

THE BROAD REACH

Volume 8, Number 4, May 1995

A Publication of The Lake Winnepesaukee Sailing Association

Commodore's Corner

by Michael Herz

The season is here! Ice out is official, the docks are filling, the skis are put away, the winds have been howling and we are ready for the first big event of the year "Sailing Awareness Day". Did you have any plans for the weekend of May 13 and 14? CANCEL THEM. Check out this fun filled agenda:

Sat. May 13, 10-5 Three TV's with sailing movies run all day; booths with information on sailing lessons for the young and not quite so young, the hobie fleet, Sail NH, etc; and a chance to take a sail on a variety of boats (maybe you can take a ride on Time Badit to see why they beat you the last 3 races, sneaky eh!)

Sat May 13, 7 PM L. W. S. A. general meeting with a presentation on "Electronics for Boats", a must see and hear.

Sun. May 14, Tune-up Race... you can find out if all that work on the keel payed off.

Like I said, the season is here! Unfortunately, we still had a hangover from last season: an LWSA race committee boat hitting someone else's boat last July to the tune of the price of one Optimist. So any donations to the Youth Sailing Program boat fund are needed more than ever.

Are you getting this newsletter but are not a member? We plan to continue the free mailing for now because we want as many people as possible to find out about LWSA events. Until you are convinced there are benefits to joining, think of one major reason you might: you are contributing to the development of

Continued Page 3



Will this boat have a new PHRF rating soon? Will yours? Find out in this issue.

Golf and Sailing Handicaps by Ray Lanza

So what do golf and sailing have to do with each other? Both have holes, one for balls the other for money! Both are sports requiring a great deal of skill and experience! Both have rating systems to allow competitors with different capabilities and skills to compete with each other at the club level. One big difference is that in golf the rating system is designed to level the differences in performance of the competitors while in sailing the system is designed to level the performance potential of the equipment. The end result is that each competitor in a club golf tournament enters the event with the potential of winning while in sailing on the lake most of the competitors, especially the casual competitors who sail in a couple of regattas each year, have little chance

to actually win or place. While winning isn't everything there isn't much incentive to participate if you know you haven't got a chance. For the yachts that win all the time, it's not much of an accomplishment if there is no one to compete against.

PHRF is a good system. It works well when applied to boats of similar performance potential. It's designed for triangle courses in average wind and sea conditions. It doesn't do a great job when seas are flat, the wind is at either extreme, or the yachts in a class vary by a large margin. A yacht's initial rating is

Continued Page 5

Flash


**Next Meeting Date
Changed to May 13
7PM**

First Races by Susan Sparks, Rear Commodore 603-641-9191

This issue of the Broad Reach brings the first notices of race for the season. Please join us for the Tune-up Race and the Michelob Cup. The Michelob Cup is always a great way to start the sailing season. There are no new additions to the racing schedule.

We have decided that a wooden committee boat is too much work for a volunteer organization, so we are starting the search for a new (to us) fiberglass committee boat. The boat should be easy to maintain, able to

carry the anchors and marks and have a place that a flagpole can be mounted. Anyone that has any information regarding possible boats please contact me. Also anyone that is interested in the race committee please contact me.

Everyone that has volunteered their boat for Sailing Awareness, I would like to thank you and let you know that I will be contacting you shortly, if I haven't already with more details. Anyone that would still like to volunteer please let me know. 

Minutes - General Meeting, April 21, 1995

by Donna Delgado

The meeting was called to order at 7:25 p.m. After agreeing on changing the wording in the minutes from the executive board meeting, those minutes were accepted. The following issues were discussed:

Sailing Lessons Update: The laminated signs are ready and some members volunteered to post them. Scott Davis will contact Phil Rowley at Parks and Rec. so they can be posted in the parks. Susan Sparks will distribute signs in Laconia, Gilford, & Gilmanton schools as well as those schools in Manchester. Mike Herz will post signs in the schools & libraries in Meredith, Wolfeboro, and Center Harbor. Donna Delgado will distribute the signs in the Belmont & Canterbury schools.

