



SouthWindsSailingClub

- We Love To Sail -

sailswsc.org



Commodore's Corner

Hello to all. February has been quick to pass. Our February meeting had a good turn out. I like to see everyone enjoying good eats, drinks, and conversation. When you leave one of our meetings, you have met with some of the best folk around. If you haven't been to one of our club meetings, just take a big giant step out and come see us at Nik's Place, 7:00 PM, 2nd Thursday of the month, every month.

To all you sailors who can barely wait for the winds of March. Let's get ready for it. March is usually "in like a lion and out like a lamb". And that lion will be here soon.

This is the time to prepare for the March SOTY race. Getting ready mentally and physically is important to safety, well being, and successful racing. We call that 'smart sailing'.

March is notorious kite flying weather. It is easy to convert the enjoyment of kites to a love for sailing. It's all about technique, style, and tenacity. To improve this skill, you must practice.

Fleet Captain, Sam Hunter, has scheduled March 12 as "Buddy Sailing Day". This is a day seminar with on-water practice of racing rules, race situations, and starts. It is an opportunity for the more experienced to share their knowledge with the less experienced. Even the less experienced knows some great tips; everyone can contribute.

If you hear a special tip or technique that helps your sailing,

please send it to the newsletter so others can learn about it too.

It only takes a few hours to learn to sail, and a lifetime to perfect it.

This is a hobby that we **love** to practice. When you are sailing, it is difficult to think about anything else. This give us a chance to relax from our daily routines and stresses and concentrate on accomplishing seamanship.

Come out to our races and see some real style.

- Ruth Leber
Commodore

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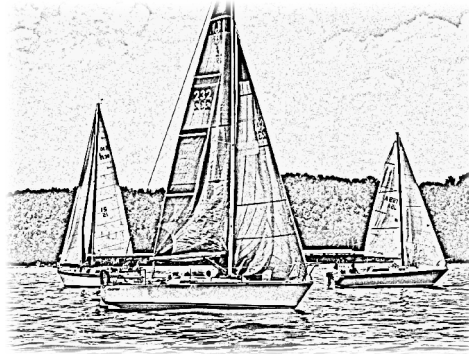
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March 2011

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GENERAL NEWS



Race Committee Volunteers

Reminder: Dragonfly, our Mac26S, will be out of the water, for at least the March 26 race and possibly for another race after that. So, if there is anyone interested in learning more about Race Committee and Sailboat Racing, who has a boat they are willing to take out and anchor, we would be grateful if you would volunteer. I will come on board and show you as much of "the ropes" of Race Committee duty as you want to learn.

Your commitment would be to come out to the marina early, say 10:00 AM, of the race day, help me get the Course Marks laid out, attend the pre-race Skipper's Meeting, help record start and finish times, and then collect at least some of the marks after the race.

If you are interested, or even think you might be interested, please contact me at SamJHunter AT att DOT net (convert that to a normal email address).

Thanks,
-Sam Hunter, Fleet Captain



Wanted: Fiber Glass Tape and Mat

You may have heard I am restoring a J22. Now I am ready to do the fiber glass repair.

I need fiber glass. I could buy it, not a problem. But I have talked to several folks and seems like there are several members who have done fiber glass repair. I wonder if there may be some glass laying around some garages that someone may want to get rid of and maybe sell it to me. I need a lot of it and in all sizes.

Members Only: If you would like to get rid of your extra fiber glass laying around, please contact me at rieber2ATattglobalDOTnet. I will need the goods by February 26 so please contact me by then.

Price is negotiable.

- Ruth

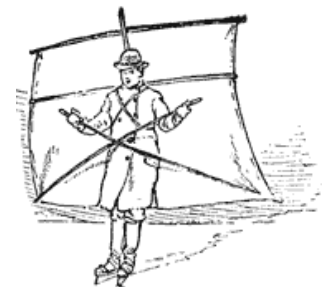


Renew SWSC Membership

Time to renew your membership. 2010 members who have not renewed for 2011, will not receive phone calls regarding the club's weekly activities. So renew and keep those calls coming without interruption.

