



Rocky Fork Sailing Club

The Jibsheet

October 2024 | #172

Upcoming Events

Oct 5 - First Mast Down Oct 5 - Make Up Race
Oct 5 - Chili Cook Off
Oct 13 - Second Mast Down
Oct 26 - Last Mast Down

New Members for 2024

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

Thanks to Larry Hess for putting this together. If you haven't met the new people, make sure you introduce yourself before the season ends.

John and Kimberly Daulton
Tara Epplen
Mary Lou Fritz
Mat and Lisa Lawhor
Richard Pierce
Nathan and Suzy Schneider
Chris and Susan Shamis
Eddie and Cassy Sowards
David Spurlock
Joe and Kimberly Meyer
Rejoining Members
Greg and Martina Kuttler
Daniel and Michele Prell
Bob and Robyn Smith

Scrivener's Notes

by Jon Hill

Hello Everyone! The timeliness of everyone's submissions this month was much improved. I was waiting on one article and then realized it had been buried in all the other club emails. If you are emailing

Commodore's Corner

by Bill Parker



We are now at the beginning of the end of the season. As we progress through October, I want to make sure everyone has one thing in mind: Safety.

Everything we do during mast-up carries with it an element of risk. As many of you know, I have had my own problems with injury during mast-downs and ups, and the essence of why it happened was a moment of inattention. The word "mindfulness" gets a lot of use these days, but this is what we should strive for as we work with rigs, boats, and trailers.

Nothing we do as a regular part of these sessions needs to be done in a hurry. It is far better to work at a regular pace, keeping focused on the process. Planning

me, please send it in a new email with its own title so it doesn't get lost in the clutter. I will be in Costa Rica for a week so I am not sure when I will pull Serenitas. If any of you see her sinking between the 14th and the 22nd feel free to raid her for all the good stuff.

As our sailing season ends I want to point out all the work our commodores (past and present) do for us. I am sure Bill would much rather be racing and doing other fun things than dealing with all of this. All the contributions of our members time and energy are what makes our club the best in the area. I am grateful for all of you.

and foresight helps make the work flow more smoothly and helps with overall safety.

As you have seen in the email traffic, our first mast-down day is October 5th, and we also have racing and the Chili cook-off that day. Please do plan to join us for the Cook-off, it is one of the most fun things we do, and good chili is particularly welcome after a day of working on boats. See you there!

Mast Down by Tim Stone

Every year about this time we all start the sad process of getting ready for the lowering of the aluminum trees.. This year I will add a check list of so you can check off things and of course a little embellishment as well..

Let's start with the basics. The things that will at least get you off the water

- Overall trailer inspection "Current license tag and registration"
- Tire inspection and pressure Lug nuts tightened
- Grease wheel bearings Check trailer lights and vehicle lights
- KEYS FOR BOAT!! Tie down straps/lines
- Inspect lube trailer wench Surge brakes functioning and adjusted
- Dock lines All through hulls closed?
- Spare trailer tire and jack If you've been sitting start motor
- Bring tools especially the specialty ones need to lower the mast (Gen pole)
- Tires, pressure, condition, spare, jack, lug wrench, all count. Just think let's roll!!
- Step ladder unless you are really tall!

Winch, is it working properly (oiled/greased)? (testing on level ground so much easier than the ramp). Is it locked? What is the condition of it? Strap, rope, wire condition (dry rot). One snap and drop on the road or ramp blacktop not a good thing! Yes bring WD40 or Liquid Wrench or your favorite oil. Check the hook and the safety chain.

Generally look at your trailer. Do the lights work? If it had a motor and steering wheel would you drive it to work? How about the trailer brakes? See any cracks in the brake lines any oily looking spots? Can you safely secure it to your hitch? What is the overall trailer condition? Or is it a disaster waiting to happen? If so think how good your insurance is (or not)?

When was the last time you actually crawled under your truck/SUV and looked at the hitch and mounting under your vehicle. Contrary to popular beliefs there are no gremlins under there. BTW for those of you not mechanically inclined your mechanic can do this on a lift in a jiffy. Did you grease the bearing buddies?

Check the lug nuts (don't want to be passed by a trailer tire)! Get the tow vehicle ready. Tow vehicle tire pressure checked. Nothing worse than changing a tire with a trailer attached.

Check common things oil, lights, brakes (in my book stopping is so much more fun than going). Plug in the trailer lights before you leave, unplug the lights before you retrieve!! And for goodness sake connect the towing chains and emergency trailer brake cable.

