



Jibs & Jibes

FALL/WINTER EDITION 2020 /21

**Official Newsletter of the
Webster Sailing Association**

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From the Helm

By Tom Pezzella, Commodore

Happy New Year to all!

Thanks to all those members who made 2020 a success during challenging times. I'm thankful to say that we did not lose any immediate members to COVID-19, although we all probably know someone who has been lost. We actually had a very productive year, with improvements made, new members joining us, and an abbreviated racing schedule.



Hopefully the worst will be behind us by the time our season gets underway. Of course we will continue to observe appropriate COVID protocol until the pandemic passes. We will probably postpone our annual Spring Banquet until later in the summer, but let's see how things progress. We will have to be flexible again this year concerning WSA activities. As always, membership forms dues and proof of insurance are due March 1. New forms will be available on our website at www.wsasail.org.

Winter boat storage went well and this once again helped our financial situation. The Executive Committee will meet by Zoom and conference call at 10 am on January 23. Details will be forthcoming and members will have materials to review in advance.

I'm looking forward to seeing members at the lake, and to an enjoyable 2021 season.
Tom Pezzella
Commodore

WSA Executive Committee Announcements

2021 WSA OFFICERS AND COMMITTEES

Commodore	Tom Pezzella
Senior Vice Commodore	Bob Gurlitz
Vice Commodores and Executive Committee	Lee Amodeo Dr. Kringle Daly Phil Bastien Charlie Farber Bob Ciabaszewski Josh Hines Norm Cloutier Doug Kenyon John Czebotar Ken Spindola John Colby Lewis Wolfenson
Treasurer	Norm Cloutier
Secretary	Lee Amodeo
Grounds Committee	Josh Hines, Chairman Charlie Farber - Parking assignments map Dr. Kryngle Daly - mooring lines Frank Jablonski George Chabot - plumbing
Program Committee	John & Elaine Czebotar - meals Vic & Carol Stefaniak- Spring Banquet forms
Communication Committee.	Lewis Wolfenson - email, website George Chabot - website Ken Spindola - Jibs & Jibes newsletter
Safety Committee	John Colby
Nominations Committee	Dr. Kryngle Daly
Race Committee	Phil Bastien - chairman John Le Boeuf Bob Cloman Tom Pezzella Norm Cloutier Pete Schotanus Bob Gurlitz Ken Stevens Josh Hines Lee Amodeo Joe Bottasso - alternate

MESSAGE FROM OUR GROUNDS CHAIRMAN

From Josh Hines

I hope everyone is staying safe and well as we sail into the new year with all that is currently going on. While it is still January, the 2021 sailing season is only a few short months away (let us hope that the weather continues to remain mild). This season, we had record number 30 members participate in the winter storage program. Not only does winter storage provide a safe and convenient way to store your boat for the off season, it also gives the club additional funds to improve the club and its grounds. Last year, new vinyl siding was installed on the club house and was completely funded by the winter storage funds over the last couple of years.

Last year several improvements were undertaken in an addition to the siding. Two new dock sections were replaced, the walkway closest to the waterfront was extended to allow better access to a third sunfish rack that was erected in late 2019. Additionally, three new moorings were poured and dropped into the lake. Late last spring, a grounds 'yard work' party was held where many members lent a hand to remove brush and debris. Many loads of yard waste were hauled away making the club looking better than it has in years. Thanks to all those who helped in completing the various projects over the past year. It was great to see so many people both using the club and helping in completing routine upkeep and undertaking special projects.

In the upcoming year, there are fewer special projects planned as many significant improvements have been made over the last several years. The biggest planned project is replacing the three dock sections that connect the docks to the shore. I am told that the structure on the two main dock sections is over 40 years old. The date for the dock building party is still TBD due to the state of the global pandemic. In addition to building docks, we need to dispose of the various abandoned gas and cans in the gas bin. If anyone has a way to or wants to dispose of the gas or wants to volunteer to dispose of it, please let me know. As a reminder, all gas cans stored in the bin need to have their owner's name clearly printed on the gas jug. If you have any suggestions for projects to enhance the grounds, please reach out.

