



Rocky Fork Sailing Club

THE JIBSHEET

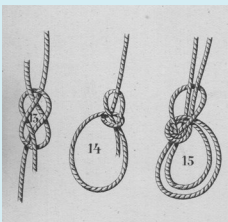
October 2026

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• October Calendar: (Mast Down Locations may change. Watch Club email.)

- **First Mast Down, Sat. Oct. 10, East Shore Ramp 9:00 a.m.**
- **2026 Chili Cook-off, Sat., Oct. 17, 6:00 p.m., AmVets on North Shore.**
- **Second Mast Down, Sunday, October 18, East Shore Ramp 9:00 a.m.**
- **Third Mast Down, Sat. Oct. 24, East Shore Ramp 9:00 a.m.**



The Commodore's Corner from Drew Hadley



Ahoy Rocky Fork Sailors!

How can it be that we're a week away from first mast-down and approaching the end of our 2026 sailing season? Whether the late lake rising or the challenges with the ramp and later launch, this has felt like such a short season! With cooler weather, rising breezes, low humidity, and fall colors, this is my favorite time of year to sail. I am trying to eke as much out of the next few weeks as possible, and hope to see others out on the water.

We had a great gathering at Mike and Darlene Smith's house last Saturday evening for our annual "S'mores" event – thanks very much Mike and Darlene for again hosting us on a beautiful fall day. Many of us came from a breezy day of fun racing, and it was great to have a full day of RFSC fellowship. As is our tradition, we also held the annual Club meeting and elections at S'mores. Congratulations to our elected 2027 officers (and thanks to our Club for the continued support) – myself as Commodore, Cara Alpern as Secretary, Stephan Louis as Purser, and Bill Parker as Scrivener. Congratulations also to our elected Vice Commodores- Social (Marcia Lehar, Tonya Larson, Dave Spurlock, Shirley Orwick, and John and Kim Daulton) and Vice Commodores – Racing (Rob Alpern, Ken Berger, Brian Vincent, and Marcel van Nimwegen). Thanks to all for continuing to serve this great Club.

Don't forget we have our final social event of the season, Chili Cookoff, on Saturday October 18th. I hope many will treat us with tasty recipes and compete for awards and bragging rights.

As we approach mast-down days, I am especially mindful of the importance of being prepared and taking time for safety. Please see the note and checklist Tim Stone recently sent, prepare your boat and trailer, and approach boat retrieval and mast down with a deliberate safety mindset. Many thanks to our Rear Commodores and many volunteers for helping insure we all come out of the water with our boats and selves in good condition.

Hope to see you at the lake!

- Drew



Social Notes from Bill Parker, Channeling Marcia Lehar

Greetings Sailors,

We are almost to the end of the Social season with only one event left, our Chili Cook-off. This is your chance to be creative and show your chili-making skills to your fellow club members. This is also our last gathering before the hiatus of winter, so come on out and spend some time with the club! We will be holding it at the Amvets Hall at 11541 North Shore Drive. If you are bringing chili, or something else (all dishes are welcome), please email Shirley Orwick at shirleyorwick@gmail.com or me at leharmf@gmail.com.

Many thanks to Mike and Darlene Smith for their hospitality for S'Mores. The food was good and plentiful, and the weather really cooperated, it was a lovely night. I want to welcome Kim and John Daulton and Dave and Diane Spurlock to the Social Committee for next year. It would be good if we could get a couple more people to help by taking point on one of dinners, to spread the responsibility around for next year. If you are interested, email me at the address above.

Your Social Committee - Marcia, Tonya and Shirley



Racing News From Cliff Watkins

We have had some activities for our racing sailors this month. We had 6 boats come out on Sept 13th for two more fun races. The lake was up above the concrete walls. We had trouble opening the gates after we waded up to them. The Overlook locker was also flooded. Joe Meyer (s.v. Arete) made the wade and got one mark which we used for an upwind mark to sail to. We used the no wake buoys at the swimming area as start and finish. Winds were light but promising until the horn sounded and then started falling off. Our first race had Juno and Little Wing show us around the course. Arete came in 3rd. With Hey Dad and St Somewhere bringing up the rear. Winds fell off and we cancelled the second race, went to the docks and waded again in front of the gates before we left for the day.

Thanks to the diehards who participated.

On Sept 26 we had our last scheduled race right before S'mores. We had to improvise our course. Winds were from the east at 5-6 knots. As we were still drying out after the locker flooding, we decided to let the mark inflator dry some more and use the no wake buoys as a start finish. Mooring ball #2 in the swim area was windward mark and a no wake buoy right down by the docks on the south side of the lake just before the point as the leeward mark. We had 7 boats start and 7 boats finish the race. Unruly, Nalu and Little wing were the ones who guessed best where the fickle winds would be found. One sailor remarked that he was on every single point of sail on the upwind leg but was always trying to get to the windward mark. Welcome to east winds at Rocky Fork. After we completed 2 laps, we called if a race and returned to the

docking areas to prepare for S'mores at the Smiths. We were still amazed at all the wind shifts and discussed our challenging race at the social.

Thanks to all the participants in this crazy half season. Until next season...



Mast-Down Information from Tim Stone

Fellow RFSC sailors it's almost time for our first mast down on Oct 3rd. Attached is a checklist to remind you of what you need to do. We will be pulling boats at the east shore ramp not at Fisher-man's. The East End ramp has been modified to accept deep keel boats. There should be no problem getting all boats currently out of the lake.

