



# SouthWindsSailingClub

- We Love To Sail -

[sailswsc.org](http://sailswsc.org)



## Commodore's Corner

Hello to All, Well if you haven't got it yet, it won't be long. Sailing Fever is spreading rapidly now. Do you find yourself looking out the window, watching the wind blow, and thinking to yourself, I gotta get out to the lake and do some sailing. Got sailboat? Check! Got Wind? You bet. What are you waiting for? Great sailing weather is here and you have got the fever.

Say you don't have a sailboat yet? Well, I know some folks who do and they would like you to join them. We have several sailing activities scheduled in March and April so if you need a boat, contact the newsletter editor or the Fleet Captain to help get you connected with a skipper.

Skippers, the club has several members who can crew, but they need to be given enough notice for them to schedule the day and be prepared to crew. Start making arrangements as soon as you decide to you will participate and get out there on the water.

To help everyone get ready, VC Steve hosted the "Sailing Indoors" game. Several folks took advantage of the opportunity to refresh their knowledge of sailing rules for right-of-way to prepare for this season's races. Thanks to Steve and Vicki for doing this. I enjoyed the debates, discussions, and explanations.

Most skippers know it is important to have a clean hull bottom when they race. If any member knows of any young people who are in need of cash and available to clean hulls, please

let the newsletter editor know and she will be happy to spread the word. I am sure the skippers will pay fairly.

Be sure to come out for our St Patrick's Day (belated) Picnic. SWSC members bring the best foods. It is first in line, first served if you want to get the best. So don't be late. 5:00pm at The Point near Dock K. Corned beef and cabbage will be cooked by our very own Nick and Wanda. I can testify that it will be very good too.

Come out and join us for the fun. Sailing and camaraderie, that's what SWSC is all about. You may find crew or a boat to race on for the SOTY race on March 26. Hey, it's a way to start the conversation rolling.

See you at the lake!

- Ruth Leber

Commodore

P.S. There is a full moon this weekend the 19th. They are calling it a "supermoon" because the moon will be the closest to the earth then it has been in 18 years. The weather temperature will be perfect for moon watching, but clouds will roll in for the evening. Moonrise: 8:06 pm, March 19. Enjoy!



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## April 2011

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# GENERAL NEWS



## SOTY RACE March 26

Next Skipper Of The Year (SOTY) multi-race day is Saturday, March 26...

Come out and join in the Fun!

Our Target, weather permitting, will be to hold 4 races.

As usual, Skipper's Meeting will be at 11:00 AM, first race will start at Noon.

We will strive for 3-lap races, though we may adjust the number of laps based on winds that day. After each race, there will be a short break before the next countdown-to-start commences. Between races 3 and 4 there will be a somewhat longer "lunch break".

All races will use the standard 5-4-1-0 countdown to the start.

For those who have expressed opinions, we will be expanding the start line length.

Come out and join the FUN!

See you on the water...

- Sam, Fleet Captain



## St Patrick's Day Picnic MARCH 19

Come out to join us. Bob has arranged for music and prizes for those who attend.

The weather will be great. Maybe you can do some sailing before the picnic. Work up that appetite for some corned beef and cabbage cooked by Nik Place. I had the opportunity to sample the corned beef and I am sure you will agree with me how good it is.

Don't miss it.

Be sure to bring a side dish or dessert to add to the occasion.

Oh, be sure to wear something green for good luck. Just because we are not celebrating on the actual holiday, doesn't mean we can't be serious about our party.



## Race Committee

If you want to learn how to do race committee and help out your fellow sailors, contact Sam Hunter, Fleet Captain. He will set be glad to work with you and show you the ropes.

You do not have to be a racer, you just need to know how to read a clock. Easy as pie.

## Received eMail

The Dolphin Project is an all-volunteer, non-profit organization dedicated to the protection of our wild estuarine Bottlenose dolphins. While headquartered in Savannah, we have many members in the Atlanta area and across the SE.

Please visit our website for more information about us: [www.thedolphinproject.org](http://www.thedolphinproject.org) or you may contact me personally, Peach Hubbard, TDP President at [peach@thedolphinproject.org](mailto:peach@thedolphinproject.org)

## Received eMail

Good Afternoon,

I am an engineering student at the Georgia Institute of Technology, and I am part of a team that is working on a new design for modern sailboat. We would appreciate it if you and your members would participate in a survey which will give us more information about the marketability of our product. The link to the survey is <http://www.surveymonkey.com/s/RLNLCB6T>

Thank you for your time and participation, and have a wonderful day!

