with an event, or if another boat is in trouble. You will be thankful for the friendships you forge, and the tasks you accomplish, and so will I.

Boatswain's Report

Boatswain: David Wright

In 2005, the Federal government passed legislation requiring the blending of 10% ethanol into all gasoline fuels. This legislation had, on the surface, the potential of reducing our country's dependence on imported oil, but below the good intentions there are issues just beginning to surface that are creating both financial and safety problems for many Americans.

The press has focused on the rising price of food as corn has been diverted from food to fuel production thanks in part to massive Federal subsidies. But the ethanol blend has not reduced the price of a gallon of gas, and food costs are continuing to increase. It seems like everyone is losing in this mess, except the ethanol producers.

But what about the ethanol itself? Ethanol attracts and attaches to water, and even contains 1% water as a residue from its manufacturing process. Ethanol is also a solvent that attacks rubber, plastics and fiberglass. When added to gasoline, ethanol has a maximum effective life of only 90 days after which it begins to deteriorate along with many of the fuel handling and delivery components such as storage tanks and engines that burn it as fuel. So what does this mean to the unsuspecting public consumers of gasoline blended with ethanol?

In private aviation, one of the things a pilot does as part of his preflight inspection is to "stick" the fuel tanks to evaluate the fuel for water. Water does not burn, and the presence of any water in the fuel is an immediate red flag for the aviator. Aircraft engine failure while in flight will lead to a disaster with a high probability for loss of life. Ethanol increases the presence of water in aviation fuels and is therefore to be avoided in the aviation sector.

In the marine environment, water is the enemy just like in aviation. Ethanol attaches to water and sinks to the bottom of the fuel tank. The ethanol/water mix displaces the lighter gasoline in the fuel tank, and becomes the first thing picked up by the fuel delivery system. The immediate result is hard starting, rough idling, and engine stalling. If the blended fuel is being used in a two-cycle engine, the ethanol water mix displaces needed lubrication in the gasoline and immediate engine damage will result. But of further concern is the solvent property of ethanol and that effect on plastic and fiberglass fuel tanks. The rosins used in the manufacture of plastic and fiberglass fuel tanks are stable when exposed to gasoline. However, when ethanol is added, the rosin softens and within eight weeks of continuous exposure, 25% of the tanks strength has been lost. Longer term exposure will result in tank failure with fuel loss into the bilge creating the ideal environment for explosion, fire, and total loss of the craft. If at sea, the potential for loss of life becomes great.

The hidden costs for ethanol blend goes way beyond the purchase price paid at the pump. Hidden costs must include the repairs and replacement of damaged aircraft and marine engines, as well as the loss of the entire craft due to fuel fires resulting from damaged fuel tanks. Loss of life will get the attention of the insurance companies.

So what can a consumer do?

Aviation and marine users can take preventative maintenance measures to insure fuel is properly and effectively filtered.

If your craft does not have a water separator and high efficiency fuel filter, add both, and change the elements regularly.

Ethanol has a 90 day life after which it starts to deteriorate, so adding a fuel stabilizer is important.

Fuel purchased at gas stations now contain 10% ethanol and have signs attached to the pump so stating.

Some marinas still offer non ethanol blended gasoline along with a marine package that includes a stabilizer. Marinas charge a premium for fuel, but a survey of local marina operators found that most expect ethanol to be in their fuels by this fall.

Political action is the greatest need!

Proactive legislation is needed in Georgia to head off the unsafe use of ethanol blended gasoline. A "Renewable Fuels Standard" establishing an ethanol exemption for aviation and marine fuels will provide a real solution. Similar action is need at the Federal level as an amendment to the 2005 legislation or as a new bill. Federal action will be difficult due to the powerful lobbies with vested interests in the expansion of ethanol, but our elected representatives need to enact good legislation that protects citizens from the perils of ethanol use. This is an election year and an opportunity to let concerned voices be heard.

Go to the U.S. Senate web site and write to:

Saxby Chambliss whose address is: chambliss.senate.gov/contact.cfm,
and to Johnny Isakson at: isakson.gov/contact.cfm

Also go to the U.S. House of Representatives web site and write to your district representative of which there are thirteen. Around Atlanta representatives would include:

District 5: John Lewis; his address is: johnlewis.house.gov/
District 4: Hank Johnson; his address is: hankjohnson.house.gov/
District 7: John Linder; his address is: linder.house.gov/
District 6: Tom Price; his address is: tom.house.gov/
District 9: Nathan Deal; his address is: www.house.gov/deal/
Savannah is represented by Jack Kingston; his address is: kingston.house.gov/

Let our state representatives hear from you also.

Let Governor Perdue know your concerns at: gov.georgia.gov/00/gov/contact_us/, or call his office at: (404)656-1776.

