

# THE BROAD REACH

Volume 12, Number 6, November 1999

A Publication of The Lake Winnepesaukee Sailing Association

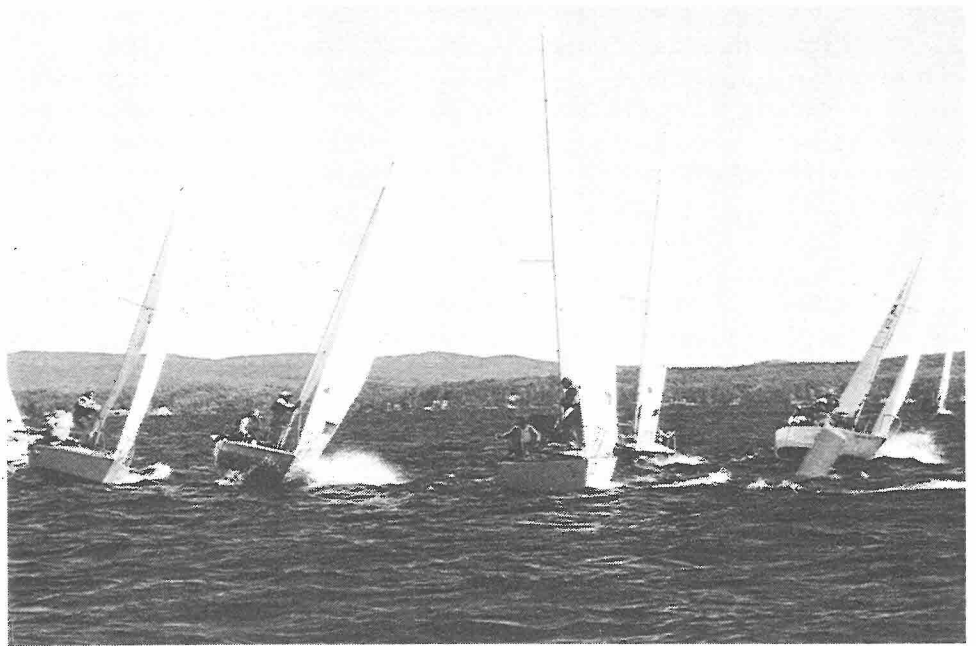
## Commodore's Corner

by *Bob Knowles*

By the time you receive this issue your sailing season on the lake is probably over. I hope you had a good year. We had great weather, fair winds, and some fun events. Although participation at both the LWSA and WYC sponsored events remained at levels below that of the early 90's, we are encouraged to have seen some new faces (and boats) that arrived on the scene this year. Their enthusiasm and desire to get involved is a good sign for the future. Our focus now turns to the cold winter ahead and the plans for the LWSA in the new millennium.

Article II – Purpose, of the *LWSA By-Laws*, points out within its General-Purpose Statement two items that will become the focus of next year's program. These two items say simply, 1) ...to introduce and teach young people sailing ..., and 2) ...to promote competitions and regattas under uniform rules among the members and other clubs. Your current board members believe that our organization can only do so many things and that our focus should be to continue our very successful Youth Sailing Program and to conduct a vibrant set of sailing/racing events. If these two focus activities are carried out effectively the remaining purposes of the organization as stated in our by-laws should happen naturally. In this issue we present a tentative schedule of events for next year along with a dialogue on the reasons behind the schedule proposal. In the Youth Sailing presentation we suggest a few rather aggressive changes to the program that we believe will provide a wider range of youngsters a better learn to sail experience. Please let us know your comments on these proposals.

*(continued on Page 2)*



*J/24's rounding the windward mark at this year's J-Jamboree*

## Proposed Schedule of Sailing Events in 2000

The sailing events for 1999 for the most part were successful. Although attendance continues at lower levels than year's past, those boats participating are enjoying good competition and, above all, are having fun.

There are a few changes to the sailing event program for the year 2000. We propose here a tentative schedule, shown in its customary table format on the next page. Remember that the dates and formats of each event are proposed and will be solidified over the winter. In particular, the events sponsored by the Winnepesaukee Yacht Club are based upon this past year's events with dates placed at approximately the same point in time.

The most significant change to the proposed schedule is to move the Labor Day Regatta away from the holiday weekend to the prior weekend, the last weekend

of August. Numerous sailors have indicated that they do not participate in the annual Labor Day event because of family commitments, children going off to college, etc. but would if it were at another time. The name of the regatta would need a name change. Any suggestions? The format will stay the same with the Frying Pan Race on Friday night, racing on Saturday and Sunday, and the barbecue dinner and Youth Sailing Auction on Saturday night.

