



Jibs & Jibes

WINTER EDITION 2021-22



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*Official Newsletter of the
Webster Sailing Association*



From the Helm

**By Tom Pezzella,
WSA Commodore**



As I sit here this morning overlooking the lake, two large trumpeter swans are dipping for food near Goat Island. Behind them is a flock of 60 red breasted mergansers near Craver Point, diving for fish. Both species are quite relaxing and enjoyable to watch. They come down here this time each year to escape the frozen ice up north. Although we've had a few nights with a skim coating, ice boating seems a long way off.

I'm looking forward to our 2022 season as I'm sure you are, and plans are underway for events, racing and projects

at WSA, starting with the Executive Committee meeting on Jan 15. We hope to reinstate our Spring Banquet along with a number of other activities. Let's hope for an easy winter and quick spring! Stay healthy!

Regards,
Tom Pezzella
Commodore

WSA Executive Committee Announcements

2022 WSA OFFICERS AND COMMITTEES



Commodore
Senior Vice Commodore
Executive Committee

Tom Pezzella
Bob Gurlitz
Lee Amodeo, Kringle Daly, Phil Bastien , Charlie Farber,
Josh Hines, Bob Ciabaszewski, Norman Cloutier,
Doug Kenyon, John Czebotar, Ken Spindola, John Colby,
Lewis Wolfenson

2002 RENEWAL

From Lee Amodeo

I Hope that all have had a joyous holiday season.

The renewal period for your 2022 WSA sailing membership will begin February 1st and end March 1st. If your contact information has changed please email me at WSAsailsecy@gmail.com so that I can properly process your renewal. Also be sure that you have your insurance declaration page showing \$300,000.00 of personal liability coverage available for the renewal.

Looking forward to seeing all of you in the 2022 WSA season.

Lee Amodeo, WSA Secretary

Webster Phone Numbers

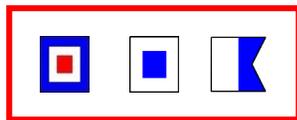
From Ken Spindola

FYI.....

911	Any Emergency
508-943-2218	Medical Services (EMT & Ambulance)
508-943-1212	Police
508-949-3875	Fire
508-949-3861	Water / Sewer

508-949-3861 Water / Sewer
508-340-5189 Animal Control
508-949-3861 Highway
508-987-8190 Hazard Marine
508-461-6020 Lakeview Marine
508-943-7525 Post Office
508-943-0404 Point Breeze Restaurant
508-943-2222 Waterfront Mary's
508-943-3871 Indian Ranch
508-943-1639 Samuel Slater's Restaurant
508-949-0000 The Lodge Restaurant
508-949-8888 Eighty Ates Restaurant

WSA Anchorage: 4 Bates Point Road, Webster, MA 01570



WSA & Lake News

Any news or events that are WSA or lake related.



WLA to Receive \$200,000 Grant

We are very pleased to announce that the Webster Lake Association has received a \$200,000 grant from the State of Massachusetts in support of our Pout Pond project. Many thanks to Ryan Fattman for his hard work and support in obtaining this important help towards this project. This grant has been approved and signed and will be available in early Spring. There will be more to come on the project as we iron out the specifics.

WLA Newsletter #01: November 15, 2021

The WLA is starting publication of a regular newsletter with a variety of information for its members. Below is a link to the first issue.

WLA Newsletter: #01

LAKE CHARGOGGAGOGGMANCHAUGGAGOGGCHAUBUNAGUNGAMAUGG
NOVEMBER 15, 2021



FINANCIAL UPDATE

Sake of the Lake Raffle LY
\$13,375 Goal \$15,000

Einstein LY \$15,746 Goal
\$17,000

Preserving the Lake 2021
\$15,950 Goal \$18,000

Amazon Smile LY \$129.05
Goal \$500.00

WINTER SAFETY TIPS

1. Clean your gutters
2. Clean your furnace
3. Windows and doors sealed securely
4. Lighting of walkways
5. Sand driveways
6. Trim overgrown trees
7. Put away any outdoor items.

