



Jibs & Jibes

SPRING EDITION 2021

*Official Newsletter of the
Webster Sailing Association*



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From the Helm

**By Tom Pezzella,
WSA Commodore**



Welcome to the long-anticipated 2021 season everyone. I'm hoping you are all well and looking forward to returning to a more normal sailing season as I am.

Our winter storage program went well once again and was without incident. It continues to be a comforting financial boost to our treasury. The work parties saw 3 new large dock sections assembled, and the grounds cleaned and ready for this summer. Thanks to all who pitched in once again. It's fantastic to see so many members attend and do whatever is necessary.

As we come together this year, I'm hoping that all members get fully vaccinated to ensure a safe experience for all members. If you prefer to wear your mask, feel free to do so. We will do our due diligence to provide a clean and sanitized environment for all to enjoy.

See you all soon,

Tom Pezzella
Commodore

WSA Executive Committee

Announcements

2021 WSA OFFICERS AND COMMITTEES



Commodore
Senior Vice Commodore
Executive Committee

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

BOAT ASSIGNMENTS

From Charlie Farber

Reminding members that it is important that everyone put their winter storage boats in the correct space as soon as possible. This will avoid members from finding a boat in their spot and putting theirs in an empty spot that is another members'.



NOMINATING MEMBERS

From Kryngle Daly

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



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 preseason meeting during which you get to choose 2 race dates on which to serve. We will pair you with an experienced member. Your du-

ties 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.



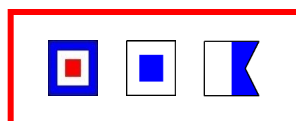
NEWSLETTER INPUT REQUESTED

From Ken Spindola

I want to thank those who took the time to contribute to this edition of our WSA Newsletter. The articles are fantastic and the photos taken at our events always rounds out "Jibs & Jibes". 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. Enjoy the sailing season!!!





WSA & Lake News

Any news or events that are WSA or lake related.



Webster Lake Association

14th Annual ICE-Out: Einstein Winners

Contest Winners

Fall through time: Friday, March 12, 2021 at 3:44 PM.

1st (\$2,000 Prize) Michael Guberman, March 12 3:42 PM.

Time delta from fall through 2 min.

2nd (\$1,000 Prize) Sandra Lorenz, March 12 3:31 PM.

Time delta from fall through 13 min.

3rd (\$500 Prize) Doug Willardson, March 12 3:58 PM.

Time delta from fall through 14 min.

4th (\$250 Prize) Lana Parent, March 12 4:01 PM.

Time delta from fall through 17 min.

4th (\$250 Prize) Matthew Jordan, March 12 4:01 PM.

Time delta from fall through 17 min.



Note: There is no fifth place winner because there was a tie for fourth place.

Contest ticket sales totaled 2,337 tickets. This is a new contest record!

New Flags



Our Executive Board voted to purchase new flags to fly along with our US Flag. When at the anchorage, you'll notice on the star-board halyard of our flag pole, three new flags with the initials W S A.



Webster Phone Numbers

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

THE SCHEDULE FOR 2021.....

The same safety and racing rules implemented in the past will be enforced for the 2020 season. [Due to the virus situation, scheduling may be revised.](#)

Kenyon Series Races – 2:00pm start

June

6 – 1st Kenyon Series Race

13 – 2nd Kenyon Series Race

27 – 3rd Kenyon Series Race

July

11 – 4th Kenyon Series Race

18 – 5th Kenyon Series Race

25 – 6th Kenyon Series Race

August

8 – 7th Kenyon Series Race

15 – 8th Kenyon Series Race



Racing Events

July 4th Trophy Race – Saturday July 4th, 1:00pm start

Sunfish Regatta – Saturday July 24th, open race (members & non-members), 10:00am registration, cookout & trophies after race (3 races)

Craver Memorial Trophy Race – Sunday August 1st, 2:00pm start

Phil Nims Memorial Trophy Race – Sunday August 22rd, 2:00pm start

Point Breeze Cup Race – Sunday September 12th, open race (members & non-members), 10:00am registration & skipper's mtg. at WSA, 5:00pm dinner & Trophies