Melissa VanNess

*From the editor: I have researched these two solicitations. They appear to be okay. Participate at your own discretion.*

# What ARE the Florida 120 and the BEER Cruise?

By Sam Hunter, SWSC Member

Several of us have been encouraging SWSC members to participate in the Florida 120 and/or the BEER Cruise (Backwater Environmental Escape Rendezvous), and/or the BEER and Beyond Cruise.

That invitation begs the question... What ARE the FL 120 and the BEER Cruise?

The short answer is, "The FL 120 is a Raid and BEER is a family-oriented, Raid-like, flotilla cruise."

In turn, those short answers beg the questions, "What exactly IS a 'Raid'? and what exactly is a 'Flotilla Cruise'?"

My somewhat long responses...

A "Raid" is a mix of rather casual "racing", fun Sailing, social event, mess-about, sailor gathering, tour of an area, beach camping, beach cruising, and general on-the-water fun. Raids are usually ONLY for sail and human power, and even the human power is usually limited to upper body stuff like oars and paddles, not allowing even foot-pedals. However, it is not at all unheard of for the crew to jump overboard and drag the boat across shallows, especially when there is little wind, adverse currents, etc. Also, some Raids, including the FL 120, have classes in which Engines ARE Allowed and participation is strongly encouraged!



For the most part, the boats used are small, often in the 12-18 foot range, though there will be larger and smaller boats at most Raids. Normally, there is at least a nominal "course", though it

usually consists only of nightly stopping places and maybe an occasional "gate" through which all boats must sail (and/or paddle or row or scull...) on their way to that night's stop. For example, the FL120 will have an optional "4-Bridge" element that involves sailing past nightly stops to go under specified bridges and then back to that night's stopping place. While there is no requirement to do these, there are special awards for those that accomplish these extra challenges under sail and oar alone.

Raids may have a bit of a race/challenge component, but the primary focus is the sailing/rowing and the nightly camaraderie of doing so with fellow adventurers. While there is always the reality of that oldest rule of the sea, that each boat sails on her own, there is a strong emphasis on "the group" and "the event" and enjoying it together. Generally, participants sleep on their boats or on the beach in tents each night. The FL 120 has at

least one stop that is near hotels and condos for those that are so inclined. Also, at that same half-way mark there is an excellent "bail-out" point in case of severe bad weather or for those who only wish to go that far.

You may also have heard of "Challenges" in the same breath as Raids. As noted, Raids can have a bit of "rugged" sailing, but are primarily focused on the camaraderie with other like-minded sailors. Challenges, on the other hand, are very much rugged, individual racing events, but with an "extreme sports" twist. They are competitive, and they tend to be extremely rugged, far more so than "Raids". A good example is the "Everglades Challenge" from Sarasota to the Keys, 300 rugged miles, starting with a beach launch from above the high tide mark, with multiple check-in stations through which the boats must go; which can be serious challenges in and of themselves. At one point, any mast over about 6 feet tall must be taken down to get under a bridge and again (or left down) to get back out. There is often some serious camaraderie, but generally only at the beginning and end of the event.



Raids, while still a bit rugged, especially for those who take on the most challenging Sail and Oar only class, are not nearly so "extreme" as Challenges. In most raids, some boats may turn back or drop out along the way. In fact it is not unusual to have 10-15% of starters drop out along the way. Raids are intended to be "rugged" (or at least a bit rugged at times) sailing, and not everyone is ready for that kind of challenging (and great fun) event. In Challenges, however, the sailing really does, intentionally, get extremely rugged, and it is unusual to have 50% of the starters even finish the event.

Modern-day Raids are named after the Viking "Raids" of old along the European coasts, though the "plunder" of modern raids is purchased (or persuaded) at shops, bars, pubs, etc.



The concept is to enjoy the camaraderie of fellow "rugged" sailors who travel in rather informal groups along rather informal paths and enjoy the sailing, rowing, and gathering with kindred spirits. FWIW, there is nothing so valued (maybe after a good boat) as female participants. There are seldom many, but almost always at least some, females participating; some as skippers or even solo, most as partners or crew. All are Welcome!

Most "Raiders" use only small, open boats (trying to keep up that Viking image, eh?), though many Raids have multiple classes ranging from the "ultimate" or Class 1 in which there are no motors or engines aboard, and propulsion is ONLY by sail or some kind of

# Fleet Captain, continued

oar/paddle/yuloh/scull, etc. Many raids, including the FL120, have additional classes for motor/engine on board but never used during the event (more peace of mind), occasional engine use, for example at bridges or near anchoring / beaching areas, and even unlimited motor/engine.

