

# The *BROAD REACH*

Volume 5 Number 2, February 1992

A Publication of The Lake Winnepesaukee Sailing Association

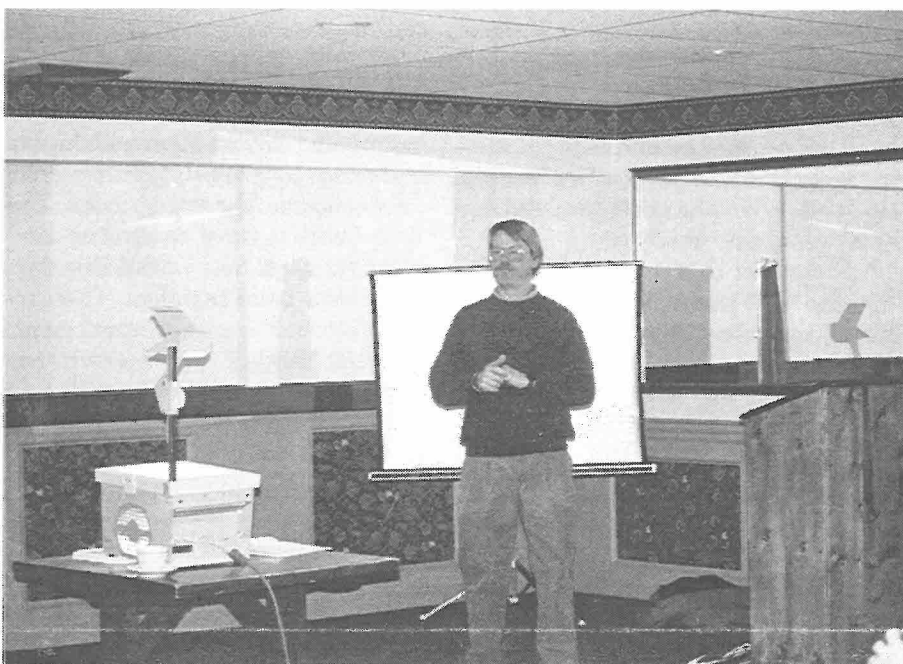
## Commodore's Corner

by Dave Mackey

It's only February and I feel like we're already half way up the first beat. Our first meeting, as well as our Winter Seminar, is complete. We have new By-Laws and a new name. Our membership renewal is off to an excellent start. Plans for the season are taking shape. I am very gratified and appreciative for all the efforts that are being made by our committees. There are reports about these activities elsewhere in this issue.

There is one important question however which remains. One which very much concerns me. This is the question of the size of our Racing Fleet. It's no secret that there has been a steady decline in the size of the spinnaker classes over the last few years while the non-spinnaker (Cruising) classes have been increasing. One might draw the conclusion that we should therefore focus our efforts on

(Continued Page 2)



The "Rocket" Lecturing on Sail Trim

Photo by Dave Mackey

## Winter Seminar

Richard, alias "Rocket," Hallett of Hallett Sails presented a day-long Sail Trim Seminar to 42 LWSA members on Saturday, February 8th. In addition to many carefully prepared slides, which were made available to attendees, a film was shown which brought the discussed techniques into clearer focus.

The seminar was divided into three sections. The first dealt with the Main Sail, followed by a session on the Jib. The last portion dealt with Spinnaker set. Each section was divided into two parts. First, "Rocket" lectured and answered questions while he explained the fundamentals as well as the subtleties of sail handling technique. Next, we were shown a North Sail video of an

experienced crew and sail "specialist" as they went through the topics covered by Richard. All agreed that the information was useful for a wide range of skill levels, from the amateur to the "pro."

An added benefit of the seminar was seeing summer friends and sailing companions. There was ample time to "shoot the breeze" with fellow Lake sailors.

All in all, Richard's seminar provided good value for the money. The Wolfboro Inn created a great backdrop for this get together. All of those who attended gave Helen Lanza a rousing hand of applause for a job well done in pulling this event together. ♦



## Inside

Cold Duck Results

What's New

Spring Seminar Application

Youth Sailing

Meeting Minutes

Tall Ships Cruise

Reporters Wanted!

