THE BROAD REACH

Volume 12, Number 3, June 1999

A Publication of The Lake Winnipesaukee Sailing Association

Commodore's Corner

by Susan Sparks

We are now well into the sailing season and so far you can say nothing but great! The weather has been excellent. Bright, sunny and warm for the Michelob Cup albeit light winds. The same conditions over the W.O.O.D. Regatta weekend. Thursday night One Design and Friday night PHRF racing is underway with attendees enjoying the extended sunshine hours of June.

It is with sadness that we learn of Mike Weisberg's decision to make South Carolina his permanent, year round home. Mike's involvement with sailing on the lake over the last 16 years has probably interacted with your sailing in one way or another. Mike has been a strong supporter to the LWSA, has promoted the racing program and provided endless hours of voluntary help to so many of our activities and events. Mike will terminate his position at Fay's Boat Yard on June 23rd and shortly thereafter plans on moving south. We all wish him and his family the very best.

As a first step in addressing the suggestion to provide different levels of LWSA membership as an incentive to increase participation, the executive board has decided to solicit the some 400 names on our current Broad Reach circulation list and request of the vast majority of those names that are not members to consider joining, or at a minimum provide a sum of ten dollars to cover publication costs of the Broad Reach. The response should give us a good view as to who is out there and remains interested in our organization. We will most likely bring an amendment to the by-laws for consideration at our next annual meeting proposing creation of some form of auxiliary membership.

Consider participating in this year's Night Owl Race. See the Notice of Race elsewhere in this issue. This is a fun event,

(continued on Page 2)



New J/80 Excess Bandwidth skippered by Chris Sass and its young crew awaiting their starting time at the 22nd Annual Michelob Cup.

Michelob Cup Race

Fun, Sun and Wind (Two out of three ain't bad!)

The 22nd Annual Michelob Cup was not your average " Race for the Ribbon ". A history of rainy, windy Memorial Day weekends was nicely interrupted with a beautiful mid-summer's Sunday. The weather was quite nice with clear skies and temperatures heading up into the eighties as a fleet of twenty two boats met out at the south corner of Welch Island for the start. Terry Pratt, our perennial RCOD for the Michelob classic, chose a course out to Middle Ground Shoals and back, a run of about 6.5 miles. What Terry could not do was pick the wind velocity. It was to be a long afternoon.

After a half hour delay a light easterly breeze set in and the "reverse " start sequence got underway. At the skipper's meeting each boat had been issued individual "delay times" based on the course length and PHRF rating. Following the five minute starting sequence countdown to zero, each boat started at its designated delay time from zero, the slower boats first followed by boats with descending ratings. The starting area was quite a scene as boats were barely making way in the light breeze. Add to this the fleet of catamarans closing in on the starting line from their launch site at Ellacoya Park and you had " I-93 toll booth congestion".

(Continued on Page 3)

Michelob Results

Cruising Class

Place	Boat	Skipper
First	Totam	Selig
Second	Babe II	Nigl
Third	Wildflower	Fuller
Fourth	Scot Free	Massie

Racing Class

Place	Boat	Skipper
First	Blues Power	Lemaire
Second	Excess Bandwidth	Sass
Third	Mail Order Bride	Pratt
Fourth	Pinocchio	Knowles

Lake Winnipesaukee Sailing Association & Winnipesaukee Yacht Club 1999 Schedule of Sailing Events

Date	Sponsor	Event
5/30	LWSA	Michelob Cup Race
6/12 & 13	LWSA	W.O.O.D. Regatta and San Juan East Coast Chmp
6/20		
6/27		
7/4	WYC	Jimmy Fund Regatta
7/11		
7/16	WYC	Single Handed Race
7/17 & 18	WYC	Commodore's Cup Regatta
7/25		
7/31	LWSA	Night Owl Race
8/7		
8/14	WYC	Clear the Mooring Field Race
8/21		
8/28		
9/3	LWSA	Frying Pan Race (double handed)
9/4 & 5	LWSA	Labor Day Regatta
9/18 & 19	LWSA	J-Jamboree North
9/25	LWSA	Pearson, Beneteau, Catalina, J-Cruiser Regatta
10/3	WYC	Cold Duck

Regular weekly events:

The following events will be held each week from Jul 1 through August 28.

Day	Sponsor	Event	Start
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)*

takes you out over extended parts of the lake, lets you sail in the early evening breeze and provides the experience of sailing at night (within three days of full moon). Talk it up at the docks. Invite those boats looking for something to do on a Saturday night. Call Seymour Friedel for all the information. 603 624-1436.