Save the Lake Tips

1. Install a rain barrel or plant a rain garden
2. Plant native trees and or vegetation along the shoreline to help hold soil and reduce erosion.
3. Wash your car with non-phosphorus and biodegradable soap.
4. Eliminate or reduce the application of pesticides on your lawn.

Here is some back ground information that might help to understand the Webster Lake Level of water.

Average rain fall for July
4.1" this July we received 13"
Average for August
4.03" this August 8"
Average for September
3.9" in the first 3 days 4"4

As many of you know the lake discharges under 395 to Mill Pond. The pond discharges under Route 16 to the sluiceway running north near Price Chopper parking lot, the water drops through the turbine gate house and runs underground to Mill Stream. Mill Stream goes under Route 12 makes its way to the French River.

When water is discharged from the lake all the properties along the way to the French River can be impacted. Brookside Rehabilitation and Healthcare Center specifically can flood. As the decisions are made to open and close the gates of Webster Lake it is not simply based on the weather but upstream and downstream effects

From the President of WLA

Dear WLA and Lake Community,

As you know, the Webster Lake Association is dedicated to preserving and protecting the environment to support our mutual enjoyment of the lake and help sustain it for generations to come. Thus, a major part of our activities have always involved raising funds to help control weeds and improve the quality of lake water.

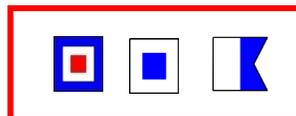
But we aren't just the "Webster Weed Association". An important part of our mission is to build relationships and strengthen ties between lake-oriented groups, businesses, and the larger Webster community.

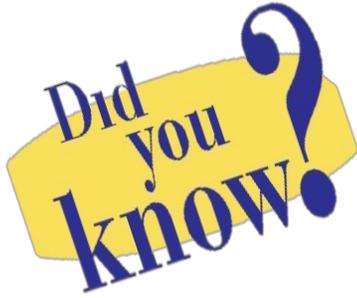
In the coming year we are taking active steps to do more and be more involved with other lake-oriented groups, clubs and businesses. For example, we have several meetings and events in the coming year. In addition to the usual monthly board meetings, we are planning for the Kickoff Meeting, the Annual Members Meeting, and Gala Celebration which will be held at a variety of different lakeside venues as we continue to build those relationships.

We welcome (and even encourage!) active participation of all our members, so if you have any questions or concerns about our plans, or any suggestions on how we can do things better, please don't hesitate to contact us. We're around!

Best Regards, and have a Happy Holidays,

Renee Gordon
President, Webster Lake Association





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

15 Tips For Not Being “That Guy” When Invited On

We know them. We have seen them. We have more than likely had one of them on our boat. We don't particularly appreciate them: “That Guy.” This person has a tendency to suck the fun out of a day of boating. On top of which, “That Guy” may even be a safety risk.

Here are 15 tips for not being “That Guy” when invited on a boat. Hopefully, after reading these tips, your chances of getting invited on a boat again will increase. After all, it's a lot more convenient to have a friend with a boat than to own it yourself.

Be Prepared. When going out for a day of boating, be sure to pack the necessities. However, keep it light. More than likely, there won't be much space to store a bunch of unneeded stuff. We suggest the following items:

Sunglasses, Sunscreen, Swimsuit, Towel, Boat-friendly shoes, Hairbrush, Hat, Change of clothes

Bring Food. Speaking of being prepared, no one enjoys a mooch. If it hasn't been discussed previously, do not expect your host or hostess to provide snacks or food for everyone. Day trips can be long, so bring something to eat with you in case you don't stop anywhere.

Bring Drinks. As for drinks, sharing is caring. Bring more than what you think you will drink. Boating is a social event and so is drinking. Try to avoid glass if at all possible. (If you end up on one of our boats, we like beer and Fireball. Thanks!)

Bring Plenty of Water. Don't forget WATER! Between the sun, the waves, and the amount of drinking, you need to stay hydrated. No one needs you passing out on their boat.