Last year, many deadlines were lax due to the pandemic. This included uncovering boats from winter storage, raising masts, completing cleaning assignments, getting winter storage forms submitted, and removing and winterizing boats. We really need to return to adhering to deadlines going forward. If needed, we will need to move to initiating fines and fees. Last year some never raised their mast, submitted winter storage forms several months late, and even waited until mid-December to remove and winterize boats. This is not fair to me, the other officers, or your fellow members.

As a reminder, the club will be open starting April 1st. Those participating in winter storage should have your boats ready for the season with masts raised within a couple weeks after that. Those participating in storage who using moorings need to move their boats to those moorings and remove trailers from the grounds shortly after April 1st as well. Hope to see many of you on at the club and on the water this spring!

WANTED: RC MEMBERS

From Phil Bastien,

The WSA Race Committee is looking to add new members to help us run our sailboat races. No experience is necessary, and no prior knowledge of racing or rules is required. Training will be provided for you. R.C. members are expected to attend a pre-season meeting during which you get to choose 2 race dates on which to serve. We will pair you with an experienced member. Your duties will be to help load and unload the racing gear on board the committee boat, to help deploy and later retrieve the race marker buoys, to help with the start countdown, starting signals, recording of finish times, and calculation of race results.



Anyone who wishes more information or who is considering volunteering can contact me through email at parbastien@gmail.com or text me at 508-498-9970.

NOMINATING MEMBERS

From Kryngle Daly

A reminder for anyone wishing to nominated themselves or other individual please email the nominating committee at kryngledaly@gmail.com



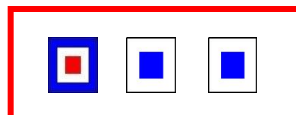
NEWSLETTER INPUT REQUESTED

From Ken Spindola



Happy New Year to our WSA members... most likely one of our major resolutions is to do more sailing this 2021. I want to thank those that took the time in contributing to this edition of our WSA Newsletter. If you have any thoughts or ideas on what you would like to see in the newsletter, please email me.

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





WSA & Lake News

Any news or events that are WSA or lake related.



Webster Lake Association

Letter from Webster Lake Association President

Webster Lake Association Members, as summer draws to a close, I wanted to take a moment to send a brief message regarding the following WLA happenings.

2020 Golf Tournament

The 2020 Golf Tournament was canceled by a majority vote of the WLA Board of Directors. The 2020 Golf Tournament Chair, Antoinette Dobosz, worked with the host site of the annual tournament, Raceway Golf Course in Thompson, CT, to determine the feasibility of holding the tournament and fundraiser at its ordinary date in mid-September while complying with relevant Covid-19 restrictions.

The inability for members and golfers to socialize during the event because of Covid-19 restrictions was one factor in the Board's decision to cancel the Tournament for 2020. Further, Raceway Golf Course indicated that the Tournament would be limited to only golfing, and that the usual lunch, cocktail hour, banquet, and large raffles that are hallmarks of the Tournament would not be allowed to occur. The WLA is looking forward to the Tournament's return in 2021.

The WLA is also seeking a Tournament Chair for the 2021 Tournament. If you have strong organizational skills and are interested in becoming one of the WLA's core volunteers by chairing this Tournament, please email info@websterlakeassociation.org. Prior Tournament Chairs have many notes, contacts, and Microsoft Excel documents of how they have run a successful tournament. This information, and more, would be shared with you so that the Golf Tournament is a continued success.

Book-a-Cruise and Senior Cruise

Both cruises, that allow Webster area residents to have a free lunch and tour of Webster Lake, were canceled because of social distancing requirements of Covid-19. The WLA is looking forward to both cruise events returning in 2021.

Annual Meeting and Elections

The normal August Annual Meeting and Elections have been delayed until further notice because of the social distancing requirements of Covid-19. The WLA Board of Directors discussed the following options to hold the Annual Meeting and Elections: (1) rental or usage of a large property where social distancing could be maintained, (2) holding of only the relevant elections with ballots being allowed to be submitted electronically, by mail, or in-person, with a delay of the actual meeting, or (3) delay of the meeting and elections until a time when large in-person gatherings are again allowed. Option 3 was chosen by the WLA Board of Directors.

