



# *Jibs & Jibes*

**Official Newsletter of the  
Webster Sailing Association**

**SPRING EDITION 2019**



## ***From the Helm***

**By Tom Pezzella, Commodore**

Welcome everyone to our 2019 season! I'm sure we are all anxious to get out on the water after a long winter. I first want to thank the Executive Committee for their winter meeting, where we decided WSA's course for this year, and welcomed Ken Spindola to the group.

Secondly, a huge thanks to all who made it to the work parties, and especially those who devoted 3 days to getting the new dock sections assembled.

We will be focusing on boating safety this year, in an effort to make our WSA experience a fun and safer one on Webster Lake. There will be more on this to follow, starting at the Spring Banquet.

Please get your forms and checks in soon to Vic Stefaniak for the banquet. We will have our business meeting, followed by an excellent dinner at Point Breeze, with prizes, gifts, and a special guest speaker.

See you then,

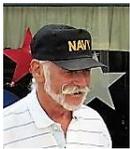
*Tom Pezzella*  
*Commodore*



## WSA Executive Committee Announcements



*This section is from the following that may have statements or announcements for the WSA members: Senior Vice - Commodore, Vice Commodore, Executive Committee, Treasurer, Secretary, Race Committee, Grounds Committee, Communications Committee, Program Committee, Nominating Committee, Jibs & Jibes Editor and Webmaster.*



**From our Senior Vice Commodore, Bob Gornitz** - A reminder for all members who trailer their boats to WSA to check the wheel bearings and trailer lights before taking to the road. Also be sure to register the trailer for the current year. Last Fall I was lucky to get my boat home... I didn't drive on a major highway and I stopped a few times to be sure that the bearings were not overheating. I replaced the bearings and applied new grease last fall for about \$50.



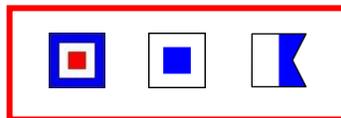
**From our Communication Chairperson, Roger Livingston** - PREPARING YOUR BOAT FOR A NEW SEASON OF SAILING...

Most people take the cover off (hopefully there was a cover) in the spring and trailer their boats to the club. Sometimes I see boats arrive at the club with leaves covering the inside and even a little water. They will rig their boats and go for a sail hoping nothing breaks, and sometimes this works. However there are few little things you can do before you leave the house to insure a safe and happy sailing season.

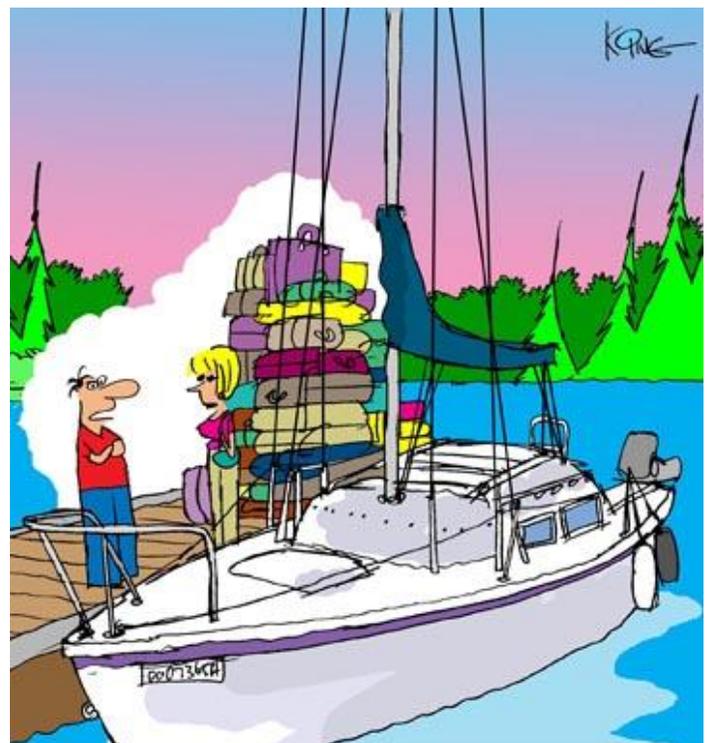
- Clean the boat and thoroughly dry it out. Unfortunately, during the winter we get mold build up which can stain the hull. Leaves left rotting in the boat can also cause serious staining on fiberglass.
- Check for cracks in the hull. Freezing water can cause serious damage. Obviously fix any damage.