Social Events

June 19th - OPEN HOUSE, 11:00am Prizes, Music, Cookout; Noontime Lake Tours

June 19th— USCG BOAT INSPECTION (free) Noontime

June 19th— MARINE SWAP/YARD SALE bring whatever you have, begins 11:00am

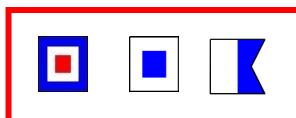
July 4th – FRIENDS & FAMIL DAY, 4:00pm Lake Tours & Appetizers, 5:00pm Cookout

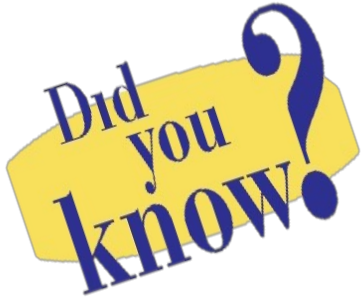
September 12th – FALL POTLUCK BANQUET / BUSINESS MTG. / RACE TROPHIES, held at WSA

Please bring a main dish and desert to share 5:00pm, mtg. & trophies 6:00pm

October 23rd – CLOSING WORK PARTY

November 30th – WSA CLOSSES FOR THE 2019 SEASON





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

Reynold's Reflections on Rudders

By Kryngle Daly

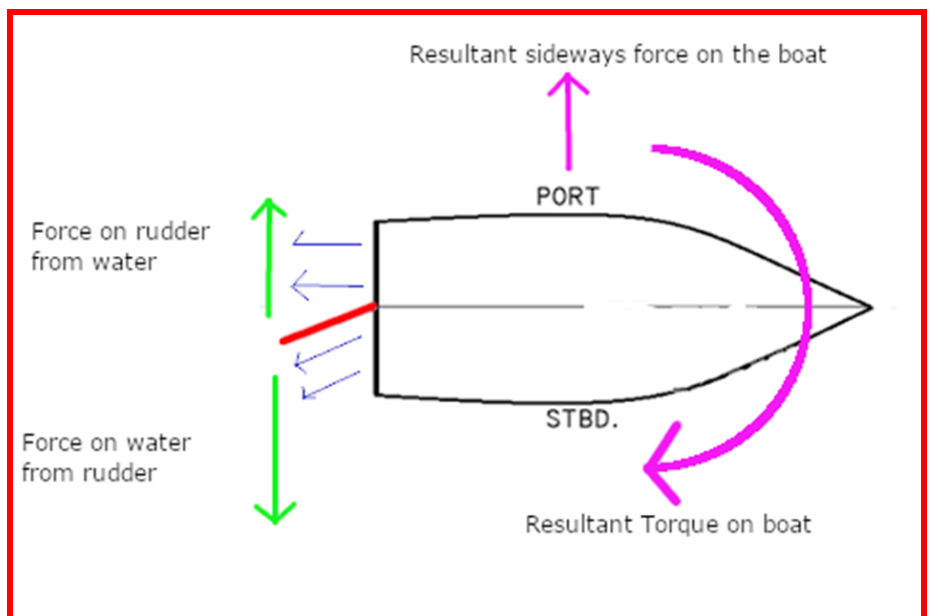
In this "Did You Know" section of Jibs & Jibes, Kryngle Daly is educating us on the nature of the rudder and how it operates. These factors are summarized in a theory called the Reynolds Number which defines the flow of fluids. Thanks Kryngle for the great lesson.



We have all been there, be it light or heavy air, and the rudder is simply not doing as desired. Perhaps even in that perfect summer 12 knot zephyr frustration grows when the rudder proves useless or affects only as a brake! To understand these situations, and more importantly avoid them, only a simple understanding of rudders is required and that basis is nothing more then Newton's third law of action and reaction.