Youth Sailing: "Cheap" housing is needed for the 2 instructors. If anyone knows of something that is available, please let us know. The WYC has approved the Jimmy Fund pancake breakfast and the Leiter Cup race.

Other items which were discussed included the triactid built for the committee boat. Can the device be supported by the present committee boat or does the boat need some reinforcement, and if so, how much? Also Ken Wilson and Mike Herz talked regarding the complaint

made about the way boats are left on WYC property. The WYC needs to apply for a variance to the zoning board in order to continue using the land in this way. The question was raised as to whether the building permit process must be done in order to put up the youth sailing temporary building storage space. The land use committee, headed by Casey Nickerson, must approve this structure. A chemical toilet will be rented by the WYC and the LWSA youth sailing members were asked if they would like to share the cost. Philip stated that Laura & Carter would GLADLY share the cost of such an item! A rack is needed for storage of the lasers. Plans for this rack should be shown to Scott Davis before building it.

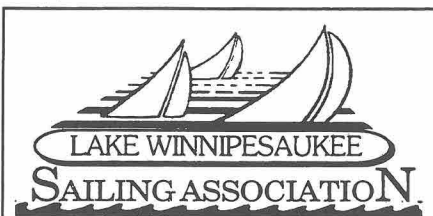
Sailing Awareness Day Update: 20-40 posters will be distributed. Big boats will be used this day. We decided to scrap the small for two reasons: the weather might be cold and they have a chance 2 weeks later to join the Hobie "Learn to Sail" day. The following booths will have displays: Junior sailing, Hobies, Sail N.H., LWSA, and perhaps some others. A membership renewal form printed in the Broad Reach will also contain a section for donations.

Continued Page 4

Classified Advertising

O'Day Daysailer For Sale - 17ft. sailboat in excellent condition. New Shore Sails: Main Jib, Spinnaker; With trailer & 2 HP Mariner outboard. \$2800. Contact Barbara Whetstone 603-286-4556.

Classified ads may be placed up to two weeks 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 Dave Mackey, Box 600, New Boston, NH 03070



LWSA Executive Board

Michael Herz, Commodore
Ed Philpot, Vice Commodore
Susan Sparks, Rear Commodore
Alan Kanegsberg, Treasurer
Donna Delgado, Secretary
Ed Philpot, Advisor

LWSA Committees

Susan Sparks, Race Committee
Helen Lanza, Youth Sailing
Sandra Mackey, Youth Sailing Club
Ed Philpot, One Design
Dave Mackey, Membership, Broad Reach
Mike Herz, Fund Raising
Ray Lanza, PHRF

The Broad Reach is published on a monthly basis. All materials for publication are due 7 days after the monthly meeting. The Broad Reach is a publication of the Lake Winnepesaukee Sailing Association (LWSA), PO Box 7047 Gilford, NH 03247, mailed free of charge to members in good standing. A yearly subscription is available for \$15.00. 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.

1995 Display Space Advertising Rates	12 Issues			6 Issues		3 Issues	
	Size	12 Issues	6 Issues	3 Issues	12 Issues	6 Issues	3 Issues
1 page	\$800	\$500	\$300				
1/2 page	\$500	\$300	\$175				
1/3 page	\$350	\$200	\$135				
1/4 page	\$300	\$175	\$100				
1/8 page	\$175	\$100	\$70				

The Broad Reach is Circulated to more than five hundred Lakes Region sailors and sailing enthusiasts. Commercial support for The Lake Winnepesaukee Sailing Association, a non-profit organization, can be acknowledged with space advertising according to the above schedule. To place an advertisement contact the editor: Dave Mackey (603) 487-2677 eves. (603) 644-3555 days. Deadlines for finished copy are the forth Friday of each month. Design and production help is also available.

Deadline - June 1 by Sandy Mackey

June 1 is our targeted deadline for purchasing the new fleet of Optimists for our Junior Sailing Program. We need your help, and we need it now! Our sailing program begins July 3 and at the present time we have purchased one additional used Optimist, so our fleet is at three. We need six to make the class successful. We need sponsors who would be interested in having their company logo appear on the sails of our lesson boats at the cost of \$850 for the summer. The sponsor could be a company, organization, individual, or just a group of interested folks who want to see the

program grow.