Don't Bring Uninvited Guests. Whether it is your friend(s), your dog, or your children, ask ahead of time if it's okay if they come. The boat may be at capacity, or the host might not feel comfortable with additional guests they may not know. It is always better to ask before you invite anyone.

Listen to Your Captain. It doesn't matter if the captain is the one driving or not. The captain is your host, and whatever he or she says goes. They are responsible for everyone on their vessel, and safety is a top concern. So listen up!

My Boat, My Music. You probably don't flip through your friend's music when you get in their car, so why would you think it's any different on a boat? The captain is the DJ or appoints the DJ.

Mind Your Manners. There are some unwritten etiquette rules when you are on someone's boat:

Don't stand on anything or anywhere you're not supposed to

Don't play with any buttons

Don't distract the captain, especially when they are docking

Don't smoke on the boat unless the captain says it is allowed (and please don't throw your butts in the water)

Keep the boat clean

"Help" only if you are asked to or designated a duty

Take your shoes off upon boarding the boat

If you have insect repellent or spray sunscreen, wait until you're off the boat to spray it

TP Only. Boats have pretty sensitive plumbing. This means no paper towels, feminine products, intimate products, or any other products that are not toilet paper in the head. If you don't see any TP, ask your host. Boats have several hidden compartments.

Got Sand? Sandy toes, towels, bags, etc. should be washed off before getting back onto the boat. Sand is hard enough to get rid of on land. Imagine how hard it is to remove from a boat. So, shake it off, wash it off, whatever you have to do.

Safety First. This is a pretty simple one: Use common sense when on the water. Be aware of your surroundings. Listen to the captain and you'll probably be okay.

Be Punctual. Cruise ships don't wait on passengers, and neither do boats. As boaters, we want to spend as much time as we can on the water. Please, don't make us wait for your hair to be perfect. Besides, it's likely just going to get messed up in the wind anyways. If your host isn't the patient type, they may leave you.

Offer to Chip In. Gas is expensive. Most boats get somewhere between 0.5 to 1.0 miles per gallon. If you've been chauffeured around all day, it's only fair to chip in for gas or food and drinks. Be careful though. Putting your credit card down at the gas dock could cost you a pretty penny. Gas on the water is typically more expensive than on land, and boat fuel tanks are often much larger than cars. It's not uncommon to see a \$250 to \$500 gas receipt at the fuel dock.

Offer to Clean Up. After a long day of boating, the last thing your host wants to do is clean up after everyone. And if it was a fun long day of boating, there is probably trash and spills everywhere. Helping your host clean up gives them one less thing to worry about when it comes to their boat and getting it docked. Trust us, they will greatly appreciate the offer.

Say Thank You. This one should go without saying. Your host and captain chartered you around all day and showed you a great time. Be gracious and say thank you to them.

There you have it: 15 ways to make sure you are a proper guest and get welcomed back next time. How else can you be the best guest? What's your worst experience with "That Guy"? Tell us in the comments!

Sailing Straight Put Simply

By Kryngle Daly

In this "Did You Know" section of Jibs & Jibes, Kryngle Daly continues to educate us on the nature of the rudder and how it operates. Kryngle's plan is to continue his series on "Rudderless Sailing"

Thanks Kryngle for the great lesson.



Sailing Straight put Simply (aka why is the bloody boating turning)