There will be at least one Island/ Fun Race each month through the sailing season. Beginning with the classic Michelob Race for the Ribbon on Memorial Day weekend and ending with WYC's Cold Duck Race on the first Sunday of October, additional single day events will be scheduled throughout the summer. Including the WYC Jimmy Fund Race around July 4<sup>th</sup> and Fay's Boat Yard Cruiser's Race in September,

*(Continued on Page 6)*

**Lake Winnepesaukee Sailing Association  
& Winnepesaukee Yacht Club  
2000 Tentative Schedule of Sailing Events**

<u>Date</u>	<u>Sponsor</u>	<u>Event</u>
5/28	LWSA	Michelob Cup Race 6/3
6/10 & 11	LWSA	W.O.O.D. Regatta (Winnepesaukee Open One Design)
6/17		
6/24		
7/2	WYC	Jimmy Fund Regatta
7/8		
7/14	WYC	Single Handed Race
7/15 & 16	WYC	Commodore's Cup Regatta
7/22		
7/29		
8/5		
8/12		
8/19		
8/25	LWSA	Frying Pan Race (double handed)
8/26 & 27	LWSA	Labor Day Regatta
9/2		
9/9		
9/16 & 17	LWSA	J-Jamboree North
9/23	LWSA	Pearson, Beneteau, Catalina, J-Cruiser Regatta
10/1	WYC	Cold Duck

**Regular weekly events:**

The following events will be held each week

<u>Day</u>	<u>Sponsor</u>	<u>Event</u>	<u>Start</u>
Wednesday	LWSA	Laser & Opti Racing	1730
Thursday	LWSA	One Design Keelboat Racing	1800
Friday	WYC	PHRF Racing (WYC)	1800

**Commodore's Corner** (Cont'd from Page 1)

We have researched many ideas to find a way to increase membership in the LWSA. Having thought this issue through, the current board has agreed to propose an amendment to the By-Laws. This amendment, to be considered at our next general membership meeting in the spring, will change the definition of *membership* and *dues* in order to stress the charitable aspects of membership and create a means of accepting certain levels of donation in lieu of dues.

The Double Handed Frying Pan Race, the usual Friday night before Labor Day event, had to be canceled on two occasions this year. On its original date there was lack of wind and then on the following Friday night we had torrential rains. The race was not to be this year. Hopefully we can continue the tradition next year with more favorable conditions.

Our SNAX article this month, "End of Season Thoughts" should help you review your sailing results this past year and to improve performance next year. We have reports and pictures from the J-Jamboree, Cruiser's Race, and WYC's Cold Duck Race. The Local Knowledge photo quiz should not be difficult to identify.

This issue of *The Broad Reach* will be the last for this year. We expect to resume publication again next year with an early May issue. Updates of LWSA activities will be placed on our web page at [www.lwsa.org](http://www.lwsa.org), during the winter months. I hope you have enjoyed this year's issues. Your comments and suggestions for an even better publication are welcomed.

**Classified Advertising**

Classified ads may be placed up to two weeks prior to publication dates. Cost is \$0.50 per word for members, \$1.00 per word for nonmembers. Make checks payable to LWSA, and remit with ad to LWSA PO Box 7047, Gilford, NH 03247.



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 Dan Saliga, Junior Club  
 Ed Philpot, One Design  
 Bob Knowles, *Broad Reach*  
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*The Broad Reach* is a publication of the Lake Winnepesaukee Sailing Association (LWSA), PO Box 7047 Gilford, NH 03247. It is circulated to fulfill our non-profit charter which is "...to encourage the sport of sailing." Each issue costs approximately \$250 to produce. If you are receiving these issues as a member, we thank you for your support. If you are not a member, we ask that you consider a tax deductible membership [501(c)(3)] to help us defray publication costs. Thank you.

*The Broad Reach* is published on a monthly basis during the sailing season. All materials for publication are due by the 7th of the month. Publication or use of any material from *The Broad Reach* is not authorized without written permission. Further, *The Broad Reach* and LWSA disclaim responsibility for typographical errors other than the obligation to print a notice of correction.