The Annual Meeting and Elections will be delayed until large in-person gatherings are again allowed. The Annual Meeting and Elections, therefore, will occur at the earliest allowable date. For example, if large social gatherings are allowed in Massachusetts in the Spring of 2021, all officer and director positions that were scheduled for election in August of 2020 will be scheduled for election at an announced Spring 2021 meeting date.

The Office of the Secretary of the Commonwealth of Massachusetts – Corporations Division was consulted for guidance on this matter to confirm that a delay of the Annual Meeting and Elections would not interfere with the non-profit corporate status of the WLA.

A membership vote on a proposed WLA bylaw amendment that would set a deadline for the purchase of new memberships, in response to observed vote-buying at the 2019 Annual Meeting and Election, will also occur at the next Annual Meeting and Election.

Maple Cove Outlet Restoration Project

The WLA was awarded a \$10,000 grant by the Janet Malser Humanities Trust for the restoration of an area within the Maple Cove Portion of Webster Lake. This area of the lake has decreased in depth over the past number of years as biological materials have accumulated within it. This decreased depth has significantly hindered the flowage of water, traveling of boats, and usage of recreational crafts within the Cove. The WLA has pledged an additional \$5,000 to be used for this project, bringing the total project investment to \$15,000. The restoration project will commence in the Fall of 2020. The WLA Board of Directors would like to thank Dave Nigro for writing the grant application and for coordinating this project.

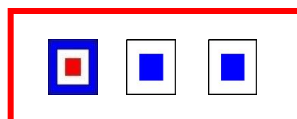
Webster Lake Water Level

Webster Lake's water level is decreased approximately 14 inches from its ordinary level for this time of the year. The cause of the decreased water level is the severe drought that has been affecting much of Central Massachusetts. The dam gates that allow water to exit from the lake through Mill Brook, near the current Price Chopper Plaza, have been closed since March. Boaters are advised to use extreme caution when navigating upon Webster Lake and to reduce the speed of their vessel if navigating near a shallow area of the lake.

Many Thanks

Lastly, to our members and sponsors, thank you for your membership and support for the WLA. We are looking forward to getting back to normal again in the Spring of 2020.

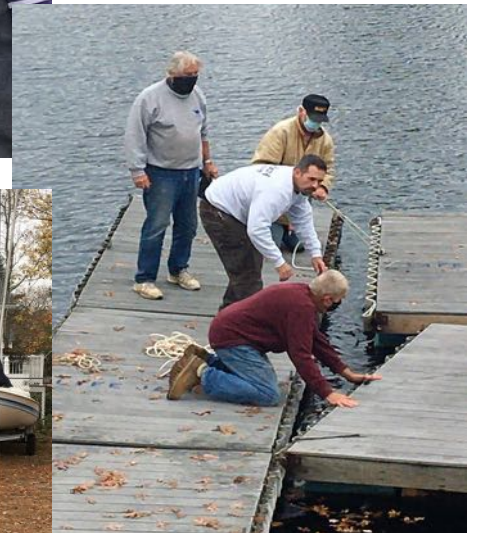
Best Regards,
Jason Piader
President, Webster Lake Association

