



February 2008
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Footnotes...

Remember to pay your membership dues!

Membership invoices were mailed to all members in the past month. Use the invoice to make any corrections or changes to your information.

You can also pay your membership dues on our website:
www.barefootsailing.org

Commodore's Corner

Commodore: Lance Jones

Well, the days are getting longer and should start to warm up nicely in February. The lake has held its own in January with every form of precipitation possible. During January, it rained, snowed, we had freezing rain and sleet. I guess the only thing we didn't have was hail. So, all that weather activity has the lake at its highest levels since mid-November. While not great, it is better than what they were predicting.

February has its two cruises and Winter Gale #2 scheduled. The board is working hard scheduling other activities such as the Introduction to Sailing class (a/k/a Learn to Sail), various other education programs and a couple of road trips for the folks who trailer sail. In addition, Marie Graham is planning several outstanding cruise ideas for the early spring and has also sent out a wonderful flyer that has both significant cruise and race dates on it.

On a more serious note, keep in mind that during the cold weather months, getting wet can be deadly. Even though it may be a sunny day out, the lake temps are still very low. That combined with any wind or low temperatures will cause someone to become hypothermic in a very short period. So, it is imperative that you have at least one set of dry clothing to change into.

Let's take this one step further, you, or a crew member, move forward to adjust something. It is chilly out (45 degrees), so you have your cold weather gear on. Somehow, you fall into the 40ish degree water. In the warmer months, this is no problem as you can tread water until the boat executes its MOB drill and gets back to you in a few minutes. In 70 degree water, an unprotected person (read swimsuit only) will have the onset of hypothermia *symptoms* in about 30 minutes. Imagine how quickly that would happen in 40-50 degree water?

The boat will take anywhere from 2-3 minutes to execute its MOB drill. By that time, in COLD water, you will be exhausted and unable to assist in climbing out of the water, IF there is a ladder, with all of that soaked cold weather gear. If it takes them longer, consider how high the wind is in the winter, your ability to tread water will decrease very quickly.

My point is that one needs to be wearing a PFD when out on the lake in the winter. I know of several people who have fallen over (all times of season) and they will all tell you that when it happens, it's too late to put the PFD on as it is a complete surprise. Be safe, wear your PFD.

Racing Updates

Racing Captain: Chris Webster

Here's a little tuning refresher check list for us all for the upcoming racing season.

UPWIND:

JIB/GENOA:

- Telltales on the sails and shrouds. Use VCR tape on the side stays. Use nylon telltales on the jib, genoa, and main. 2 sets of 3 thin nylon telltales off the leading edge of the jib/genoa. Space at 4, 6, & 8 inches from the leading edge on the top of the lower 3rd of the sail.
- Halyard tensioning should be loose (scallops in the leading edge) in light air. Tighten the backstay 1st then tighten the halyard for medium to heavy wind. Use a permanent marker to color bands on the halyard at the cleat for a quick reference.
- Set the jib/genoa cars so sheeting angle from clew to the block is in a line pointing to the center load of the sail. Quick check = the nylon straps through the "D" ring at the clew. This setting will change with varying wind velocity. Typically forward in light air and back in medium to heavy.
- When you tack (w/o back winding) crew trims new sheet in quickly to a pre-determined setting (~8-10 inches off of the spreader). After the tack is completed and the boat starts to accelerate out of the turn, crew slowly trims in more (~4-6 inches off the spreader).
- Don't close ("choke") the slot between the trailing edge of the jib/genoa and the leading edge of the main.

MAIN:

- Fix telltales onto the trailing edge of the 2 top battens.
- Halyard tensioning should be loose (light horizontal wrinkles in the leading edge) in light air. Tighten the halyard for medium to heavy wind. Use a permanent marker to color bands on the halyard at cleat for a quick reference. Both the Cunningham and outhaul tensioning should be loose in light air and tight with medium to heavy wind velocity.
- A slight “speed bump” in the middle leading edge of the sail at ~ the spreaders is O.K.
- Travel the sheeting car to windward slightly and then tighten the main sheet such that the boom is in the center line of the boat.
- Trim the main by keeping the top batten telltale streaming back. Occasional flitting forward around the leeward edge of the sail is O.K.
- Feather the main in heavy puffs by easing the traveler to leeward and pinching the nose of the boat up too.

REACH:

JIB/GENOA:

- Move the jib/genoa cars forward to produce more draft in the leading edge of the sail. This will also close off the top trailing edge of the jib/genoa.
- Ease the halyard tension if possible to produce more forward draft in the sail.
- Constantly trim the sheet IAW the leading edge telltales.

MAIN:

- Ease the Cunningham and outhaul to produce more draft in the leading edge of the sail.
- Use some boom vang tensioning to reduce some of the twist in the trailing edge of the sail.
- Ease the traveler all the way to leeward.
- Constantly trim the sheet IAW the trailing edge telltale on the top batten.
- If there are extra hands on board, ease the vang tension on the heavier puffs to help de-power the main.

