

The *BROAD REACH*

Volume 4, Number 5, December 1991

A Publication of The Lake Winnepesaukee Yacht Racing Association

Commodore's Corner

by Dave Mackey

Well, if you haven't heard, there's a new slate of LWYRA officers for 1992. Elections were held at the Annual Banquet and your's truly is the new Commodore, with Mike Largesse as Vice Commodore and Ray Lanza as Rear Commodore. Alan Kanegsberg continues as Treasurer, and joining us as Secretary is Donna Delgado. Speaking for the group, we appreciate all the offers of support and kind words we've received. I'm not sure if congratulations or condolences are in order, but we intend to do a good job for you, and we will certainly need all the support and help we can get.

I've never been one to hold back at the starting line, so we have already begun working on a number of ideas and plans. The week following the banquet a board meeting was held and three areas of need were identified as priorities for the year. These were Organization, Fund Raising, and Membership.

The LWYRA has grown over the years, not only in terms of membership but more significantly, it has become a

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The 1991 Awards Banquet

Winter Seminar

Mark your Calendar for Saturday, February 8. The LWYRA is presenting a Mid-Winter Seminar, plus a general meeting of the membership to be held at The Wolfboro Inn. Richard Hallett of Hallett Sails will present a day-long Sail Trim Seminar beginning at 9 AM. Richard is gearing the course to the lake sailing environment with special attention to subjects such as wind shear, velocity lifts and headers, and light air trim. Course materials will also be provided. Both members and non-members are invited. The cost is \$35 per person for 1992 registered members and \$55 for non-members. A buffet lunch is included.

At the conclusion of the seminar at approximately 4:30 a regular meeting of the membership will be convened. This meeting is opened to 1992 members and may also be attended by their guests who are interested in becoming members. Members are urged to attend this meeting as several impor-

tant topics will be up for a vote. These include adoption of our By-Laws, a proposed name change for the organization, and committee reports.

After the meeting, a BYOB / hors d'oeuvres hospitality suite will be opened to all. For those wishing overnight accommodations a special rate of \$50 per couple has been established for either Friday or Saturday or both. Make these arrangements directly with the Wolfboro Inn at 603-569-3016. Mention the LWYRA Seminar. Sign up for the Seminar by filling out the form on page 5 and sending it with payment to Helen Lanza at 22 Cathedral Circle, Nashua, NH 03063. She must inform the Inn in advance of our attendance so there is a cut-off date of February 1.

It is important to note, that you don't have to attend the seminar in

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leading force in the sport of sailing on the Lake, with major commitments to Racing under the USSA (formally USYRU), our very successful Youth Sailing Program, plus all the regattas we run for ourselves and other organizations. While all these are very positive things, they are in danger of coming apart simply because too few people are carrying the load. In many respects it's like the old story of the executive not having enough time to hire a secretary because he or she is too busy typing letters. We are already burning out some people in an undertaking which is, after all, a hobby. I sense, however, that many of our members want to take a more active role and would be more willing to do so if they knew up front exactly what sort of time commitment they needed to make. In order to give someone a job you have to first define it, and then provide some guidance and a time frame. In short, it must be organized before it can be carried out. The definition of each task and job in the LWYRA will, therefore, be our first priority. A great deal has already been accomplished on this front, and is the subject of an article elsewhere in this issue.

Our second priority is Fund Raising. One reason why it has been difficult for previous Commodores to spend time organizing ourselves has been the continual battle of having enough funds, and worrying about how to get by with too little. Last year the economy really worked against us in this area, simply because it worked against potential sponsors. Our approach in 1992 will be different. Rather than to depend on donations from a few, we will offer value to a great many. Work has begun on a new annual publication to be called "The Boating Handbook". This handbook will include valuable information for the boater, both power and sail. There will also be ample room for inexpensive advertising plus specific directories of restaurants and other shopping info. Advertising in this Handbook will not be a contribution by the local merchant, it will be a low cost way of reaching the weekend boater and increasing sales better than through any other medium. We can

help the local economy as well as our own organization. This is a significant undertaking but if we can make it work we will have a permanent source of yearly funding.

The third area of priority is membership. This means not just to increase membership but to build the value of LWYRA Membership for those who already belong. We intend to give the member "a break" on fees whenever possible. We will have meetings every other month, so that everyone can take part in the decision making process. We have also started to develop several programs which are in response to member needs that we have already identified. A sub-committee is being formed to run non-competitive cruising events for those who only race occasionally and find it hard to justify membership. At the other end of the spectrum many of our hard core racing members have gone through tough times getting crew lined up. Another sub-committee "Crew-Central" is being formed to deal with this problem in several ways, including the establishment of a liaison with schools and colleges in the Northeast that have sailing programs, local publicity and by acting as a clearing house for both boats and crew.