- Check all standing and running rigging. Replace any stays with broken strands. Replace all frayed lines.
- Check sails for any rips or holes. They will only get bigger when under sail. At the very least, repair with sail tape.
- Check all fittings for looseness. Tighten when necessary and replace backing plates if you cannot retighten nuts and bolts.
- If you have an outboard motor, you should have drained all gas out of it. I even spray fogging oil in the cylinder. In the spring, put fresh gas in the tank and replace the sparkplug. Start it up at the beginning of the season to see if it runs smoothly. You don't want to find out it doesn't start when you need it.

Most of us sail old boats and it is important to maintain them properly so they will survive.



*"If we took the boat out, it might get dirty or scratched. Can't we just sit here for the next several hours and talk about why you accused me of being paranoid?"*



*"Yes, I do think you overpacked. After all, we're sailing around the bay for a few hours."*



## **WSA Members: Life & Sailing**

*This section is about our members. This may include member's profile or any announcement or milestone that should be celebrated with the group.*

### **A Father - Daughter Quality Time Story – Day Sailor North American Championship Regatta**

**By Peter Schotanus**



Let me tell you a story about a man named Jed. Poor mountaineer barley kept his family fed....Oh wait that's the wrong story.

This is a story about a father and daughter sailing in the DS North American Championship Regatta in 2009, Chatham MA (as I remember it).

The forecast for the day was strong winds and possibly a front coming through. At the race committee meeting the night before we were told that the race would be postponed if winds got to 25K.

The day did not start well. We had to wait for the ferry to pick us up and bring us to our boat at the back of Stage Harbor. We were the last one on the mooring line. Tori and I set the sails and began to make our way through the congested harbor dead into a 20K wind. By the time we got to the start line about three to four miles out in Nantucket Sound, we were late by about five minutes.

The course was a triangle with a windward, leeward leg and a windward finish. We made it to the windward mark just ahead a few other boats and set off on a reach. The winds were now approximately 25K with gusts up to 35K with 4ft. to 5ft. waves. We flew down to the jibe mark and nearly went over when we jibed for the next mark. By the time we got to the leeward mark the wind was a steady 30K with higher gusts. Some of the smarter skippers abandoned the race and headed in.

We did well on our way upwind and passed several boats. (They were capsized). Rescue boats came to their aide. The Race Committee shorted the course to the windward mark. We scrambled to come about and head for the finish line in about 40K of wind. We hiked our guts out to cross the line and were able to get only our bow over the line when the wind and waves



pushed us backwards. The committee singled we had finished. Now we had to go back to the docks downwind... Wind speed 40K and seas 6ft.

If I went directly downwind I was afraid to bury the bow so we went off on a screaming reach. It was now time to come about so I did a chicken jibe. When we came about what seemed like an 8ft. wave along with a heavy wind gust hit us broadside and we capsized. We swam to the leeward side of the boat and climbed up on the centerboard in an attempt to right the boat. We managed to get her up just in time for another gust of wind to blow her over with the sail landing on top of me. I swam out from under the sail and saw a rescue boat coming to our aid. I asked them to take Tori in but as they got close an 6ft. wave hit them. The person on the bow got shot straight up in the air and came down hard on the deck and wasn't moving. After they took care of their crew member they made another attempt but could not get close enough so Tori swam to them. I stayed with our boat.