DOWNWIND:

JIB/GENOA:

- If you have a spinnaker, take the jib/genoa down to the foredeck ASAP after hoisting the spinnaker to reduce the wind disturbance to the spinnaker.
- Otherwise, wing the jib/genoa off to the opposite side of the boat that the main is on.

MAIN:

- Slightly tension the vang to keep the boom perpendicular to the mast.
- Ease the mainsheet until the sail is touching the spreader bars.
- Ease the Cunningham and outhaul tension.
- Constantly trim the sheet IAW the trailing edge telltale on the top batten.

SPINNAKER:

- Hoist the halyard all the way so that the head of the spinnaker is at the mast exit block. Use a permanent marker to color bands on the halyard at the cleat for a quick reference.
- Set the spinnaker pole height on the mast such that when the chute is flying (full), the 2 clews of the sail are parallel to the surface of the boat deck. Do not strap down the spinnaker pole uphaul and downhaul so that the pole can't rise and fall a couple of inches with the varying wind velocity. It's also easier for the foredeck person on the gybes.
- As a quick reference, the spinnaker pole is in the same line as the boom on the main. Adjust the guy/pole side of the spinnaker by keeping the pole perpendicular to the telltale on the side stay shroud.
- In medium to heavy air, you may want to ease the spinnaker halyard out 6-12 inches to get the sail out and away from the blanketing main.
- Constantly trim (easing out and sheeting in) the sheet IAW the leading edge of the spinnaker by making the top 1/3rd of the sail “wink” (luffing or folded in).
- In medium to moderate breeze on dead downwind, ease the pole forward to elevate the chute and broaden the shoulders of the sail to catch more breeze. De-tune if the boat starts to “weeble wobble”.
- Dead down-wind in light to medium breeze, induce an inverted heel angle with crew weight to windward. This will sky the boom up (have light crew hold the boom forward) and the chute will want to roll around more to windward exposing more of the spinnaker out from behind the wind shadow of the main.

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

| | | | |
|------------------|--------------|--------------|---|
| Winter Gale #2 | Sunday | 2/24/08 | 1pm start |
| LARC Winter #5 | Saturday | 3/1/08 | 1pm start (I need RC help for this one) |
| Winter Gale #3 | Saturday | 3/8/08 | 1pm start |
| Winter Gale #4 | Sunday | 3/16/08 | 1pm start |
| Night Warm Up #1 | Wednesday | 3/19/08 | Change to 6:30pm start |
| Night Warm Up #2 | Wednesday | 3/26/08 | Change to 6:30pm start |
| Dogwood Regatta | Sat & Sunday | 3/29 & 30/08 | See AISC NOR |
| Night Warm Up #3 | Wednesday | 4/2/08 | Change to 6:30pm 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

Ahoy to all. **The Blessing of the Fleet** is fast upon us.

This year's event will be held on *Saturday, February 23rd at 5pm*. We are holding this event at the *Aqualand Pavilion* just inside to the left of the guard shack. This will be pot luck, so please break out your favorite recipes, make them and bring them along. Let me know if it needs to be kept warm or heated up, as I will bring chafing trays for those that request them. The club will provide a main entrée and sodas/waters. I am optimistically assuming that the weather will be favorable. So, mark your calendars and if you're racing in the Southern race at noon, you can still make it to our social event to start out the year with the blessings we all deserve. Hope to see you all there!

For more information, or to volunteer, please contact Linda Webster 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 "to be determined," but we're hoping to get West Marine to provide a \$200.00 gift certificate.

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. The member must be new to BFSC.

Now, get out there and start recruiting!!!

2008 Introduction to Sailing Class

Yeoman: Margaret Sherrod

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 snacks/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 NB1440**, 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 instructions always have a way of making the classes entertaining as well as informative. So, come join us!

2008 Annual SAYRA Meeting

SAYRA Representative: Tom Graham

U.S. Sailing is divided into a series of large regional areas. The Southeast United States is in Area D which is divided into smaller "yacht racing associations." Sailing clubs and racing fleets which are part of USSAIL are expected to register with one of the YRAs. Geographically, all clubs on Lake Lanier are on the cusp between 2 YRAs. Before 2004, BFSC was part of the DIYRA (Dixie Inland); however, that organization had demonstrated very little zeal or energy for promoting the sport. Thus, in 2004, we shifted to SAYRA (South Atlantic) which has a superior national reputation for promoting the sport on all levels from junior programs to lake sailing or off-shore events. SAYRA serves North Carolina, South Carolina, and Georgia. Of all the YRAs, SAYRA is leading the nation in encouraging more of its members to become race officers, judges, and foster junior programs. It has one of the best websites in USSAIL filled with a host of information about upcoming events and regattas, articles about racing and race management, as well as all the forms necessary to run a race or regatta.

While BFSC has no junior program, it is clear to this representative that we need what SAYRA has to offer. As a racing club, we need to link our major events to other clubs and events in the 3-state area. Through the website, we can announce our major racing events or encourage our members to certify as race officers. We need to be connected to the larger community of sailors, and SAYRA is the best instrument to meet that need.

