



# Rocky Fork Sailing Club

## The Jibsheet

August 2024 | #170

### Upcoming Events

Aug 10 2024 Race 9 & 10  
Aug 17 Steak and Shrimp Overlook  
Aug 18 Race 11 (Scrabble Run)

### New Members for 2024

These are our new members this year. If you see them, be friendly and introduce yourself.

If you are new but we are missing your name or boat name, please let me know

John & Kimberly Daulton  
SV The River Sings

Tara Eplen  
Crew/Associate Member

Mary Lou Fritz  
Crew/Associate Member

Greg and Martina Kuttler  
SV This Side Up

Nathan & Suzy Schneider  
SV Reflections

Bob & Robyn Smith  
SV Badmudda

### Scrivener's Notes

by Jon Hill

I will start by apologizing for missing the Jibsheet last month. I have returned to college, am still working and was traveling so it all combined into a perfect storm. That said, I am back on track and I truly appreciate your support and patience.

### Commodore's Corner

by Bill Parker



It's hard to believe we are already past the half-way point of the season, although the weather certainly has been showing us how little wind we get in July. However, we can look forward to the sailing getting better from here until the end of the season.

We had a very successful Luau event in July with over 50 people participating, a very fun evening. We are now charging full-steam ahead into Steak and Lobster on August 17<sup>th</sup>, with the absolute last day to get your money to me on August 9<sup>th</sup>.

As I said on the Club email, you can reserve before then if you send me a photo of your reservation form and your check. It will be

This month the Jibsheet has been delayed by late submissions. Please remember to have your submissions in before the 25th.

fun, good food and fellowship!

I look forward to seeing all of you on the lake and at Steak and Lobster. Here's to having more wind and lower temperatures soon!

---

## **Thank you to all our volunteers by Bill Parker**

---

As we constantly say, this Club runs on volunteers, and that has never been more true than recently. Many members do not realize what has to happen to pull the mooring balls to get them out of the way of the hydroplane races, but it is a dirty, nasty job. Phil Hort and Ken Berger took that on and got it done. A big thanks to them for staying on top of them mooring ball maintenance, as well. These things don't just keep track of themselves. Speaking of mooring balls, we seem to have lost two out of Kelly's Cove. We are hoping to replace those, but it may not happen before the end of this season. If you see one floating around someplace else, grab it.

Ken Kirchmeyer also took on a dirty job in going through everything in the storage crib where we keep marks and mooring ball stuff. He found a lot of things to throw away and really got it organized. That was volunteering of the highest order. You can actually walk in there now!

The Ad-Hoc Communications Committee has finally gotten the new web site up and working. Rose Dejarnette has done a great job of putting it together, and has been willing to put up with me in the process. A great thank you to her for her considerable time invested. I urge you to go out and look at it. We have the calendar available there, and a new membership form with a PayPal link to pay your dues. We hope to be able to use PayPal for other event reservations and merchandise in the future. It is now a very good gateway for those interested in becoming members.

<https://www.sailrockyfork.org/>

Enough decisions have come up that need to be made that I have asked the Executive Committee and those Rear Commodores interested in attending to meet on August 11<sup>th</sup>. Cliff and Patty Watkins have volunteered their place for the meeting, which is really good of them.

Thank you to all our volunteers!

---

## **Sailing the Florida Keys (Part 2) This is also a great article on preparing for a long trailering trip by Howard & Kathy Staley**

---

(This article was written for the Trailer/Sailor Association's magazine, Clipper Snips)

Preparing the Boat - For the Road Trip:

Realize that your boat will be buffeted by up to 70 MPH winds, and it will be bounced around on the trailer by road bumps. Consider the obvious things like: Inside the Boat: Secure anything that will roll or slide around, or fall or fly through the air on sharp turns or fast stops. On one road trip I found that my salon eating table, which folds down from the bulkhead, had crashed down. I had not properly secured the hook that holds the table upright to the wall. I now use a spring loaded hook.

Hatches: fastening down all your deck hatches (especially the forward opening hatch above the Vee

berth) and the anchor locker hatch. 70 MPH winds rip unsecured hatches back very easily. Loose items: Loose items in the cockpit don't stay on the boat very long being beat around by those winds. Vibrating wire stays and shrouds that touch the deck will wear through fiberglass very quickly. Secure anything that can "rub" your fiberglass, wood or even the aluminum mast. Ropes that are fastened one end to the boat, with the other end loose, makes dangerous road hazards when they string out behind you into the path of oncoming cars.