Volunteers please show up by 9am. The mast up official time is 9am to 3pm.. Please present to the ramp with plenty of time to mast down before 3pm.

Boats pulling, please have your boat ready to pull "before" presenting to the ramp. We will have pressure washer set up for cleaning off the boat bottoms. Please limit pressure washing to cleaning the boat bottom only to allow others to pressure wash before the slime hardens into concrete.

If you have any questions please contact me:

Tim Stone (Rear Commodore)

513.560.0992

Come early ready to help, stay late and have fun...

Your Rear Commodores: Phil Hort, Willard Crabtree, Cliff Watkins, Tim Stone, Ken Berger, Doug



East Shore Ramp – Progress and Next Steps from the Commodore, Drew Hadley

While it's been a challenging summer, there has been progress toward resolution of the East Shore ramp and access for all our boats.

Following our meeting with ODNR Director Mertz and her staff in mid-August, significant changes were made to the north (left hand) end of the ramp. ODNR had a diver cut out the curb and rebar installed at the 4' depth point across the ramp. They used an excavator to remove the fill stone placed after the curb, and also removed the shoal offshore created by years of power loading at the ramp. With those changes, access to deeper water was significantly improved. Thanks especially to Ken Berger, Bill Parker, and Bob Inkrot for all of the preparation and work with ODNR, and Bob Inkrot and Tim Stone for spending time out at the lake with ODNR, taking measurements and testing the depth-distance with Tim's trailer.

While improved, there are still several remaining issues. Removal of the curb and fill stone has left a "hump" in the ramp, due to the change in grade before and after the concrete section. This creates a spot for lower clearance trailers to hang up as they reach the needed deeper water. ODNR has committed to install an articulated concrete mat section past the curb area once the lake level is lowered, which should reduce the hump issue. The second remaining issue is the slope of the ramp – the new ramp has a lower slope than previously, so reaching needed depth is problematic, even with trailer tongue extensions.

We have shared the slope and hump data and concerns with ODNR, and they've responded that they will have their engineering staff do additional field measurements to determine next steps. We've communicated that we believe the right solution is to remove the concrete ramp and restore the original slope out to depth needed for launch and recovery of our largest boats. We continue discussion with ODNR to insure continued support for the right fix. As we approach the fall we'll continue to evaluate progress and direction, and may seek additional support from the Club to maintain the ODNR commitment.

The Scrivener's Screed

It is at Mast-ups and Mast-downs that one of the neglected skills of sailing becomes obvious: how to tie knots. The old saw "If you can't tie a knot, tie a lot" is frequently heard. The problem is that using a knot that will work is as much a safety issue as having floatation in the cockpit while sailing. We have considerable loads hanging in the air relying on the knots we use to stay in the air.

The problem is, tying knots has been as much a matter of sailor one-up-man-ship as it has been one of bedrock skills. It has also been one of the continual tests used to grade a sailor as a sailor, even though there are many more skills than knots needed to be a sailor. For some of us, tying knots became an interesting rabbit hole down which we were willing to go, which creates a sailor-made geekery that doesn't help to make the study of knots attractive.

I think all of us have heard the statement that there only five knots you need to master to sail. I think that is absolutely true, and they are none of them difficult. And yet, knowing which knot to use on which application is as much a question as how to tie the knot. This is important not only for mast-up or down; it is also important all around the boat. How we attach sails, how we attach sheets, how we use mooring lines, all of these are affected by the choice of knots you know.

It used to be the only way you would learn all this would be in time, by watching and learning from those who know. Now, we have the Internet, and there are lots of sources for learning knots. I can tell you, with the addition of other cultures to the great stew of the Internet, there are more knots that can be learned, and I have picked up many I never saw before this way. Here is the suggestion none of you will take; grab a 6' piece of rope, and keep it next to your recliner. Go on the Web and select a video about knots. Practice with the rope after learning the knot while watching your favorite programs.

So, the following are some links where you can learn knots, presented in ways that make it much easier than it used to be:

<https://www.animatedknots.com/boating-knots> Animated knot tying, very easy to follow, very well done.

https://www.youtube.com/watch?v=5ILPAHK_k6I The 10 Best Knots in Life

<https://www.youtube.com/watch?v=WrtBHR4WrUU> How to Tie 8 Essential Knots

Joke of the Month:

Once upon a time there was a famous sea Captain. This captain was very successful at what he did. For years he guided ships all over the world. Never did stormy seas or pirates get the best of him. He was admired by his crew and fellow captains. However, there was one thing different about this captain – every morning he went through a strange ritual. He would lock himself in his captain's quarters and open a small safe.

In the safe was an envelope with a piece of paper inside. He would stare at the paper for a minute, then lock it back up. After, he would go about his daily duties. For years this went on, and his crew became very curious. Was it a treasure map? Was it a letter from a long-lost love? Everyone speculated about the contents of the strange envelope.

One day the captain died at sea. After laying the captain's body to rest, the first mate led the entire crew into the captain's quarters. He opened the safe, got the envelope, opened it and... The first mate turned pale and showed the paper to the others. Four words were on the paper, two on two lines:

Port Left.

Starboard Right.