The raid concept started in Europe in the late 1990's, spread to the USA in about 2005 and has been growing rapidly world-wide.

Links to some popular Raid websites:

<http://www.sailcaledonia.org/>

Cross-Scotland event, using the great Lochs and the Caledonian Canal. Since my family is Clan Hunter from the Western Isles, this event is something I pretty much have to do sometime in my life!

<http://www.smallboatforum.com/PDFfiles/RaidBoats.pdf>

An on-line article about the kinds of boats being used in raids, with a great explanation of the history of modern "raid" events.

<http://www.shipyardraid.ca/>

A raid in the Pacific NW / Desolation Sound.

<http://www.duckworksmagazine.com/06/gat.../index.htm>

Last but certainly not least, a very good article from our

friends at Duckworks (who are avid sailors and small boat builders and have been to the FL120).



So, if you have any interest in "Sail and Oar Only" voyaging along some of the most beautiful coast in the world, come and join us for the Florida 120. If you want a less "rugged" experience, enter in one of the engine-on-board classes in this same FL 120. We have had unlimited engine boats on the 120, including some who have acted as chase boats, and just wanted to participate in the nightly camaraderie of our beach campouts and just watch and admire (or point and giggle at) those "rugged" sailors out there. (The first year, I was one, along for the fun and also acting as a "Chase" / Assistance boat.)

The FL 120 schedule (a long weekend, the weekend after Mothers Day) is on the SWSC website and more info can be found at:

<http://www.texas200.com/florida120.htm#who>

Come and Join Us! We'll be glad to help you get started in any class you want!

PART 2, NEXT MONTH

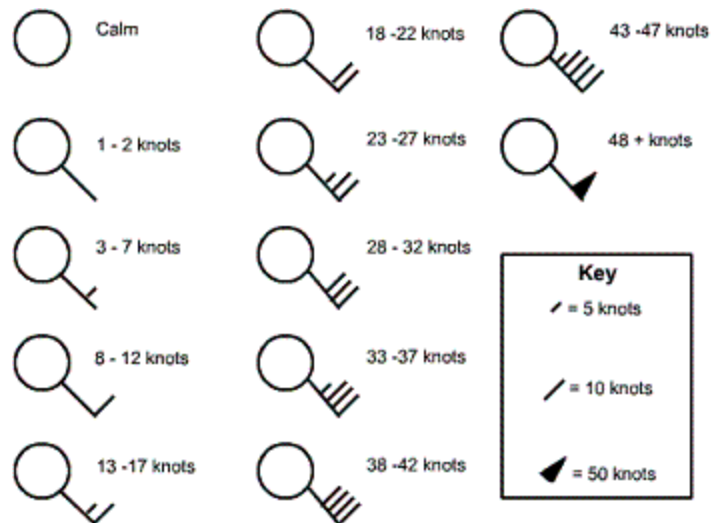


## Who Cares Where The Wind Blows, Sailors Do!

It goes without saying that wind is a very necessary part of sailing. Part of being prepared for sailing is to review the weather and wind forecast before leaving the dock.

Most weather maps will display symbols for the wind. Reading these symbols for wind direction and speed is easy. Here is a quick review.

The diagram shows the symbol used to display wind speed. The line sticking out of the circle points to the direction the wind is coming from. The barb displays the speed. The symbols in the chart display the wind is coming from the south-east.






1 knot = 1.15078 mph

1 mph = 0.86898 knots per hour

<http://www.scalloway.org.uk/weat2.htm>



Don't Miss This Month's Events

April 2011						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1	2
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**- April 14, Thursday**

Monthly Dinner/Meeting, 7:00 PM, at Nik's Place, 645 Whitlock Ave, Marietta ([www.niksplace.com](http://www.niksplace.com))

**- April 16, Saturday**

SOTY Spring #2, 11:00 AM Skippers Meeting, Meet at the Harbor Town Marina bathhouse

**- April 29, Friday**

- St Thomas of Allatoona Cruise - A Three-day cruise of Allatoona, Starts Friday afternoon, ends sometime Sunday. Cruise participants will also be able to participate in the Half Yard Regatta!