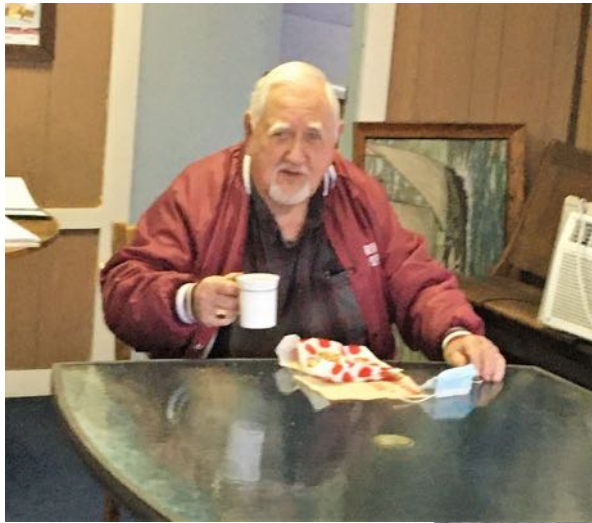


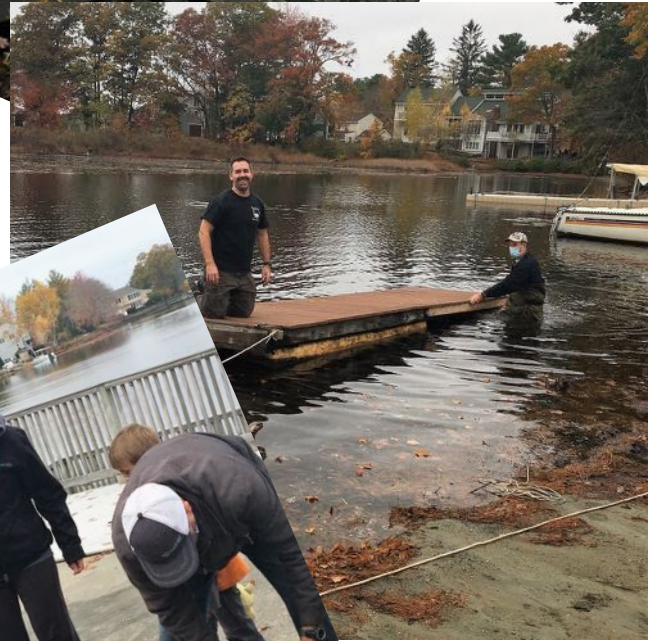
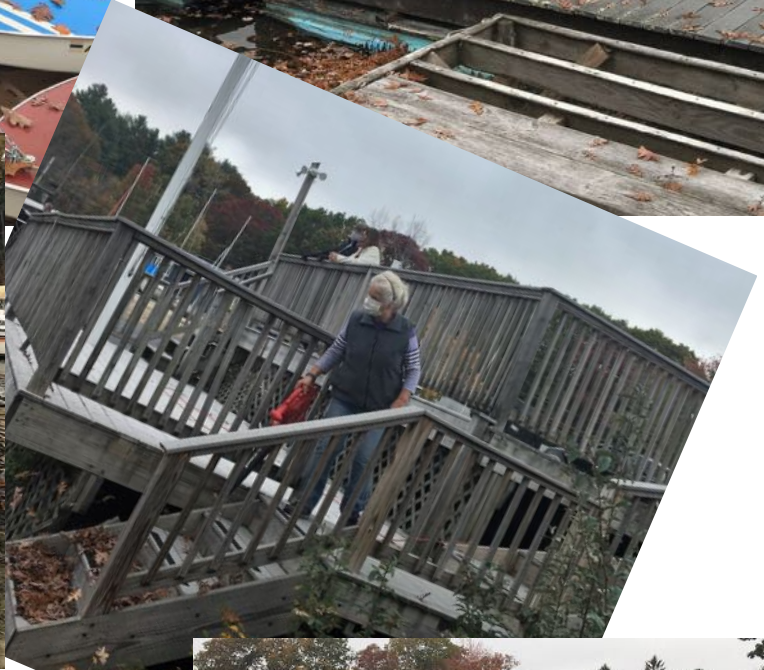
WSA Photo Gallery



CLOSING WORK PARTY











Members Blog

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

Catboat "Resurrection"

By *Andy and Cyndi Davis*

It all started in my pre-teen years in the early '70's when I did my best to be a "Carpenters Mate" for my father, Jim Davis restoring a 16' catboat that was then about 50 years old. I learned a lot... Steam bending green oak, sistering ribs, caulking plank seams and a bunch four letter words. We enjoyed sailing her together for a season or two in Newport, RI before my teenage interests took me in other directions. Still, my love for catboats never went away.