Action and reaction is simple, when an object pushes on a second object, the second object pushes back on the first with an equal force. The canonical example being when an ice skater pushes on a second ice skater both accelerate away from each other (until the push ends at which point both skaters continue to move away from each other at a constant speed until overcome by friction). The rudder works as one ice skater and the water the second.

Imagine looking at a boat from above, the rudder appearing as a skinny rectangle. With the rudder parallel to the centerline of the boat water passes by the rudder without deflection. When the tiller is moved the rudder is no longer parallel to the centerline, resulting in a force being applied to the water and the water deflected away.



Now as the rudder exerts a force on the water, the water exerts a force back on the rudder and thus the boat itself. Such a force on the stern of the boat has two effects on the boat, first a sideways force on the boat as a whole, secondly and more importantly, a torque about the boat's center of mass.

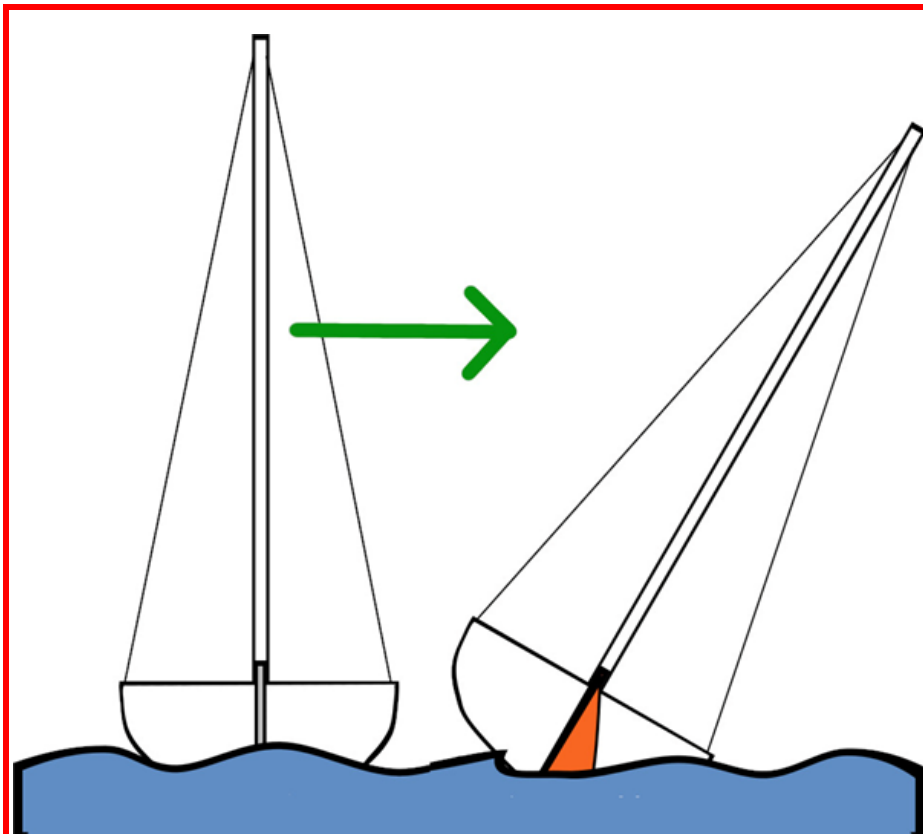
It's this torque that "steers" the boat, however there is a catch, the boat must be moving! Without constant water flow being deflected by the rudder, the effects would only last for a split second with minimal results. At this point exists the possibilities to delve into fantastic discussions of force/energy relations, implications of the Navier-Stokes equation and the resulting Reynold's number, however none of that is of use dodging jet skis.

Returning to the situations mentioned at the start of this article, let's begin with the light air circumstance. Rudders appear to be useless in light air for the simple reason that light air results in minimal boat speed with minimal water flow over the rudder. With little to no water flow the rudder can't produce constant force on the water (and vice versa), worse the rudder acts more as a brake further reducing water flow and any chance for steerage. Put simply in light air, tiny tiller movements!