Grease the trailer ball and check/tighten the ball nut. Test, test and retest the trailer ball hitch lock. I

just hate it when the boat attempts to pass me on the road. And do you have a lock or at least a lock pin for the latch? Where are the keys for that?

Boat stuff:

Dock lines (who doesn't have a myriad of fashion colors and lengths) , fenders, and oh yeah safety gear.

Before you even think about leaving the dock "close the bilge", seal the thru hulls, generally anything that would make you sink on your way to the ramp is a super great idea. Rudder and motor in the locked position?

And don't forget tools. Yup you are going to lower a really big aluminum tree. So lots and lots of tools especially that specialty widget "thing a majig" you made that makes this job so much easier. Bungies and lots of them.. Zip ties and lots of them and rags, lots of rags.

Did you pump out??? Stinky business if you forget!! And RV antifreeze for fresh water tank and lines.

Water ballast boats be sure to open your tank drain once on the trailer but before coming up the ramp. Patience is a virtue when draining and a necessity too!

Do you have the drivers license, trailer registration, proof of insurance etc.. Think OSP Trooper conversation if he stops you on the way and you are missing those items. It might be a very long day. Oh by the way did your trailer plates expire? A high dollar mistake when your trailer plates are expired.

Boat keys are usually "missed the most" when you arrive at the mast down.. That is when you have that uncomfortable call back to home "honey can you bring me the keys"? Another hit is fuel for the motor (it's a gas).

Did you make winter storage arrangements? Having that paperwork with you is a really great conversation stopper!

What every best dressed retrieving sailor has:

Sunglasses unless you really like having your retinas burnt out staring at the sun all day.

Sun Screen (yeah I know hard to think about but I have had a mast down sunburn)

Favorite old ball cap to promptly lose in the lake.

Foulies and boots, yup I have done rain all day mast downs before.

Band-Aids no need for further comment.

Pocket knife.

Cell phone, makes calling home for boat keys so much less conspicuous.

And last but not least: Come early, stay late and lend a hand.

S'Mores by Bob Inkrot

S'mores was a great and well attended social function at the Inkrot's place.

We had close to 70 folks show up and enjoy brats, Mets, cheese burgers, hotdogs, Mac & cheese and a ton of other dishes & deserts. The campfire and 'SMores were very popular.

Thanks to all who brought something to share. Thanks to the social committee leads (I sent a separate email with their names) and to all the club members for helping out with setup, cleanup and dismantling.

We also had elections that night- thanks to all those returning officers!

Sorry we don't have any pictures of the event. Molly also had a great time- sorry if she sneaked off with any of your food!!

We'll do this again in the future.

Bob, Janet & Molly.

Racing Results! by Rob Alpern



With our final race coming on Oct. 5th, we're approaching the end of a fantastic racing season. Nearly 25% of club members participated in racing this season, and our average number of boats per race was 8. Both are either records or near-records, and the highest number in years. Three times we had ten boats our racing, plus the committee boat – a beautiful sight on our beautiful lake. We also instituted informal post-race social gatherings to maximize our camaraderie and discuss the triumphs and challenges of the day.

We had veterans and rookies, members who raced nearly every time and those who just came out a few times, and several members who crewed on others' boats. Sailing with distinct destinations, in the vicinity of other boats where you can see what they do and learn from them, is perhaps the best way to sharpen one's sailing skills. At RFSC, our racing is done in a relaxed fashion with an emphasis on having fun.

As for September's four races, we had 8-10 boats per race. On Sept. 7th the winds were fabulous, and the two races were quite distinct. First there was a challenging windward-reaching-leeward course; then the second went from mid-lake to Fisherman's Wharf and back. Unfortunately, with the lake level so low, a couple boats grounded (but safely got back into deep water). On Sept. 21 the winds were much lighter but just enough for satisfying racing on our traditional windward-leeward two lap course.

Our final race is on Saturday, October 5th – come on out and then eat heartily at RFSC's famous Chili Cook-off!

We're already looking forward to a great season next year, and we invite you to put it on your list to join us next spring – either as a skipper on your boat or as crew on another. It's a fun time and we'd love to share it with others.

Winners for the Rocky Fork Cup, Line Honors, Scrabble Run, Poker Run and the Shockey Memorial will be announced at the Commodore's Dinner in February.

Your 2024 Racing Committee,
Nathan, Drew, Ken and Rob

sailrockyfork.com/about



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