I always had a dream of building a classic cat from the keel up with the skills and tools I attained from my father and grandfather, Octavius "Chips" Davis. Chips was the quintessential shipwright. He enlisted into the US Navy in 1908 at 17 years old. Starting onboard the USS Constellation when it was stationed in Newport, RI as a training vessel. In his 36 year career, much of which as a Chief Carpenters Mate, he learned all aspects of being a true naval shipwright. He served on several ships through WWI and WWII and also served as a keeper in lighthouses including, Thatchers Island, Duxbury, Whale Rock and Pt Judith. The epitome of his career was in 1932, when he was tapped by Admiral Richard Byrd to join him on his 2nd expedition to the South Pole as ship's carpenter onboard the S.S. Jacob Ruppert.

Plying his skills, he built a number of boats, including his favorite, "My Pal", a regular feature off "The Point" in Newport in the 60's and 70's. His trade, skills, and tools were passed down to my father and eventually me, regrettably much of the finer aspects were lost in the transition, other than the desire to build.



I believe my father had the same aspirations to build a catboat too. After he passed away in 1991, as we were thinning out the family home, I came across blueprints that he had squirreled away for a 20' catboat. That was probably the seed that got me motivated to build a cat. Regrettably, my career kept me moving around the

country and I could never find the time to fulfill that dream.

My career brought me back to New England, and I quickly realized my dream of building a cat from keel up would have to further wait due to the lack of time, resources, and all the other challenges we're facing in these times.



I found an alternative to my wishes in 2016. In my random sailboat searches on Craigslist, I came across a listing for a 14' Handy Cat. The photos in the post left a lot to be desired. The Handy Cat was a tired hulk in near derelict condition. It had evidence of neglect and repairs from previous damage. Since I have a tendency to want to resurrect things (maybe from watching "Batteries Not Included" too

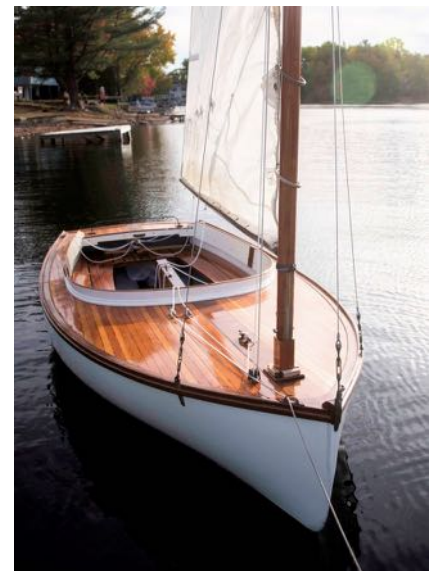


many times) this cat-boat caught my eye. After checking it out and seeing just how terrible shape it was in, it occurred to me that it could be a good substitute for me to build a classic cat. I could strip her down, remove the deck, remove the molded cockpit and bulkhead down to the bare hull.



This would free me from the task of building the hull by using the shell as a base for building my "classic cat".

I did my best to maintain the original design of the Handy Cat such by placing the hardware in close proximity to the original locations and using the cockpit coming as a mold for the new one. The only design changes I made were mostly cosmetic and lowering cockpit sole for more seating comfort.





She was re-commissioned June 2020 on our great Lake Webster, and giving tribute to my father and grandfather, she's affectionately named SOASOAS. For Jimmy Buffett fans, you'll get it.



I could get into the technical details of resurrecting her, but as they say, a picture is worth a thousand words. So, I created a youtube slideshow of the entire project.

<https://www.youtube.com/watch?v=U2mZ79ErIUg&t=27s>

Special thanks to Commodore Tom Pezzella for capturing the photos of our great start of her first WSA race, but when a boat with a beam that's approximately 1/2 of it's length, I'm sure you can imagine how we finished!



A FRIEND IN NEED....

THANK YOU To all those members who rescued and helped rescue and get my "sinking" O'Day 192 on the trailer and dry land. Thanks to Tom for calling and alerting me to the situation yesterday morning so I could bring the trailer with me for work party day. Again, thanks to all the help and support yesterday. I'm slowly getting all the water out and hope to repair the cockpit drain in the next few days.

