



## 77 Years And Sailing Strong

### Commodore's Note

First, I would like to thank all of you who were able to attend the General Meeting last month. It was great to see our club back in action again. For those of you who were unable to make it, the presentation can be viewed on our private web site.

With spring finally here, we were able to get our first work party in this past Saturday to start preparing for our club opening for this season. A big thank you to our properties committee, Eb Lobeck & Joe McCarthy and to our Rear Commodore, Tom Mullen for organizing a successful day. A special thanks to Eb Lobeck who spent 5 hours power washing the docks on Friday in preparation for this event. And of course, thank you to all of our members who were able to attend and help out. Your efforts are most appreciated.

I would like to remind all of our members that CYC does not permit power washing to the bottom of any boat on our property. This is in accordance with our agreement with the State of Connecticut Department of Environmental Protection. If you need to power wash the bottom of your boat, it must be done off of our property. You can also inquire about it with Phil at Chatterton Marina. I believe he is offering this service.

Don't forget about our New Members Party on Saturday, April 30th at the clubhouse starting at 6:00 p.m. Check our web site for the details.

Looking forward to a terrific season.

Scott

## April 2011

### **Please take note!**

- **Saturday April 30<sup>th</sup> 6 PM**, New Members Party
- **Sunday May 1<sup>st</sup>, 1 PM**, Tune Up Race
- **Thursday May 12<sup>th</sup>, 7 PM**, Race Clinic
- **Sunday May 15<sup>th</sup>, 1 PM**, Spring Race 1&2
- **Sunday May 22<sup>nd</sup>**, 1 PM Spring race 3&4
- **Sunday May 29<sup>th</sup>**, 11AM, Commodore's Cup
- **Monday May 30<sup>th</sup>**, Noon, Memorial Day Picnic

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Helene at the first work party

## View from the Starting Line

Well, I think the time to shut down the "Hot Stove League" is fast approaching and speaking for myself, it can't get here soon enough! We have several things to update the membership on, so we'll get right to it:

1. The Survey - We received 19 responses and in general there were no earth shattering insights. This sample represents about 1/3 of the active membership and is statistically representative. The following observations can be gleaned from the survey. The actions being taken are listed below:
  - a. Membership seems satisfied with the existing program
    - i. Some of the comments suggested an interest in occasionally running races on Saturday
    - ii. Also there were several comments suggesting an earlier start time
  - b. The survey reflected support for expanding the Sunfish program, sticking with the tournament format that has been so successful in the annual event we've been running.
    - i. We are pleased to announce the Don O'Keefe has volunteered to act as the Sunfish Fleet Captain.
    - ii. Don is tentatively planning on organizing a second Sunfish Tournament event sometime in July - Look for details to follow.
  - c. The survey also reflected support for utilizing both the club web site and a white board down at the sail loft to assist with matching crews for race day. Scot Sherman our Commodore and Web Master has been hard at work updating the Race pages on the web site - Please check out the following improvements:
    - i. We have posted several Sailing/Racing videos from You Tube on the Site for your enjoyment and will be adding content as the season progresses
    - ii. The Race Schedule is now posted
    - iii. Race Committee Sign up will soon be available
    - iv. Crew matching will soon be available
2. Upcoming events
  - a. May 1st - Tune up Race -
    - i. Probably not a real race, but we will put out markers and a Starting line.
    - ii. We will work to get everyone who shows up on a boat
    - iii. This is an excellent opportunity to practice
      1. Starts, tacking, & spinnaker deployment
      2. Loosen the cobwebs from last season
      3. Finally, Bob McCorkle has volunteered to supply beer, wine and chips for a chalkboard session once the sailors come off the water.
  - b. May 12th - Race Clinic - It always helps to review the rules and our local practices prior to the beginning of the season.
  - c. May 15th - Let's try to set a recent record for the number of boats we can get on the line.
3. Race Committee - We desperately need volunteers for race committee. The good news is that this is a high work point activity where each person participating receives 4 work points - so a husband and wife team could knock off 8 of the required 20 points in a single afternoon. Additionally, it really easy! There is automated timer for the starts and all one has to do is capture finishing times for the Cruisers at the end of the race. Look for us to demo the automated starter at the New Members Party on April 30th! If you have any questions please contact Bob McCorkle or Greg Northrop and we'll gladly try answer any questions you may have.

So let's kick off the season with a bang with lot's of boats on the line and everyone having fun!  
Fair Winds,  
Bob McCorkle & Greg Northrop

## Sailing Instruction

I'm trying to get a program together that will provide sailing time/instruction and friendship to the women in the club. Megan, our instructor, has told me she can work with us again this summer. Dates/Times will be worked out. At this time she has not confirmed that she'll do a children's program. I'm working on that too.

Any women wishing to partake in sailing classes this summer, please send an email or snail mail to:

Judy Spak : email contact [judySpaka@yahoo.com](mailto:judySpaka@yahoo.com)

Home address: 54 Chestnut St. Bethel CT 06801

Home telephone: 203-792-0297

Please leave a voicemail if I'm out.

