



January 2007
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Footnotes...

January Events

1/1 Poker Run
1/6 Saturday Cruise
1/21 Sunday Cruise

February Events

2/3 Soup/Chili Cruise
2/10 Toga Party
2/18 Sunday Cruise
2/24 Winter Gale #1

Commodore's Corner

Commodore: Steve O'Hagan

Steve O'Hagan grew up in New York on the Long Island Sound where he learned to sail in Blue Jays. There is a long gap in his sailing resume as he was distracted by educational and professional issues.

He was unaware of the potential of Lake Lanier except for an occasional stab at striped fishing. His awakening occurred at the 1980 Atlanta Boat Show. There he saw and immediately purchased an 18' Siren, a boat built in Canada for lake

sailing. Hardly a speed boat it served the Lake Lanier cruising needs of his young family well.

In 2000 Steve joined Barefoot and that same year he acquired his current boat, a 27' Hunter named "The Alliance". Although primarily a cruiser, Steve has tried his hand at racing. It has been in the racing arena that Steve had the chance to learn the names of all the boats in the fleet.

He did advance his cruising skill set by taking ASA courses. He is certified in Basic Keelboat, Bareboat Chartering, Coastal Cruising, Coastal Navigation, and Advanced Coastal Cruising. Chartering adventures include Maine, the Keys, and The BVIs. In the future he hopes to follow the warm weather along the Intercoastal Waterway living on fresh seafood and cold cervesas.

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2007 as viewed from the Commodore's Deck

Well we're off to a flying start. Those (27 boats and 65 sailors) who ventured to join the Poker Run were met with sunny skies and 20 mph winds. Likewise the sun and wind gods gave us a run to the dam and back for the first Cruising event of the year. Aside from thanking the gods, we also need to thank Rob Whitley and Kris Luther for the Poker Run and Lance Jones for the Cruising event. Nice job folks.

This is just the very beginning. The 2007 Board is full of energy and new ideas and you can expect a very active year. I hope you get involved not only by cruising, racing and socializing but also by being a part of the committees and work teams that make these events happen. That is the best way to get to know your fellow Barefooters and to learn what our club is all about.

So, look for plenty of racing, cruising and partying (did you get your toga back from the dry cleaners? You'll need it next month). You'll also see an even grander Celtic Crossing. Did the Pirates get you last year? Just wait and see what's in store this year. And so on.

We are planning a great year of great sailing and even better camaraderie. I hope to see you there.

From the Poop Deck

Vice Commodore: Jim McKean

As many of you know I come from that enchanted land on the north Gulf coast known as Pensacola. I am fond of telling people that I had to leave there to realize I had left paradise.

My father grew up in nearby Mobile, AL where he sailed with the Mobile Yacht Club in the early '60's...so I got to hear lots of good stories. When I was 7 or 8 my family got a small sailboat, a Wild Flower by Snark, 12' room for the 5 of us with a small stowage area forward. We would spend many weekends sailing Pensacola bay and camping on Santa Rosa Island. As we got into our

teenage years my parents sold the sailboat in trade for a larger powerboat, for skiing and fishing. When I was 16 and 17, I would often rent a sunfish from Key Sailing. Those were often very good dates.

Laura and I went for sail on my Uncle Donnie's 32' Hunter, on July 4th a couple of years ago out of Panama City Beach, FL. She told me that she too had sailed as a youngster in sailing camp. As she likes to say it was after my uncle had asked me to helm that my eye's lit up as if by magic. We purchased our 1st boat a

couple of months later, and became Barefoot members shortly after that.

For the club as Vice Commodore, I am basically in charge of the Learn-to-Sail program and the monthly membership meetings. In regard to the learn to sail program, things are moving along as expected and do not be surprised if I call on some of you to give of your wealth of knowledge and step up to help with that program.

West Marine will be the sponsors of a *Mystery* door prize to be given away at our monthly membership

meetings! What will it be??? I'll let your imaginations run wild! You all have been there before, and I am sworn to secrecy...If you have an idea, or a topic, for the membership meeting please send me an email and let me know what it is.