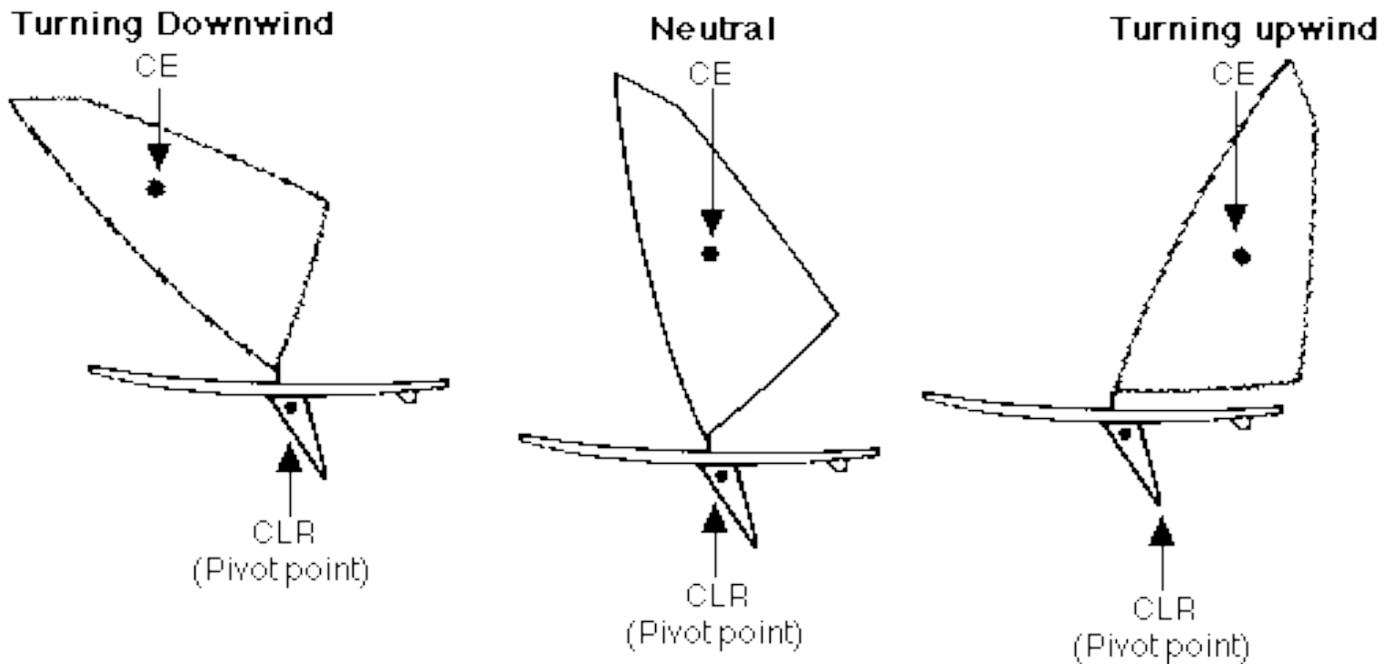
Has this happened, the tiller perfectly centerline yet the boat continues to turn up or down wind? Assuming the boat is flat (see previous article) the ever turning condition is due to sails being over or under trimmed or a combination of both. Before precipitating flashbacks of rudderless racing in college, here is the reveal : one doesn't need a rudder to guide a sailboat!

For those desiring the short answer oversimplified answer, if the boat is continuously turning upward trim the main, turning downwind trim the jib. That being said a better answer is to play with the sails until the boat hold course, and to read below gaining an understanding of what is happening.

How is this possible? Let us begin with the canonical example, the windsurfer (originally known as the sailboard). Having seen a windsurfer there is no rudder, nor any mechanism to control a rudder (save for Vanguard Sailboat's attempt with the Sun Glider). How then is direction controlled on such a craft?

Put oversimply the windsurfer is steered by moving the sail forward and aft. A windsurfer's mast is connected to the board via a flexible knuckle allowing the mast to rotate a full 360 degrees and lay down on the bow, stern or "overboard".

To turn the board away from the wind, the sailor angles the mast towards the bow, and conversely angling the mast towards the stern turns the board upwind. Imagine a stake driven through the middle of the board, around which the board is allowed to rotate. With the sail directly above this stake there is no torque on the board about the stake and the board continues straight. If the sail is moved forward or aft, now a torque about the stake appears causing the board to rotate.



Clearly such a stake does not exist, however the equivalent is caused the “Center of Lateral Resistance” known as the CLR. As the board travels through the water, every wetted piece experiences friction in a certain direction. Cracking out physics 101 we can vector sum all of the tiny frictions and represent them as one resistive force in one location, this is the center of lateral resistance, aka “the spike”.