These are just a few of the ideas which are already being implemented. However, none of this will work without some commitment from each member. ♦

The Cold Duck Race

This year the Cold Duck should have been named the "Wet Duck." Not only did the rain make the sails soggy, but rain water caused the score sheet to adjust finish times without anybody's knowledge. As a result, we do not have the "correct" corrected results. If anybody out there has an official score and story, we will be glad to print it in the next issue.

The rumor mill's take is that the real winners got the right trophies. ♦

Should We Change Our Name?

by Alan Kanegsberg

New Name = New Image

Many of our members have suggested that the LWYRA follow the lead of the USYRU and change our name. On October 20, 1991, the USYRU officially changed its name to the *United States Sailing Association*, to be known as *US Sailing*.

The proposal is to change our name to Lake Winnepesaukee Sailing Association. The following is an excerpt from the US Sailing announcement and presents those arguments that might also apply to the LWYRA.

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LWYRA Executive Board

Dave Mackey, *Commodore*
Mike Largesse, *Vice Commodore*
Ray Lanza, *Rear Commodore*
Alan Kanegsberg, *Treasurer*
Helen Lanza, *Activities*
Chris Rich, *Advisor*
Donna Delgado, *Secretary*

LWYRA Committees

Bob Foley, *Long Range Planning*
Chris Rich, *By-Laws*
Dennis McMann, *Race Committee*
Sandy Mackey, *Youth Sailing*
Phil Kanegsberg, *Youth Sailing Auxiliary*
John Goodhue, *Committee Boat*
Kevin Lewis, *Crew Central*
Rich Destrempe, *Membership*
Gary Teft, *Fund Raising*
Pearl Nydam, *Handbook*
Lynn & Seymour Friedel, *Newsletter*
Bob Tole, *Publicity*
Tony Halsey, *PHRF*

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(Should we change our name? Continued)

"What was wrong with 'USYRU'?"

There was never anything really wrong with the name 'USYRU,' but many involved in our organization felt that the words 'yacht,' 'racing,' and 'union' in our name were limiting to our goals as the NGB (National Governing Body) of the sport. They felt we needed a new name which would more broadly express our mission and which would, at the same time, appeal to all constituents within the sport. We administer all aspects of sailing, not just racing. We were also aware that many people perceived USYRU to be an elitist organization because of the word 'yacht,' which often conjures up images of wealth and exclusivity which were (and are) not what we're all about. And we're certainly not a union in the labor sense of the word.

What do you hope to accomplish by changing the name?

Our goals with the name change are modest yet significant. First, we hope to eliminate confusion about what we do and who we are, and we think that including the word 'sailing' in our name, as opposed to 'yacht racing,' will help people to understand us"

If anyone would like to read the complete text of this announcement please contact me.

Does the logic presented in this announcement find a parallel in the LWYRA? I believe that it does, and I also believe that there are other arguments as well, not the least of which is our status as a non-profit organization and our ability to raise funds. I intend to propose the name change to the membership at the February 8 Meeting. ◊

Classified Advertising

Grottos Foul Weather Gear (Jacket, Bibs and Vest), Size Medium. Red and Blue. Worn one weekend only. New \$250, yours for \$200. Dave Bunting 603-569-3000.

Classified ads may be placed up to 1 week prior to publication dates. Cost is \$.50 per word for members. \$1.00 non-members. Make checks payable to LWYRA, and remit with ad. Seymour Friedel 18 Winding Brook Road, Goffstown, NH 03045

Long Distance Challenge Results

by Seymour Friedel

This race, aka "The Big Enchillada" was held on a beautiful fall-like Saturday. The cold temperatures (I had to scrape the ice off my deck) and 10 mph+ winds kept the sailing interesting and the powerboat traffic low. An intricate course based on several trips around the islands in the northern part of the lake made for interesting and beautiful sailing.

Ray Lanza and Mike Weisberg provided an informal starting horn around 9:00 AM about a quarter mile south of Welch Island. True to form "20/20" got off to a late start since we missed the five minute warning horn. "Dead Horse" and the "Polish Princess" got into a luffing dual soon after the start. Everybody headed east of Welch to the first mark which was to round Big Beaver Island to port. Since the next mark was the "Witches" to port, a strategic decision was required. Everybody, except the Kanegsbergs in "Time Bandit," decided to go between Bear Island and the mainland. The "inland" route seemed to be the correct decision as there was not enough wind outside of Bear to make up for the extra distance required by this choice. Three boats took an additional short

cut by sailing between Pine Island and the Mainland. As some of you know, this is a narrow channel which is not too deep.