Have you been one of the visitors to our web page? www.lwsa.org

I hope you enjoy this issue. Bob Knowles, our editor, has added a few items that you might enjoy. Participation with US Sailing's SNAX program will enable us to reprint articles of interest from other organization's newsletters. Check out the "mystery photo" of a Winnipesaukee landmark. Do you know its name and location?

- Susan

What is SNAX?

SNAX stands for Sailing News Article eXchange. SNAX is a publication of the One Design Class Council of US Sailing that contains articles from sailing newsletters from hundreds of newsletters. As a member of US Sailing, LWSA sends its newsletter in to SNAX, tacitly giving approval to them to reprint articles in SNAX and in return LWSA can use any reprint article from SNAX by giving credit to the original author and newsletter.

We hope to reprint articles from SNAX in future issues of *The Broad Reach* that have general appeal to the readership. Our first reprint, Gybing Without Disaster, is a "been there, done that" presentation and can be found elsewhere in this issue.

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.

LAKE WINNIPESAUKEE SAILING ASSOCIATION

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Susan Sparks, Youth Sailing
?????, Junior Club
Ed Philpot, One Design
Bob Knowles, *Broad Reach*
Susan Sparks, PHRF

The Broad Reach is a publication of the Lake Winnipesaukee 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 athorized 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: robtk@worldpath.net

Size	1 Year	1 Issue
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.

Michelob *(cont'd from page 1)*

It was slow going requiring intense concentration to keep the boat moving in the light, shifty wind of not much more than 3 knots. For most of the way out toward Middle Ground boats going to the left built a lead but the waning easterly began to clock to the right leaving these boats adrift off of Cow Island. Those boats that went right got the lift in toward Middle Ground and managed to make the port rounding of Middle Ground and take a lead that would not be relinquished. The return reach to Welch was an exercise in frustration. The wind continued to head toward zero. After some three hours out on the course, race committee - John Goodhue worked his way through the fleet signifying an end to the "torture ". Finishing places were determined by each boat's position on the course at the time the race was terminated.

In the racing division, Bob Lemaire brilliantly kept his J80, Blues Power moving in the light air and having achieved a commanding lead after coming around Middle Ground was declared the winner of the shortened event. Newcomer Chris Sass along with his young crew showed he is a fast learner by bringing his new J80, Excess Bandwidth in for a second place. Veteran, Terry Pratt brought the B boat, Mail Order Bride in to a third. In cruising, Steve Selig with his daughter Tiffany as crew had his San Juan 30, Totam ahead of the cruising crowd to take a first place. Hans Nigl enjoying his new Pearson 36, Babe II placed second followed by Brenner Fuller with Wildflower.

Terry Pratt announced an incentive for next year's event. Bring a "first time ever entered" boat and get one minute off your start delay time. Imagine starting one minute earlier! It is hoped that this incentive might encourage current participants to bring in new boats so that we might see a much larger fleet out there next year.

A sincere thank you once again to New Hampshire Distributors and Michelob. They know how to run an event. They continue to support the LWSA with their generosity and sponsorship.