Also, to qualify for races and the race points, you must be a member in current standing.

Don't forget to go to the [swsc website](http://www.sailswsc.org/php/joinus.php) at <http://www.sailswsc.org/php/joinus.php> and update your information. Please help us update our records so we can keep you informed.



Need To Know

Allatoona Report
770-386-0549

Lake level, Lake temperature,
Recorded rainfall at the dam

And more notes about sailboat racing...

by Fleet Captain Sam Hunter

About the Start;

As most know, the start of a sailboat race is a timed countdown, with signals, to the official start time, AFTER which, boats may cross that start line and head towards the first mark (turning point) of the course. The best Start possible is to be sailing hard, at the "Favored end" of the start line (if there is one that day), at full speed, in clean air and clear of problems with any other boat, about ½ second or less short of the line when the horn sounds.

The reality is seldom that good. I am usually very happy if we can be sailing well, at good speed, clear of problems, and cross the line within 6-8 seconds of the Start. Needless to say, I do NOT always do so well.

There are actually several options the Race Committee can use for the start, including the infamous "Black Flag" which imposes SEVERE penalties for those boats that are OCS (On Course Side – over the line) at the Start.

For SWSC races, we almost never use the more restricted start processes. We impose no significant limitations as to where the boats can be in the general starting area. Instead, we tend to leave maximum room for pre-start maneuvering.

We use the standard 5-4-1-0 minute countdown, with the start at 0. This means horns will sound at 5, 4, and 1 minutes before the start, then again at the actual Start. For almost ALL our races, a boat can be anywhere in the start area, which is the area behind the start line (generally between the Start mark and the Committee Boat). A boat can also be over the start line (OCS) provided she returns to a position completely behind the line BEFORE the start horn blows. This means ALL parts, equipment, and crew must be behind the line at the instant the start horn sounds. If any sail, line, pulpit, crew members arm, etc is OCS at the Start, that boat did not legally start, is OCS, and MUST return completely behind the start line before she will be allowed a recorded start! Finally, a boat can wander outside the start area (be somewhere that is not actually behind the line, but off to one side, etc) before the start horn.

About the only exception to this, at SWSC, is that when we have different classes or fleets starting at different times, ONLY the fleet currently starting can

be in or in front of the start area from the Preparatory Signal (4-minute horn) until that entire fleet has Started (crossed the Start line AFTER the start signal). Any other boat, one that is not in the current starting fleet, and enters the start area (or is in front of it), or in any way interferes with a boat that is in that early start, would have to be DSQ'ed from the race. That multiple start process will only be in effect for the Long Distance races, not the "Regular" multi-race SOTY days.

At the 4-minute horn (the Preparatory horn) the racing rules concerning right-of-way come into play, including penalties. Also, engines must be OFF, and the "Propulsion" rules come into effect (no paddling, sculling, etc). At the time the Preparatory signal (4-minute horn) sounds; any boat intending to race, but in violation of the propulsion rules at that time must be scored "Disqualified" (DSQ). Finally, any boat that is not in the general starting area at the Preparatory signal cannot be scored for that race. She will not be penalized, but neither can the Race Committee score her for that race.

At SWSC, we give a lot of latitude on the definition of the "general starting area", so generally, any boat that is coming out to race will be allowed to race and will be scored if she is visible to the race committee during the Preparatory period. (I understand this fully as I have been DSQ'd and also once non-scored for violations of the above.) The race start will go on as scheduled, but we at SWSC do not normally penalize boats for being late to start, that is penalty enough in itself. Note that, by the Racing Rules of Sailing, such late-starting boats cannot have engines running or violate the propulsion rules after the Preparatory signal.

