

The BROAD REACH

Volume 5 Number 6 December 1992

A Publication of The Lake Winnepesaukee Sailing Association

Commodore's Corner

by Dave Mackey

Take Time to Smell the Roses.

As the year draws to a close I find myself with a mixture of emotions. By all measures the LWSA has had a good year. In addition prospects are good for '93, with plans already underway for activities as you will read elsewhere in this issue. Thanks to all of you, for making this happen, especially thanks to our tireless officers and committee chairpeople who get things done with little direction (read interference) from me.

Yet the past several months have brought some sorrows to the LWSA, personally to several of its members as well as to the sport of sailing. In October I walked the decks of a new ocean racer at the Annapolis Boat Show. She was equipped with the latest in technology and at sixty feet in length seemed to carry such a solid air of confidence. I had no idea that just

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Messrs. Thompson & Mullen Co-anchor the LWSA Youth Auction

Don Sibson wins Atherton Award

by Seymour Friedel

This year's winner of the Atherton Trophy was Don Sibson. As per tradition, last year's winners, Pearl and Mike Largesse, made the presentation at the awards banquet.

Don is a very active member of the Winnepesaukee Yacht Club and participates in most of the season's events. In addition to consistently doing well on the racing course, his thorough

knowledge of racing rules has been a great help to anyone who needs it. This year Don ran the J-boat regatta in a very professional manner.

In geometry it is said that the shortest distance between two points is a straight line. However, in lake sailing, the shortest distance around any course is usually taken by Don's boat, "Coherent," a Laser 28.

Commodore's Corner

(cont'd from p. 1.)

days later *Coyote* and her single-handed skipper Mike Plant would meet tragedy not racing in the Southern Ocean but on the way to the starting line crossing the north Atlantic. Mike Plant was America's only competitor in this aspect of the sport, however, he sailed for the line with no overall sponsor and perhaps with compromises made due to the lack of finances. Yet the boat and skipper seemed so competent. In a way we all knew Mike Plant from following him in previous races in the pages of the sailing press. I think this made his loss more personal to many of us. That and the fact that his fate could befall any of us. Lake Winnepesaukee is not the north Atlantic yet each year there are boating fatalities. Let's all remember Mike when we double check our safety gear next Spring. Let's also remember, however, that Mike met his fate doing exactly what he wanted to do, sailing. He was fortunate to be able to make his livelihood from the thing he loved most.

Also in October the Association received a donation made to the Youth Sailing Program by David Marshall. The accompanying note explained that the donation was made in the name of G. Edward Mason, a friend of David's from Meredith who had recently passed on. I knew David primarily through his son Bryan and of the support he had given Bryan and his crew over the years and, in turn, that Bryan and his crew had given to sailing and to the Association. The thought went through my mind that sailors as well as sailing associations have guardian angels. People that remain in the background and support individual sailors in their endeavors as well as associations. David Marshall was one of them and I had resolved to get to know him better. Less than a month later David himself passed away prematurely at the age of 58. His story is told elsewhere in this issue in an article by Bryan. In the article Bryan explains that the Marshall Family "would be honored if the LWSA set up a memorial fund for the Youth Sailing Program." To Bryan, Delores, Jody and Pamela, we the LWSA are the ones that are honored by your gracious gesture. The board has met and agreed to establish the David M. Marshall Memo-