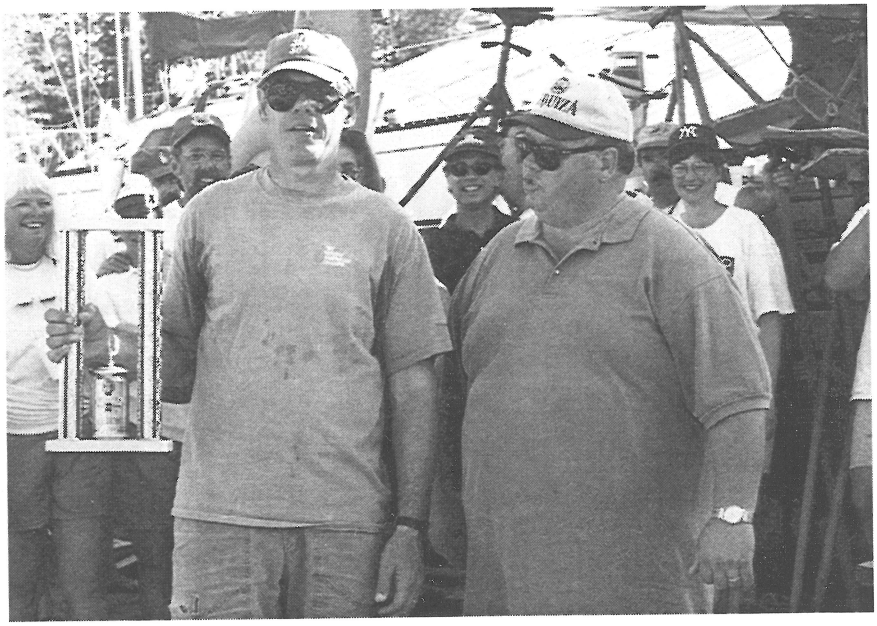
Michelob Cup Keelboat Registrants

Cruising Class

Skipper	Boat Name	Type	PHRF
Harlan Blanchard	Illusion	Catalina 25	240
Nancy Massie	Scot Free	Catalina 27	234
Robb Kinne	Forlig Vind	Catalina 27	234
Brenner Fuller	Wildflower	C & C 29	201
Frank Hoell	Renasaince	J 28	177
Steve Selig	Totam	San Juan 30	174
Chris Rich	Freewill II	Catalina 36	171
Bob Garland	Haleakala	Catalina 34	168
Hans Nigl	Babe II	Pearson 36	168

Racing Class

Skipper	Boat Name	Type	PHRF
Tom Sullivan	---	Flying Scot	214
Dan Saliga	Lily Pad	Hunter 28.5	207
Jim MacQuarrie	Classy Lady	Capri 25	174
Casey Nickerson	Good Stuff	J 24	168
Ed Philpot	Impatient	J 24	168
Russ Thibeault	Leading Indicator	J 24	168
Terry Pratt	Mail Order Bride	B 25	138
Don Sibson	Coherent	Laser 28	129
Bob Knowles	Pinocchio	J 80	120
Bob Lemaire	Blues Power	J 80	120
Chris Sass	Excess Bandwidth	J 80	120
Tom Scott	Over The Edge	J 80	120
Brad Thompson	Hot Tub	Evelyn 32	96



Overall winner, Bob Lemaire driving his J/80 Blues Power, recieves the Michelob Cup Trophy from Nate Haseltine of New Hampshire Distributors

W.O.O.D. Results

The third annual Winnipesaukee Open One Design Regatta was held on June 12 and13,1999. The event saw record participation (11 Boats) with three classes of boats racing for the second year in a row. Unfortunately the San Juan 24 class, for which the event was created, failed to put any boats in the regatta. We did have a 5 boat Ultimate 20 fleet with several boats coming from off the lake to participate. In addition to the Ultimate 20's there were 4 J-24's and two Capri 25's participating.

Race committee managed to get three races in on day one despite light, fluky wind. The boats were started in two fleets, with the U-20's on their own line. Race two was a disaster for most of the J-24/Capri 25 fleet as all but one boat were disqualified for sailing through the start/finish line. Eventual Regatta winner Al Posnack was the only boat to not foul out of the race!

Day two was a U-20 only day as all other classes chose to race only one day. Race committee chose Sanders Bay as the day two venue, and the course was set between Dockham Shore and Locke's Island in a shifting easterly breeze of 6-8 knots. Competitors soon found out what we all know about sailing in the bay on an easterly-GO RIGHT! Two races were run on Sunday, and a small awards ceremony for the U-20 class was held at the WYC with Jimmy MacQuarrie presiding.

The results of the regatta are attached. It should be noted that all of the participants, with the exception of the U-20 sailors, were WYC members. Special thanks to John Goodhue, Bev MacQuarrie, Lisa Violette, Al Posnack, Casey Nickerson, Jimmy MacQuarrie, for their hard work in running the event.

W.O.O.D. Scores

Ultimate 20 (five races) Note 1

Place	Boat Name	Total Points
First	No Name	7
Second	King High	13
Third	Constant Change	15
Fourth	Full Tilt	18
Fifth	Kaizen	23