Thanks. Judy Spak

## Payment

Members are reminded that the club requires at least partial payment for dues, slips, moorings and drysail spaces by April 30. This commitment is needed for the Board to know whether any of these spaces will be available for new members. If you want to be sure that your boat positions are secure, you must make your payment by that date. Full payment is expected by June 30.

Please note that 50% of the members have already paid their fees in full.

Art Niedzielski

Treasurer



Tom and Ralph refurbishing the committee boat at the 1<sup>st</sup> work party. Photo taken by Greg Northrop.

# *Please Join Us for our Annual New Members Party*

Welcoming

Jeff & Lu Ginsberg

Rob & Erica Rogan

Francis & Joan Panno

Larry & Kathleen Chizak

Suzanne & Ray Blanch

Luke & Victoria Dolman

David Blynn & McKinney

**Date: Saturday, April 30th**

**6:00 pm**

**Location: CYC Clubhouse**

**It's a Chili Contest!!**

**Members – bring your favorite recipe**

**New Members – bring your taste buds ready to judge!!**

CYC Social will provide appetizers, beer, wine and soda. Members are asked to bring side dish (A-K) or desert (L-Z)

Cost: \$10.00 New members are our guests for the evening.

*Let's start the season off with a fun evening of food, drink, the rekindling of old friendships and the making of new ones!*



## Classic crevice corrosion

The failure of an upper shroud chain plate is a classic case of crevice corrosion. The "crevice" in this case is the small space between the stainless plate and the sealant that was intended to protect the boat from water intrusion.

Platinum, palladium, and gold do not corrode. Every other metal known to man does. Stainless steel becomes rust resistant with the addition of chromium. When chromium in the alloy is exposed to oxygen, a thin layer of chromium oxide forms. This ultra thin oxide layer is what protects the stainless. But, under the wrong conditions, any stainless steel will corrode. Airborne pollutants as well as chlorides in salt water attack the oxide layer. When stainless steel is kept clean, the oxide layer forms faster than the chlorides can attack it. But, if dirt and pollutants from the air and/or salt is left on the stainless, or if the surface of the stainless is deprived of oxygen, the oxide layer degrades faster than it can re-form. Once it breaks through the oxide layer, the chlorine attacks the metal itself. It quickly begins to damage the integrity of the hardware or fasteners.

The upper shroud chain plate can be an ideal environment for crevice corrosion where it passes through the deck. Often the chain plate is attached to a bulkhead and passes through the deck. When loaded and unloaded each time you tack the chain plate moves ever so slightly relative to the deck it is passing through. This small motion breaks down the bond between the sealant and the chain plate. Now, salt water, with its chloride content, not only enters the crevice between the plate and the sealant, but it is held there in an oxygen-starved environment.

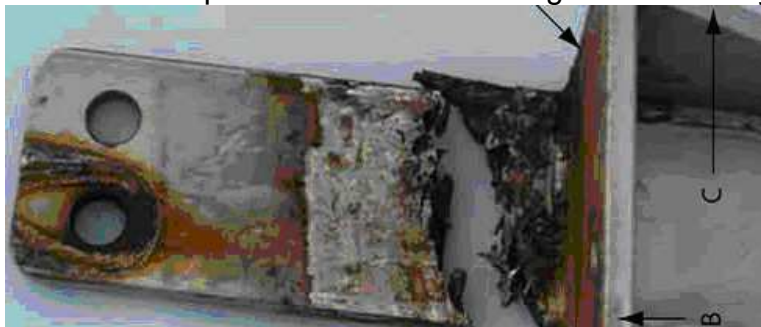
### What can you do to prevent crevice corrosion?

1) **Wash down your boat thoroughly with fresh water** every time you sail even if sailing in fresh water. If you don't sail as often as you would like, make a pact with an adjoining slip renter to hose down the other's boat every time you visit yours. In the photo, the rust at the top of the chain plate, under the turnbuckle is just from contaminants sitting between the toggle and the chain plate. A regular wash downs after each sail will help prevent this.

2) **Check chain plates often** both on deck and inside the cabin for any sign the seal has been compromised. Be sure to use a flashlight inside the boat to check for the slightest sign of a leak. Is there **anything** but shiny stainless? Is there the slightest patina of rust on any of the hardware? Is there any indication of water having been on the adjacent wood? **There is no small leak. Any leak at all is dangerous to your rig and the integrity of your deck!**

### Solution!

Remove the entire chain plate and check for crevice corrosion that might be hidden within the thickness of the deck. Undetected it could cause the loss of your entire rig. Carefully clean the metal thoroughly. Re-bed both the chain plate and cover plate and you're good for another season. Once crevice corrosion starts it is more difficult to prevent it from continuing. If there is any doubt about the



integrity of the part, replace it.

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*Flying Scot Fleet 24*

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April 2011- They were cold but happy- photo Greg Northrop