Fortunately the wind was blowing me in toward shore approximately three miles away. Unfortunately the large waves were picking up my sail into the wind and would flip the boat. With the boat laying on its side I climbed up on the center board and leaned into the wind whenever a large wave came along to keep the boat from flipping. Oh did I mention fog was rolling in? Yeah and no one was in sight. The rescue boats were taking care of the other capsized Day Sailors.

So as I was drifting toward shore in 40K winds and 5ft. to 6ft. seas I noticed I was headed straight for a large concrete bell buoy. All I could think of was I would hit the buoy dead center and snap my centerboard. I jumped back into the water and started swimming and pushing the boat out of a collision course. I almost (donk) made it. The bell buoy barley tagged the transom.

About a half mile off shore a rescue boat found me. By then the Front had blown through. A crew member jumped in and helped me pull the sails off the boat. One of the crew said "Pete you should get out of the water". I felt fine and raised my hands in a questioning gesture to ask why? I then saw that my hands and arms were blue and said "OK". I had been in the water for about an hour or more.

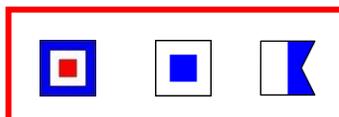
Another boat came along and took me to shore while the first boat took my DS to the beach to dump out the water and float it. Tori and I were reunited with hugs and kisses and some tears.

Out of 38 Daysailers we finished 14<sup>th</sup> in that race. We even beat the guys who ended up winning the regatta. (They capsized during the race). Actually 17 finished the race, 14 capsized, and the rest retired (Smart ones).

It was quite an experience. If you are ever caught in this situation I would suggest you take down your main sail. If I had done that we may have made it to the docks in one piece.

Sail on,

Pete Schotanus





## Notice to Mariners

*This section is for information that might be of interest to boating on the lake.*

## Winter Fishkill Information

Webster Lake Association Members:

The letter below was received from Therese Beaudoin and forwarded by the WLA.



*Public Service Announcement*

*forwarded by*

*The Webster Lake Association*

### **Report winter fish kills**

***Thick ice and heavy snow can decrease oxygen levels in ponds, leading to a natural winter fish kill. Learn the signs and how to report it.***

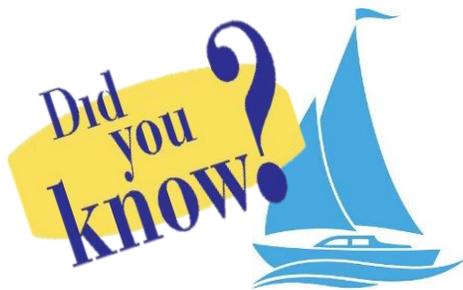
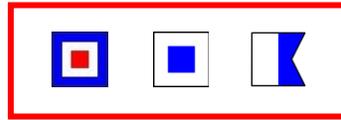


During winter, thick ice and heavy snow cover can result in low dissolved oxygen levels in ponds. With increasing ice and snow packs, there is less light penetration through the water column. This alters chemical and biological processes, often resulting in a winter fish kill.

The vast majority of fish kills turn out to be caused by a natural event. However, it's important for biologists to rule out other causes including pollution. Natural fish kills are generally the result of low dissolved oxygen levels (anoxia), spawning stress or fish diseases. Dissolved oxygen depletion is one of the most common causes of natural fish kills. Weedy ponds that are less than 15 feet deep are particularly vulnerable. This can be the case at any time of the year but generally occurs during severe winters or late spring/early summer.

Ice anglers may encounter signs of a low oxygen environment when they drill through the ice and notice the smell of rotten egg or observe sluggish or dying shiners. The odor is hydrogen sulfide gas which is a natural byproduct of low dissolved oxygen environments and is not likely the result of pollution. Oxygen levels will return to normal shortly after the ice melts in the spring.

If you observe dead fish, contact the Environmental Police's 24-hour radio room at 1 (800) 632-8075. A MassWildlife biologist will review each situation to determine whether the kill is natural or requires a site investigation.

