
JOHN GARDNER TSCA NEWS NOTES

The Latest from Around our Chapter

We have been sending out these informal News Notes as a way of keeping in touch during these times of restrictions. The restrictions continue but the good news is that with old fashioned Yankee stick-to-it-tiv-ness we are now in Phase II with steadily decreasing numbers. My sister the Nurse watches the Hospitalization number. By my count, since Memorial Day week's 684, Hospitalizations are down to less than the Governor's May goal of 100 (90 Patients as of today). Compared to some other parts of the country we are doing quite well. Boats are in the water, sails filled for weekly races, paddlers and rowers are out in the calm, summer mornings. We look forward to gathering again as constraints allow.

A couple of examples:

- Brian Cooper would like to hold an outdoor kayak paddle-making session as well as a lead a Row. If interested, let us know.
- We look forward to our annual Oar and Sail outing in September. Mark your calendars for 10 am Saturday, Sept. 19th. We plan to gather at Burrows Field ball field/launch ramp just off South Road, south of Rt 1 after it crosses the Poquonock River. Beautiful sailing and rowing in the smooth waters behind Bushy Point beach. We'll keep in touch to confirm.

This from Ellie Czarnowski:

"As promised, here is the second installment of "A Sailing Primer" written for me by my dearly departed neighbor, Don Joffray. Part 1 is in the JGTSCA Monthly Newsletter Volume 6, Number 2 (March/April 2020). Don was a math teacher and coach at Loomis Chaffee School for 49 years among other larger than life accomplishments. It is with fond memories that I share this very special work of art and instruction from Don with you. Stay tuned for more instruction and enjoy."

Pages #3, 4 and 5 follow, full size, on the following pages, handwritten with hand drawn illustrations. More to come in upcoming issues. Thank you, Ellie, for sharing. (Watch for the skull & Crossbones. Ed.)



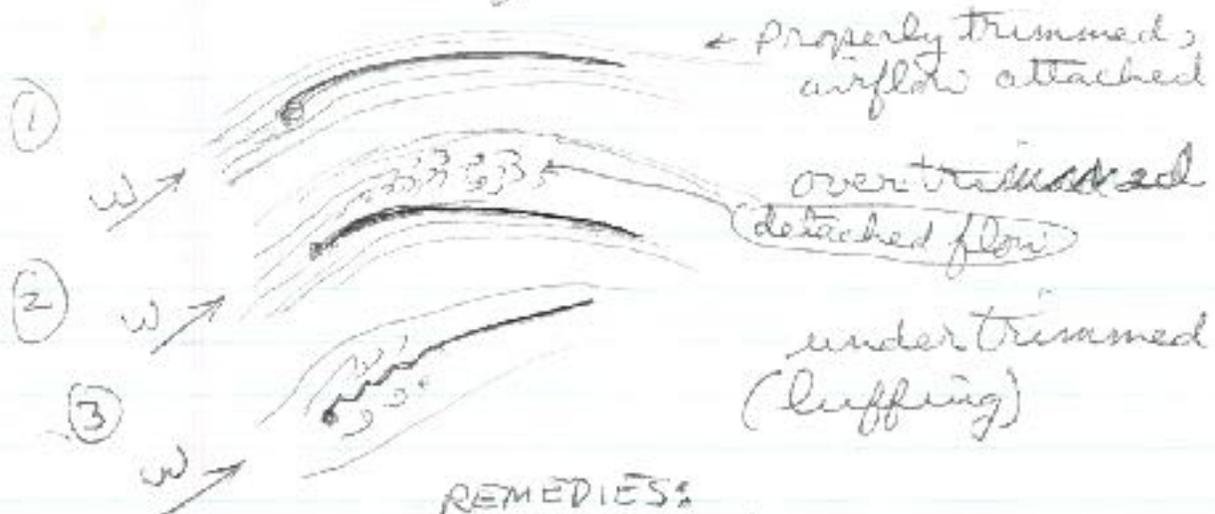
3.

Sail trim :

A sail is luffing when its forward edge is collapsing from its aerfoil shape. As luffing progresses, the sail begins to shake back and forth. Luffing occurs when the boat is headed too close to the wind. Any lift the sail had been generating vanishes and the drag which results will slow and eventually stop the boat. In this stalled state - the boat is said to be "in irons".

Heading the boat into the wind and luffing is the way to slow or stop.

A properly trimmed sail will present the most efficient airfoil shape and generate the most lift. Here are overhead views of sails:



REMEDIES:

- for ② ease out the sheet,
- for ③ trim the sail in.