Racing News

Racing Captain: Rob Whitley

I learned to sail during the summer of 1980. I **was** one of those guys who had to go fast all of the time. I used to be a ski boater. My boat would go 65 mph and could ski people at 55mph. Well, all of that ended when I was finally coerced by a friend in the workplace into going for an evening sail on Lake Murray in Columbia, SC. There was something about that night that I couldn't shake, it was enjoyable. He took me sailing a second time two weeks later. I totally absorbed the serenity and calming affect of nighttime on the water with 6-10 mph of wind. The bug got me, and the next time that I went sailing was on my own boat, a 24 ft Helms with spinnaker. It was a swing keel boat and was a direct copy of a Catalina 22 with a three foot extension. I was hooked. I was immediately pulled into racing by my friends. It just so happened that those of who were racers on our dock at the Ballentine Marina had the gumption to start our own sailing club, as founding fathers, called the Ballentine Yacht Racing Association (pronounced BYRA). We even had a guy who loved to tinker with the ratings to make it fair to race the heavy cruiser boats and the empty lighter racing boats. The rating system was Time on Time system called Ballentine Adjusted Rating Formula (pronounced BARF). Some of our members already belonged to Columbia Sailing Club (CSC). It was fun, we had a good time, and I have been racing ever since. As a group, we were all invited to join CSC, which is a lot like LLSC on Lake Lanier. The ski boat was parked in my sister's backyard and stayed there. I sailed on Lake Murray for the next three years, when I finally got to the front of the fleet. I achieved first place in a ten race series with my PHRF rating of 270.

Upon joining CSC I was asked to assume the duties of Entertainment Chairman, the same as Social Captain with BFSC. I was asked because of my past successes in throwing large parties. I was given the reins for all of the party events, eight per year. Everyone on the board recognized that the membership participation had increased notably from previous years. I had so much fun that I was given the opportunity to hold the position for a second year. We increased the club's member participation even more, mostly due to word of mouth testimonials. The annual Oyster Roast attendance increased from about 250 to 350 members.

With those two years of success, I was asked to handle the on-shore festivities of the J24 Easter Regatta. This was the inaugural event, which switched the regatta from E-Scows to J24s, and the regatta committee trusted that there would be success. There was. The J24 regatta had 25 boats the first year and has grown to 75 boats, building it more each year. This Easter will be the 20th anniversary of the J24 event, while it is the 50th birthday of CSC. It feels good to visit my old club to find that they still remember and speak of the times when I helped "raise the bar."

My next boat was an S2 8.5 (28ft with six feet of headroom). I had to re-learn some of my sailing skills. It turned out that all boats are not created equal. As soon as I relaxed and heeded some clues from my peers, I was back near the front. This time with a PHRF rating of 189, I had new competition. As fate would have it, the one guy in the slow fleet that I had so much trouble beating, on a Catalina 22, bought a new boat too, a Catalina 27 (outboard). He continued to beat me for two more years. I finally beat him and the rest of the fleet, in the spring 1987 ten race spring series. As fate would have it, I was sailing with an all-girl crew (five).

On my S2 8.5, I added some new and different adventures to my life. I put it on a trailer and towed it to West Palm Beach, where I set out for the Bahamas. The tow on the Interstate was an adventure by itself since I was towing 11,000 lbs, but I'll save that story for anyone who would like some insight to success with that kind of tow. I sailed the boat from West Palm to West End, Grand Bahama and back five times. I also took the boat around to the south and landed at Freeport. If you haven't done this type of adventure yet, I recommend it. You'll be a different person for it.

In late 1987 I really became a boater by selling my house on Lake Murray, South Carolina, and then buying a boat that I could live on, and I bought the J24 at the same time to race. The Live aboard was an S2 11.0 (36 feet with 6ft 3in headroom). The very first thing I did before moving on to the S2 was to sail south to race in the Ft. Lauderdale to Key West Race in January 1988. That was a real adventure, I sailed that race three more times on that boat (four in all). I also sailed this S2 to the Bahamas and took it as far south as Nassau. I sailed the Ft. Lauderdale to KW race additional times on a Baltic 41, a Swan 47 that I chartered. I've been racing the J24 all around the southeast every year since then, Sometimes 4 to 5 times per year. While I was in Jacksonville, I sailed and raced on the ocean near St Augustine, and on the St Johns River.