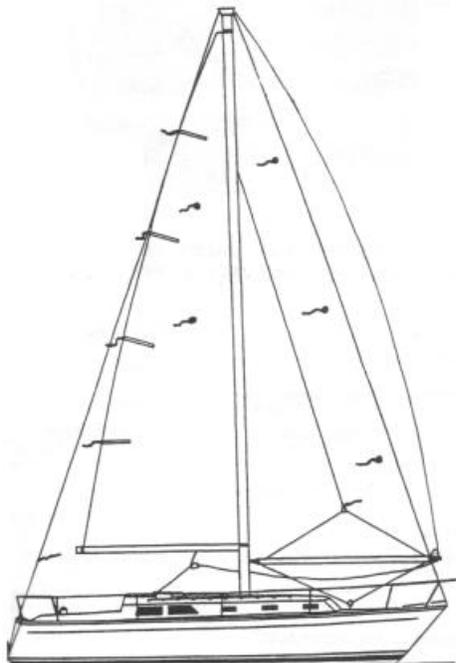


This section is for information or interesting articles for the education of our members.

## *A Telltale Tale*

### **A few words about a simple tool that can make sailing safer and more fun**

Telltails, are simple devices made out of nylon, wool yarn, cassette tape, etc. and attached to a sail (jib or main) by adhesive locator discs or pulled through the sail with a proper needle and knotted to stay in place. This wonderful little tool is both low cost and very effective if you position it properly and understand how to read them. The following should help you to do both, The end result should make you and your boat better sailors and increase your level of fun!



#### **Start with the headsail**

Let's look at the HEADSAIL first since it's trimmed first. telltales should be positioned 8" to 12" back from the luff. I usually use my wrist to my elbow and by dividing the luff into three quarters you will put on three sets, port and starboard, one set each at the quarter, half, and three-quarter mark of the sail (refer to the diagram).

You might have to move the location up or down a bit to avoid a seam, which can cause the telltale to hang up. I prefer adhesive-backed locator discs made out of insignia cloth. These seem to work well, come in a variety of colors, and allow you to position the port and starboard telltales at different levels which will let you see both telltales, since during daylight hours the shadow of the one on the back side will usually show through. If you have acetate trim windows you will have a great view of both telltales.

When sailing close hauled or close reaching, trim the jib until it just stops luffing. Notice the telltale on the windward side. When it stops fluttering and lays smoothly against the sail you are in trim. Check the telltale on the leeward side, it should also be streaming aft, lying still and be parallel to the windward telltale.

At this point, check all telltales top to bottom, if they are all performing the same the headsail is sheeted in properly and you are “in the groove”. If the top one is fluttering move the sheeting block forward a bit. If the bottom telltale is fluttering move the block aft.

Once the sheeting angle is correct and the sail is trimmed properly, you can use the telltales to drive the boat. Since they are lighter than sail cloth they will tell you when there is a change in the wind and give you a chance to adjust the helm before luffing the sail.

Heading up should cause the windward telltale to break first, flying upward. When falling off the leeward ones will break and begin to flutter. The more you work with them the better you will become at reading the information they give you.

### **Now check the mainsail**

Now let's look at the MAINSAIL. Over 50% of all the sails we clean and recondition at our plant and loft are mainsails, yet fewer than 20% have telltales in place. Telltales properly installed on the main can tell you a lot about the relationship between the headsail and main and the “slot” between them.

Telltale should be positioned on the leech at each batten; usually it takes 4. In the center of the main a little forward of center you will place a pair much in the same way you attached the ones on the jib. Put them between the first and second battens and between the second and third battens, again avoiding seams. (Refer to diagram).

While going to windward with both sails properly trimmed, keep your eye on the leeward telltales on the main. When you have them settled down, lying flat and streaming aft, look at the windward telltales.