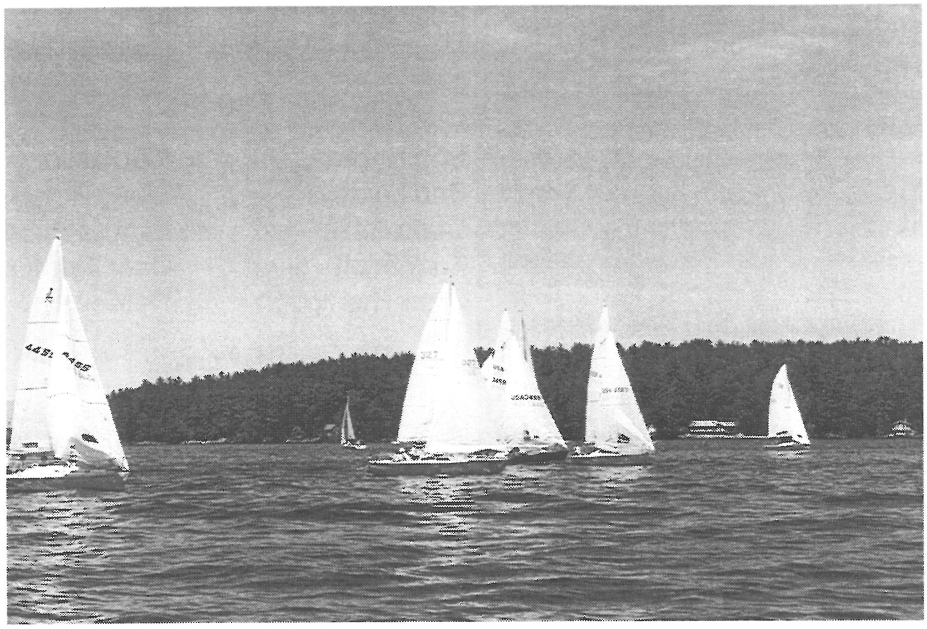
J 24 (three races)

Place	Boat Name	Skipper	Total Points
First	Impatient	Posnack	4
Second	Good Stuff	Nickerson	10
Third	Finishing Touch	Davis	11
Fourth	Inside Edge	Nix	11

Capri 25 (three races)

Place	Boat Name	Skipper	Total Points
First	Air Express	Boucher/Wilson	6
Second	Classy Lady	MacQuarrie	6

Note 1 : Skipper names for the Ultimate 20 fleet were not available at printiong.



The J/24's and Capri 25's try to achieve full boat speed as they approach the starting line in a light breeze.

Support Youth Sailing - Donate Your Boat

No Advertising
No Broker's Fees
No Storage Fees
No Hassles
No Waiting

Call Alan at 603-225-5635

Youth Sailing News

The Lasers have been painted, the classroom is clean, and the Optimists sit on their new rack. Jenn and Jim are off at Instructor Training. Sailing lessons must be starting soon!

Lessons started the week of June 21st and many of the classes are already full and have waiting lists. We changed the last week class to a beginners sailing class instead of a intermediate racing class, which will be combined with the advanced racing class for anyone who is interested in taking that class. It looks like changing the format has been well received. We are still looking for ideas for "Guest Speakers" for one afternoon each week. If you have an idea or would like to help any week please contact Scott Nolan at 603-726-8911.

I would like to thank Bob Knowles and Alan Kanegsberg for their invaluable assistance in getting the Lasers painted. I would also like to thank Bob Lemaire for the new Optimist rack. The Optimists are now stacked on the rack three high and two across, and they take up much less space. We have also received a donation of a used Laser from the Carson family and would like to thank them very much for this generous gift. This gives us a total of eight Lasers which will allow us to do some much needed maintenance on the older boats which we have owned for 10 years. We also have been able to expand some of the classes because of the additional boats. We are looking for a used Optimist to use in the same way as the extra Laser. Please contact one of the officers if you know someone who is selling one.

I would like to thank Meg Heckman for all of her assistance in developing all of the new classes. She has been very gracious with her time.

During the second week of June, I was at Kings Point, the US Merchant Marine Academy, for a class when I noticed that their fleet of 420s was being dismantled. I immediately questioned why they were being dismantled. The answer was that they were being sold. They were purchasing Vanguard 15s to replace the 420 fleet, they also have FJ and Laser fleets. This was being done due to a push in college sailing to get boats that would accommodate larger crews. The optimal crew weight for racing a 420 is around 260 lbs, which is tough for many college programs to meet, especially programs that are mostly male.

I digress. The reason I was interested in their 420s was because they would be wonderful for our program. Our Lasers are getting older and need to be replaced. We also don't have a double-handed boat which is what most junior programs sail in. The advantages of a two student boat are many, including encouraging teamwork, learning to use a jib and possibly a spinnaker and trapeze, being able to pair sailors of different sizes and abilities and eliminate some safety concerns. Collegiate boats are generally not good for racing outside of the college because they are built to a particular college's specifications, so they may be heavy to withstand excessive use or have special rigging. In college racing you use the host college's
boats so as long as they are all identical it is okay.