Submit materials by mail (3.5" disk preferred) to The Editor, Bob Knowles, 52 Veasey Shore Road, Meredith, NH 03253 or Email: [robt@worldpath.net](mailto:robt@worldpath.net)

<u>Size</u>	<u>1 Year</u>	<u>1 Issue</u>
1/2 Page	\$500	\$100
1/3 Page	\$350	\$75
1/6 Page	\$175	\$50

*The Broad Reach* is circulated to more than four hundred Lakes Region sailors and sailing enthusiasts. Commercial support for The LWSA, a non-profit organization, can be acknowledged with space advertising according to the above schedule. To place an advertisement contact the editor: Bob Knowles at 603-279-8405.

By Dan Saliga

# WYC Cold Duck Race

We had an excellent day for the WYC Cold Duck race. With temperatures comfortable in the mid-60s, the clearing front brought on a fresh 16-knot breeze as the race got off around noon on Sunday, October 3<sup>rd</sup>. We had 12 boats in racing, 6 boats in cruising and 5 in the Cold Duck class. For the majority of us, the course to Middle Ground Shoals and then to Diamond or Parker Island, depending on your class, and then back into Sanders Bay took about three hours to complete. For some with light crew it was a tough race what with the long, wave riddled, close-hauled beat back up the lake. The three J 80s in the racing class had a

close lead changing exchange as they rounded Parker Island for the upwind return with each boat taking a lead as they tacked back and forth. All the racers were overheard to say that they had a great time.

Besides the awards for first, second and third in each class, the WYC also has two other awards, one being the Cold Duck. This year two individuals were to share this prestigious award. Rudy Liehr and Larry Routhier earned the recognition for dumping their fully loaded dinghy at the dock, gear and all! Of course they went in with everything else! They looked like that rubber duck when they came out of the water! The other award is the revered Pusser's Rum keg, awarded to the boat

that finishes first with the largest margin of time over its nearest competitor. This was won by Dan Saliga and his crew on Lily Pad who finished with corrected time 5 min and 20 seconds ahead of his nearest competitor.

A special note goes to two young men for the great job of driving Ed Philpots' J24, Impatient. Young Graham Philpot drove the boat on the downwind leg while Robert Johnson drove the upwind leg. Both of these young sailors had no help at all from Ed or anyone else on the boat. Congrats to both of you for doing an excellent job! □

Racing (TOT ) Start date&time 10/3/99 12:1000						
Yacht	Skipper	PHRF	Eltime	Corr.	Pnts	Place
=====	=====	=====	=====	=====	=====	=====
PINOCCHIO	Knowles	120	2:5704	2:5146	1.00	1
SCHATZ	Herte	120*	2:5821	2:5301	2.00	2
FLYING COLORS	Curtis	225	3:2714	2:5348	3.00	3
MAIL-ORDER BRIDE	Pratt	138*	3:0654	2:5634	4.00	4
CHRISTINA	Spillane	120*	3:0209	2:5642	5.00	5
COHERENT	Sibson	129*	3:0751	2:5949	6.00	6
LEADING INDICATOR	Thibeault	168*	3:2546	3:0616	7.00	7
ANTICIPATION	Parsons	201*	3:3808	3:0847	8.00	8
SUN BEAR	Crosby	30*	2:5345	3:1443	9.00	9
NANTUCKET BOUND	Moretti	201*	DNF		14.00	14
HOT TUB	Thompson	96*	DNC		14.00	14
TOTAM	Selig	162	DNC		14.00	14
RUMB SQUALL	Mullen	78*	DNS		14.00	14

Cold Duck non spinnaker class (TOT ) Start date&time 10/3/99 12:2000						
Yacht	Skipper	PHRF	Eltime	Corr.	Pnts	Place
=====	=====	=====	=====	=====	=====	=====
SERENITY	Richardson	282*	2:3254	1:5927	1.00	1
ISLE OF SKYE	Johnson	282*	2:3613	2:0202	2.00	2
COLORS OF THE WIND	Smith	249*	2:4158	2:1145	3.00	3
MAKIN TIME	Coneys	199*	3:0029	2:3637	4.00	4
SHOCK	Smart	234*	3:1045	2:3808	5.00	5

Cruising (TOT ) Start date&time 10/3/99 12:1500						
Yacht	Skipper	PHRF	Eltime	Corr.	Pnts	Place
=====	=====	=====	=====	=====	=====	=====
LILY PAD	Saliga	204	2:3705	2:1525	1.00	1
CLASSY LADY	MacQuarrie	192*	2:4041	2:2045	2.00	2
IMPATIENT	Johnson	174*	2:3804	2:2154	3.00	3
SEASCAPE	Loranger	162*	2:5456	2:3942	4.00	4
FORCE 5	Sideris	132*	DNS		6.00	6