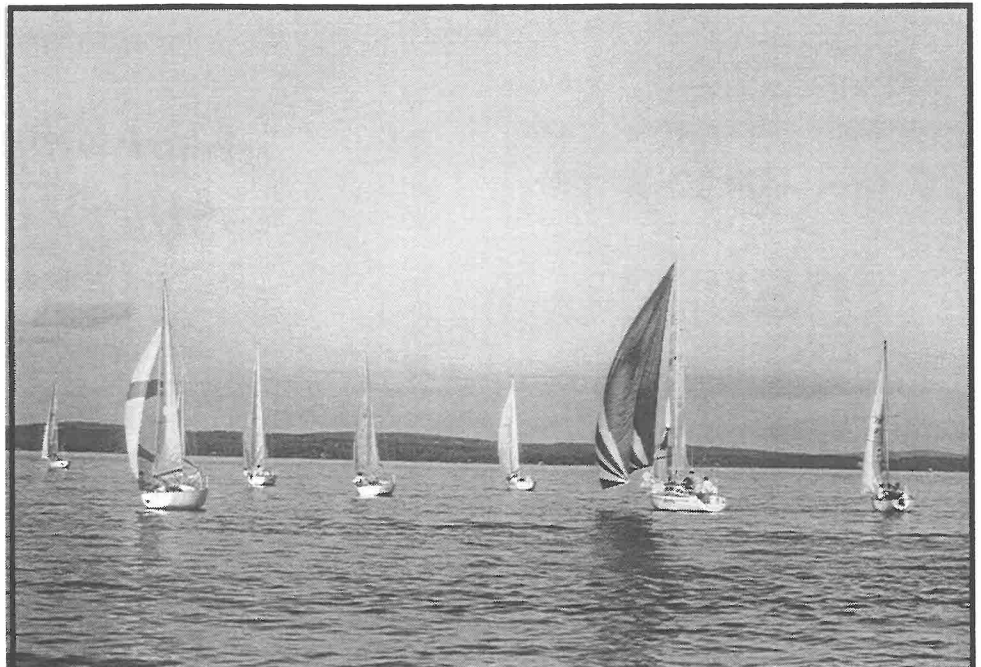
rial Fund for Youth Sailing. This fund will be used for the express purpose of adding boats to the fleet. Indeed, the LWSA has not lost this guardian angel. He lives on through the graciousness of his family and into the future as sailors yet unborn are able to join the sport through these efforts in the name of David M. Marshall.

He was known around our house as "Uncle Wes." He was Sandy's uncle, but he was really an uncle to anyone who ever met him. Wesley Holzhauser was one of those people who made you feel like he was an old friend even if you had just met him. Several years back he visited with us during a Winnepesaukee Yacht Club event. When we signed up on Saturday, he had never before set foot on the grounds. By Sunday afternoon he was introducing me to WYC members I'd never met before.

His philosophy of life was "Don't forget to smell the roses." And he knew when it was appropriate to remind others of this view and when it wasn't. For him it was a way of life. And this path meant that he didn't amass a great fortune. In fact he was always trying to figure out how to get that old car through another year. And through it all he always owned a boat. Sometimes it was a houseboat, or a powerboat, other times a sailboat and at times just a canoe but he liked being on boats. In this so called rich man's sport he was unique. For despite this lack of financial resources he rose

to the top of yachting in a number of respects. He was respected not because of what kind of boat he owned, but because of what kind of friend he was to all. Among his accomplishments was serving as Commodore of the Pass-a-Grille Yacht Club near his home in St. Petersburg Beach, Florida, an organization with over 500 members. He organized and built The Anchor Trophy Regatta into a major 150 boat event on Florida's west coast. When he passed away in September, he was about to complete a two-year term as Commodore of the Blue Gavel, a world wide organization of over 5000 past commodores of yacht clubs from Tokyo to the NYYC. During his last years, he was sent across the country and as far as Hawaii to conduct conferences and meetings for this organization. Just last spring he was the guest of the America's Cup Race Committee in San Diego observing these events from the "front row."

Like Mike Plant and David Marshall, sailing will miss Wes Holzhauser. But if at this holiday time we remember that life is short, and that we should give ourselves the opportunity to live it more fully by doing what we love most and by giving others the same opportunity whenever we can, perhaps we will help to honor these sailors.



Frying Pan Race competitors trying to make the most of light winds south of Welch Island

David M. Marshall

by Brian Marshall

It is with great sorrow that I must tell my friends and members of the LWSA of the unexpected death of my father, David M. Marshall, at age 58, of a sudden heart attack on November 8, 1992. Professionally, he was a prominent and well respected Springfield, MA, area attorney. But we all shall remember him best as a man who valued time spent sailing and boating with his family in our beautiful Lakes Region.