The problem is that we don't have a place to put a double-handed boat. They are only a couple of feet longer than a Laser but they are much wider. Also the masts and booms are longer and heavier, as well as having twice as many sails to store. Because some colleges get new boats regularly, there are usually boats available for sale. What I would like you to think about is where could we store a double-handed boat, both in the summer and winter so that we could add a different dimension to our already successful sailing program.

- Susan Sparks

Gybing Without Disaster

by Mark Richardson as seen in *Ontario Mirror Newsletter*

The toughest moment on the race course is when you come to the gybe mark in windy weather. A mistake here can lose the race or the regatta. You've practiced gybing back in July when the wind was light. Now it's September, the wind is blowing and it's time to gybe. Getting around that mark without going for a swim would make your day. Here's how to take the drama (fear) out of rounding the gybe mark.

Gybe only when you are running free. A wild, uncontrolled gybe often occurs when a skipper starts his gybe while still on a reach, and tries to gybe and go onto the next reach immediately.

A gybe is not a tack. During a tack you continuously turn from being close hauled on one tack through the wind until you are close hauled on the other tack. The mainsail looks after itself. If you attempt this kind of turning on a gybe, you are in for a wild ride. The sail won't come across the boat until you are onto the next reach (heading) and will slam across the boat. If it doesn't take your head off with it, the boom will crash into the shroud, the boat will try to round up into the wind and heel over, maybe even dumping. All this crashing may break some gear as well.

You can avoid this problem by following these steps at the gybe mark:

1. Turn around the gybe mark only until you are running free.

2. Pull in on the mainsheet until the boom is, over the boat - in
the same position as it would be when close hauled.

3. Have your crew push the boom from one side to the other.

4. Ease the mainsheet out to the shrouds.

5. Now turn onto the course for the next mark and sheet in the main.

6. The jib or spinnaker can now be gybed.

(Continued on Page 7)

Notice of Race - WYC Commodore's Cup Regatta

July 16, 17, 18, 1999

Invitation: The Winnipesaukee Yacht Club is once again pleased to invite all sailors to the 1999 Commodores Cup Regatta and single handed Sailboat race.

Eligibility: The regatta is open to any skipper or owner who wishes to participate. Participants must meet all regatta requirements, and must have paid all event fees and have completed an official entry form and waiver (fax or photo copy forms will be accepted) before becoming official competitors. The Event is open to all classes and types of boats with PHRF Ratings.

Rules: This regatta will be governed by The Racing Rules Of Sailing (RROS) 1997-2000 *Including US SAILING Prescriptions*, the class rules of the respective class associations, this notice (except as to any modifications by the sailing Instructions), and the sailing instructions..

Scoring: The low point scoring system (Appendix A2) will apply, except that each boats total score will be the sum of her scores for all races. The 720 degree Turns Penalty, Rule 44.2 of the RROS shall apply.

Entry: Each entry must be submitted in the form attached hereto (a photocopy or fax copy will be accepted) .The entry fee is $35.00 ($30.00 for USSA members) by cash or check payable to Winnipesaukee Yacht Club

Site: Racing will take place on Lake Winnipesaukee in either of the following locations:

A. The area known as "The Broads"
B. The area known as "Sanders Bay"

Boats: Each fleet shall consist of no less than three boats.

Prizes: Prizes will be awarded to the top finisher in fleets of three boats.Prizes will be awarded to the top 2 finishers in fleets of four boats. Prizes will be awarded to the top 3 finishers in fleets of five or more boats.

Social: An awards ceremony will be held at the WYC immediately following the last race. The WYC entertainment committee will present a "Ship Wreck" party on Saturday evening.

Contact: Mail entries to:
WYC
Regatta Chair: Al Nix, Jr.
P.O.Box11
Laconia, NH 03246

Schedule:

Friday 7/16/99
1800 Single handed Race
(not scored as part of the regatta but as a separate event)

Saturday 7/17/99
0800-1000 Registration at WYC
1000 Opening Meeting
1100 Warning Signal, Race 1
(additional races to follow)

Sunday 7/18/99
1000 Warning Signal
(additional races to follow)

Three races shall constitute a Regatta. No race shall be started after 3:00 PM on Sunday. Awards Ceremony to follow last race.

Notice of Race

24th Annual Jimmy Fund Race

Sunday, July 4, 1999

Invitation: The Winnipesaukee Yacht Club is once again pleased to invite all sailors to the 1999 Regatta and Auction for the benefit of the Jimmy Fund.