Weight Distribution (Trailer vs. Vehicle): Overall, the idea is to get weight off your trailer and onto your tow vehicle. This gives the relatively heavier tow vehicle better control over the relatively lighter trailer and load. I carry my outboard motor in the tow vehicle. This takes a major stress load off the transom while trailering, and gets significant weight off the boat/trailer and into the tow vehicle. It also gets a heavy item off the very back of the boat hence lessening a cause of trailer sway. I pull a total weight load of 5,400 pounds (boat and trailer weighed at a scale) with a Chevy Astro van, which is the van's maximum towing capacity. So, getting as much weight off the trailer and into the van is important for my situation. For that matter, remove all heavy items from the boat and place into the tow vehicle. Examples could be your deep cycle batteries, anchors and chain, heavy provisions (canned goods), etc. Position the heavy items between the vehicle's axels to distribute the weight over the entire chassis.

If your boat has an internal water tank, drain it for two reasons: one is that water is heavy, about 8.3 lbs per US gallon. (my tank holds 25 gallons totaling 208 pounds); why haul that extra weight 1,350 miles, and: two, if the tank has no internal baffles, the water will slosh when cornering and stopping, therefore making the trailer more prone to "sway" and inhibiting the stopping effort. Strap the boat down to the trailer: at the stern, preferably using ratcheted tie down straps, and use another ratcheted tie down strap from the bow eye, straight down, to the trailer frame. These straps firmly secure the boat to the trailer reducing bouncing and swaying. If your tie down straps simply hook to a fitting on the trailer, (and thus are held in place only by the tension of the strap) you should tie each strap hook to its' trailer fitting in case the tension is lost. This keeps the straps from trailing onto the road and getting under a rolling tire causing very unpleasant results.

Tongue Weight: Insure that your trailer's tongue weight is correct. To do this, first actually weigh the trailer, with the boat on it, at a public scale. Don't just guess what the weight is. Most boats weigh up to 1,000 pounds over the manufacturer's claimed weight when equipped. Mine does. Also, find out your trailer's tongue weight also using a scale. The tongue weight should be about 7 to 10 percent of the boat/trailer weight. The heavier the better. You can Google "boat trailer tongue weight" to find many opinions regarding tongue weight. Having correct tongue weight is the single best way to minimize trailer sway. My tongue weight is about 430 pounds (for a 5,400 pound boat/trailer weight) and I have virtually no sway problems or trailer cornering problems.

Receiver (Hitch) Ball Height: For better control while towing, your trailer's frame should be level to the pavement when the trailer is hooked up to the tow vehicle. On a two-axel trailer the load is then more evenly distributed on all four tires minimizing sway. To achieve a level trailer you may require a ball mount that either raises or lowers the ball to the correct height. For my Astro van, which has a low hitch, I require a ball mount with a 6 inch rise. Trailering greatly improved with this change.

(continued next month, thanks Howard and Kathy!)

---

---

**Moonlight Sail**  
**by Rob Alpern**

---



For the second year in a row, we had nearly perfect conditions for the club's full moon night sail! Starting at sunset on Saturday July 20, five boats departed the raft-up and enjoyed the orange skies to the west and then the big orange moon to the east – as moonrise was almost exactly equal to sunset that day.

The winds started low but built to as high as six knots, and three of the boats beam-reached from the start at the swim area to way past the Blinko fishing pier. One boat was out sailing for two hours!

Meanwhile, as the moon rose, it became whiter and brighter until it was like a spotlight. And as it got later and darker, the stars and constellations came out bright and beautiful.

Topping it off, there even were some fireworks from North Beach! What a fabulous night sail!



---

## **Spring Regatta Results!** **by Nathan Sernoffsky**

---

With Race 1 in the books and Races 2&3 cancelled due to lack of wind, the Racing Committee was blessed to have a beautiful day to host the Spring Regatta.

The Spring Regatta was a huge success with 10 boats participating. It was wonderful to have boats join us that do not normally race. The Regatta was a Partner Race where boats were matched up with another boat. The stated objective was to stay as close to your partner boat as possible crossing the Start and Finish lines and rounding the marks.

Starting at the Swim buoys, a westerly wind meant tacking down the lake to the mark at North Beach. Boats ran wing and wing back up the lake. Several teams won the 1000 points for crossing the finish line within a minute of each other. We're not sure what that means except that we had a lot of fun. We were a beautiful sight tacking across the lake.

The Regatta results were as follows"

1st Place:  
Nalu and St. Somewhere

2nd Place:  
Juno and Millie

Showing:  
Golden Road and Serenitas

Destination and Kalista

Amorous and Coelum

### Rafting Up:

Tide Dancer and Fiasco came to the Raft Up but were not part of the Race.

Racing and Social committees teamed up after the race to hold an informal raft up at the mooring balls. We even picked up a few extra boats at the raft up to cap off the event. Food was shared, stories were told, and friendships were bolstered.

Thank you to everyone who came out and made this a fun event!

---

[sailrockyfork.com/about](http://sailrockyfork.com/about)



---

RFSC | 1081 State Route 28 B-215 | Milford, OH 45150 US

[Unsubscribe](#) | [Update Profile](#) | [Constant Contact Data Notice](#)



Try email marketing for free today!