Over the past few years, we have seen a tremendous growth in our Level 1 Junior Sailors. Some of our very young sailors, ages 7-10, need to have the confidence booster that the Optimist will give them. In an attempt to help these young sailors, we developed a primer book for them which is easier to read and has a lot of hands-on material. Now it's time to supplement the process by offering a boat that would allow the children to grow at a pace where they are comfortable.

This is not to say that we are not going to use our Laser's. Quite the


contrary. As the children grow in confidence and proceed into the Level 2 and Level 3 classes, they will be using the Laser's as they learn more skills. By the same token, we have found in the past that the classes are more cohesive if everyone is on the same type of boat. The learning process is easier on the children as well as the instructors.

However, none of this will be possible without your support. If you know of a business who you think would be a good sponsor, please approach them. Remember that all donations to the LWSA are tax deductible since we are a 501(c)(3) federally registered non-profit organization. The sponsorship will be greatly appreciated by the program because each year it continues to grow. This year we are well ahead of last year's registration at this time, and the lesson program which is being filled the fastest is our young Level 1 classes where we need the Optimists. On Page seven of this issue is the schedule for sponsorships. Let's get out and make this a program that continues to grow and be one of which we all can be proud. 

Commodore's Corner *from page 1*

the next generation of America's Cup sailors. For a mere pittance (\$60/family, \$30/single until May 17) you are helping to subsidize the insurance cost of the Junior Sailing Program - how could you not join?

This organization is still very young, and as I mentioned in the first '95 Broad Reach, we are not trying to conquer the world, we just want to continue to develop an organization whose purpose is to support and encourage sailing on the lake through junior sailing programs, racing, cruising, social functions, "Sailing Awareness", and the Hobie Fleet "Learn to Sail-Demo Day" at Ellacoya Beach on May 27.

I am please to see the membership is up this year, and I hope to see as many as possible at our events. 

rating changes slowly. In some cases a boat type never sees enough competition and its initial rating remains forever. Sometimes this is a good rating, sometimes it isn't. The bottom line is that the intent is to rate the boat not the crew.

Back to Golf, for the past couple of years I've been asked to implement a system that is more responsive to the needs of the lake. While "surfing" the Internet this winter, I read about a handicapping system being successfully used in the North West. Its goal is to rate the performance of the boat and the crew.

Here's how it works: For each class in each race use the winner of that class as the scratch boat or target. Assume that it has sailed to its rating. For every other boat in the race compute the PHRF it would need to tie the scratch boat. Do this for the most recent 10 races for each yacht in the fleet. Take the 6 best finishes, average them and multiply by 90% to get the new PHRF. Do this at the start of each event, ie; don't change the PHRF during an event such as a regatta or a series although you might want to do it for each race in a series.

At this point we have 4 years of race results. I've done some of the analysis and have started to

CLASS. If the program has 10 races each of the 0 entries represent races that were won, each non 0 is a race lost. If less than 10 races are found the missing races become 0.

Using the newest race (left end), I needed a rating of 183 to tie the winner. If we implement a system like this my current cruising class rating would be 176. This is based on taking the average of the 6 best races.

$(0+0+0+0+9+9)=18$, $18/6=3$, $3*.9=2$ (integer rounding)

new handicap = $174+2 = 176$

Here are some others, you can do the math.:

HOT TUB [96:108] + [27: 0]
80 108 0 37 22 37 69 109 78 15 (10) Racing
0 0 0 0 0 0 0 0 0 0 (0) Cruising

20/20 [24: 36] + [82: 56]
77 96 159 71 172 242 68 85 169 196 (10) Racing
83 54 60 84 72 101 28 113 145 199 (10) Cruising

CACHE [117:129] + [10: 0]
0 75 0 0 0 0 0 0 0 0 (2) Racing
0 0 0 0 0 0 0 0 0 0 (0) Cruising