Dick Gosselin

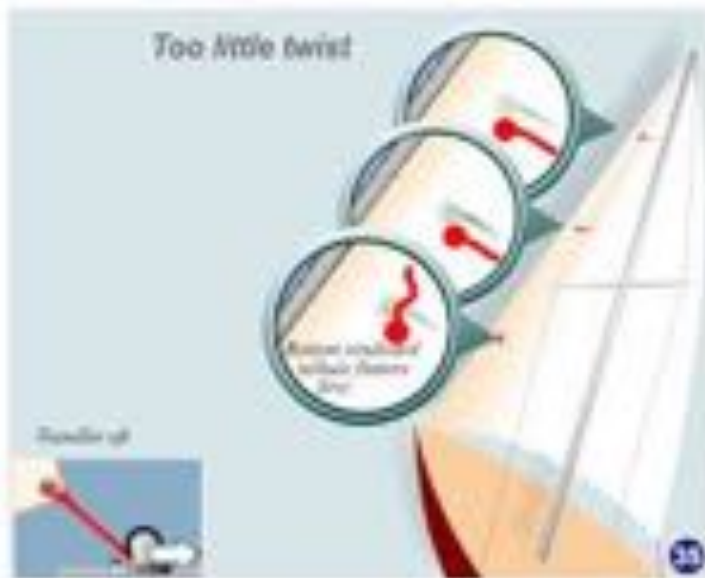


Tailing Telltales

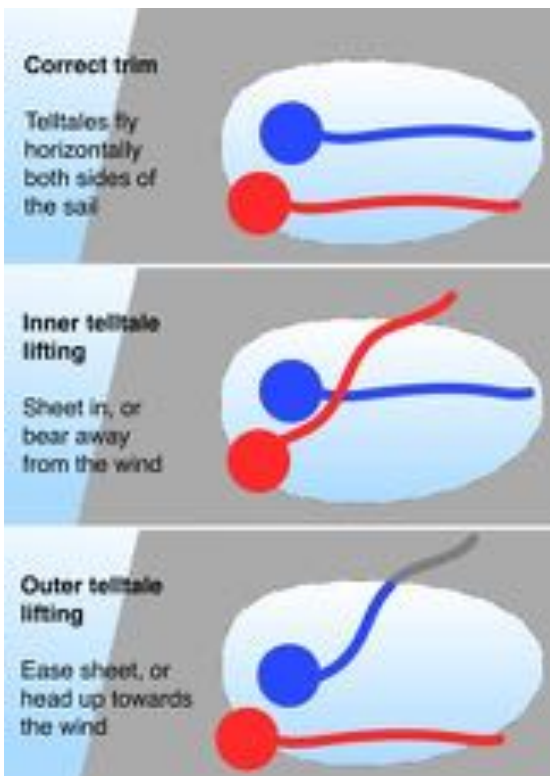
By Dr. Kryngle Daly

If you don't want to read this article -> Put Simply :
Sailing a point of sail, aim the tiller at the non-streaming telltale, sailing a heading trim the sail towards the non-streaming telltale.

Having filed a continuum of roles from Opti instructor, high school racing coach, and personal experiences pleasure sailing and racing, there is one common question heard constantly : What are telltales for? Telltales, those little strips of fabric (or old VHS tape) adhered to sails that spark bipolar discussions identifying telltales as pointless or requiring an advanced degree render useful. Fortunately telltales can be use simply or quite advanced, improving the sailing skill of any experience sailor.



Put simply telltales provide information regarding how efficient a sail is and supply the detail to improve sail efficiency. The primary sail sensor is luffing, if luffing the sail is not powering the boat, if full the sail is powering the boat. Telltales are then the secondary sail sensor, reporting on the trim of the sail by indicating air flow over the sail.