My Dad's first association with racing sailboats on Lake Winnepesaukee came in 1983 when he bought the J/29 *Apex*. That boat spent a great deal of time racing in the fleet and trained quite a few sailors. My parents always loved cruising aboard *Apex*, and even though they only occasionally raced with us, they almost always watched the races. Dad enjoyed watching us race because he loved to analyze and critique our performance each day, and besides, he could fish at the same time! Most of you have seen a little yellow runabout always hanging around our fleet, and that was my folks.

Many of you have also sailed on *Apex*, and I have always been proud of the compliments made about the

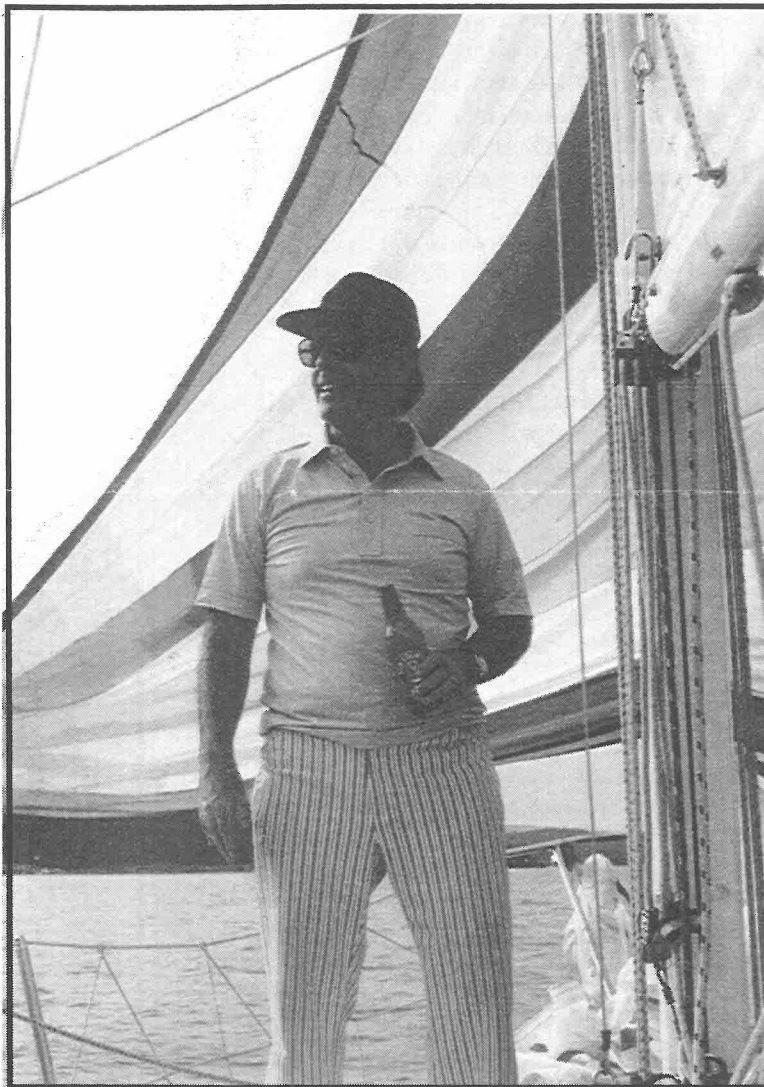
boat and my Dad's openness in having many people sail her. So for me and her crew: Jason Blais, Russ Stone, Jeff Bowman, Mark Sorenson, Chris and Alan

charity of which my Father thought highly.

After talking with my Mother, Dolores, and my two sisters, Jody and Pamela, we quickly decided that we would be honored if the LWSA set up a memorial fund for the Youth Sailing Program. If we can raise enough for two more Lasers, we can begin round robin fleet racing. Dad always believed in giving people a chance to learn, and it is comforting to us to know that from his untimely death, some good might come in the form of more young people learning to sail.