Mailing Lists

## Commodore's Corner continued

events which appeal to the "cruisers" at the expense of the racing schedule. One might also conclude that the racers are losing interest. I believe that both these conclusions are wrong. I further believe that the rebuilding of the racing fleet is one of the most important tasks we can take on. It is also one of the most difficult. But unless we resolve to meet this problem head on, we may be in danger of moving away from the purpose and goals of the LWSA. Why has this occurred and what can we do about it?

It was not that many seasons ago that the "A" Fleet racing class was 190 PHRF and below. And there were very few boats registered in "A" fleet. Most of the action was in classes B, C & D where two or three folks could go out and fly a spinnaker on their 22 - 28 ft. boat and be competitive. It was the early eighties. Everyone had jobs and, more important, had the weekend off. The racing fleet was large, the cruising fleet was large....And then came the "super boats," the Hobie 33s, then the Evelyms, the Soverals and big J Boats. They were so much faster than anything else, they were so exciting to sail, but they needed a constant supply of crew. Crew and even owners began jumping ship for the chance to sail on these boats. And who could blame them.

The boat count started to drop as the faster and larger, more crew intensive boats began to multiply. The new "A" Fleet was 120 and below, and the part of the fleet which suffered the most was the slowest classes both racing and cruising. Then one day I was informed at the Spring Series sign up that there wasn't going to be a separate cruising fleet, that I would get my 12 points for not running a spinnaker, but would have to compete in the racing division. That was the end of the cruising fleet for sometime, and many of the cruising sailors have never returned to racing.

These days, the cruising fleet is in good shape, but it took years to rebuild. And a whole new generation of cruising sailors are taking part. This

rebuilding was largely due to the efforts of the Racing Class sailors who founded the LWSA and had the foresight to re-establish non-spinnaker racing.

While I don't think we are about to make the same sort of rash decision at the expense of the Racing Fleet, I think we face conditions which could have the same impact. I'm referring to the current economic conditions in the region. The slow economy has had a greater impact on the racing fleet simply because of the same crew problems mentioned earlier. Most cruising boats are sailed by a family, while putting a racing boat on the course means that 4 or 5 families have to give up dad or mom for what may be the only day off they both have together. Then try a two day regatta or the commitment for a series. Think of the owner who has to start a week or so ahead trying to line up crew, ...every week. We all love sailing but when the frustration level surpasses the fun level people begin dropping out.

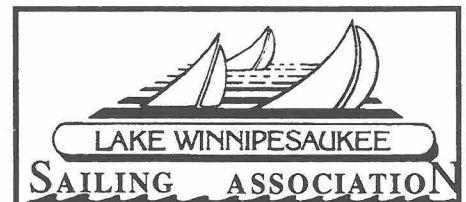
Well, we're not doin' nothin' about this problem but we need everyone's help. Crew Central is a new separate committee under the Rear Commodore. It is their purpose to help find crew for boats and boats for crew. To meet this problem a number of steps are being taken. Kevin Lewis is heading up this committee along with Mike Weisberg and Ed Philpot. Kevin is a collegiate sailor and is familiar with most of the college programs in the Northeast. He is setting up a liaison relationship with these schools so that they know about us and know that there are crewing opportunities for students who live or summer in the area. The appeal is that these young experienced dinghy racers are probably eager for the chance to become part of a keel boat crew.

Mike and Ed will be trying to coordinate other potential crew with owners. There are probably many who live in the area and who always wondered how to get on a racing boat. The committee will also be issuing news releases and public service announcements to the state media letting them know that we exist and can find them a boat.

In addition, the Race Committee is looking into ways to make the sched-

ule easier for the racing classes. There will be a new Youth Auxiliary for the more advanced Youth Sailing students. Perhaps they will be able to move into the main fleet before too long.