Again, at SWSC, we generally allow quite a bit of latitude, so that any boat that wants to race, but is late, merely needs to ensure the engine is off and no illegal propulsion is used, from well before the time she enters the start area; and that if she is close to the start line, she should be pointing and moving AWAY from the start line until it is obvious she is moving under sail power alone. (Ya can't "coast" over the start line on residual engine-driven momentum.) If you find yourself late, but want to race (a good thing!), the best bet is to be sure the engine is off and the boat is truly sailing at least 200 yards away from the start area.

So, the best practice is to get to the marina early and make sure your boat is ready to race before the pre-race Skipper's Meeting. Many of us, me included, often try to quickly finish getting the boat ready after the Skipper's Meeting. This is fine, provided you can get to the Start Area, with the engines off, before the Preparatory Signal. If you cannot, like the time my sheets tangled and I was late getting out to the course, then you may end up not being scored for the race, or even penalized if you are violating the propulsion rules at or after the Preparatory Signal.

Best bet: Get out there early, before the Skipper's Meeting, and get your boat ready to go. Then, after the meeting, quickly head out to the race course area. Check out the winds and the set of the course, run back and forth behind and even across the line to get a better feel for speeds and angles that day to help you time that "Perfect" start.

A couple other important points about the start... During the pre-start melee of boats maneuvering for the best possible start for themselves and (hopefully) forcing other boats into a less-advantageous start, all normal boating right-of-way rules apply until the Preparatory signal. From then on, the more stringent Racing Rules of Sailing kick in. This means that if you foul (violate the rights of) another

boat, you must take a 2-turn Penalty at the first opportunity. At 3 minutes before the Start, this is really not too bad. However, at 10 seconds before the Start, it is a major issue, as you have to get out of the way of other boats, execute two continuous turns, each involving a tack and a gybe, THEN approach the line to start (you must not be OCS until after you complete your penalty turns). If you hit a mark, you must execute one penalty turn before starting.

Please note that at SWSC, on days with multiple races, you can come out and participate in as many or as few races as you choose. If you can't make the first race, just come out when you can and hang around (out of the way of the racers, of course) until the Start sequence begins for the race(s) in which you DO want to participate. Check in with the Committee Boat to be sure they know what you are doing so there will be no penalties for propulsion, etc.

I can assure you the Race Committee at SWSC will ALWAYS welcome additional racers!

Fair Winds, Great Starts, and Happy Racing!

See you on the water. -Sam



"Red sky at morning, sailors take warning, red sky at night, sailors' delight".

There is some truth to the rhyme. The trick is to look at the part of the sky where the sun isn't.

Both sunrise and sunset are reddish, as a rule, because of what happens to the light from the sun as it goes through the atmosphere at a low angle. It scatters away most colors, so all that is left is reddish hues.




But if the sky is red in the part of the sky away from the sun, some rough forecasts can be made since the red sky rule applies to weather patterns that move from west to east.

The idea is that sunlight interacting with additional water vapor in the part of the sky away from the sun leads to red and orange-ish hues, so a red sky in the west in the morning means a storm system creating the hues is moving your way.

If the sky is red at night looking off to the east, the storm system or moisture to the east is moving away from you.



Don't Miss This Month's Events

March 2011						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1	2	3	4	5
6	7	8	9	10 Monthly Meeting	11	12 
13	14	15	16	17	18	19 
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- March 10, Thursday

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

- March 12, Saturday

Buddy Sailing Day - 11 AM Skippers Meeting, Meet at the Harbor Town Marina bathhouse

- March 19, Saturday - St. Patrick's Day Picnic

At the Point - This will be the annual Picnic with everyone binging a dish.

- March 26, Saturday, Saturday

SOTY Spring #1, 11:00 AM Skippers Meeting, Meet at the Harbor Town Marina bathhouse

SOUTH WINDS SAILING CLUB

Minutes of Monthly Meeting

Thursday, February 10, 2011

Nik's Restaurant

645 Whitlock Ave., Marietta

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Meeting was called to order by Commodore Ruth Leber at 8:00 p.m. Reading of the January minutes was waived. Commodore Leber welcomed all in attendance.