Now take the opposite situation, heavy air and any use of the rudder seems to hurl the boat into a chaotic uncontrollable state, the boat suddenly half capsizing and rounding up into the wind, further worsening the situation. There is plenty of water flow for steerage, so what is going on here? The faster the boat moves through the water the more resistant to change the boat becomes, especially rotations. It's as if the boat is locked in a track like a slot car. Then when the rudder is turned forces are generated and they have to go somewhere. Remember the force from the water on the rudder goes into two places, the pri-

mary being the torque resultant in steerage, however the second is a sideways force on the boat as a whole.

Looking at the boat from above, a massive force would be needed to move the boat sideways in the water (think of the massive engines on tug boats designed to move tankers sideways) so the force isn't going there. Now think of the boat looking at the stern with the mast rising up into the air, from this point of view its becomes apparent that the side-ways force would result in the boat heeling over.

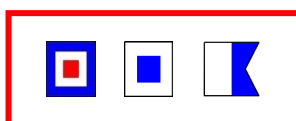


Given high water flow and thus high resistance to steerage, the force results in the boat heeling over. Combine this with some steerage and continued heeling, the keel/centerboard becomes a massive water brake on the windward side of the boat, resulting in the boat rounding up. Sound familiar? Sailing heavy air, move the helm a bit too much, and suddenly the boat is on its ear and rounding up to windward, with the tiller auto-positioning itself hard over.

Interesting enough, the solution is the same as in light air, small rudder movements! Also blow sail and slow down if need be!

Lastly returning to the medium air head scratchers. These require more information than the rudders situation, concepts that underlay “rudderless sailing” : center of lateral resistance and center of effort. Those will be the story for next time!

Remember there will be a quiz before you are let out!



Classifieds:

Items for sale, for free, or available services

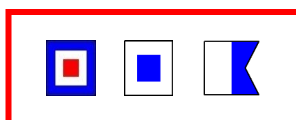
June 19th — MARINE SWAP/YARD
Bring whatever you have
Begins 11:00am