Similarly the wind passing over the sail creates many small lifting forces, the vector sum of which is the “Center of Effort” (the CE). When the center of effort is directly over the center of lateral resistance the board maintains a straight course. Moving the center of effort aft of the center of lateral resistance (aka leaning the mast aft) causes a torque between the center’s and turns the board upwind, similarly positioning the center of effort fore of the center of lateral resistance turns the board downwind.

That is all well and good on a windsurfer with a mobile mast, but how does this help on a fixed rig? The same concepts apply, the boat can be steered by moving the center of effort relative to the center of lateral resistance, however instead of moving the mast, the main and jib are trimmed. (On single sail boats such as a laser, it’s a little trickier, will save that for another time).

In general the center of lateral resistance of a boat is designed to be slightly aft on the mast on the center-line. Moving the center of effort aft is achieved by easing the jib, moving the center forward by easing the main. This assumes your sails are trimmed correctly, the main point of this article is how to use this information to trim sails correctly.

Easing the jib moves the center of effort aft by changing the sum of forces on the sail. On a craft with two sails, the center of effort is calculated by first summing the lifting force on each sail individually (akin to the single sail of the windsurfer) then vector adding the two results together. Imagine the extremes, a luffing jib or main. When the jib is luffing there is no lifting force, and the center of effort is only from the main, now the center of effort is aft akin to moving the windsurfer mast aft.

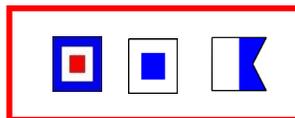
Analogously the luffing main has no lifting force, the center of effort is only from the jib and thus forward, akin to moving the mast forward on the windsurfer.

This is all well and good, but how does this help? Most sailors will never care to sail rudderless. The knowledge can be used to solve everyday “why is the boat turning” situations. Lets say the tiller is perfectly straight but for some reason (assuming the boat is flat) the boat keeps turning downwind. The reason being the center of effort is forward of the center of lateral resistance, indicating the jib is creating more lift than the main, the immediate solution being to trim the main in more. Conversely a continuously upwind turning boat is the result of the center of effort being too far aft, start by trimming the jib in.

These are not hard and fast solutions, there can be many more reasons why lift between sails is mismatched, sail shape can be an issue, and sometimes its’ better to ease a sail instead of trimming its companion sail. The real lesson is to play with the sails if the boat won’t go straight.

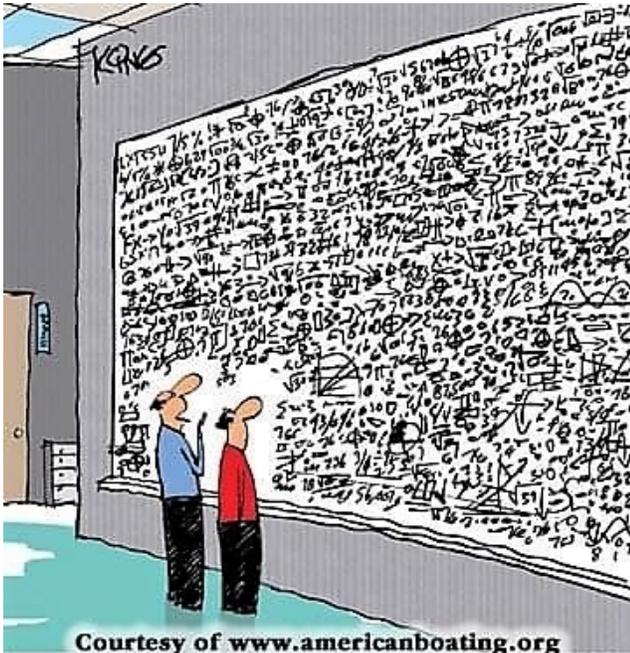
A fun learning exercise is to bungee the tiller centerline, and try to sail with just the sails, try to complete a tack, or even just hold course. One will learn how sensitive sails are to tiny changes.