Reports

Vice Commodore: The racing game at Steve Gully's home on 2/5 was canceled, will have another on Sat. 2/19, bring your own food and drink, tea will be provided, 1:00 p.m. 'til whatever. Email Steve with response and/or if directions to his home are needed.

Fleet Captain: Sam Hunter advised next race is Mar. 26. He has no boat in the water now so would need race committee help, call him if interested. He will have a Racing Seminar on Sat. Mar. 12, all boats are welcome, try buddying up, practicing, try new things.

Purser: Donna Holcombe reported the club's checkbook balance was \$2735.74

Membership: Joe Carter advised five of the ten raft ups were taken and we have 19 paid members. After March, if you haven't paid you will not receive phone calls from him regarding the club's weekly activities. Qualified racers must also be members of the club. He had received a call from a website visitor who was looking to purchase a trailer to pick up a boat in New Orleans; he didn't have trailer information but suggested there were boats to purchase here at the marina.

Social: Still looking for a volunteer to fill this position. The first occasion will be the St. Patrick's Day picnic. Rob Kasbow volunteered to call the marina to reserve The Point, organize and coordinate this picnic.

Newsletter: Please sign up for the Newsletter, after March Commodore will not keep reminding us. On our website under the Members tab, Commodore has posted member names, boat type and boat name.

Sea Scouts: Assistant Skipper Nils Thompson reported that nine of the scouts were working on advancing to the next rank and when completed there will be a Bridge of Honor Advancement Ceremony. Spring Break they will be going to Carrabelle FL again. Fleet Captain Hunter suggested the scouts schedule some Puddle Duck events, perhaps Sundays as previously done, maybe others can come out and help.

Old Business

Larry Nix was pleased to report the jacket left at the Commodore's Ball found its home, it belonged to the DJ.

New Business

Fleet Captain Hunter talked about upcoming cruises:

- . Florida 120 – Weekend after Mother's Day in May. About four day's duration, all boats welcome but is focused on small boats.
- . B.E.E.R. Cruise – beginning June 3, about four days also. He was talking of sailing beyond, perhaps to Choctawhatchee Bay.

Meeting was adjourned by 8:30 p.m.

Respectfully submitted,
Ardythe Ball, Yeoman

PURSOR'S REPORT

As of 2/10/11 balance was \$2,735.74

We had 19 members renew since then we have received 5 more memberships for a total of 24



Turn In A Poacher

A poacher is a thief who steals wildlife that belongs to you and all other Georgians. Poachers rob you of recreational opportunities that you pay for through hunting and fishing license fees. You can be paid for turning in a poacher! If your TIP leads to an arrest, arrangements will be made for you to receive reward money even if you wish to remain anonymous. If you see or learn of a violation, try to write down: a description of the violator; a description of their vehicle; the location of the violation; and the type of violation.

TIP Hotline

Call 1-800-241-4113 or *DNR (AT&T Mobility Customers)

7 days a week / 24 hours a day.

Contact your local Ranger to report a poacher or polluter in your county by clicking here.

You can send an e-mail directly to Turn In Poachers to report poachers and polluters. Please provide a contact number so the Ranger could contact you if more information is needed. All information is strictly confidential and you can remain anonymous.



Turn In Poachers, Inc. (TIP) is a non-profit Georgia conservation organization whose mission is to protect wildlife by increasing public support for wildlife law enforcement. Contributions to the TIP reward program are greatly needed and appreciated. Donations (made payable to TIP) are tax deductible and can be sent to:

Turn In Poachers, Inc.
3423 Piedmont Road, N.E., Suite 540
Atlanta, Georgia 30305

<http://www.georgiawildlife.com/node/454>



Photos courtesy of Skip Preece

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.