Some handicaps without the individual race data;

20/20 [24: 36] + [82: 56]
AIR DAYLE [198:210] + [0: 7]
AIR EXPRESS [174:186] + [33: 20]
AIRBORNE [222: 0] + [3: 0]
ANTICIPATION [201:207] + [37: 18]
ANTIDISDREGARDES [105:111] + [0: 0]

Minutes - Executive Board Meeting, April 18, 1995

by Donna Delgado

The meeting began at 7:00 p.m. Those in attendance were: Alan Kanegsberg, Helaine Kanegsberg, Mike Herz, Susan Sparks, Helen Lanza, Ray Lanza, Dave Mackey, Sandy Mackey, and Donna Delgado.

Mike discussed insurance items that were pending: payment to Mr. Noe regarding the boating incident which occurred last Summer. His boat will be repaired by Channel Marine and expenses will be paid for by the LWSA. Discussion centered on whether we could file this claim with our insurance company. The consensus was that, due mainly to the timing (almost 10 months have passed since the incident), we would pay the claim outright and not go through our insurance company. Too much is at risk. Also, the question was raised over insurance for the Sailing Awareness Day. Do we need "special event" insurance for this day or does our current policy cover us? Mike will contact Carol Bastion (our insurance agent) about this.

Youth Sailing News: An update was given on the status of youth sailing sponsors. First NH and Laconia Savings banks seemed interested but have not responded officially. Helen mentioned that Progress Software, the company

Donna McMann works for, may be interested in doing something. Audi will probably not be able to participate in this program at this time.

Plymouth State College has two 420's which may be available. They are not needed now, but they are the

**Next Meeting
May 13, 7PM
Gilford
Community
Church**

boat which would be a good next step for the sailing program. A dolly is needed for youth sailing and Laura Mackey has one for sale. She is made about the way boats are left on WYC property. The WYC needs to apply for a variance to the zoning board in order to continue using the land in this way. The question was raised as to whether the building permit process must be done in order to put up the youth sailing temporary building storage space. The land use committee, headed by Casey Nickerson, must approve this structure. A chemical toilet will be rented by the WYC and the LWSA youth sailing members were asked if they would like to share the cost. Philip stated that Laura & Carter would GLADLY share the cost of such an item! A rack is needed for storage of the lasers. Plans for this rack should be shown to Scott Davis before building it.

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Racing Committee Update: The committee boat needs work and reinforcement in order for the "triacid" to be used. It is estimated that about \$1000 is needed to fix the platform and Baron Machine sent the LWSA a \$1300 bill for the triacid. There is a \$2900 balance on the Well-craft loan. Much discussion was held on the need to spend \$2300 on the committee boat when it would not be used much this season. Terry Pratt does NOT need it for the Michelob Cup, which will be held Memorial Day Weekend. The Tune-Up Race should include a social activity.

Sailing Awareness Committee

Donna Delgado, Secretary
Ed Phipot, Advisor

LWSA Committees

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Helen Lanza, Youth Sailing
Sandra Mackey, Youth Sailing Club
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Golf Handicaps *continued from page 1*

derived by comparing various measurements such as sail area to weight, waterline length, ballast ratios and so forth with similar yachts. From there the rating is adjusted up or down based on racing results.

For some boats it takes a couple of seasons for the rating to settle to the correct place. As an example, the Melges 24 started out at 111. In it's first year, it went to 108 and then 105 by the end of the season and is now down to 101. The Melges 24 is a hot boat, a lot of them compete regularly and a great deal of data was gathered quickly, other boats are not as popular. For them the rating changes slowly. In some cases a boat type never sees enough competition and it's initial rating remains forever. Sometimes this is a good rating, sometimes it isn't. The bottom line is that the intent is to rate the boat not the crew.

Back to Golf, for the past couple of years I've been asked to implement a system that is more responsive to the needs of the lake. While "surfing" the Internet this winter, I read about a handicapping system being successfully used in the North West. It's goal is to rate the performance of the boat and the crew.