For the racers out there, steering without the rudder is several times faster, especially for small course changes on course legs. For example upwind feathering via main trimming is incredibly fast, as the constant few degree course change isn’t achieved via rudder friction.



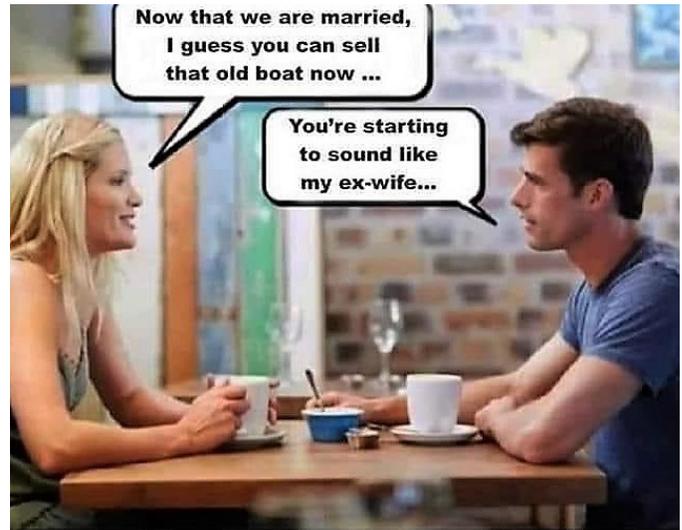


ON THE LIGHTER SIDE...



Courtesy of www.americanboating.org

"...And that, in simple terms, is how you winterize your boat."