For Sale

1984 O'Day Daysailer with trailer.

Very nice condition with good sails. Ready to launch. HIN XDY12765F484. \$1,600

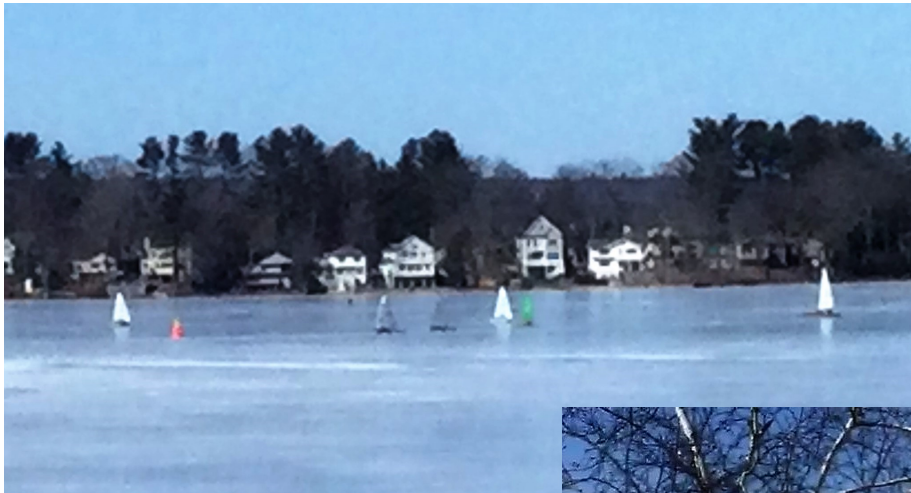
Contact Dave Eaton 508.353.4129



WSA Photo Gallery



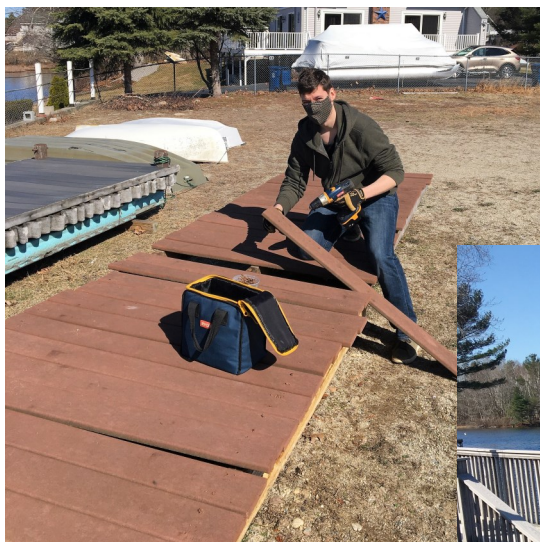
WINTER ICE SAILING



DOCK BUILDING PARTY









OPENING WORK PARTY











Members Blog

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

Dock Building Party Appreciation

Many thanks to the large group of carpenters who attended yesterday's work party. We worked until 4:00, and were able to get all 3 long deck sections built. These are the ones that go from shore to the floating docks. Thanks to those who brought their tools and skills for the event. A special thanks to Norm for the use of his Bobcat, and Lee for his saw set up.

We were also able to hoist the 3 new WSA signal flags, with a thank you to Ken for making that possible.

I was encouraged to find that 88% of the members present had COVID vaccines, with only the younger members not yet qualified. Their turn will come soon, and I'm looking forward to a more normal season this year.

Remember that the opening work party is not this Saturday, but April 10 at 9 am. April has such a nice sound to it, doesn't it?
I'll see you then,

Tom Pezzella, Commodore

Work Party Gratitude

What a great day and turn out for the WSA work party yesterday! It was great to see the crowd of half-faces at the club. We were able to accomplish all of our goals with the help of so many members, and we are ready for the 2021 season. A special thanks to Norm and Dennis Cloutier for their work with the bobcat, and hauling 5 loads of leaves away. We appreciate Jim Ducharme allowing us a resting place for them (the leaves, not Norm & Dennis!). Thanks to all of you who brought a variety of tools to make it all happen. John Czebotar supplied the donuts, and Becky Zale made delicious homemade chocolate chip cookies and brownies! Just a reminder to the last person to leave, to please check to see that all windows are closed, lights are off, and locks locked. Thanks on behalf of WSA.

Tom Pezzella, Commodore

THE BUILDING OF A LIGHTHOUSE TENDER PEAPOD...

THE PROJECTS CONTINUE ON *SISU*

By Jeffrey Martin

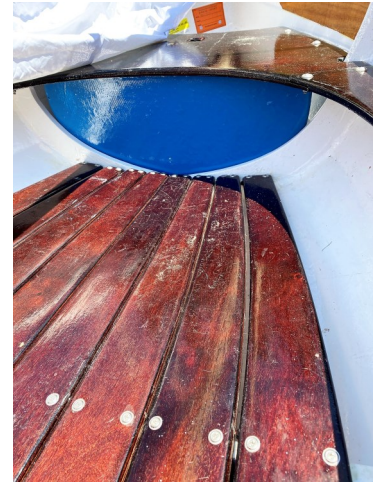


Hopefully you remember reading Jeff's article in the Summer 2020 edition of Jibs & Jibes (if not....go back and read it as his endeavors in building SISU is amazing). Well Jeff continues to improve upon his creation and shares his projects with us..... Thanks Jeff!