Here's how it works: For each class in each race use the winner of that class as the scratch boat or target. Assume that it has sailed to it's rating. For every other boat in the race compute the PHRF it would need to tie the scratch boat. Do this for the most recent 10 races for each yacht in the fleet. Take the 6 best finishes, average them and multiply by 90% to get the new PHRF. Do this at the start of each event, ie; don't change the PHRF during an event such as a regatta or a series although you might want to do it for each race in a series.

At this point we have 4 years of race results. I've done some of the analysis and have started to

implement the system in our scoring program. Here is what some of the data looks like:

Current Ratings	[R]	[C]+	Additions to base handicap	
IMPETUOUS			[162:174] + [0: 2]	
0 0 0 0 0 0 0 0 0 0			0(0)	Racing
9 9 0 27	0	19	13 151	0 0(10) Cruising
	Most Recent		Oldest	#Races found

The numbers for each race are additions to the base handicap. The software keeps Racing and Cruising Classes separate. In the example above the program didn't find any races where I raced in the Racing Class so every entry is a 0. All of the events it found were in the Cruising Class. If the program finds 10 races each of the 0 entries represent races that were won, each non 0 is a race lost. If less than 10 races are found the missing races become 0.

Using the newest race (left end), I needed a rating of 183 to tie the winner. If we implement a system like this my current cruising class rating would be 176. This is based on taking the average of the 6 best races.

$$(0+0+0+0+9+9)=18, 18/6=3, 3*.9=2$$

(integer rounding)

$$\text{new handicap} = 174+2 = 176$$

Here are some others, you can do the math.:

HOT TUB	[96:108] + [27: 0]
80 108 0 37 22 37 69 109 78 15 (10)	Racing
0 0 0 0 0 0 0 0 0 0(0)	Cruising

20/20	[24: 36] + [82: 56]
77 96 159 71 172 242 68 85 169 196 (10)	Racing
83 54 60 84 72 101 28 113 145 199 (10)	Cruising

CACHE	[117:129] + [10: 0]
0 75 0 0 0 0 0 0 0 0(2)	Racing
0 0 0 0 0 0 0 0 0 0(0)	Cruising

Some handicaps without the individual race data;

20/20	[24: 36] + [82: 56]
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AIR EXPRESS	[174:186] + [33: 20]
AIRBORNE	[222: 0] + [3: 0]
ANTICIPATION	[201:207] + [37: 18]
ANTIDISDREGARDES	[105:111] + [0: 0]

ARIEL	[174:186] + [27: 0]
BABE	[210:222] + [0: 46]
BANG A RANG	[90: 96] + [11: 58]
BANZAI!	[180:186] + [0: 0]
BARN SWALLOW	[0:228] + [0: 18]
BEAUJOLAIS	[165:171] + [0: 18]
BERKUT	[105:111] + [0: 0]
BLOWN AWAY III	[150:162] + [0: 69]
BLUEBERRY PIE	[216:228] + [0: 27]
BOREAS	[168:180] + [0: 50]
C'EST LA VIE	[123:129] + [0: 43]
CACHE	[117:129] + [10: 0]
CAROL MARIE	[252:264] + [0: 37]
CHARISMA	[162:177] + [0: 92]
CLASSY LADY	[174:186] + [55: 8]
COHERENT	[129:135] + [11: 0]
COMEBACK	[276:282] + [9: 0]

Some obvious and some not so obvious things can be observed. For a new yacht with just a couple of races most of the results are 0 and they sail close to their base handicap. Another way to look at this is that a yacht that doesn't race much won't be helped much. The incentive is to race frequently. The same holds true for yachts that move from racing to cruising. It pays to stay in one division.

The data to compute the rating above is from 1993 and 1994. By limiting how far back the program looks we change the rate at which a rating decays for a boat that doesn't race often. As an example, if a boat only sails a single three race regatta per year it will accumulate 3 results. If the program looks back over three years it will find 9 results. The best 6 of 10 will include one 0. If the program goes back just one year it will find 3 races and the best 6 of 10 will include the three races and three 0's. If the goal is to apply the adjustment as soon as possible (better incentive to race?), you can use the best 6 of actual races sailed. ie; If the boat has raced 4 times use the four and two 0's instead of using the six zero's. This is what I've actually done.