\* Uncertified handicap (Non-PHRF Member)

# Windy Conditions Produce Exciting J-Jamboree

by Bob Lemaire

As hurricane Floyd crept toward the Carolinas early in the week, we wondered if the 1999 J-Jamboree on Lake Winnepesaukee was going to happen. On Wednesday night the storm made landfall in North Carolina and was whipped up the coast in the jet stream to pass through western New England on Thursday night. Blues Power tugged on her mooring all night but survived with no damage, as did the other J/80's on the lake and Fast Company from Montreal that rode out the storm on her trailer in Fay's parking lot.

Friday dawned rainy and WINDY. The lake had come up five inches. The traveling J24's and J80's arriving throughout the day were happy to have made it to the lake after trailering in 40mph winds. The boats were in and rafted up by dark, which came early in the lingering clouds and rain.

Saturday dawned bright and sunny and WINDY. Northwest in the high 20's. Marc and Rob set out from Wolfeboro in Blues Power for the eight-mile trip, you guessed it, northwest up to Gilford. The waves in Wolfeboro were three feet high and less than a boatlength apart. That's why we have a six horsepower outboard. Up in Gilford the waves were smaller, one to

two feet. The good news is that the Broads belongs to the sailboats in that kind of weather. There would be no powerboats blasting through the race course today. The race committee, headed ably by Don Sibson, set it's unique "box" course which allows the two fleets (24's and 80's) to start and finish at random without interfering with each other. I don't think we had more than two or three meeting situations with J24's all day. The breeze held strong all day with the fleet completing six races. The action was close and in the heavy breeze there was a lot of opportunity to gain and lose big time. The downwind legs were really fast. Some chose to drive almost dead downwind while others took the high road for some exciting high speed planes. Results were mixed. At times a boat would run deep wing on wing without the spinnaker and hold it's place. Other times the same tactic would lose four or five places. After racing everyone retired to the Winnepesaukee Yacht Club to work on lightening the Budweiser Beer Wagon and eat a great meal prepared by WYC members. After six races in such a big breeze there were more than a few stories to be told.

Sunday started out with the traditional hoisting of the AP pennant, hinting a lack of wind. What a difference a day makes. After about a half-hour of that the RC took us out on the water for a little more waiting. There was a very light breeze blowing from the Northeast and it was not expected to last. Excess Bandwidth and Over the Edge engaged in a spectacular water fight that involved some pretty technical outboard maneuvering. They're both ready for the match racing circuit. Finally the RC started a race. As the breeze went from little to less we finished the race. Rhode Island's Greg Morash, driving Adrenalin got a great start and just extended his lead to easily win. A second race was started but abandoned as Pinocchio ghosted around the windward mark in his own private breeze.

The last keg was empty and the traveling boats were out and ready to head home by five o'clock. Awards went to traveling boats in both classes with none of the local entrants able to break into the top three places. Final results are shown on the included tables. Thanks to all the J-80 fleet 1 and J24 fleet 140 members who helped with the registration, launch, haul-out, accommodations, and hospitality. □

## J/24 Results

Place	Sail#	Name	Skipper	Port	#1	#2	#3	#4	#5	#6	#7	Points
1	4014	Air Jordan	Jordan	RI	2	2	1	2	5	6	4	22
2	2901	Fawn Liebowitz	Hobart	VT	1	1	OCS	1	2	1	3	23
3	1587	Xingu	Kraemer	MA	6	8	2	4	1	8	1	30
4	3299	Rigel	Harrington		8	6	3	8	7	2	2	36
5	4	Ice Cube	Quaid		3	5	4	6	4	7	9	38
6	4183	Impatient	Philpot	NH	7	3	6	7	6	5	5	39
7	3459	Good Stuff	Nickerson	NH	4	7	7	3	9	4	8	42
8	3300	Results	Signorelli	VT	5	4	OCS	5	8	3	6	45
9	2337	Oar Else	Tower		OCS	9	5	9	3	10	7	57
10	3713	Leading Indicatr	Thibeault	NH	10	10	8	10	10	9	10	67
11	4525	Finishing Touch	Davis	NH	9	11	9	11	11	DNC	DNS	79
12	541	Stinger	Merchant	NY	DNC	DNC	DNC	DNC	DNC	DNC	DNC	98
13	687	Old Squaw	Pruyn	ME	DNC	DNC	DNC	DNC	DNC	DNC	DNC	98

