



# Jibs and Jibes

## Official Newsletter of the Webster Sailing Association

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### A New Season

The new season at the WSA had a great start with 10 boats showing up for the first race...a number we haven't seen in years. After the race, more people showed up for the wine and cheese party. If you were not here, you missed a good time.

The next big event was the July 4<sup>th</sup> trophy race, held Sunday, July 1<sup>st</sup> along with friends and family day. 13 boats crossed the starting line and with very strong winds, the race was over in 45 minutes. Of course Doug Kenyon and Peter Schotanus were way ahead of the rest of us and Doug won the race.

I look forward to another great season.

### Work Parties



The dock building work parties were very successful and three docks were built completing the entire main dock section. Next year we might be able to finish the project. Thanks to all who helped out.

The opening day work party was equally successful with many members showing up and a lot of work being done. Norm Cloutier found us a used trailer for the committee boat which made launching it a lot easier this year. Thanks Norm.

Greg Kline was good enough to paint the men's room floor with a special epoxy paint. It looked so good, it inspired Sally Mitchell to paint the ladies room and kitchen area with the same type of paint. While I had a minor role, Sally did most of the work.

## WSA Shirts

This year, Sally Mitchell found a vendor to make up WSA shirts at reasonable prices for us. Two orders were placed and I think everyone was happy with the shirts. In all, about 50 shirts were bought by members and their families. The program has ended for this year, but hopefully, another program can be put together for next year. I know this was a lot of work for Sally on top of her full time job.

Thanks Sally for a great job.

## Parking Assignments

As many of you know, I took over the job of assigning parking spaces from Jim Oosterman. I want to personally thank Jim for not only taking care of the assignments, but also maintaining our moorings for us. He even built a special barge for lifting the moorings out of the water. Since I work a full time job during the week, I do not have the time to maintain the moorings, but I will help any of you that need assistance.

We are currently at full capacity for dry sailing spots. I've even had to use temporary parking spaces for new members. However, as of July 8<sup>th</sup>, there were still a number of people who have not brought their boat to club. If you do not plan to use the space assigned to you this year, please let me know.

I noticed an empty trailer stored on the property for the past few weeks. For those of you who do not know it, you cannot store an empty trailer on the property.

## Fleet News

Due to lack of interest, I had to cancel the Mariner event I had scheduled this year. I guess the concept of fleets does not work unless there is an active racing fleet.

## Starting Line

The results of the July 4<sup>th</sup> Trophy Race

First Place: Doug Kenyon  
Second Place: Pete Schotanus  
Third Place: Bob Clouman

## My First WSA Race

(in my H-170)  
by Alan Krupp



The sky was blue with scattered cumulus clouds, air warm, wind brisk, lake turbulent and choppy, when experienced and well-weathered seamen Bob Gurlitz and John LeBoeuf in the command boat insisted that all competitors wear their PFDs.

I wasn't exactly sure where the starting line was but seemingly the other 15 sailboats were heading for the center of Webster Lake beyond Goat Island. Four huge orange buoys were scattered about as turning course markers and by all standards I had the sense, with 39 years of sunfish sailing under my belt, this should be pretty simple.

Surveying the field and observing that I was the only skipper without a crew and I had forgotten to hang my sail telltales left me, for a fleeting moment, with a gnawing, sick feeling in my upper abdomen. Did I really need that extra pair of hands to help trim the jib and adjust the centerboard? Were those telltales that important?

My strategy was simple ---- approach the starting line with as much speed as I could muster close-hauled preferably to the first course buoy and stay as much windward to the others as possible. Then like a bolt of lightning a strong puff blew in from around the island and I found myself sitting windward at about a 45 degree angle. My mainsail sheet and leeward jib sheet were both cam cleated. Within seconds I was 60 degrees heeled but felt I could hold the course. Then unexpectedly disaster struck. I dropped my jibsheet and although still seated windward felt like I was standing vertical to the leeward seating. Should I bend over leeward to pick up the jib sheet to uncleat it and risk capsizing or just uncleat the main, spill the wind, and turn quickly windward?

It all happened so fast as I found myself catapulted out of the boat like a cannonball. The "Poppy" followed me in true capsize fashion and without a transom spilled all the water, righted itself with minimal pressure on the centerboard by yours truly, caught a puff of wind, and began to sail away from its skipper.

Fortunately, two powerfully motored pontoon houseboats were in the vicinity. One hauled me out of the water and then both went to retrieve the rapidly escaping skipperless "Poppy". Other than a somewhat embarrassingly deflated ego, no damage was done.

Not only didn't I reach the starting line of my first WSA race but I was officially listed, with the kind words, as a **Wet Non-Show**. ;-)

## Heavy Air Sailing



Alan's experience shows the problems you can experience in heavy air sailing. Knowing you and your boat's limitations is the first thing you need to consider when heading out on a windy day. But knowing how to set your boat up for high winds can help you better sail in these conditions and make it more enjoyable.

As the wind increases, you need to flatten your main sail using your downhaul and outhaul. If your boat has a fixed gooseneck, tighten the halyard. If you have a Cunningham (a line that attaches to the mast on one side and goes through a grommet about 16 inches up the luff and back down to a cleat on the other side of the mast) pull it tight. It will help to minimize weather helm.

In heavy air, I personally like to take down the jib and sail with just the main. Others advocate reefing the main and leaving the jib up for better control. Use whatever method works best for you.

As much as we do not want to think about it, be prepared for a capsize. It can happen. Wear life jackets in heavy air and have a plan. Know what it takes to right your boat and let your crew know what their role is in the event of an emergency. Most important...don't panic.

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