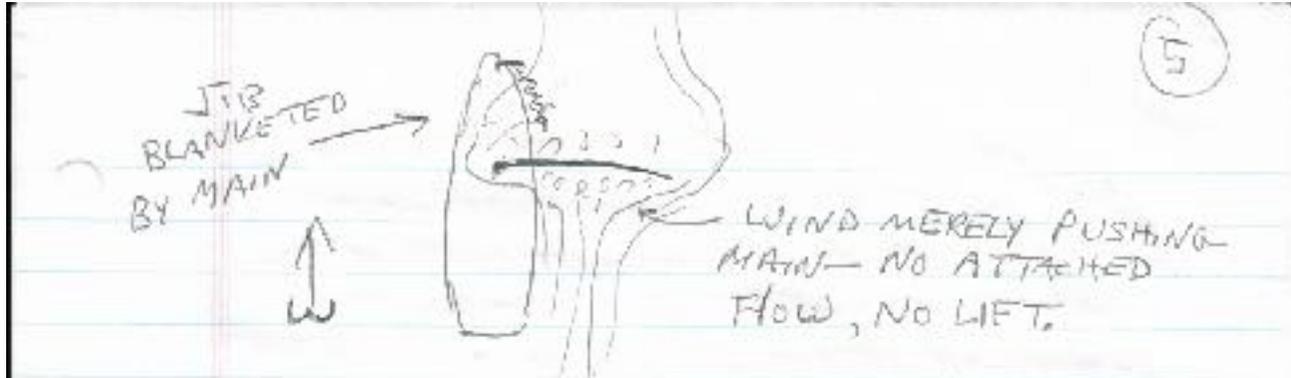
4.

Best trim is achieved is by allowing the sail to luff gently and then trimming in until the luff just disappears.

With a jib and mainsail combination, the best lift comes from the slot effect between the sails. You want smooth, attached flow across the sails?



When close hauled or reaching, smooth flow (1) above) can be maintained until you head too far downwind. When running before the wind airflow becomes detached and the jib will be blanketed by the main.



To get the jib to draw going down wind you may be able to "wing" it out to opposite side (this called sailing wing and wing);



A caution when running downwind: Avoid "sailing by the lee" (carrying boom on windward side of boat). This could lead to a "goose-wing jibe" (an unintentional jibe when the wind catches the main on the back side and whips it across the boat) ☠



Here is the Latest from Mystic Seaport Museum:



This summer and fall the Collins Gallery in the Thompson Exhibition Building will host a new exhibition, *A Way with Wood: Celebrating Craft*. At the core of the exhibition will be a boat-restoration and boat-building demonstrations staffed by shipwrights (like Walter Ansel) from the Henry B. duPont Preservation Shipyard. They will carry out different projects over the course of the exhibition: first will be a restoration of *Afterglow*, tender to the Museum's schooner *Brilliant*, followed by completion of restoration of Woods Hole Spritsail Boat *Sandy Ford*, followed by construction of a new dory for the L.A. Dunton. The focus will be on using hand tools; Few power tools will be used." See www.mysticseaport.org/news

Social Coffee Roastery has a new cafe in the Thompson building serving fresh, organic coffee with sweet treats from local bakery, Loveridge Place. After visiting the Exhibition, stroll over to the cafe for coffee and a pastry. The cafe is open to the public from 9 a.m. - 5 p.m. daily. After your coffee, stroll the waterfront and enjoy a free, 25-minute ride aboard the launch *Liberty*. Nearby, the Boathouse is now renting use of its small boats Tuesday-Sunday. If interested in assisting visitors as a volunteer contact Shannon McKenzie at shannon.mckenzie@mysticseaport.org. Our Brian Cooper starts this Sunday 10-4pm; come cheer him on.

And from the Mystic Seaport Ship Modelers:

Their second Sail and Display Event is this Saturday (7/11/20). This just in from Hans: “A reminder that there will be a Sail and Display at the seaport on this Saturday, July 11th. I will be there about 9:00am and set up 2 tables for display. We will be there, weather permitting, until the Seaport closes at 4pm. Please drop me an email if you plan to bring a model. Everyone must read and follow the Reopen rules. Thanks Hans.”

Their first Sail and Display was a success. This report from Hans: “We had our first Sail and display last Saturday, June 27th. The weather was nice until about 2:30. We packed up and were gone by 3:00. It was a Great day and we had 4 members take part with eleven boats on display. I want to thank Gene McNatt, Ken Gilbert, Andy Hoets and Shannon McKenzie for their help. See you at the next Sail and Display, Hans”

If You Wanted Know What Ben Fuller’s Sternsheets Look Like:

If you recall, Ben described adding a lunch platform underneath the stern sheets, something “Common in the old Duckers to keep your lunch and sweater out of the bilge water.” Well, Ben shared a photo and the result is really clever: if you look closely, Ben added a little shelf under the sternsheets (aft seat) that is above the bilge water and provides a resting place for the center portion of the sternsheets that, when removed, support the lunch/sweater bag. The bag sticks up thru the sternsheets, held from sliding sideways by its sides. Note also the long sculling oar at the ready.....



We will leave you with this lovely study in gray that Sharon Brown titles, “Keeping an Eye in the River””.