At first you will find it difficult to have both sides streaming aft. First try flattening the main. If the bottom pair looks good but not the top, you are close. Ease the traveler and tighten the mainsheet. This should firm up the leech and give you the desired look. Don't get discouraged, a little practice will do wonders.

### **Then look at the leech**

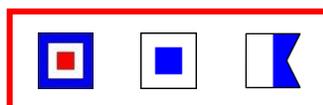
Now let's look at the leech. Exhaust or airflow as it leaves the main should have all telltales streaming aft. This will help to confirm your leech tension setting. Now move the traveler to windward. The telltales should start breaking at the top and work down. If it starts at the bottom first, add more leech tension. Make these adjustments as little at a time. It's more an exercise in finesse than brute strength.

As you bear off and ease your sails out, use the leeward telltales on the jib and the leech telltales on the main to trim well past a beam reach. As you have trimmed in, so will you let out. A little practice will make it second nature, But don't get easily satisfied or complacent! When all looks well I usually ease the sheets a bit and glance at the knot meter. Here we go again.

### **Don't forget the rig**

Now we've covered the sails – how about the rig? Although you don't see it a lot, a lone telltale placed just above your head on the backstay can be a lot of help as you start down wind. Make sure its not in a position to foul or hand up. So goes the telltale, so goes the boom. Use the telltales position to square the boom and mainsail to the wind. If your telltale on the backstay is flying forward to port then the boom and mainsail should also be on the port side, square to the wind.

One last bit of info: If you like flying a spinnaker, you may find that trimming the pole and chute is much easier if you have a telltale attached to the bridle at the center of the pole. This helps to square the pole to the wind, then trim the chute.





## Members DIY Hints

Member hints regarding upgrades and boat maintenance including boat product critiques.

### PRODUCT CRITIQUE

Product ★★★★★

Service ★★★★★



**POLI GLOW PRODUCTS** – All of our boats have been purchased used needing TLC and maybe some equipment upgrade. In the past, to bring back life into the hull, I have used Interlux Paints doing the roll and tip method of painting a hull. However for my last three boats, the gelcoat had been in decent shape and was only in need of a good cleaning and a few coats of wax. As part of my winter ritual, I investigate new products hitting the market and how it would benefit me and my boat. One year I read my “Practical Sailor” magazine and was quite intrigued on gelcoat restorers for older boats needing a face lift.

I took the bait and purchased the Poli Glow Kit. The kit contained a prep that removes all old waxes prior to putting on the Poli Glow. The instructions were very clear on how to wash the hull with the Poli Prep and on how to apply the Poli Glow (there is also a Poli Ox that may be applied if there is a lot of oxidation present). The first time using the product, you will need to apply about 6 layers to build up the finish and retain the gloss. Putting on the Poli Glow is simple..... using a cloth mitt the liquid is poured on the mitt and you lightly go over sections of the hull in a straight motion...not a circular motion.

I have been using their products now for a few years and very pleased with the results. After the initial 6 coats, all that is needed prior to launching for the season is a quick 1 or 2 coats and the gloss is good for another season.

The following is the article from “Practical Sailor”.

## **Gelcoat Restorer Durability Test**

Poli Glow, NewGlass2, Vertglas, and Higley shine in final look at long-term test.

Some products go through the *Practical Sailor* wringer again and again. There are many reasons for this: Products change, new products enter the field, earlier tests were incomplete, or readers are demanding an update. In the case of this update on fiberglass restorers, all of the above apply.

Although this test is similar to our 2004-2007 powerboat test, it features new products. Also, we were curious to see how the high temperatures generated on a darker colored hull affected longevity. Because the test platform was an actual boat in use (see "[How We Tested](#)"), we also were able to observe how these products held up in the real world.

Why so much attention to hull restorers? Part of our interest is due to the wide range of opinions on these products. Marketing materials often position these products as "miracle cures" for aging gelcoat, and the examples of restored boats appearing on the Internet or in brochures often seem too good to be true. While user reports are generally positive, some disappointing reports also crop up on sailing forums. It is our hope that this report will help clear the air, offering a well-defined picture of what these products can and cannot do, and which ones produce the best, longest lasting gloss.