As time went on, the racing fleet separated by handicap. The results were very close for a race of this length. The finishing racing boats were within 13 minutes corrected time from 6th place to 1st. Don Sibson took first in "Coherent" followed by Jack Benz in the "Polish Princess." Tony Halsey, who ran the race by radio from his boat "Dead Horse," took third.

Our commodore Dave Mackey, sailing aboard "Mischief Maker", took an easy first in the cruising division. Less than three minutes separated Sam Bradbury in "Kiwi II" and Jeff and Debbie Hendrickson in "Boreas" who finished second and third, respectively.

After the racing, a small bash was held in the game room at Fay's Boat Yard where good beer, cheer and the usual sailing stories abounded.

All participants agreed that it was a good time and hoped this race would become an "institution" over the coming years. We all hope to see more entrants at next year's starting line. ◊

Long Distance Challenge Race Results

Racing A length= 25.20 miles start date/time 9/28/91 9:4100

Yacht	Skipper	PHRF	Eltime	Corr.	Pnts	Place
COHERENT	Sibson	129	0:4407	-603	0.75	1
POLISH PRINCESS	Benz	108	0:3857	-384	2.00	2
DEAD HORSE	Halsey	84	0:3113	-243	3.00	3
FORCE 5	Jackson	123	0:5125	-14	4.00	4
20/20	Friedel	0	0:0000	0	5.00	5
TIME BANDIT	Kanegsberg	123	0:5342	172	6.00	6
COMEBACK	McKenzie	276	DNF		8.00	8

Cruising A length= 20.27 miles start date/time 9/28/91 9:4100

Yacht	Skipper	PHRF	Eltime	Corr.	Pnts	Place
MISCHIEF MAKER	Mackey	144	0:0753	-2445	0.75	1
KIWI II	Bradbury	168	0:4359	-766	2.00	2
BOREAS	Hendrickson	174	0:4834	-612	3.00	3
SHADOW	Destrempe	153	0:4232	-549	4.00	4
FREE WILL	Rich	207	DNF		6.00	6

Your 1992 Organization

"Divide and Conquer" is the military approach, while those with more domestic attitudes would say "many hands make light work." In either case the principle is the same. Any task which needs to be accomplished becomes immediately easier if it can be broken down into its component parts, then given to someone who does nothing but focus on that part of the task.

If you've read the Commodore's Corner you know that we are planning some very extensive projects-projects which will move the organization significantly ahead and make all our lives easier in years to come. Our membership currently stands at about 80. If each member will commit to take on their share of the tasks, we are already halfway there.

The board met in early November and established an organizational structure which is described below. We hope this structure will work well and be made permanent for the LWYRA. Committees are already in the process of forming and if you have an interest in a particular area, contact the person in charge of that area.

The Executive Board consists of the Commodore, Vice Commodore, Rear Commodore, Treasurer, Secretary, and two new positions. The first is a position called the "Advisor." This position is on the board to add perspective and consistency to the organization and also to coordinate The Atherton Award. This position is held by the immediate Past Commodore. The second board position is the Activities Chairman who is Helen Lanza. The Activities Chairman is in charge of running almost all of our non-racing events through three sub-committees, one specifically in charge of the Labor Day Regatta headed by Eileen Teft and Helen Lanza, a second which puts together special events such as our Winter meeting, Spring seminar, Open House, and Annual Banquet. A third committee to be headed by Jeff Hendrickson and John Haluska will put together a schedule of non-competitive cruising events.

Reporting to the Commodore are two temporary committees. The By-

Laws Committee is preparing By-Laws for the LWYRA which will be submitted to the membership for approval at our February 8 meeting. This Committee is headed by Chris Rich, with Ed Philpot, and Alan Kanegsberg. The Long Range Planning Committee is working on two specific questions which I believe need a long-term perspective. First, what will it take to maintain and upgrade the assets we own? What boats should the Youth Sailing fleet be moving to acquire if any? Bob Foley is chairman with Donna McMann, John Goodhue, Bob Garland, and Terry Pratt. They will be researching these issues and submitting a proposed plan to the membership at our March Meeting.

Both the Rear and Vice Commodore's positions have changed a great deal. The Vice Commodore will oversee specific sub-committees which deal with those aspects which are of a promotional nature. These include Fund Raising to be headed by Gary Teft, our new publication "The Boating Handbook" headed by Pearl Nydam, Membership Development with Rich Destrempe in charge, Publicity overseen by Bob Tole, and "The Broad Reach" published by Lynn and Seymour Friedel.