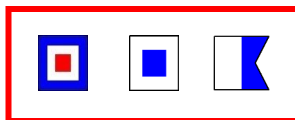
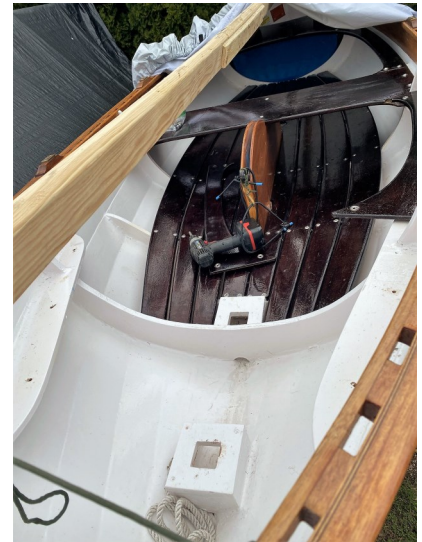
"I have been working on "SISU" my Light House Pea Pod Tender. Two of the projects include adding a drain plug and installing foam flotation. I'm doing this to make the boat positivity botany. The foam flotation will be under the seats and floor boards. The projects are 95% done and hope to be in the water in two weeks.



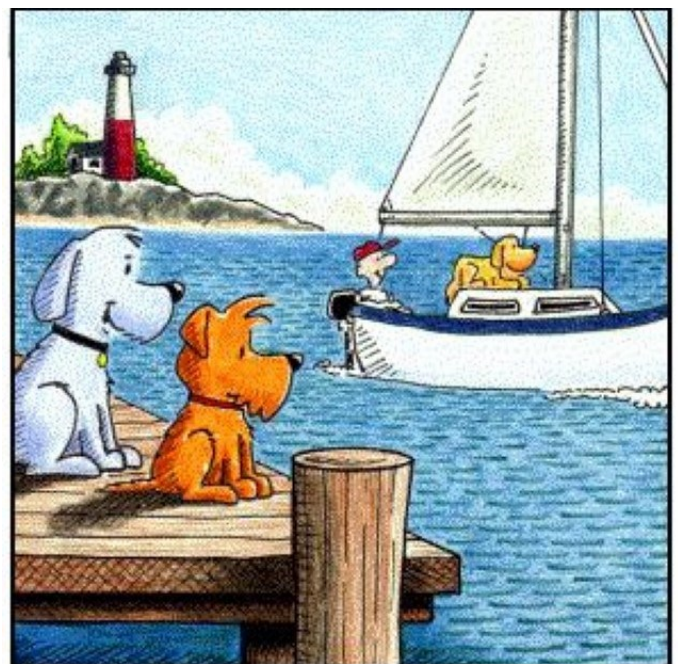
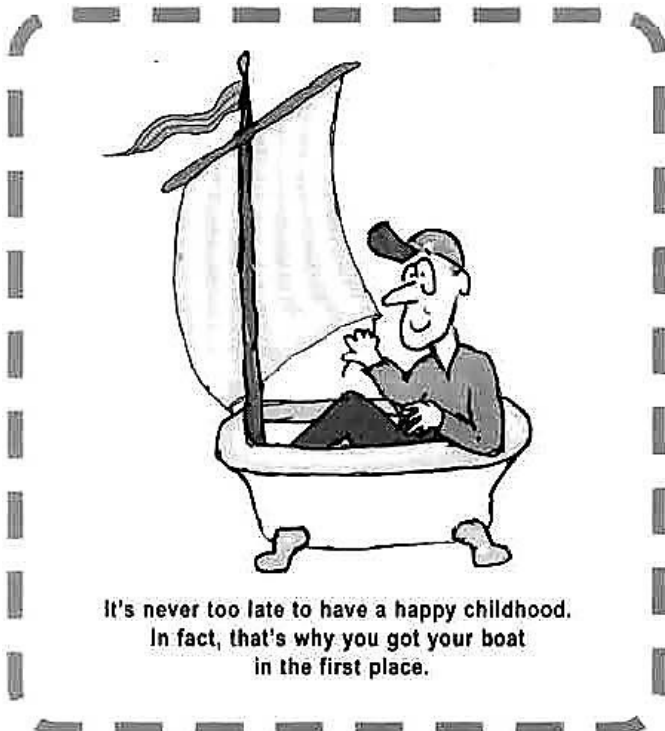
The foam flotation is made from a 2" thick 4x8 sheet of foam that is shaped and glued together using fiberglass resin. Also the foam is fiber glassed over for strength. I glued the foam under the seats and floor boards using 3M Marine adhesive.