## J/80 Results

Place	Sail #	Name	Skipper	Port	#1	#2	#3	#4	#5	#6	#7	Points
1	99	Adrenalin	Morash	RI	1	1	1	1	1	1	1	7
2	49	Phantom	Carr	VT	2	4	4	3	5	3	3	24
3	50726	Crocodile	Hannah	NY	4	2	6	7	3	2	8	32
4	52	Pinocchio	Knowles	NH	5	3	8	4	2	5	6	33
5	83254	Moosetaken Ident	Olsen	VT	3	5	5	2	6	7	7	35
6	249	Dolce	Bunting	NH	6	6	2	6	10	4	2	36
7	220	Excess BW	Sass	NH	8	8	9	7	9	9	4	54
8	82	Blues Power	Lemaire	NH	DNC	DNC	3	5	4	6	9	55
9	205	Christina	Friedel	NH	9	9	10	8	11	8	5	60
10	148	Fast Company	Baehr	CAN	7	7	7	10	8	12	10	61
11	175	Over Edge	Scott	NH	10	10	11	9	12	10	11	73
12	130	Conundrum	Greene	MA	DNC	DNC	DNC	DNC	7	11	13	87
13	155	Anagazander	Wilder	NH	DNC	DNC	DNC	DNC	DNC	DNC	12	96



Ed Philpot's J/24, *Impatient*, surfing down the waves



# Fay's Boat Yard Cruisers' Race

by Dan Saliga

The Fay's Boat Yard Annual Cruisers Race on Saturday, September 25th was a lot of fun. We had eleven boats sign up for a great afternoon of sailing. It was the kind of day that made you want to continue sailing even after the race had ended. Winds started out around 7 knots and as the race progressed picked up to around 14 kts. This "Reverse Start" event had an 11 mile course that took about 2½ hours to complete.

The first place Beneteau winner, Full Sail, has the distinction of also having won the Aftermost Mast Award as the last boat to finish. I'd like to thank Chris Rich, of Freewill II, for the privilege of crewing on his Catalina 36 II. I had a great time out there. Tom Coneys, new to racing late this season, got some help from seasoned sailors Seymour Friedel and Linda Andrews. Tom's driving and the crew's work brought Makin Time to the first overall position.

From the spirited discussions overheard at the post race festivities, everyone that participated had a great time. Don Parsons and his wife Carolyn did an excellent job for the onshore festivities. I heard that Carolyn threatened him that he better not win again this year so they wouldn't be in charge of the festivities again next year. For those of you that might not know, the overall winner will host the following year's activity. So Tom it's your turn next year!! Thanks to Bob Lemaire for donating his time being race committee. Last but certainly not least, thanks to Merrill Fay for sponsoring this race, letting us make use of the facilities and providing the prizes! Thanks to all those that participated.

Yacht	Model	Skipper	PHRF
===== Overall Winner =====			
MAKIN TIME	Pearson 33-A	Coneys	199 C P *
===== Catalina =====			
CLASSY LADY	Capri 25	MacQuarrie	192 C P *
ANTICIPATION	Capri 22	Parsons	207 C P *
FORLIG VIND	Catalina 27	Kinne	234 C P *
BLUEBERRY PIE	Catalina 27	Spaulding	228 C P *
FREEWILL II	Catalina 36II	Rich	174 C P *
AIR EXPRESS	Capri 25	Boucher	192 C P
HALEAKALA	Catalina 34	Garland	168 C P *
===== Pearson =====			
SLING SHOT	PF Flyer	Rogato	144 C P *
BABE II	Pearson 36	Nigl	168 C P *
===== Beneteau =====			
FULL SAIL	Beneteau First 21	Moccia	207 C P *

## Local Knowledge

On returning from a cruise down to Wolfeboro, particularly in the darkened night time, this lighted marker on an island's rocky shoreline is a confidence builder that you are on course. Where are you and what is the name of the island?



## Support Youth Sailing - Donate Your Boat

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# Youth Sailing Program

The past year's Youth Sailing Program was successful by most standards of review. The one-week/full day format proved to be a more focused learning environment. This format also allowed us to increase the total number of students we could handle by some 50%. Meghan Heckman, our lead instructor, prepared an excellent curriculum for this past summer. It should provide a basis for instruction in the coming years. The Thursday afternoon special activities were well received by the youngsters. With the achievements in 1999 as a basis we now look at what we could do in the coming year.