In 1990, my IBM career moved me to Atlanta. I moved by moving my boats to Lake Lanier in 1991. I became a member of LLSC that year. My friends on the board knew of my reputation as a Social Chairman from South Carolina, and asked me to serve as Reggae Regatta Chairman for the 1993 event. I had fun and asked to do it again for 1994. Crazy, I ran the Reggae one more time in 1995 as co-chair with Linda Merkle. She ran it after that, and then passed the baton to others. I sold the S2 11.0 in 1997. I used my J24 and S2 to teach on, and taught over 50 women to sail on Lake Lanier, mostly from 1991 to 2001. I became well known for bringing new people to our venue. Most of the women were new

folks that I invited to the lake to sail. Some were introduced to me by fellow sailors. Five of them became wives to local sailors. Many of those 50+ women are still sailing on the lake today.

In 2001 I moved to Tampa, Florida, for business reasons again. I was very busy with my business and did not have time to sail much. I did sail in Tampa Bay out of DIYC and St Pete Yacht Club. I continued to teach sailing while I was there. One of the benefits with having personally trained crew all around the southeast is that I can find last minute crew in many venues. Some of my other adventures include chartering in the BVIs, boat deliveries along the Atlantic coast, from Bermuda to Charleston, SC and from Bermuda to the Azores.

I moved back to Lake Lanier in 2003 and with my newly formed business in the telecom industry. I joined Barefoot Sailing club to continue my sailing activities locally, and still travel to other lakes in the southeast. I was invited to be a Barefoot Sailing Club board member in 2006 as Boatswain, and asked to continue as a board member for 2007 as the Racing Captain. I plan to organize good racing events for you in 2007. I hope to help increase the Barefoot Sailing Club membership by increasing our racing participation. Good luck in your racing. I look forward to meeting all of you soon.

I still continue to teach sailing

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Destinations

Cruising Captain: Lance Jones

Lance comes from a long line of sailors. His Great- Grandfather bought a ship in Scotland during the late 1800's and, while he didn't have a Captains license or rating, sailed it and a load of immigrants from Wales to British Honduras. He got lost several times along the way and broke down a few times as well but, he made it.

Lance grew up in the Florida panhandle – Ft. Walton Beach to be more precise. As a youth, he spent his free time either - on, in or under the water. In the 6th grade, his father bought Lance his first sailboat -- a Sunfish and he learned to sail on that great board boat. During his sophomore year of high school, Lance made his first long-distance cruise in it.

His dad drove the boat and Lance over to a boat ramp on the Florida/Alabama State line and then he took three days to sail back home to Ft. Walton. Everything Lance needed was packed into a boy-scout back pack. With so little freeboard, everything was soon totally wet. At the time, he didn't think he needed lights on the boat. So, when it got too dark to sail, Lance beached the boat on shore, took the sail down and turned it into a lean-to. The gourmet meals were straight from cans of Vienna Sausage. He had plain sausage, sausage with sand, sausage fresh caught out of the water and his favorite was a mixture of sausage fresh caught that had been dropped in the sand and seaweed!

Sailing took a vacation in his life due to school, the Army and first wife! Lance would love to come home and sail in his dad's O-Day Day Sailor, a very docile and stable craft and would spend hours in that boat. When his dad passed away, he inherited it. However, his soon to be ex-wife, didn't want to have anything to do with it! So, he sold it.

Spring forward to the present (About 5 years). After moving to Atlanta in 2004, Lance was close enough to a large body of water to sail regularly. A fellow musician had a C-22 for sale. They quickly worked out a deal and the next week, Lance went cruising! His job is fairly high stress and sailing proved to be a wonderful poultice for his life!

He'd take his two dogs and just set out for the weekend. There is more to cruising than just sailing from point A to B. There is the bond one forms with the boat and crew. One also learns to read the water and weather. If you are serious about cruising, you will learn to get the most out of your boat. Education is a life long task. Damned if his dad wasn't right – again!