In closing, there is something we should all do whether you are in the racing or cruising fleet. Be aware of the problem. Talk up the organization. If you find someone who may be interested, put them in contact with Crew Central. If you have a regular crew and you can't make a race, try and get your crew a spot on another boat. Best of all get them involved in the organization. The crew problem may affect the racing fleet directly, but it is everyone's problem. If we can work together, Racers and Cruisers, we will all benefit. If you have other ideas, please let the committee members know. ♦



### LWSA 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*

### LWSA 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*

*The Broad Reach* will be published in February, April, June, August, October, and December. All materials for publication are due one week prior to the beginning of the month. *The Broad Reach* is a publication of the Lake Winnepesaukee Sailing Association (LWSA), P.O. Box 7047, Gilford, NH 03247, mailed free of charge to members in good standing. A yearly subscription is available for \$12.00. Publication or use of any material from *The Broad Reach* is not authorized without written permission. Further, *The Broad Reach* and the LWSA disclaim responsibility for typographical errors other than the obligation to print a notice of correction.

**PRINTED BOAT SHIRTS  
THE BRIGHTSIDE**

- Durable Inks
- High Quality T-Shirts

Contact: John Goodhue III  
802-257-3038



**SAWYER MEADOWS  
"BOAT BUNKHOUSE"**


Intervale Road, Guilford  
P.O. Box 7305  
Gilford, NH 03246  
(603)293-8016

**ANSON  
SAILMAKERS**

*A complete Sail loft in New Hampshire.*

Try our "quick turn around" repair service. We pick your sail up on Tuesday from Fay's, and have it back to you by the next weekend.





VARNEY POINT ROAD  
GILFORD, NEW HAMPSHIRE  
Telephone 603-293-8000

**BENETEAU®** by *Catalina* Yachts

***Mailing Lists***

The club's membership list, as it turns out, has commercial value. We have been approached by companies who offer products and services to the sailing community and wish to purchase our mailing list. This would raise valuable funds for our organization. However, some members would undoubtedly find their name on yet another mailing list annoying. In keeping with the spirit of privacy, we would like to hear from those members who do not wish to have their name included in the "for sale" membership list. Keep in mind that any list sold would restrict the purchaser from reselling it.

Many members have asked us for the membership list so that they may contact summer friends during the winter etc. We would like to mail a copy to each member. Again, we are aware that some of you would prefer that we not do that. If this is a problem for you, please let us know.

Below you will find a coupon to mail to our membership chairman, Rich Destrempe. You can remove your name from either or both lists.

**Rich Destrempe  
11 Beaver Brook Road  
Bedford, NH 03102**

***Rich, Please remove my name from the following mailing lists:***

Product Info Mailing List: \_\_\_\_\_

Club Members' Mailing List: \_\_\_\_\_

Please Print:

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

\_\_\_\_\_

# Spring Seminar on Racing Rules and Tactics & LWSA Business Meeting

**Where?** The Margate on Winnepesaukee, NH  
(800-MARGATE)

**When?** March 28, 1992

Dick Cheeseborough, a Senior USSA Judge with worldwide experience at numerous national and international competitions, will present a morning session on rules. Kevin Dailey of D&D Sail Makers (Long Island, NY) will offer a multi-media presentation on tactics in the afternoon. Kevin has broad-based one design racing experience in boats including Thistles, Stars and J24s. He is involved with the 50' series and will be campaigning on a Tripp 40 this year.

The seminar will convene at 9:00 a.m. A buffet lunch is included. Cost \$55 per person (\$35 LWSA Members). Remit payment with registration.

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

Overnight accommodations available at \$58/couple. A \$99 per person package for Friday and Saturday includes two breakfasts and one dinner. Make arrangements directly with the Margate.

**Registration Deadline: March 21st.**

**Mail completed form to:**

Name: \_\_\_\_\_ 1992 LWSA Member? \_\_\_\_\_

Connie Jackson

Street: \_\_\_\_\_

64 Cutler Road

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Litchfield, NH 03051

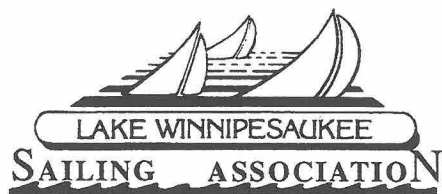
Phone: \_\_\_\_\_

Questions? Call 603-880-7311

Others Attending:

Name: \_\_\_\_\_ 1992 LWSA Member? \_\_\_\_\_

Name: \_\_\_\_\_ 1992 LWSA Member? \_\_\_\_\_



P.O. Box 7047  
Gilford, NH 03247

**TO:**

*Postmaster:* Please send address changes to the address above.