

THE BROAD REACH

Volume 12, Number 4, August 1999

A Publication of The Lake Winnepesaukee Sailing Association

Commodore's Corner

by Bob Knowles

With regrets the LWSA Executive Board has accepted the resignation of Susan Sparks as this year's Commodore. Susan will continue however to assist the LWSA and the Youth Sailing School in anyway that she can. The by-laws, article IX, directs that a vacancy occurring in an office be filled by the next ranking officer, so here I am asking your help as I perform as Commodore for the remainder of this year. The Board is pleased to have Al Posnack's acceptance to fill the vacated position of Vice Commodore for the rest of this term. Al has many years of sailing experience on the lake, is a staunch supporter of youth involvement in our sport, and is eager to contribute in a more active way to LWSA's future.

An inquiry letter was sent to some 360 people currently on our Broad Reach circulation list but who were not members asking them to consider joining the LWSA. Our letter encouraged those that were former members to renew their support and those that had never been a member to join. In all cases we offered an alternative of a reduced fee of just \$10 to those who wished to continue to receive the Broad Reach but not be a full member. As of this writing only 10% of the inquiries have been answered with an equal portion responding for full memberships, for Broad Reach continuation, and for removal from the mailing list. It would appear from these results that some form of "reduced cost of membership" is not a key element in the search for increasing the membership.

The Executive Board plans to recruit a slate of nominees for the LWSA Board for the year 2000 before this season ends. The organization is in need of

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Dick Spillane's J/80, Christina, has been active at the events this season

Favorite Day Anchorages around the lake

by Donna A. Garland

When several boatowners at Fay's Boat Yard were recently asked the question "Where is your favorite place to anchor for the day on the lake?" the most frequent answer was "We seldom (or we never) anchor." When posed with the question "If you were to anchor, where would you go?" the conversation became more relaxed, the chart was unfolded, and several places were suggested.

Two favorite spots for anchoring are located not too far outside of Smith Cove. Most of us have frequently seen boats anchored off of Timber Island. Brenner Fuller of *Wildflower* reports that it's not usually crowded and has good swimming. He warns there are several rocks and it's advisable to take a visual approach to the area. Anchoring off Fish Island is a fa-

vorite spot of Bill and Judy Bausha of *Jack Rose III* and Chris Rich of *Free-will II*. Be sure to check your chart for the locations of the markers at the southern tip.

If you are seeking a more shallow and kid-friendly anchorage the sand bar at Marker 75, near Small's Cove in West Alton, is a very popular family location. The "friendliest" place to anchor for a day of fun in the sun is at the infamous Braun Bay located near Moultonborough Neck. Bruce Massie of *Scott Free* suggests you bring your "floatie toys". It's great way to socialize and meet some unforgettable people.

Winter Harbor is located inside Wolfboro Neck and provides a lot of shelter from the open lake. The approach is easy and the water is deep. Orchard Cove is an-

(Continued on Page 3)

**Lake Winnepesaukee Sailing Association
& Winnepesaukee Yacht Club
1999 Schedule of Sailing Events**

<u>Date</u>	<u>Sponsor</u>	<u>Event</u>
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.

<u>Day</u>	<u>Sponsor</u>	<u>Event</u>	<u>Start</u>
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)
some new energy from folks with ideas and commitment. If you feel you could make a difference and contribute to keeping lake sailing and racing alive and well, let a member of the current board know of your willingness to serve.

Our main event of the year, the Labor Day Regatta will be upon us in just a few more weeks. Race committee will again this year plan cruising class races to be less confrontational and more fun. Bring your boat out and join in. Racing classes will go around the buoys with separate line starts for one-design classes having four or more boats. The racing on Labor Day is always a good measure as to how well you have improved over the summer. Our social committee is hard at work planning for the on-shore activities highlighted by a Saturday night barbecue and fundraiser

Youth Sailing School Auction. Even if you do not plan on sailing in the Regatta, please come to the Saturday night bash. See old friends, meet new ones, and most of all, provide support to the Youth Sailing Program by participating at the auction. Included in this issue is a registration form and official notice of race. Send in your registration early so the planning committee can get the job done in time.

We hope you enjoy the special items in this issue. Donna Garland has compiled a set of Favorite Day Anchorages around the Lake and presents her results in a nice lighthearted article. Our SNAX reprint, UPWIND - to the Weather Mark, should help your race strategy planning.

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.



LWSA Executive Board

Bob Knowles, Commodore
Al Posnack, Vice Commodore
Bob Lemaire, Rear Commodore
Alan Kanegsberg, Treasurer
Donna Garland, Secretary

LWSA Committees

Bob Lemaire, Race Committee
Bob Knowles, Youth Sailing
Dan Saliga, Junior Club
Ed Philpot, One Design
Bob Knowles, *Broad Reach*
Susan Sparks, PHRF

The Broad Reach is a publication of the Lake Winnepesaukee 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 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.

Submit materials by mail (3.5" disk preferred) to The Editor, Bob Knowles, 52 Veasey Shore Road, Meredith, NH 03253 or Email: robt@worldpath.net

<u>Size</u>	<u>1 Year</u>	<u>1 Issue</u>
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.

Anchorage (cont'd from page 1)

other user friendly anchorage. It is located on the eastern side of Cow Island.