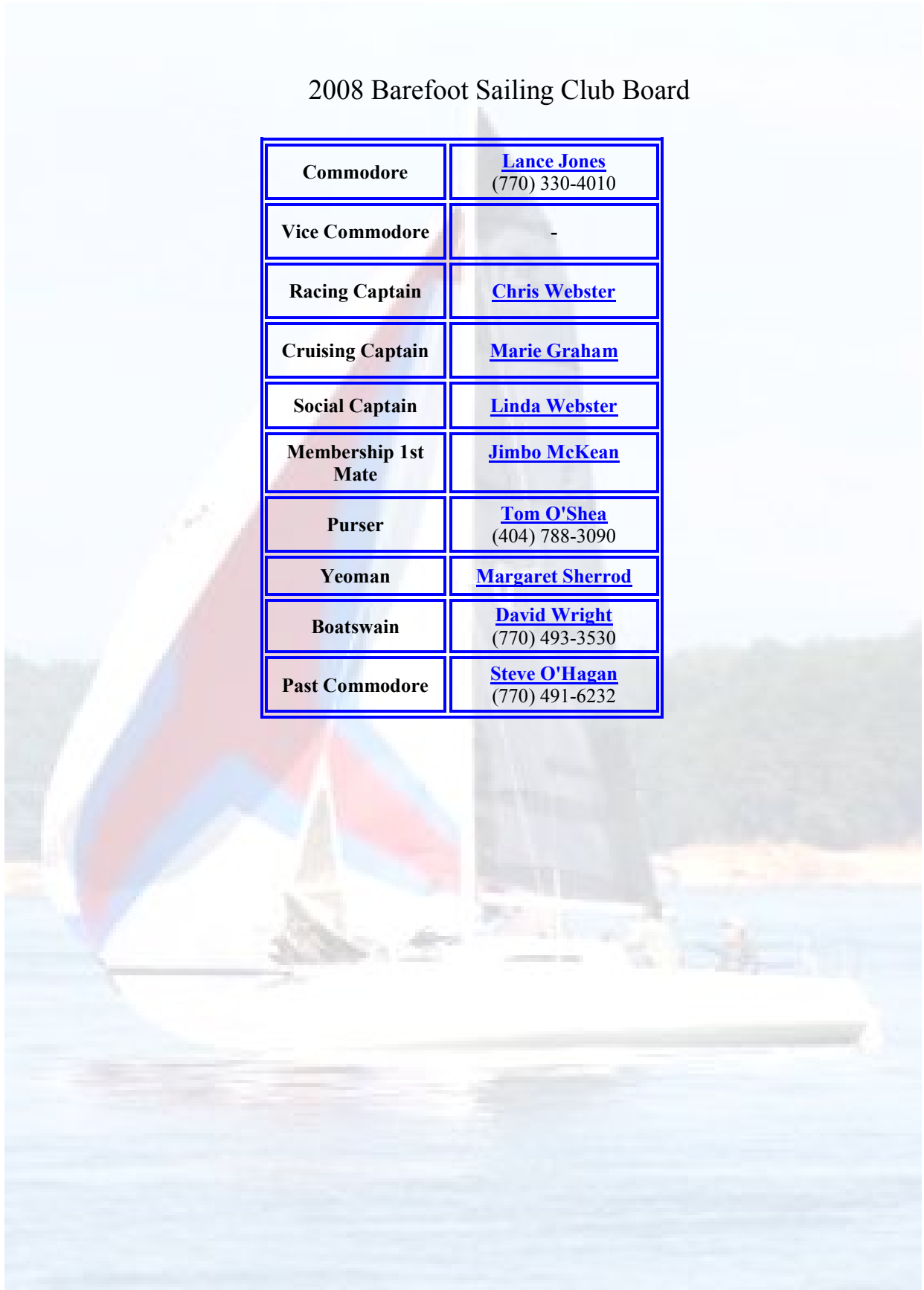
Each Georgia district has a representative with an E-mail address. Let them know the issue and its impact.

I hope our elected officials are listening. Due diligence was missing on the Federal legislation and Georgia needs to fix it.

I fear that it will take a disaster with loss of life resulting from an ethanol caused failure before any of our elected representatives will be moved to action. Wouldn't it be refreshing if they proactively addressed and passed an ethanol exemption for aviation and marine applications before such a disaster occurs and, therefore, directly reflects on their inaction as our representative. Florida took such initiative and this year passed HB 7135.

2008 Barefoot Sailing Club Board

Commodore	<u>Lance Jones</u> (770) 330-4010
Vice Commodore	-
Racing Captain	<u>Chris Webster</u>
Cruising Captain	<u>Marie Graham</u>
Social Captain	<u>Linda Webster</u>
Membership 1st Mate	<u>Jimbo McKean</u>
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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