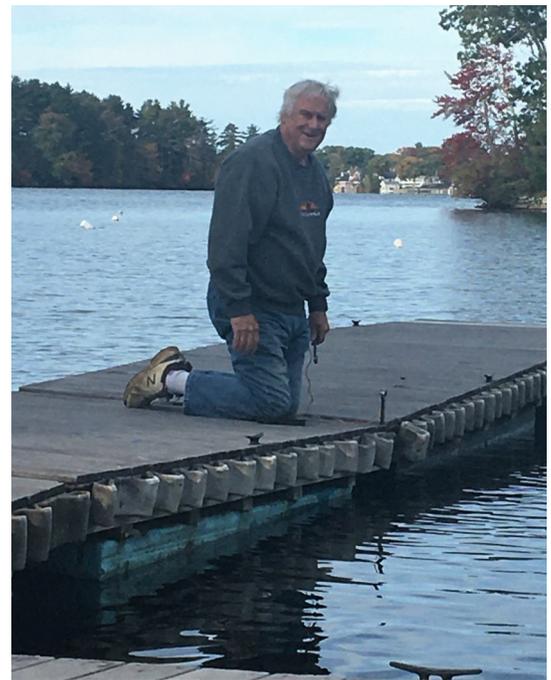
WSA Photo Gallery

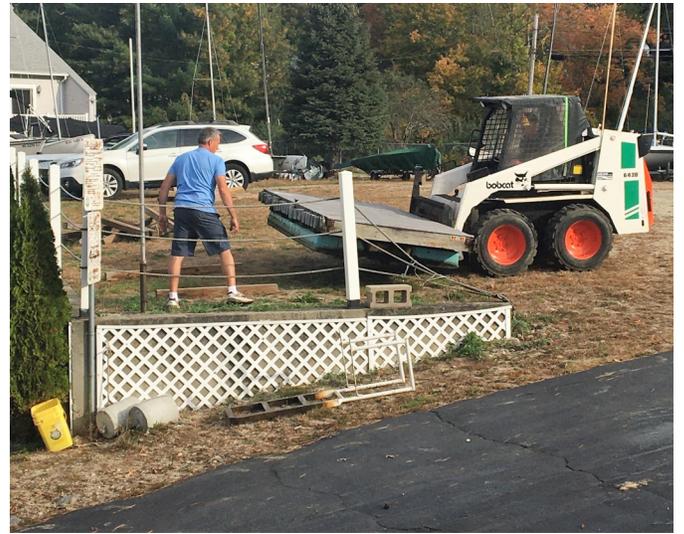


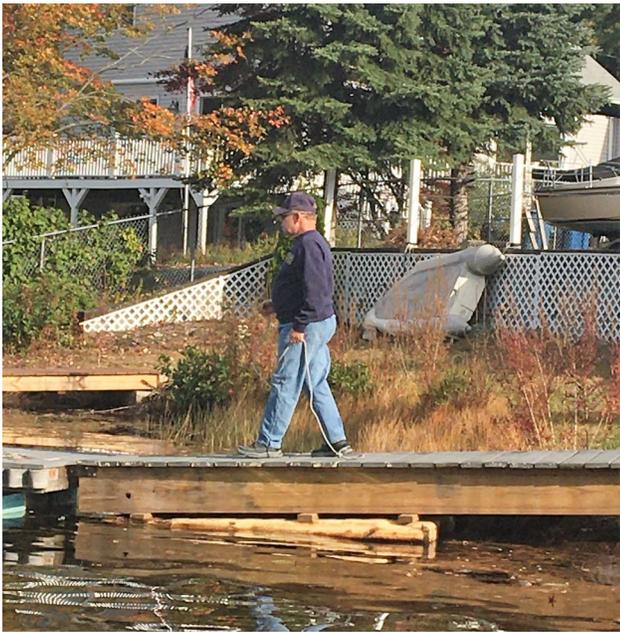
**Jonathan & Bethany Chalmers
Their PHANTOM in Hibernation!**



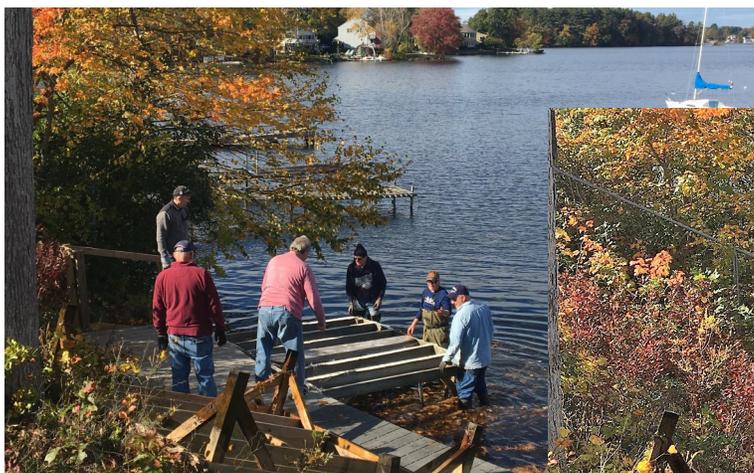
***WSA Closing Work Party
Another sailing season comes to an end!***













Members Blog

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

WSA Executive board Committee Meeting

The annual EC meeting at Point Breeze is scheduled for Saturday, January 15th at 10 am. We will be discussing any new projects, the calendar, review the past year, and ways to make 2022 our best year yet! We all look forward to this meeting and starting a new season of sailing at WSA!

Commodore's Holiday Wishes

I've seen a few hearty sailors out on the lake this week taking advantage of a nice steady cool breeze, but the opportunities are dwindling quickly. Great to see such a strong turnout at last Saturday's work party when we got the property ready for winter.

Everything is clean and secure thanks to the many hands, hot coffee and donuts.

We are especially thankful to Norm and Dennis for the use and operation of the bobcat which made our lives immensely easier.

A few FYIs for those with boats still at WSA. The phone is off for the season, so please make sure you bring a cell phone for emergencies. Also, the water has been shut off due to the early freezing temperatures. The hose has been drained and put away, the hot water is off, the toilets have been winterized. Thanks to George Chabot for taking charge of that. With less use, please remember to lock up doors and gate, and turn lights off,

Hopefully everyone will get their boats secured or home before we close on November 30. Let's hope for an easy winter and early spring. This year we are hoping to get back to our Spring Banquet at Point Breeze.

Happy Holidays to all!

Tom Pezella

Commodore