This year's annual meeting was held in Augusta and over 40 clubs, fleets, and organizations were represented. The Lake Lanier sailing community was represented by Susan Reddaway, Edith Collins, Pam Eastman, and me. We attended training sessions for judges, race officers, championships series, and PHRF. At the judges meeting, both Edith and I expressed our frustration at the difficulty of linking clubs who are looking for judges for major events with judges looking to serve. I added that clubs need to do more to include people like myself who are part of the judges-in-training program. I argued that SAYRA need to make a policy which strongly encourages clubs to include JITs when asking for judges for regattas. One gentleman from a lake in South Carolina spoke up stating that he needed both judges and a PRO for an event in May; Edith and I volunteered immediately. Not only we will do our best to serve at that event, we hope to promote the best of Lake Lanier to Carolina racers as well. Perhaps, we will be able to encourage some of their racers to participate in our Open Regatta in October. At the Race Officer meeting, we were given a presentation on possible rule changes for the 2009 RRS.

There is one part of SAYRA that BFSC has never participated in so far, but I believe we should. And, it is the Helen Hanley Memorial Fund which was established to assist in financially supporting junior training programs, motor handling & rescue course as well as training course for junior instructors. To date, the fund has amassed thousands of dollars to help the next generation become devoted to the sport of sailing. While I do not believe that money should appropriate from club dues, I will be asking club members to give a few dollars to see to it that kids are given the chance to sail in regional events or trainers are certified to run junior programs. Next year, I want to stand up to announce that BFSC is, for the first time, contributing to the fund because it believes in the future of sailing.

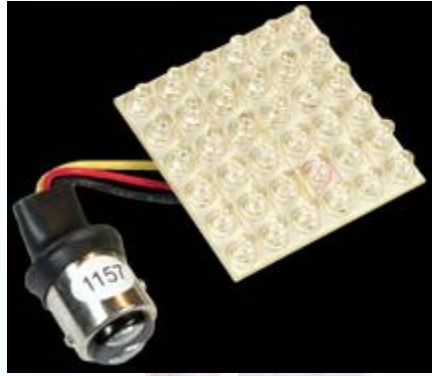
Between meetings, we used the time to see old friends from the YRA and meet new faces. As anyone in business knows, personal ties are the key to success. Your investment in SAYRA will prove to be invaluable for many years to come.

Going Green with Light

By Commodore Lance Jones

I recently undertook a project that I also did when I owned a Catalina 22 a few years ago. With the C-22, I only had a solar panel to charge my battery so I looked for a way to make the maximum use of the limited battery power I had. Now with a Catalina 27TM, I at least have a motor with an alternator to keep my batteries charged when on the water AND shore power when docked. However, with all that charging power available, I still wanted to lower my power draw so I wouldn't have to run the motor just to charge the batteries. I embarked on this project to eliminate ALL incandescent lights inside the cabin. It is amazing to see the advancements that have been made in just a couple of years with Florescent and LED lighting.

My C-27 had the original, standard Catalina lighting in the cabin. It consisted of lights under the quarter berth, galley, both port and starboard settee, head and two in the V-berth. I opted for a mix of LED and Florescent lighting AND a mix of both a replaceable internal battery and the boats power system. For the replaceable batteries, we have a solar powered battery charger. This allows us to use rechargeable batteries that limit the number of batteries we have to purchase and dispose of. As a result, we have an even greener boat. I opted to replace all of the interior lights except the two settee lights with Superbright LEDs 1156 PCB LED Lamp. It is a drop in replacement that draws 123 mili-amps and is 57 lumens bright. As it is an LED, you may have polarity issues. I had to reverse the wiring on mine – a 10 minute task per light.



The two settee lights were replaced with Taylor Econo Florescent White lights. When you install these, you need to remove the original light and then drill four mounting holes. I found that if you mounted your drill bit at the length you wanted to drill the holes, you avoid drilling through to the deck. The lights are rated at 16 w and are much brighter than the incandescent light they replaced.



I also opted to add additional battery powered auxiliary lighting. These are also LEDs and run off of 3 AAA rechargeable batteries. I again opted for Superbright LEDs for this. These are stick up lights and have three high intensity LEDs and three area LEDs. With a push of the lens, you change the intensity of the light. These LEDs come in either black, bronze, silver and white trim. We stuck some up over the galley, radio, head and V-berth.



One final addition was a solar powered LED in the head. It is a Lightship Solar Light. The light has a built in sensor that turns the light on and off automatically and by a flip of a switch will provide either red or white light. A single charge will provide up to eight hours of operation.



All of these changes have made for a lot of light. However, unless we trying to read, we rarely use the florescent lights as they are the biggest power draw. We have considerably cut our power consumption by these additions. LEDs will last a significantly longer time than the incandescent bulbs they replaced. By using the battery powered lights, our power draw is zero and then when they dim (after about 2 days or so), we replace the batteries and put the old ones in the charger.

2008 Barefoot Sailing Club Board

| | |
|----------------------------|--|
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| Vice Commodore | <u>Scott Dixon</u> (404) 509-3796 |
| Racing Captain | <u>Chris Webster</u> |
| Cruising Captain | <u>Marie Graham</u> |
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