I hope to do some dingy camping in the future. So I plan to build some dry storage boxes and tent for the dingy. Then again, my dreams are younger than my body. Sleeping in a comfortable bed over sleeping in a small boat on a river bank does has its appeals!
Take care
Jeffrey Martin"



ON THE LIGHTER SIDE...



HE SAYS IT'S LIKE HANGING YOUR HEAD
OUT THE CAR WINDOW BUT MUCH BETTER!



WSA COAST GUARD UPDATE...

John Colby, WSA Safety Officer,

Vessel Safety Checks at WSA

June 19th which is open house day, the USCG Auxiliary will be conducting Vessel Safety Checks at WSA from 11AM . When your vessel is inspected you will receive a decal for your boat. The decal tells law enforcement you meet the state regulations. When sailing alone at the Club and going to your mooring wear a life jacket. Sailors alone please consider wearing inflatable vest. They are light weight and not cumbersome. Great father's day gift.

U.S. Coast Guard Announces New Law Requiring Use of Engine Cut-off Switches

WASHINGTON - Operators of recreational vessels less than 26 feet in length will be required to use an engine cut-off switch (ECOS) and associated ECOS link (ECOSL) as of April 1, 2021, as the U.S. Coast Guard implements a law passed by Congress.

The ECOS and ECOSL prevent runaway vessels and the threats they pose. The ECOSL attaches the vessel operator to a switch that shuts off the engine if the operator is displaced from the helm. The ECOSL is usually a lanyard-style cord that attaches to an ECOS either in close proximity to the helm or on the outboard motor itself if the vessel is operated by a tiller. When enough tension is applied, the ECOSL disengages from the ECOS and the motor is automatically shut down. Wireless ECOS have recently been developed and are also approved for use. These devices use an electronic "fob" that is carried by the operator and senses when it is submerged in water, activating the ECOS and turning the engine off. Wireless devices are available on the aftermarket and are beginning to become available as manufacturer-installed options.

Each year the Coast Guard receives reports of recreational vessel operators who fall or are suddenly and unexpectedly thrown out of their boat. These events have led to injuries and deaths. During these incidents the boat continues to operate with no one in control of the vessel, leaving the operator stranded in the water as the boat continues on course, or the boat begins to circle the person in the water eventually striking them, often with the propeller. These dangerous runaway vessel situations put the ejected operator, other users of the waterway, and marine law enforcement officers and other first responders in serious danger.

Section 503 of the Coast Guard Authorization Act of 2018 required manufacturers of covered recreational boats (less than 26 feet in length, with an engine capable of 115 lbs. of static thrust) to equip the vessel with an ECOS installed as of December 2019. Owners of recreational vessels produced after December 2019 are required to maintain the ECOS on their vessel in a serviceable condition. It is recommended that recreational vessel owners regularly check their existing ECOS system to ensure it works, following manufacturer's instructions.

U.S. Coast Guard Announces New Law Requiring Use of Engine Cut-off Switches (cont.)

Section 8316 of the National Defense Authorization Act of 2021 requires individuals operating covered recreational vessels (less than 26 feet in length, with an engine capable of 115 lbs. of static thrust; 3 HP or more) to use ECOS “links.” Using the ECOSL is required only when the primary helm is not within an enclosed cabin, and when the boat is operating on plane or above displacement speed. Common situations where ECOSL use would not be required include docking/trailering, trolling and operating in no-wake zones.

The Coast Guard believes that the overwhelming majority of recreational vessels produced for decades have had an ECOS installed, so this new use requirement simply obligates recreational vessel operators to use critical safety equipment already present on their boat.

Seven states currently have ECOS use laws for traditional recreational vessels, and 44 states have ECOS use laws for personal watercraft (PWC).

Boaters are encouraged to check the U.S. Coast Guard website for additional information on this new use requirement and other safety regulations and recommendations: <https://uscgboating.org/recreational-boaters/Engine-Cut-Off-Switch-FAQ.php>