### **Poli Glow Results**

Poli Glow has consistently done well in previous tests. The company claims that its added UV inhibitors are what help it retain its gloss. At the end of three years, its coating integrity was slightly better than NewGlass2 and testers found it easier to apply. It was also the shiniest panel after one year, although the margin between it and NewGlass2 was imperceptible from a distance.

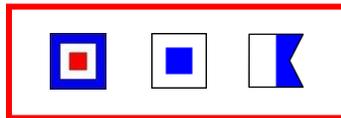
The kit comes with two different sizes of applicators, a 3-by-6.5-inch sponge applicator, and a 3.25-by-2-inch cloth applicator. The large one allows you to cover ground quickly, while the smaller applicator is good for tight spots.

Since our test began, Poli Glow added a third product to its line, Poli Strip, which proved very effective at removing all of the acrylic coating. It also added a coating specifically designed for aluminum, which we are still evaluating.

The company offers two pre-treatments: Poli Prep, to remove waxes and grease, and Poli Ox, to remove heavy oxidation. The Poli Ox, which is a mildly abrasive oxalic acid—similar to Bar Keeper's Friend and other home cleaning products—worked very well at removing oxidation.

The directions were better than those provided by most other manufacturers.

Bottom line: Of our two top finishers, Poli Glow offered better performance throughout the test, but it's most significant edge was in the overall package—including the instructions, applicators, and range of products.



*"If he feels he's boating, he's happier and more productive. So, I had that desk specifically built for him."*



*"You may want to order another drink. I've got 12,000 photos of my boat I'd like to show you."*



## WSA & Lake News

Any news or events that are WSA or lake related.

**THE WSA GROUNDHOG DAY...** We are all aware what “Groundhog Day” in February symbolizes... Spring is close by; time to start thinking of longer days and shorter nights and putting away snow shovels and buying new lawn rakes. Well, WSA has their own version of “Groundhog Day” and that’s when the Executive Board has their first meeting of the new year. The board met in late January to discuss items such as the 2019 Calendar of Events, maintenance or repairs that are required on the WSA grounds or in the water, safety/training programs to be scheduled during the season, and last but not least, this year’s racing schedule.



When this occurs, it reminds us that the sailing season is just around the corner. It also reminds us about the new gear we’ve been dreaming about all winter and purchasing once our tax refund arrives. It reminds us how determined we are to launch our vessels early to enjoy some Spring sailing (it’s good intentions anyways). It also reminds us of those WSA friends we haven’t seen all winter and that soon we’ll be together to enjoy more laughs, tell more stories and just be together.

## **THE RACING SCHEDULE FOR**

**2019.....** The same safety and racing rules implemented in the past will be enforced for the 2019 season.

### **Kenyon Series Races – 2:00pm start**

May

19 – 1<sup>st</sup> Kenyon Series Race

June

2 – 2<sup>nd</sup> Kenyon Series Race

9 – 3<sup>rd</sup> Kenyon Series Race

23 – 4<sup>th</sup> Kenyon Series Race

July

7 – 5<sup>th</sup> Kenyon Series Race

14 – 6<sup>th</sup> Kenyon Series Race

21 – 7<sup>th</sup> Kenyon Series Race

August

4 – 8<sup>th</sup> Kenyon Series Race

11 – 9<sup>th</sup> Kenyon Series Race

25 – Race Make-Up Day



### **Racing Events**

July 4<sup>th</sup> Trophy Race – Saturday July 6<sup>th</sup>, 1:00pm start

Sunfish Regatta – Saturday July 27<sup>th</sup>, open race (members & non-members),  
10:00am registration, cookout & trophies after race

Craver Memorial Trophy Race – Sunday July 28<sup>th</sup>, 2:00pm start

Phil Nims Memorial Trophy Race – Sunday August 18<sup>th</sup>, 2:00pm start

Point Breeze Cup Race – Sunday September 8<sup>th</sup>, open race (members & non-members),  
9:30am registration, 10:00am skipper's mtg., 5:00pm dinner & trophies

## **THE WSA 2019 EVENT SCHEDULE...**

The following is a summary of events planned for this season. For additional information, see the WSA website at [www.wsasail.org](http://www.wsasail.org).