**- April 30, Saturday,**

Half Yard Regatta, 11:00 AM Skippers Meeting, Meet at the Harbor Town Marina bathhouse

**SOUTH WINDS SAILING CLUB**

**Minutes of Monthly Meeting**

**Thursday, March 10, 2011**

Nik's Restaurant

645 Whitlock Ave., Marietta

- 6 -

Meeting was called to order by Commodore Ruth Leber at 8:00 p.m., welcoming all those attending. Reading of the February minutes was waived.

Reports

Vice Commodore: Steve Gully reported the racing board game has provided three good opportunities to go over racing rules, and hopefully we can apply this learning on the lake. The first event was won by Jordan Ball, no one showed at the second—68 degrees outside, and Sherry Austin won the third.

Fleet Captain: Sam Hunter advised there would be a Buddy Sailing day on Sat. Mar 12, at 11:00 a.m. A micro-mini course on the lake, learn and practice racing rules, situations and starts.

The first SOTY race is 3/26, 11:00 a.m. skippers meeting, 12:00 noon start, with four races. Sam has potential committee but if you'd like to come out, come on out.

Purser: Donna Holcombe was unable to attend, Ruth will take dues money.

Membership: Joe Carter advised he has volunteers for all scheduled raft-up dates, check the website. They are always at the AYC cove at 7:00 p.m. If weather gets bad, Dock A is Plan B. There are 28 member families. Dues should be paid before 3/26 to qualify for SOTY points.

Social: Rob Kasbow was unable to attend but is working on the St. Patrick's Day Picnic event; everything is on schedule Sat. 3/19, 5:00pm, club will provide corned beef and cabbage, please bring a side dish or dessert. If it rains, Plan B to meet on Dock A will be implemented.

Newsletter: Online membership list has been updated, if you're not on the list and have paid, please call Ruth; also, call her if you do not want to be on the list.

Sea Scouts: Gary Holcombe was unable to attend. Robert Forrester advised they've added new scouts, planning go to Carrabelle for Spring Break, and there will be a car wash fundraiser on 3/19. Ruth asked if they could do a boat wash fundraiser, Robert would check it out.

Old Business

None

New Business

Scott Widmier and John Bell sailed in the Everglades Cruise

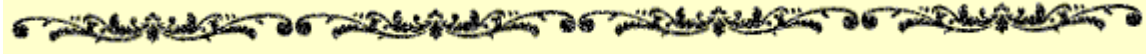
A discussion ensued regarding radio communication; it is not required but is a way to communicate with skippers as necessary.

Meeting was adjourned at 8:26 p.m.

Respectfully submitted,  
Ardythe Ball, Yeoman

# PURSOR'S REPORT

As of 3/10 we have \$1,953.79. This total reflects all deposits and checks paid out thru 3/10



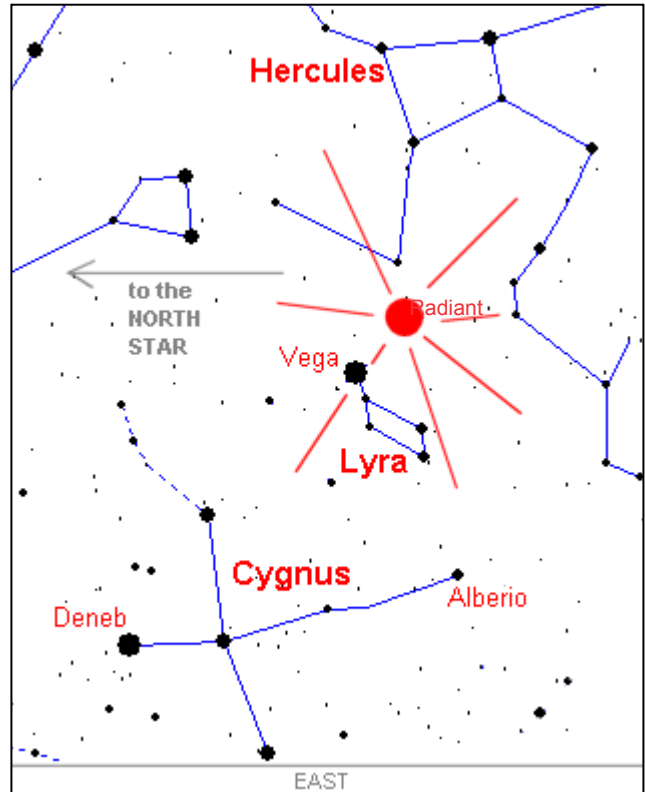
## April Meteor Shower

Lyrids ( li-ridz )