Cherish the time you spend sailing and whatever else you enjoy with your family. Happy New Year and thank you.

*Bryan
Marshall*



Whatley—a salute to David, father and friend.

Even after *Apex* was sold, my Father continued to stay active and supporting of Lake sailing. My family has always enjoyed the Labor Day extravaganza and auction for the Youth Sailing Program, a

Donations in David Marshall's name can be made to the LWSA, c/o Alan Kanegsberg, P.O. Box 7047, Gilford, NH 03247.

WHY PHRF CERTIFICATES?

The PHRF rating is the number assigned to each boat based on initial measurements and projections taken and made at the time of a boat's introduction to the market. Each new boat is assigned a rating before it's even launched.

This rating number represents seconds in either time-on-time or time-on-distance scoring and is the only way that a Beneteau 325 can race against a C&C 29 or a San Juan 24 on an "equal" basis. In lieu of one design racing PHRF offers the most cost effective and manageable way to provide close competitive racing at our level.

Inevitably after each race we all hear and occasionally say, "I can't compete with my rating." Well, maybe you can't, but have you made the extra effort to give the PHRF system a chance to make your rating competitive.

Until this past season I believed that once a rating was assigned, it would take an act of Congress and lots of politicking to adjust a rating. Not so. The J-28 was introduced to the market with great expectations and J-boats reputation for speed. The 162 cruising rating reflected these expectations and was tough if not impossible to meet. The boat was not actively raced by anyone and for a few years the rating stayed the same. No race results, no adjustment. Then two years ago someone did something about it. They paid \$20 for a PHRF Certificate and raced the boat, a lot. After two season's worth of race results being sent into PHRF, the rating fairy bestowed 9 seconds into the original 162. 171 is much more competitive than 162 using either time-on-time or time-on-distance. However, be aware this theory works in both directions.

So what's the moral of the story? When you receive an invitation to apply for a 1993 PHRF rating, do it. Pay the fee and get the Certificate, this will insure that your race results will be compiled along with results from all over the country and help keep our racing close and competitive.

Our fleet handicapper is Ray Lanza and he can be reached at (603) 881-5844.



Some of the 42 Lasers on the line in Burlington, Vermont

Classified Advertising

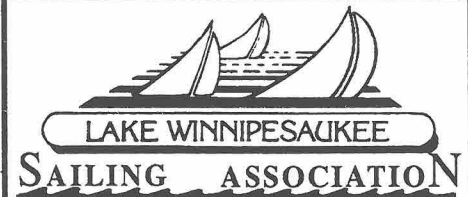
Grottos Foul Weather Gear (Jacket, Bibs and Vest), Size Medium. Red and Blue. Worn one weekend only. New \$250, yours for \$135. Dave Bunting: 603-569-3000.

Uniden P580 Marine VHF Radio, 25 Watts, 2 Years Old, \$150. Alan Kanegsberg: 603-225-5635.

1993 Officers

Your Officers graciously agreed to serve for another year. Please give of your time during the coming season. If their generosity is matched by our own, everyone will have the time and energy to enjoy the fair winds!

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



LWSA Executive Board

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

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Chris Rich, *By-Laws*
Dennis McMann, *Race Committee*
Sandy Mackey, *Youth Sailing*
Alan Kanegsberg, *Youth Sailing Auxiliary*
John Goodhue, *Committee Boat*
Ed Philpot & Mike Jackson, *Crew Central*
Rich Destrempe, *Membership*
Gary Tefft, *Fund Raising*
Pearl Nydam, *Handbook*
Lynn & Seymour Friedel, *Newsletter*
Ray Lanza, *PHRF*

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WINTER WEEKEND

Come Join Us for the Annual Winter Weekend: February 5, 6, 7

Tentative Schedule of Events

Friday, February 5, 1993:

- 2:00 PM Check-in at the Waterville Estates Realty office. Everyone is on their own for dinner arrangements.
7:30 PM Skating party at the Community Center Pond—bonfire, hot chocolate, marshmallow roast, etc. Pools, lounge and snack bar open for use.