In February 2006, a year after buying his first C-22, Lance bought two storm damaged C-22s. When he went to pick them up in St. Pete, he took his new girlfriend Kitty with him. Lance figured that this trip would tell him a lot about her. Well, it did. She jumped in with both feet and helped solve a myriad of problems that arose and didn't complain about the problems.

These boats were stripped of all useful parts and he saved the best hull for restoration as a ... racer. Yes, the bane of his existence. However, this time he's racing to learn. Oh yes, she did take 1st in her first regatta and 2nd in the next one!

Lance then moved up to a dream he'd had for several years, a Catalina 27. Kitty and Lance are now ready for some serious cruising. It has a grill **AND** a stove plus cold running water and a real head. They're in heaven. Now, if he can only get Kitty back on the C-22 to crew....

Lance's goal for this year is to increase the level of participation in ALL of our cruising activities -- having fun goes hand in hand with that goal too. He wants the cruises to be centered on sailing. After all, it IS the Barefoot SAILING Club. His feeling is also that we need to get more young people involved in not only cruising; but, all aspects of sailing as well. That will help Barefoot grow in the future.

So, in short, expect at least two, fun and exciting cruises **every** month. Some of the best wind is in the winter. We just need to dress accordingly and bring Neil Franklin's Hot Buttered Rum along! Don't be surprised if you learn something this year. Well, at least Lance hopes so.



Social Life

Social Captain: Kristina Luther

I was born and raised in Seattle, Washington, but didn't discover sailing until after graduating from college. My first time on a sailboat was a blustery February afternoon in the San Juan Island ten years ago. I thought for sure the boat was going to tip right over, but despite my nervousness, I completely enjoyed the experience. Soon I was hooked on weekly races around the cans aboard a co-worker's 27 foot sailboat.

After about six years of racing and cruising in the Northwest, I decided to take a job as an Education Coordinator aboard the brig Lady Washington, an 80 foot tall ship bound for California. Living and working aboard the traditionally rigged boat with a crew of 15 was one of the most thrilling experiences I've had in sailing.

My days were spent swabbing the deck, shining the brass, climbing up and down the rig to furl and unfurl sails and teaching school-aged children about what it was like to be a sailor and explorer two hundred years ago.

I briefly contemplated a more permanent move to life on the high

Dues are Due

It's the new-year and 2007 dues are now due. If you have not sent in your check to renew, please send it before the end of January to Margaret Sherrod. The membership application was published in the December newsletter or is available on our website, www.barefootsailing.org.

Individual and Family renewal rates for BFSC membership are \$60 and

2007 Poker Run

Boy, that was fun! The Poker Run festivities have passed for this year. We almost doubled the number of boats participating, from 14 to 27.

The wind was great. One of those nasty rain storms that had been coming through every week had just cleared, and left us with 14 to 25 mph of Mother Nature at her best.

seas, but instead chose to go to graduate school and for several years, lived a decidedly more land-based existence in Tucson, Arizona. Toward the end of my studies, I found an internship at the Centers for Disease Control and Prevention which led to a job and a full-time move to Atlanta.

After years of desert living, I was very excited to find out that near Atlanta was a big lake called Lanier. I was equally excited to find the Barefoot Sailing Club and quickly joined the club the first month I lived in Atlanta. My first BFSC meeting ended up being very significant-- not only did I meet a wonderful group of fellow sailors, I met my future fiancée, fellow member David Bowles. I'm sure glad I went to that meeting!

As the Social Captain for 2007, I am looking forward a fun and eventful upcoming year. We have all sorts of great activities planned each month to bring together our club members for both on and off the water activities.

We started 2007 on a fun note with the New Years Day Mad

College/Student renewal rates are \$45.

Additionally, for Barefoot members who are renewing their US Sailing membership through our cooperative Golden Anchor program, or those joining US Sailing for the first time, individual US Sailing memberships remain \$40 and family memberships are \$60. (The non-Golden Anchor US Sailing membership rates are \$50

The temperature was approximately 60 degrees, with a wind chill that had all of us shivering a little.