March 9<sup>th</sup> Saturday – **DOCK RE-BUILDING WORK PARTY**, 9:00am (rain date 3/16)

March 23<sup>rd</sup> Saturday – **OPENING WORK PARTY**, 9:00am (rain date 3;30)

April 1<sup>st</sup> Monday – **WSA ANCHORAGE OPEN FOR 2019 SEASON**

April 20<sup>th</sup> Saturday – **SPRING BANQUET / BUSINESS MTG.**, Point Breeze @5:00pm

July 6<sup>th</sup> Saturday – **FRIENDS & FAMIL DAY**, 4:00pm Lake Tours & Appetizers, 5:00pm Cookout,  
and Firework Display (Memorial Beach) @ dusk

August 25<sup>th</sup> Sunday – **FALL BANQUET / BUSINESS MTG. / RACE TROPHIES**, 5:00pm

October 26<sup>th</sup> Saturday – **CLOSING WORK PARTY**

November 30<sup>th</sup> Saturday – **WSA CLOSSES FOR THE 2019 SEASON**

## ***FEBRUARY 25<sup>th</sup> WIND STORM DAMAGE...***

Update from Tom Pezzella

First, the wind was as strong as I ever remember it here on Monday. This morning, I found on the ground two of the 4" X 4" posts supporting the porch roof. The right side roof had not sagged, but the left was down 4 inches, and bouncing like a diving board.

I was able to get both posts back up and screw them

to the roof, and I believe they will hold until we can replace them on a warmer day without



today's wind chill, probably at the work party. The second post from the left with the electrical conduit attached also moved about a foot, so that whole left side was very unstable.

The stored boats fared surprisingly well through the wind; all are secure on their trailers, and only 2 need their tarps re-tied, one being mine. Trees and branches were not a problem.



# 12TH ANNUAL 2019 Webster Lake ICE-OUT CONTEST

731 Tickets were sold in the ICE-OUT Contest this year. The ice in Lakeview Marine Cove melted and drop Einstein into the water. . The official time that Einstein fell through was March 22 @ 8:28 PM



1st (\$2,000 Prize) *Kathy Benoit*, March 22 7:12 PM.  
Time delta from fall through: 1 hour 16 min.

2nd (\$1,000 Prize) *Gary Milliard*, March 22 6:10 PM.  
Time delta from fall through: 2 hours 18 min.

3rd (\$500 Prize) *Pastor Janice*, March 22 5:32 PM.  
Time delta from fall through: 2 hours 56 min.

4th (\$250 Prize) *Gail Paradis*, March 22 5:30 PM.  
Time delta from fall through: 2 hours 58 min.

5th (\$250 Prize) *David Nigro*, March 22 5:02 PM.  
Time delta from fall through: 3 hours 26 min.

100% of all proceeds will benefit; The Webster Lake Association, The Reconciliation House of Webster, and Webster Fire and Rescue. The following are the Gold, Silver and Bronze Sponsors...