The rating adjustments range from 0 to well over 230. I'm confident that the math is correct but it doesn't seem prudent to allow anyone to sail with a rating of 400+. I think the system needs a maximum

PHRF News by Ray Lanza

Spring is here, the ice is gone from the lake and golf courses all over New England are open. It's a great time of year! For me, the season starts with the Spring PHRF New England Handicapper's meeting. Not a great deal of news this year although a couple of popular boats have had their ratings lowered.

J24 171 to 168
 J22 ODR 183 to 180
 J22 180 to 177
 Melges 24 105 to 101

PHRF registration on the Lake has steadily declined over the last couple of years. Three years ago we had one of the largest fleets in New England, 43 boats, last year we barely made 20. You might think that racing is on the decline on the lake and that is true to some extent, even so, 73 different boats competed in events that we scored last season.

Three years ago half the boats that raced registered, last year less than a third signed up.

(Sermon On)

I guess the question on everyone's mind is what do I get for my \$20.00? The best answer I have is support of an organization whose sole purpose is to promote fair racing amongst dissimilar yachts. For us on the lake with a relatively small but widely diverse fleet this is key to fair competition. Yes it's true, if you don't register you'll be allowed to participate and you'll get a fair rating. On the other hand, when I petition for a rating change I need data to back up the request. This data needs to come from registered boats. If you don't help me by registering it's hard for me to help you get a fair rating.

(Sermon Off) ⚓

Youth Sailing Lesson Program Registration ...

I wish to register the following student for the Youth Sailing School:

Student: _____ Age: _____

Parent or Guardian: _____

Address: _____

City/State/Zip: _____

Home Phone: _____ Parent Work Phone: _____

I am interested in the following sessions: (check)

	<u>8:30 - 12:00</u>	<u>1:00 - 4:30</u>
July 3 - July 14	___ (Level 1) (ages 8-11)	___ (Level 1) (ages 12-16)
July 17 - July 28	___ (Level 2)	___ (Level 3)
July 31 - Aug. 11	___ (Level 1½)	___ (Level 3)
Aug. 14 - Aug. 25	___ (Level 1)	___ (Level 2 & 3)

Note: The sessions are open to children between the ages of 8 and 16. Classes meet Monday through Friday.

Registration is on a first come, first served basis. The cost of each session is \$140.00 paid in full by June 20th. All registrations paid in full prior to June 1, 1995 will be entitled to a \$20.00 discount. Please make checks payable to: LWSA Youth Sailing Program

For more information or to mail deposits and registrations contact:

Diane Destrempe
 11 Beaver Brook Road
 Bedford, NH 03110 603-472-2414

LWSA
1995 Meeting Schedule

May 13	Sept. 15
June 16	Oct. 20
July 21	Nov. 17
August 18	Dec. 15

Place: Gilford Community Church
 Time: 7 PM
 Third Friday of each month

WANTED



**USED OPTIMIST
 DINGYS**
 FOR LWSA YOUTH
 SAILING PROGRAM
 CONTACT SANDY OR HELEN
 WITH DETAILS
 603-487-2677 or 603-881-5844

**VOLUNTEERS FOR
 RACE COMMITTEE**
 NO EXPERIENCE
 NECESSARY
 Contact Susan Sparks
 603-641-9191

Golf Handicaps *continued from page 5*
 adjustment. I suspect that this adjustment should be around 24 seconds. I plan to crunch the numbers a bit to try to figure this out.

One last note, I think these adjustments would work fine whenever the wind is below 15 knots. At 15 knots or above most boats will sail at hull speed and these adjustments become gifts.