The course was set to have us all "reach" around the lake for 8.25 miles. The angles were such that only a very few boats tried to use the spinnaker, which was met with some

Hatter/Poker Run Race. co-sponsored by BFSC and the Southern Sailing Club. We had beautiful sunny weather and great wind for the event, with over 60 people attending our after-race party at the Third Coast Grill. I'd like to extend a special thanks to Lita Bookland for calling BFSC members to let them know about the event, and to the Third Coast Grill management and wait staff for taking such good care of us at the party.

Coming up in early February, we will be having the BFSC's Toga Party potluck. Chris and Linda Webster have once again graciously agreed to be the hosts of the event, on Saturday, February 10th at 7:30 p.m. Bring a potluck item to share and don't forget your toga! An Evite announcement giving all the details will be arriving in your email box soon.

Make sure to check out my column each month in the newsletter to learn more about upcoming events. I look forward to serving you as the Social Captain this year. Have a prosperous New Year and I'll see you out on the water!

for individuals and \$75 for families.) The US Sailing memberships and renewals will be sent in as a group in June and are effective August through July.

Thanks to those of you who have already renewed. If you have questions about your renewal contact Margaret Sherrod.

success, until one of those 25mph gusts came through.

I didn't see it happen, but I was told by one of the skippers that they were knocked over **hard**. After recovery, it was safely packed away.

Everyone else really sailed fast around the marks trying to grab a

hold of one of the cards while only slowing to 5mph or so. Many attempts to grab were missed or grabbed too many. The re-roundings were exciting.

The first boats finished in about two hours with the rest of the fleet finishing within two and a half.

Everyone I spoke to with had delightful stories of their great time.

After the on-the-water fun was over, we retreated to the Third Coast Grill for the beverages and appetizers which were arranged for by Kris Luther, our Social Captain. We re-told our stories of the day, with some embellishment, and awaited the results of our pursuit.

West Marine provided the wonderful prizes for our awards presentation. Kris was fantastic as our "Vanna" as

she presented our prizes for 1st, 2nd, and 3rd, which were a wall plaque with a clock and a barometer, a tool bag of stainless steel tools, and a canvas tote bag.

The winning hands were Warren Doyle with three Kings in first, Jim Chambers with three Kings using a joker in second, and Scott Dixon with three eights using a joker in third.

Many thanks are due to Lita Bookland for her assistance in getting the word out to be sure that all of the right people had enough info to schedule their time. We also want to thank Tom O'Shea and Bill Gray for their assistance in getting the cards taped to the marks. This was not an easy task, as the wind and the chop was a challenge on each one.

Everyone was smiling and talking more about the good times of the day as they slowly moved towards their cars to get ready for the rest of the New Year. What a great start!

1st 2007 Cruise

One could not have asked for a better January day for BFSC's first cruise of the New Year. We had a good group of around seven boats and nearly 20 cruisers for the days event.

For once, the weather forecast was pretty accurate -- highs in the mid-sixties and winds 5-10 knots. After the skippers meeting, we all

rendezvoused at the X Mark at 11:30ish. At that point, it seemed as if we weren't going to have much wind. However, looking to the shoreline, one could see the tell tale signs of building winds.

When the wind finally arrived, our small flotilla headed in a Southwesterly direction towards the dam. What a wonderful cruise. Most of the boats were averaging between 4-6 knots with Steve O'Hagan's Hunter 27 doing about Mach 6! He easily outpaced us all.

As the wind was blowing so well, we continued our sailing and did not raft up. One of the nice things on this cruise is that most of us had VHF radios and were able to stay in contact with each other. This allowed rapid updates about boats positions and plans for the cruise.

While the lake level is still down from their normal levels, it is obvious that the rains over the past couple of months have really brought them up. For the cruisers, this means that some of the coves that have been inaccessible over the summer are now starting to open up again!

The first Saturday cruise in February will actually start with a short seminar (Cruising 101) that will cover raft up procedures, basic cruising and what skippers and guests should expect from each other. After that we will have a soup/chili cruise! Bring your favorite winter soup or chili with enough for you to share. At the raft up, we will see who has the best!!!! Don't hesitate to bring your favorite cold weather drink to share. Neil Franklin is already favored with his Hot Buttered Rum.

We will meet at **SUNRISE** Marina Club House at 10:00 for the skipper's meeting and seminar for this cruise only!