A Youth Sailing Program committee will be tasked to set up the program for year 2000. We will look into two major additions to the program. The first, and most ambitious task, will be to consider and, if deemed feasible, hire a salaried coordinator for the program. That individual will be charged with carrying out the pre-season planning, publicity, and registrations and then day to day oversight during the operating weeks of the program next summer. In years past there was an adult-parental presence that greatly relieved the responsibilities that had to be assumed by our young adult instructors. For much of this year this was not the case.

What with a lack of volunteers able to dedicate the time required, it seems appropriate to create this paid position. The committee has been tasked to prepare a job description, determine an appropriate salary structure, and recruit a qualified individual. The second task is to research and where possible and practical, consider operation of our summer program at alternate locations to Smith Cove in Gilford for some of the scheduled weeks. Holding a few weeks' classes in Meredith, Wolfeboro, or on other local lakes may offer the sailing experience to a broader

range of area youth.

In addition, the board has requested that a review be made into finding a new, more amenable location to run our program as well as to prepare a new boat acquisition proposal that considers when, what kind, and how to pay for a new fleet of boats.

If you wish to help out in some way, as a committee member or to just present your ideas please contact Al Posnack, 603 483-5641, who will be recruiting members for the committee.



*Our Optimist Prams being towed out for the day's lessons.*

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## *Schedule 2000* (Cont'd from page 1)

events for June, July, and August might include an Ice Cream Run to Wolfeboro, another Splash and Dash sail/golf outing, a Night Owl sail, or anything else you might suggest. The secret to success will be to get a race chairman to volunteer for an event and to secure a business sponsor for that event. The sponsor would receive the publicity in return for monetary and/or goods and services donation. Our race committee may be in touch with you this winter to explore your interest and

ability to assume planning and execution of one of these events. Don't be shy.

Special events on the lake will include the Winnepesaukee Open One Design (WOOD) in June, the WYC Commodore's Cup in July, and the J-Jamboree in September. The LWSA will continue to provide venue for Youth Sailing (and adults who dare) on Wednesday nights and for One Design Racing on Thursday evenings. The WYC is expected to again sponsor Friday night PHRF racing.

Of course to run this number of events we will need additional volunteers to perform on our race committee. Please read the article from the September issue on joining the Race Committee.

If you have comments on this sailing event proposal for next year or have a novel idea that would encourage wider levels of participation, or would just like to volunteer to help out, please contact a board member or drop a note to the LWSA address.

# End of Season Thoughts

by Tom Roberts as seen in *JackTar* (Mobjack)

Now that the sailing season is over, it's time to start thinking about how to improve performance next year! Here are some ideas from two experienced sailors who put postings on the Internet. They made sense to me - how about you?

## One sailor gave me these tips:

1. Don't give up. I've been crewing on the same boat for eight years now. In the beginning we were DFL even in club races. We got better and now generally place in the top three in any given race and have several series championships to our credit. Don't forget that even in club races you may be sailing against some fairly seasoned competitors tuning up for the big weekend race.

2. Crew - at least a few times. It's amazing what you learn. Hop on a boat at another club. Every week you have the opportunity to hang out with some outstanding racers, meet people, ask questions, and learn.

3. Get another opinion. Get to know the other skippers in your class and invite them for a sail and advice session. Things that you are familiar with from cruising may not be the best for racing. If you have recently purchased sails, talk to the sailmaker about going for a sail and giving you tuning and trimming advice.

4. Make the effort - or at least some effort to start. Someone once said that everyone starts with 100 points and everything you do wrong costs points. There may be fairly new racers, less than optimum boats, inexperienced crew, etc., on some of the other boats. Put all those factors together on the same boat and you aren't likely to place well. The sad fact is that if you don't make any effort to go fast, you can't be surprised when you don't.

5. Take lessons. If you have the time and \$\$, try a week at some place like J-World. At the other end of the budget, get lessons at your local club.

## Another sailor gave me these tips:

1. Don't give up. I spent a long time at the back of the pack and so has most everyone else. Sailing is an experience driven sport and I don't know of any quick and easy way to gain the necessary experience. Ask the people who finish ahead of you what they think you did wrong. This is an ego destroying exercise but you will get some good input.