**Gold Sponsor:**

**HOPE REAL ESTATE GROUP**

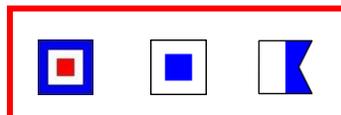
**Silver Sponsors:**

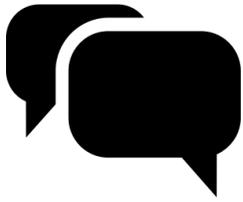
**Point Breeze** Your Restaurant on Webster Lake

**BARRY**

**Bronze Sponsors:**

Waterfront 22	Chuck's	LKQ	REMAX
hazard MARINE	4G	LONG SUBARU	GALAXY DEVELOPMENT LLC
Bonardi's	Big Kates	After Drive's	Jewell Eye Inc.
Park n Shop	Myriad Fiber Imaging	The Citadel Company	RAMPSCO
Advanced Title & Escrow, P.C.	DISCOUNT LIQUORS	Robinson & Jalbert, PC	AUTO PARTS
BT Copy and Print Center	PLACE MOTOR Inc.	Scott Metal Products	WANDI AUTO SUPPLY INC.
La Trattoria	Smart Shopper	Webster Lake Gifts	Century 21 Lake Realty
			PRO





## **Members Blog**

**This section is a hub for members to share their thoughts, questions, opinions and stories.**

### **THANKS LEE...**

We would like to recognize our WSA Secretary, **LEE AMODEO**.



Part of Lee's duties as Secretary is to maintaining an up to date membership database to include new memberships, membership renewals, dues collection as well as providing us with minutes of the meetings. Thanks Lee for your dedication and service to WSA.



### **2019 GATE COMBINATION**

Roger Livingston - The gate combination has been changed for the 2019 season. The number is on the back of your membership card.

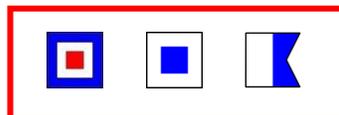
### **TRAILER HITCH**

Henry Neeser - Just a short note about trailer hitches. I was just told by a state inspection station that the receiver and ball assembly that slides into the trailer hitch is not to be installed on the vehicle unless it is in use (towing something). It is a moving offense if you are pulled over for it, with a fine and a surcharge point.

Carolyn Barthel - Wow! That's the first I've heard of that offense, Henry! Thanks for the heads up.

Charles Farber - As strange as it sounds it is the law.

Mary Chabot – All I know is that it really hurts to walk into one.



# WSA Photo Gallery



## DOCK BUILDING WORK PARTY







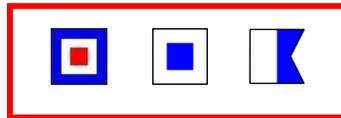
# OPENING WORK PARTY











## *Classifieds:*

Items for sale, for free, or available services

### **FOR SALE - Chrysler Mutineer.**

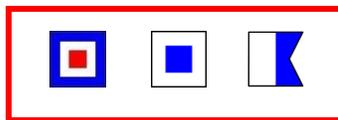
Chrysler Mutineer, 15' day sailer, 1980 approx  
Center board, roller furling jib  
Yellow hull, white deck  
Complete with mooring cover from Sailors' Tailor  
Rigging and Handling Guide, by Harry Sindle  
The boat is in good shape, all parts present and in  
working order  
Registered trailer  
A fun boat to sail for \$800

Contact Peter Stone at 860-871-2794



## FOR SALE – Catalina Capri

Asking \$1800.00 or best offer.  
Any questions ask for Darlene 860-923-3215



## Editor's corner



WOW!.... Another Spring is knocking at the door and already this is the 3<sup>rd</sup> newsletter Liz and I have put together for the Association.

First I'd like to thank those that took time and contributed their input to our Newsletter.

Please email me at [kennethspindola@gmail.com](mailto:kennethspindola@gmail.com) for anything you would like to include for future newsletters. Below are some areas that could use

members input:

**Classified section:** Items to sell/give away, services provided/wanted.

**DIY Hints section:** Any upgrades or boat maintenance done that may be of interest, or critiques of boat products, good or bad.

**Members Profile section:** Some information about yourself and your sailing experiences.

**Photo Gallery section:** Any photos you may have from this year to add.

**Members Blog Section:** It's a hub for members to share their thoughts, questions or opinions, also stories.

As with any newsletter, it's only successful with member participation.

Ken & Liz Spindola