April 21-23

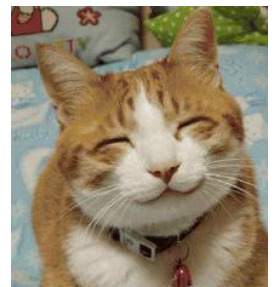
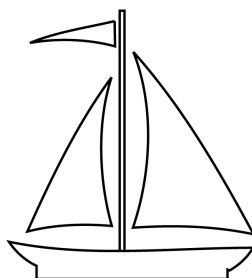
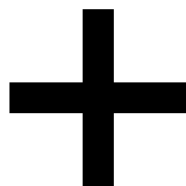
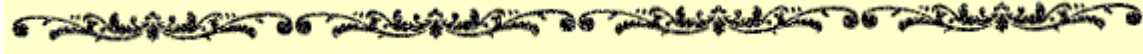
The radiant of the April Lyrid meteor shower emanates near Vega, the brightest star in Lyra the Harp

The Lyrid meteors – April’s “shooting stars” – tend to be bright and often leave trails. About 10-20 meteors per hour at peak can be expected in years when the moon is out of the way. In 2011, however, the moon will bleach out this year’s Lyrid show. Uncommon surges can sometimes bring the rate up to 100 per hour, but these rare outbursts are not easy to predict. That is one of the reasons the tantalizing Lyrids are worth checking out. The radiant is in the constellation Lyra, which rises in the northeast at about 10 p.m. Unfortunately, the waning gibbous moon obstructs the view in the late night and morning hours, the best time to watch the Lyrid shower. As a general rule, the greatest number of Lyrid meteors fall in the dark hours before dawn. Likely, the optimal night will be from late night April 22 until dawn April 23. But the glare of the waning gibbous moon will wipe out all but the brighter Lyrid meteors.



Picture:  
[http://science.nasa.gov/media/medialibrary/2001/04/17/ast19apr\\_1\\_resources/radiant.gif](http://science.nasa.gov/media/medialibrary/2001/04/17/ast19apr_1_resources/radiant.gif)

<http://earthsky.org/astronomy-essentials/earthskys-meteor-shower-guide>



# Buddy Sailing – Practicing Starts – Even more fun than a “real” race!

By: Sam Hunter – Fleet Captain

Yesterday, March 12, was our first “Buddy Sailing Day” at SWSC.

The basic idea was that we would have a number of more experienced racers, along with a number of less experienced racers, and that we would get together on various boats and practice Sailboat Racing Starts.

It worked! It was even more fun than expected! It was a great learning experience for all! The “experienced” racers, including me, learned a LOT more than expected. All of us had more just plain fun than any of us would have thought! This is the kind of thing at which SWSC excels, and which, IMHO, we should do more often.

We ended up with 6 boats, at least two people on each boat.

We set up a start line and the shortest course imaginable... One weather (windward) mark about 50 yards upwind from the start line. We then went through at least 4-5 starts with the formal 5-4-1-0 start sequence. Boats jockeying for position, trying to get a “good” start. At the horn, up to that extremely close first mark, then back down across the line. These abbreviated races, focused on the close-quarters maneuvering leading up to the start, generally lasted only about 4-5 minutes after the start, and we did it over and again, “perfecting” the starts each time.

For the last few “races”, we actually went around the weather mark, back around the start line corner, back around the weather mark, and across the finish! Those “races” lasted as long as 8 minutes. Incredibly short for a race, but plenty of time to get in a LOT of start practice,

and a little time to actually go through the motions of a race and even practice some mark-rounding maneuvering.

On Dragonfly, myself and rock-star racing crew John McConnell managed to use our starboard tack to his port to cut off racing superstar Andy Kohler (and able crew) and force him to miss the mark, so we ended up finishing FIRST! (And sounded our own finish horn, just for fun!) Besting Andy is not an easy thing, and in fact is something we have almost never done, so that little bit of maneuvering would have been worth the trip even if the rest of the day hadn’t been so much fun!

The next “race”, I was totally focused on my attempts to show John how to do a quick-tack start, which we executed almost flawlessly, crossing the line less than a second after the horn. Remember where I said I was focused on ensuring John had a chance to see exactly how this was done? It was “perfect” until I heard someone bellow, “Starboard!” and realized we were on Port, crossing a Starboard boat. Even with a quick (and IMHO) rather well-executed tack, we fouled a certain Hunter 30, which gave us the opportunity to practice our 720 penalty turns.