Saturday, February 6, 1993:

- 8:30 AM Registration for the LWSA Winter Regatta at Campton Mountain Ski Area. All ages and experience levels welcome. A serious downhill race and a not-so-serious fun race are planned. Adults \$5, children 15 and under \$2.
10:00 AM Racing begins.
12:30 PM Outside barbecue—gas grills provided, bring and cook your own food or buy food at the snack bar.
1:30 PM Fun race begins.
4:00 PM Awards ceremony.
6:30 PM Progressive pot luck dinner party begins: Cocktails and hors d'oeuvres at Commodore's condominium.
7:00 PM Dinner at the Mullen house on Page Hill.
8:30 PM Dessert at someone else's condominium or house.
9:30 PM Dancing at the Community Center Lounge.

Sunday, February 7, 1993:

- 9:00 AM Campton Mountain Ski Area opens for general skiing.
10:00 AM Pot luck brunch at the Community Center Lounge.

Included at no charge to weekend guests: the Community Center pools, exercise rooms, game rooms, locker, shower and sauna areas, teen center and Jacuzzi. Open Friday until 10:00 PM, Saturday from 9:00 AM until 11:00 PM and Sunday from 9:00 AM until 6:00 PM. Also, the skating pond and cross country trails. The Community Center lounge and snack bar are open daily. The lounge stays open until midnight on Friday and Saturday.

The Campton Mountain Ski Area facilities will be open, weather and snow conditions permitting, Saturday, Saturday evening for night skiing, and Sunday.

Special arrangements have been made for all LWSA members to ski at property owner rates as follows:

	<i>All Day</i>	<i>Half Day</i> (after 12:00)	<i>Evening</i>
Adult	\$12.00	\$9.00	\$8.00
Children	\$9.00	\$6.00	\$6.00

There is a full range of single family homes and condominiums available with rates based on the number of bedrooms. All properties will be discounted to LWSA members by 20% for the weekend. These properties are fully equipped with housewares and linens and maid service following departure. Extra towels should be brought if heavy use of the pools is anticipated. Guests bring their own food and liquor.

We suggest that LWSA members combine family groupings and then request accommodations based on the number of adult bedrooms needed. Many places have lofts or family rooms that are usable as additional sleeping areas for children in sleeping bags. For example, if two families rent a two bedroom plus loft condominium, the rates would be as follows:

\$440.00	Regular weekend rates
X 80%	Less a 20% discount
\$352.00	Discounted weekend rate
28.16	8% NH Rooms and Meals Tax
<u>17.60</u>	5% Service Fee
\$397.76	Total weekend package
$\div 2$	
\$198.88	Per night total charge per family

Call Waterville Estates at 603-726-3716 (800-222-5064 outside NH) to book your own accommodations. A \$200 reservation deposit is required, Visa or MC accepted. A full rental package including directions to the property will be mailed directly to each reservation.

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by **Catalina** Yachts

FUND RAISING 1993

Fund raising efforts for 1992 were successful, however, they put a substantial burden on the membership to try and bring funds into the organization from outside of the Association. We survived. We made some money but I don't know if the raffle was really fun for anyone other than the winner.

So for 1993 here's the plan. We're going to do what we're good at and what we enjoy. We're going to sail, race and auction (no raffle). We are also actively looking for a series sponsor and as of this writing there is some hope. We will still be dependent on the generosity of our members and supporters.

Gary Tefft has agreed to repeat as our fund raising chairman so if you have some funds that are burning a hole in your pocket or have any suggestions, I'm sure he would be happy to hear from you.



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YES! JOIN NOW, JOIN EARLY

1993 Membership Drive

For all those members who were on board this past season your support and commitment was greatly appreciated. Please rejoin for the 1993 season while this issue is still hot off the press. If you did not purchase an LWSA burgee last season, joining as a Sustaining Member would be a terrific way to increase your support and get one while they last.