Eligibility: The regatta is open to any skipper or owner who wishes to participate. Participants must meet all regatta requirements, and must have paid all event fees before becoming official competitors.

Rules: This regatta will be governed by the 1997-2000 Racing Rules Of Sailing (RROS) Including US SAILING Prescriptions, this notice (except as to any modifications by the sailing Instructions), and the sailing instructions.

Scoring: The low point scoring system (Appendix A2) will be used. The 720 degree Turns Penalty, Rule 44.2 of the RROS, shall apply.

Entry: Each entry must be submitted on the proper form.The entry fee is $40.00 ($35.00 for USSA members) by cash or check payable to Winnipesaukee Yacht Club (WYC).This is a charity event. All proceeds are to benefit the Jimmy Fund.

Site: Racing will take place on Lake Winnipesaukee This event is a single race regatta. The Race will be an Island race

Prizes: Prizes will be awarded to the top three finishers in each class.

Social:A party, benefit auction and awards ceremony will be held at the WYC immediately following the race.

Schedule:
Sunday 7/4
0800-1000 Registration @ WYC
1000 Opening Meeting
1100 Start

Notice Of Race

Night Owl - Saturday July 31

Invitation: The LWSA is pleased to invite all sailors to the the 1999 Night Owl.

Eligibility: The race is open to all types of sailboats over 20' that have PHRF ratings.

Rules: This regatta will be governed by the *1997-2000 Racing Rules of Sailing* (RROS) including US Sailing Prescriptions, this notice (except as modified by the Sailing Instructions), and the Sailing Instructions.

Classes: Spinnaker and Cruising

Scoring: The Low Point Scoring System (Appendix A2) will be used.

Entry: The entry fee is $15 ($10 for USSA Members) by cash or check payable to the LWSA.

Site: Racing will take place around islands on Lake Winnipesaukee and will end at about 11:00 PM.

Prizes: Prizes will be awarded to the top 3 finishers in each class.

Social: To be announced

Schedule: Saturday July 31, 1999
1530 Registration & Meeting at Fay's
1700 Warning Signal

Contact: Seymour Friedel
603-624-1436

Gybing *(Cont'd from page 5)*

Don't be in a hurry to complete your gybe. This should all be done smoothly and you will be much quicker through your gybe than the boat that heeled over and half filled up with water. Besides your nerves will be better.

You may have to add a little 'S' turn to help the boom come over (and to keep the boat under the mast). In windy weather your crew may not be able to push the boom from one side to the other because the wind is pushing so hard against the sail. You can help your crew by turning the boat a little past running free until you are sailing by the lee. This will get the wind behind the mainsail and start to move it across the boat. As soon as the boom crosses the middle of the -boat, steer back a little so that you are on a running free course, then ease the sheets and turn to the new course. If you were to look back, your wake would have a little S bend to it.

Gybing on the run will allow you to complete your gybe with little heeling of the boat. That is because the wind is directly behind you. It cannot push you over on your side. Practice gybing this way when the winds are light so you're all set the next time the winds are heavy.

Local Knowledge

Where on the lake can you find this well known lighted navigation mark? What is its name?



1999 LWSA Membership Registration

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

LAKE WINNIPESAUKEE SAILING ASSOCIATION

Home Phone: _____ Work Phone: _____ Lake Phone: _____

Boat Make and Length: _____ Boat Name: _____

E-Mail Address: _____

US Sailing Association Membership Registration

US SAILING®

Please process my **USSA Membership** for 1999 at a rate of $35, (instead of the regular rate of $40). I understand that if I am a member of USSA that I will receive a discount of $5.00 or 10% of each racing 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 $75

$ _____ for LWSA Individual Membership Dues $38

$ _____ for LWSA Junior Membership Dues (Wed Night Racing) 18 & under - $20

$ _____ for US Sailing Association Dues $35 (LWSA Members only)

TOTAL $ _____ Signed: _____ Date: _____

Mail to: Lake Winnipesaukee Sailing Association, PO Box 7047, Gilford, NH 03247

LAKE WINNIPESAUKEE
SAILING ASSOCIATION
P.O. Box 7047
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June 1999

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Membership Expires 1999

Donna & Robert Garland
17 Floyd Road
Derry, NH 03038

Jimmy Fund
Sunday, July 4
(sign up 8 to 10 AM at WYC)

WYC Commodore's Cup
July 17 and 18
(see Notice of Race on Page 6)