Suffice it to say... I have seen better penalty turns! We did eventually finish our penalty turns, before most boats managed to finish the race, so we didn’t do quite so well and had no reason to “toot our own horns” this time.

Nonetheless, a great time was had by all, and we will definitely do this kind of thing again!

See you on the water. - Sam

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★ ★ ★      ★ ★ ★      ★ ★ ★

## A Rose Of Another Kind

A Windrose is a circular graph that plots wind speed, frequency, and wind direction over a specific period of time.

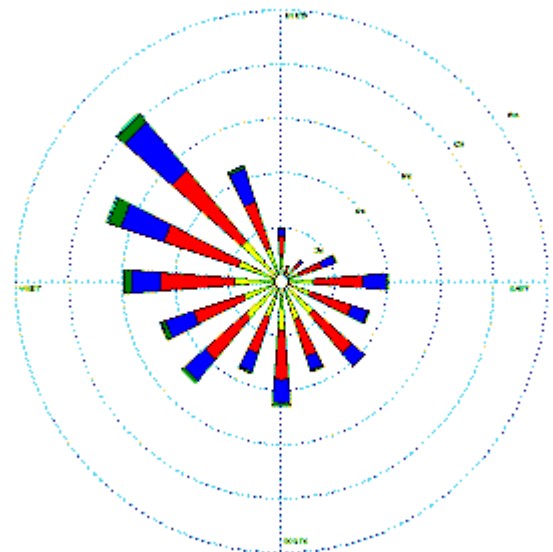
Windroses can contain up to three wind direction elements: the prevailing wind direction, the prevailing energy direction and the average turbulence intensity.

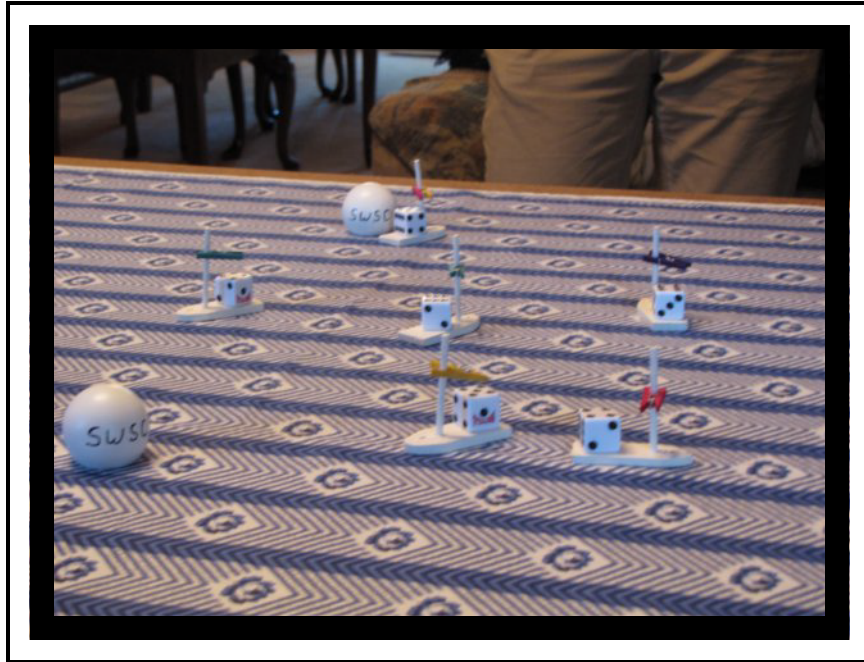
Windroses are frequently use in areas where an airport is to be constructed. They are used to indicate the prevailing winds and help determine how the runways should be designed.

This image is from 1961 of Hartsfield Airport for the month of April. To view this complete image, click on

[http://www.wcc.nrcs.usda.gov/ftpref/downloads/climate/windrose/georgia/atlanta/atlanta\\_apr.gif](http://www.wcc.nrcs.usda.gov/ftpref/downloads/climate/windrose/georgia/atlanta/atlanta_apr.gif)

From 1961  
Station 11571e - ATLANTA/ATLANTA HARTSFIELD, GA





We enjoyed a friendly game of 'Sailing Indoors' at Steve and Vicki's house.  
Thanks!

We had a good time and learned a lot.

*Happy Sails To You*

**Until We Meet Again**

May your troubles be few,  
Your blessings be more,  
May you have fair winds, following seas,  
And the Beaufort you are hoping for.