Why join *now* you ask? #1—We would like to publish our roster as soon as possible. #2—Even though the Association's boats aren't in the water, we are spending money on them and other items, and we need your dues and support. #3—Early sign-up helps scheduling of events.

Who should join? You should. If you've read this far, you are interested enough in organized sailing, racing and teaching to support the LWSA even at an individual membership level. Whether you race every event or don't even own a boat, your membership will help provide support for all of our activities, including our Youth Sailing program, and the printing and mailing of this publication (which you are receiving free of charge).

So join now and be sure you're kept up-to-date regarding next season's schedule. If you have any questions regarding membership in the LWSA, please call Rich Destrempe at (603) 472-2414 or Mike Largesse (508 842-5975).

The attached membership form offers three levels of membership: Individual, Family (two adults and as many children under 18 as are available) and Sustaining. In return for becoming a Sustaining Member you'll receive an LWSA burgee, membership in the United States Sailing Association (through the Golden Anchor program), a competitor's Rule Book, regular issues of American Sailor Magazine, a 1993 PHRF Certificate and rating as well as a 1993 Membership Card and a special listing of LWSA Membership Roster. You will also be making a generous donation to the LWSA which will be used to improve the quality of all activities.



LAKE WINNIPESAUKEE

SAILING ASSOCIATION

MEMBERSHIP INFORMATION

- Renew my membership at the following level:
 I wish to join as a new member at the following level:
 Individual \$30.00 Family \$60.00 Sustaining ADD \$100.00

Name: _____ Spouse: _____

Street: _____ Home Phone: _____

City: _____ State: _____ Zip: _____ Work Phone: _____

Children: _____



United States Sailing Association Membership Renewal (Optional)

- USSA Membership for 1993 - \$25.00 (instead of \$35.00 direct)
 I am a current member.
 I am joining for the first time or rejoining after a lapse of 1 year or more.

I understand that I will receive *The American Sailor* magazine and the International Yacht Racing Rule Book.

I am enclosing:

\$ _____ for Lake Winnepesaukee Sailing Association Membership Dues

\$ _____ for US Sailing Association Dues (\$25.00)

\$ _____ TOTAL CHECK Signed: _____ Date: _____

U. S. SAILING ASSOC. GOLDEN ANCHOR MEMBERSHIP PROGRAM

The membership form for the LWSA has a place for you to join the U. S. SAILING ASSOCIATION for a reduced fee of \$25.00 (normally \$35.00). Membership in US Sailing is an important part of supporting our wonderful sport.

Benefits of membership include a free Rulebook, a copy of the annual Directory, and a year's subscription to AMERICAN SAILOR. There are other benefits as well such as discounts on publications, videos, logo clothing, and a VISA or MasterCard (subject to credit check).

More than 35 of our members have joined US Sailing through LWSA. Our goal is to have ALL of our racing members and as many of our other members as possible become Golden Anchor Members of US Sailing.

VIDEO TAPE RENTAL PROGRAM

There is a library of over 45 Sailing Video Tapes at **TOTAL VIDEO** in Concord at Exit 13 off I93 (just past Bear Right). If you have a LWSA Membership Card, you can rent the videos for \$2,80 for six days. The library includes all of the "Sailing Quarterly" issues, the J-World Tapes, Whitbread Tapes, Sail Trim and Rules Tapes. We hope that everyone can enjoy these tapes and respect the laws against copying them.

NOTICE OF LUNCH

Where: The Backroom Restaurant

Route 3, Manchester, NH

When: Every Wednesday

Start: 12 Noon

Participation: Anyone with an interest in sailing who would like to spend an informal, but pleasant, lunch time.

Why: A good way to prolong the Summer, rush the Spring, keep up contacts and make new friends during the off season.

Call Dave Mackey, 644-3555 days, for directions.



P.O. Box 7047
Gilford, NH 03247

TO:

Postmaster: Please send address changes to the address above.