Ray Lanza, our Rear Commodore will oversee sub-committees which are related to on-the-water activities-the Race Committee with Chairman Dennis McMann, Youth Sailing with Sandy Mackey as Chairperson, a new Youth Auxiliary sailing club for our Young Sailors with advisors Phil Kanegsberg and Mark Williams. In addition, Boat Maintenance will be overseen by John Goodhue who will look after all our boats including Youth Sailing craft. Another important new committee is "Crew Central," which will be headed by Kevin Lewis. The objective of this committee will be to attract potential crew members and to act as a clearing house to get them signed up on a boat for the entire season or just for a single race.

Well that's it in a rather large nutshell. Expect a phone call shortly, or don't wait, pick an area and call the Chairman. ♦

Winter Seminar, continued

order to attend the business meeting. While on the subject, keep your calendar open for March 28 this is the most likely date for our Spring Seminar and General Meeting, which is planned to follow the same format. The tentative subject for the Seminar will be rules and tactics with special emphasis on starting techniques. More on this in the February issue. ♦

Lake Championship Awards

The results of the Lake Championship are given below. These awards were given out during the banquet. This year, as in previous years, a skipper had to sign his boat up at the beginning of the season in order to be eligible for this award. This year there were very few entrants. Next season, entry will be automatic. This will insure that the boats with the best records wind up with trophies.

Racing A:	Racing B:	Place
Time Bandit	Bonzai	1
20/20	Lady Kered	2
Force 5	Classy Lady	3

Cruising A:	Cruising B:	Place
Mischief Maker	Freewill	1
Zephyr		2
Impetuous		3

Is Your Broad Reach Subscription About to Expire?

"I didn't know I had a subscription. It just comes in the mail". If this is what you think you are correct. Currently the Broad Reach is mailed first class to nearly 300 individuals and sponsors. Only about 80 of these are members or sponsors of the LWYRA. Beginning in 1992 The Broad Reach will only be mailed on a no charge basis to members. Others who would like to receive it can do so at a subscription price of \$12 per year. Send your subscription to The Broad Reach, P.O. Box 7047 Gilford, NH 03247. ♦

Winter Seminar on Sail Trim & LWYRA Business Meeting

Where? Wolfboro Inn, Wolfboro, NH
(603-569-3016)

When? February 8, 1992

Richard Hallett of Hallett Sails will present a one-day seminar on how to trim for speed, with special emphasis on the light air shifting environment typical of lake sailing. Specific discussions on Wind Shear, Velocity Lifts and Headers and how to use them to your advantage will also be included. The seminar will convene at 9 AM. A buffet lunch is included. Cost \$55 per person (\$35 for LWYRA Members).

A Business Meeting for LWYRA Members will convene at approximately 4:30 PM, followed by a hospitality suite open for all. (BYOB & Hors d'oeuvres please, mixers and soda provided)

Overnight accommodations available at a special rate of \$50/couple. Make arrangements directly with Wolfboro Inn.

Registration Deadline: *February 1.*


Name: _____ 1992 LWYRA Member? Mail completed form to:
 Street: _____ Helen Lanza
 City: _____ State: _____ Zip: _____ 22 Cathedral Circle
 Phone: _____ Nashua, NH 03063
 Others Attending

Name: _____ 1992 LWYRA Member? Questions? Call 603-881-5844
 Name: _____ 1992 LWYRA Member?

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Membership Renewal Time !

The LWYRA is becoming a year round endeavor. The new year will see general meetings every second month, activities such as our Winter and Spring Seminars, a May Open House, and our Fall Banquet, in addition to our normal schedule of summer events. The Broad Reach will also be coming to members during the even months year round.

Membership will also be on a year-round basis, and your renewal will be in the mail shortly with a target return date of January 1, 1992. We have held the dues at the same rate as 1991, but have added a new option to also join the USSA (formally USYRU) at a discounted rate. This is a program called the "Golden Anchor." If you have been a member of the USYRU in the past, or would like to join for the first time, you

can receive a \$10 discount off their annual dues (\$25 instead of \$35) just by joining as a member of the LWYRA. All you need to do is to complete the USSA forms in addition to the LWYRA forms and return to Alan at our PO Box in Gilford. With USSA membership you receive their publication *The American Sailor* as well as the International Rule Book, membership card, decal.

It is no secret that we have all been going through tough times. The LWYRA membership has slipped in the past year although we actually have more people involved than ever. How can this be? While most of the boat owners joined in 1991, many of their most able crew members did not. In addition, many memberships slipped

from the family category to individual in 1991. We hear the message, "If you want me to join give me a reason." And that is exactly what we are aiming to do in 1992 with programs like the Golden Anchor and our Seminar series with discounts for members. These alone more than offset the cost of membership. The sailing organization which brings you the fun in the summer, needs your membership now, so that it can grow and prosper. ♦



P.O. Box 7047
Gilford, N.H. 03247

Postmaster: Please send address changes to the address above.