At this point the scheme is just an idea. I can implement the software so that it can be applied on a class by class basis with various options. It's up to you as competitors and the Race Committees of the LWSA and WYC to decide if this is something worth trying. Is it an incentive? Will it motivate more folks? Will it create unnecessary controversy? ⚓

LWSA Membership Registration



Name: _____

Spouse: _____

Street: _____

City: _____ State: _____ Zip: _____ Night Ph: _____ Day Ph: _____

Children (wth ages): _____



US Sailing Association Membership Registration

Please process my USSA Membership for 1995 at a rate \$30 (Instead of the regular rate of \$40). I understand that if I am a member of USSA that I will not have to pay an additional fee of \$5.00 or 10% of each event registration fee to cover the cost of insurance through USSA. This will provide full USSA Membership including a Rule Book, a subscription to *Sailing World* Magazine and all other membership benefits.

I/we are enclosing the following:

\$ _____ for LWSA Family Membership Dues (\$60), After 5/17 (\$75)

\$ _____ for LWSA Single Membership Dues (\$30), After 5/17 (\$38)

\$ _____ for LWSA Youth Membership Dues 18 & under (\$15),

\$ _____ for US Sailing Association Dues (\$30)

Total \$ _____ Signed: _____ Date: _____

Send To: Lake Winnepesaukee Sailing Association • PO Box 7047 • Gilford, NH 03247

Fundraising

The increasing growth of the Youth Sailing Program has prompted the need for four more Optimists. To this end we have decided to sell advertising space on the sails of the Lasers and Optimists. Although we always welcome donations from individuals and companies, we feel that companies may be able to better justify an advertising expense from which they will get some true value, a moving billboard visible to boaters in one of the most popular summer recreational areas. If anyone knows a company that might be interested in this form of advertising, please call Michael Herz at 293-4458 evenings or 524-4717 days.

Advertising Size: 32" W x 22"H
Location: Approximately 10" above the water in the middle of the main sail.

Additional Benefits:

1. The printed advertising flyer for the Y.S.P. will contain the names of

Official Notice of Race Season Tune Up Race

Sponsored by:

The LWSA

Format: One informal Race for
Spinnaker & non-Spinnaker
vessels

Fee: Free to all Boats

Date: May 14

Sign-up: 10 AM Fay's Boat Yard
(Class Room)

Start: 12 Noon

RCOD: Mike Herz 603-293-4458

the sponsors/advertisers
2. The LWSA is 501(C)3 non profit organization.

Options:

A. 1 Year Contract \$850 & cost of production.

B. 3 Year Contract \$700/year & cost

Official Notice of Race 17th Annual Michelob Cup

"Race for the Ribbon"

Sponsored by:

New Hampshire Distributors

Format: Reverse Start PHRF
"Pursuit Race"

Classes: Spinnaker & non-
Spinnaker

Fee: TBA - with goodies for all-
refreshments after the race.

Date: May 28

Sign-up: 10 AM Fay's Boat Yard
(The Well)

Start: 12 Noon

RCOD: Tery Pratt 603-224-3916

Proceed to benefit the LWSA

of production.

C. 3 Year Contract Paid in Full by
May 1, 1995 \$600/year (\$1800 up
front) & cost of production.

D. Option C for 3 boats and 4th boat
free \$450/yeaboat (\$5400 up front) &
cost of production.



P.O. Box 7047
Gilford, NH 03247

TO:

*Postmaster: Address Corrections
Requested*

Issue: May 1995

**Don't Miss May 13 & 14
Season Kick-off
Weekend**

Saturday

**Sailing Awareness Day 10 - 5
LWSA Meeting 7 PM**

Sunday

Tune up Race 10 AM

START YOUR SEASON POWERED BY



- **Furling Systems**
- **Spider Series Racing Sails**
- **Triradial Sails**
- **Fast Turn Around Repairs**

Shore Sails is a full service loft ready to answer any of your questions concerning SAILS, RIGGING, FURLING SYSTEMS or how to make your boat go FASTER!

We provide quick turn around with repairs, use UPS or the bus on the Monday, get them back for the weekend.

Call today and ask about our SPIDER SERIES, Mylar or Mylar-Kevlar racing sails, or roller furling Dacron or Mylar TRIRADIAL genoa and experience the quality of SHORE SAILS.

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