2. Lighten up the boat. Sailing is also a money driven sport but taking unnecessary weight off the boat doesn't cost money, just effort. When I started racing, the pack would do a horizon job on me every time. I took everything off the boat right down to the cushions. When I started to put things back, I would ask myself, (a)

is this item required by the rules? And (b) will this item make the boat faster? A negative response to both questions meant the item was taken home for storage. This allowed me to stay up with the pack and occasionally challenge for next-to-last place.

3. Have your sails recut. The sails on a sailboat are like the engine in a racecar. If your engine is old and tired and missing on two cylinders, you can't expect to be in the race. Observing the subtle differences in sail shape is a lot harder than you might think.

4. Work on developing a crew. Sailing, except on a single-hander, is a team sport. If you have to talk your way through each maneuver before you do it, you won't be able to keep up with boats that don't.

5. Crew on a winning boat. At the club race level this should be relatively easy. Usually, just showing up on the dock with some beer is all it takes. During the race, keep your eyes and ears open and your mouth shut. Pick up as many details as possible and save your questions for the trip back to the dock after the race. Pay particular attention to how the skipper communicates with his crew, and the attention devoted to strategy, sail trim, and wind shifts.

## And now my humble opinion:

First of all ... keep things fun! Lighten up if you have to and enjoy the time out on the water even if it is watching transoms over the horizon!

My own personal experience has been to keep trying. I started crewing on an Express 27 and we had boat follies! Spinnaker work was wild, although we had a skipper who I came to trust immensely. Once we had a regular crew and started checking each other, looking ahead and anticipating, the skipper didn't have to organize the spinnaker, gybe, takedowns, jib sets, etc., he could read the wind and race! After taming that relatively huge spinnaker, I jumped on a Mobjack in moderate wind and it's spinnaker was like a toy! What a blast! Once, early on, I was racing tentatively in a fleet of 27 boats and found myself in a genuine all out race, being covered and trying to shake the other guy for 22nd place! We were suddenly focused: how can we get every ounce of speed out of the boat and those old sails? We were lit! And it was fun! Well, he shot the finish line and beat us by less than 1/2 a boat length! But we felt like we had genuinely been racing, because we had been!

Sail your boat as often as you can, especially on those light air days. Also, try crewing on your own boat or type of boat. Or get one of the more experienced racers to sail with you even if it's not a race. Watch some of the ways they handle the boat. When you can anticipate the next maneu-

ver or situation, you are advancing. The first time you set the spinnaker and gybe it for tactical reasons rather than "you had to to make the course", you will sense the accomplishment. Once the sailing is comfortable, you can look ahead and outside the boat.

I learned that when starting, have the boat under control and know your options: speed up, slow down, turn right, turn left, etc. If the conditions are a little hairy, lay back just a little bit (it doesn't have to be far to stay out of the way) and watch what happens. Try to figure out why, then ask the others later. When you're feeling good about yourself and your boat, stick your nose in there, you have all the same rights and they will be respected.

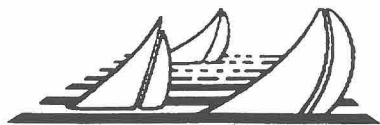
In any sticky situation, talk to the boat near you. Don't freeze up and go silent. Tell them you have another boat on the other side, tell them you're having a problem with your spinnaker, and ask them if you don't have right of way or know what your obligation is. I tend to freeze and be intimidated but I'm getting better.

If anyone offers a clinic on starting, rules, etc. GO! We had one where we had seven boats sailing in a 100' by 50' square (at least it seemed that small) for 5 minutes each leading up to a start. You really learn how to maneuver in that limited space. We must have done twenty tacks and gybes each time.

Also, don't be afraid to back down and reef or not set the spinnaker when it's too windy. It pays big time just to finish. There will be a time when you and your crew are one with each other and the wind and you'll be ready to go for it in anything, but even the best back off when it's prudent. (In a series of races you can win the series and never win a race.)

Also, if you think your sails are "gone" but can't buy a new set, try replacing them one at a time. The jib is probably the first to go and the least expensive and on most boats can make the most difference. Get someone to show you how to tweak them. I had a guy come on and race on a windy day and he really honked down the Cunningham, vang and outhaul, more than I thought possible and advisable. That sail really got flat! We trimmed the traveller instead of the main sheet and were really fast.

But most of all, don't forget ... It's about having fun!



LAKE WINNIPESAUKEE

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November 1999

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