When air flow is laminar (nice and smooth) over one side of a sail, the telltale on that side of the sail will stream horizontally and aft (think of a flag in a good breeze, fully extended), in the presence of disturbed air flow, the telltale will stream vertically or bounce around chaotically. Simple right, but how does that help us?

A sail is most efficient when the airflow on both sides of the sail is laminar, efficiency also contributing to stability which simplifies handling. Put basically the goal is to adjust the boat until the telltales on both sides of a sail are streaming horizontally. There are two ways to accomplish this, turn the boat or trim the sail, the appropriate method depending on intention, is the goal to hold a point of sail or to hold a heading.

If the intent is to hold a point of sail (e.g. tacking upwind maintaining close haul) the appropriate method is to turn the boat, intending to hold a heading the method is the trim the sails. There is a simple rule to remember :



Sailing a point of sail, aim the tiller at the non-streaming telltale, sailing a heading trim the sail towards the non-streaming telltale.

Where does this come from? Starting with sailing a point of sail, using a close hauled course, the sails are set for close hauled. If the angle of attack, that is the angle between the wind and the sail (more formally the angle between apparent wind and the chord of a sail), becomes too small air flow over the windward side of the sail becomes disturbed and the windward telltale bounces around chaotically (this is 'pinching' or sailing too close to the wind). The solution is to turn the boat away from the wind, increasing the

angle of attack, turning the boat down is achieved by pulling the helm to windward, hence "aim the tiller at the non-streaming telltale".

Inversely if the angle of attack is too large, the telltales on the leeward side of the sail will bounce around chaotically indicating disturbed air flow on the leeward side of the sail (sailing too low). The solution is to turn the boat into the wind, decreasing the angle of attack by pushing the helm to leeward (again "aim the tiller at the non-streaming telltale").

For the other mode of sailing, holding a course because there is a neat thing dead ahead, the sails are trimmed inboard/outboard instead of changing the boats heading, though the logic remains the same. Using a beam reaching course with the boat heading at the "neat thing dead ahead", it is noticed that the windward telltales are bouncing around (or not streaming at all), indicating too small an angle of attack. The solution is to trim the sail in, increasing the angle of attack and establishing laminar flow on the windward side of the sail. Similarly if the leeward telltales are not streaming, indicating too large of an angle of attack, the sail is eased out until telltales are streaming and flow reestablished.

For simplicity here is a rubric of the details (disturbed meaning non-streaming):

	Windward Disturbed	Leeward Disturbed
Holding point of sail	Turn boat down	Head boat up
Holding course	Trim sail in	Ease Sail out

Hope this helps, and there will be a quiz next time at the moorings!



WORK PARTY APPRECIATION (email 10/24)

Dear members,

Thanks so much to all who attended today's work party. We seem to be getting things done sooner each year. Either we are moving faster, or the coffee is stronger!

The property looks great and everything is stowed for the winter. We appreciate the willingness of all our members who eagerly volunteer to do whatever needs to be done.

We were pleased to have John Benoit's brother, Ernie, and his son, Eric present to participate in a brief flag lowering ceremony in memory of our good friend John. We have set up a fund to provide a flag and solar light each year for the foreseeable future in John's name. Eric also has John's two Day Sailors for sale, which are in good shape and have multiple sails. One is at WSA, the red one, and the other is on Union Point, Webster. Please contact Eric Benoit directly at 860-481-5147 if you are interested.

There are still 6 members who paid for a Point Breeze tee shirt, who have not picked them up. Let me know how you wish to do that.

It's not too late to get your winter storage form in to Josh Hines. Forms are available on our website or at WSA. Cost is \$100.

We will be closed on Nov 30, and all sails, gas, motors and dinghies should be removed by then.

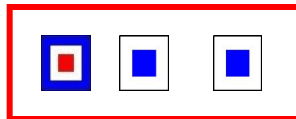
I will meet with the new Executive Committee the second week of January, and many of you hopefully at our spring banquet.

Thanks again for your cooperation and continued help in making our program the success that it is. Please stay safe and be careful, and have great holidays!

Sincerely,

Tom Pezzella

Commodore



ON THE LIGHTER SIDE...





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