On *Haleakala* we've found that anchoring behind Sandy Island, near the camp, is a nice sheltered spot to bring guests for lunch when we're out for a day cruise. Members of the WYC have the use of the club mooring off Bear Island however we have found the area provides a nice spot to anchor as well. You have a good vantage point for watching the campers at Camp Lawrence as they learn sailing and boating skills.

Eventually lesser-known places to anchor were revealed in the course of my inquiries. Brenner describes Hermit Cove as being "really quite nice". It is located near Moultonborough Neck somewhat to the northeast of Braun Bay. Chris Rich finds Salmon Meadow Cove a nice spot to anchor as well. He recommends carefully following the chart and markers as you approach the area. Salmon Meadow Cove is located north of Black Cat Island and between Second Neck in Center Harbor and Moultonborough Neck.

Long-time boatowner Bill Porter and his wife Cindy of the *Ugly Duckling* provided many insights into places to anchor on the lake. Based on reports from skin-divers Bill describes the area off Timber as "a graveyard for anchors." There is a message there for all potential visitors. When asked about anchoring at the area of the Forty Islands he commented that the area "looks bony" and wouldn't recommend it. One of Bill's favorite places to anchor takes him closer to the southern part of the lake to Robert's Cove. It is located to the east of Ship and Moose Islands and is a "beautiful little cove." Another spot he and Cindy enjoy is near Stonedam Island. The area is north of Pitchwood Island. It must be approached between Spindle Point and Pitchwood.

Night Owl Race

by *Dan Saliga (Lily Pad)*

The wind was great for the Night Owl this year. We had a southwest breeze that started off at 6-7 knots then went steadily up to 13-16 knots. It was a warm breeze so we didn't even need warm clothing! It was also very humid but with the wind we didn't really notice.

I would like to thank Ray Majkut of Fat Cat, for acting as our race committee this year. He did an excellent job! All who par-

ticipated in the race had a great time. We had a new boat to racing, *Makin Time*, a Pearson 33. Tom Coneys had 1 crew member who had never sailed before and they had the rail in the water on the up wind leg. Gary sailed *Kia Ora* single handed! It was a beautiful night for sailing and to those who missed it, you missed a great time. You never know what the wind will do on the Lake! Thanks to those who participated.

===== Night Owl =====

Cruising A (TOT) Start date&time 7/31/99 17:0500

Yacht	Skipper	PHRF	Eltime	Corr.	Pnts	Place
LILY PAD	Saliga	204	5:4645	4:5855	0.75	1
KIA ORA	Brauns	231*	7:0159	5:5112	2.00	2
MAKIN TIME	Conuys	195*	7:0012	6:0637	3.00	3

* Uncertified handicap (Non-PHRF Member)



Dan Saliga has been enjoying cruising and racing with his Hunter 28.5, Lily Pad

He warns it is a little tricky to get into and the water is not deep. When choosing a remote anchorage Cindy's all-time favorite spot takes them to Green's Basin in Lee's Mills. It is an ambitious and adventurous trip and your chart is an absolute necessity to guiding the way.

When asked the question regarding "things to do while you're anchored" was posed

the general consensus was that this is a "personal question"!!!!!!

When there's no wind many sailors are content to forget the hassle of anchoring and just drift in the open water. Whatever your choice is, it's a great lake and we are all finding our own ways of enjoying it.

WYC Commodore's Cup Final Results

Racing A

Yacht	Skipper	R#1	R#2	R#3	Points	Place
MAIL-ORDER BRIDE	Pratt	1	2	1	3.50	1
FULL TILT	Bahr	4	1	3	7.75	2
PINOCCHIO	Knowles	2	3	5	10.00	3
CHRISTINA		5	5	2	12.00	4
COHERENT	Sibson	3	10	4	17.00	5
OVER THE EDGE	Scott	6	4	9	19.00	6
SCHATZ		8	6	6	20.00	7
KAIZEN		7	7	7	21.00	8
KING HIGH	King	9	8	8	25.00	9

Racing B

Yacht	Skipper	R#1	R#2	R#3	Points	Place
IMPATIENT	Philpot	1	1	2	3.50	1
LEADING INDICATOR	Thibeault	2	2	1	4.75	2
GOOD STUFF	Nickerson	3	3	4	10.00	3
LILY PAD	Saliga	4	4	3	11.00	4

Cruising A

Yacht	Skipper	R#1	R#2	R#3	Points	Place
C'EST LA VIE	Carroll	1	1	1	2.25	1
TOTAM	Selig	2	2	6	10.00	2
HOT TUB	Thompson	5	3	2	10.00	3
AIR EXPRESS	Boucher	3	8	3	14.00	4
WILDFLOWER	Fuller	6	4	5	15.00	5
CLASSY LADY	MacQuarrie	4	5	7	16.00	6
HALEAKALA	Garland	7	6	4	17.00	7
SCOT-FREE	Massie	8	7	8	23.00	8

Photo essay by Russ Thibeault



Commodore's Cup 1999

Youth Sailing News

Classes continue with the final group scheduled for the week of August 16 – 20. The one-week format with full day sessions has worked quite well. It has given the kids more on the water time. The instructors believe that the kids have learned at a more rapid rate with the extended sessions.

Our Laser fleet has shown its age as the sessions have progressed with an increasing frequency of repairs being required. We currently have one of our eight Lasers out of commission with major delamination in the cockpit area. A second has a failed inspection port requiring a major fiberglass restoration. The six remaining boats are adequate to finish out the year but leaves the program with no margin if another boat were to go down. A volunteer(s) to rehabilitate these two defective Lasers would be welcomed.

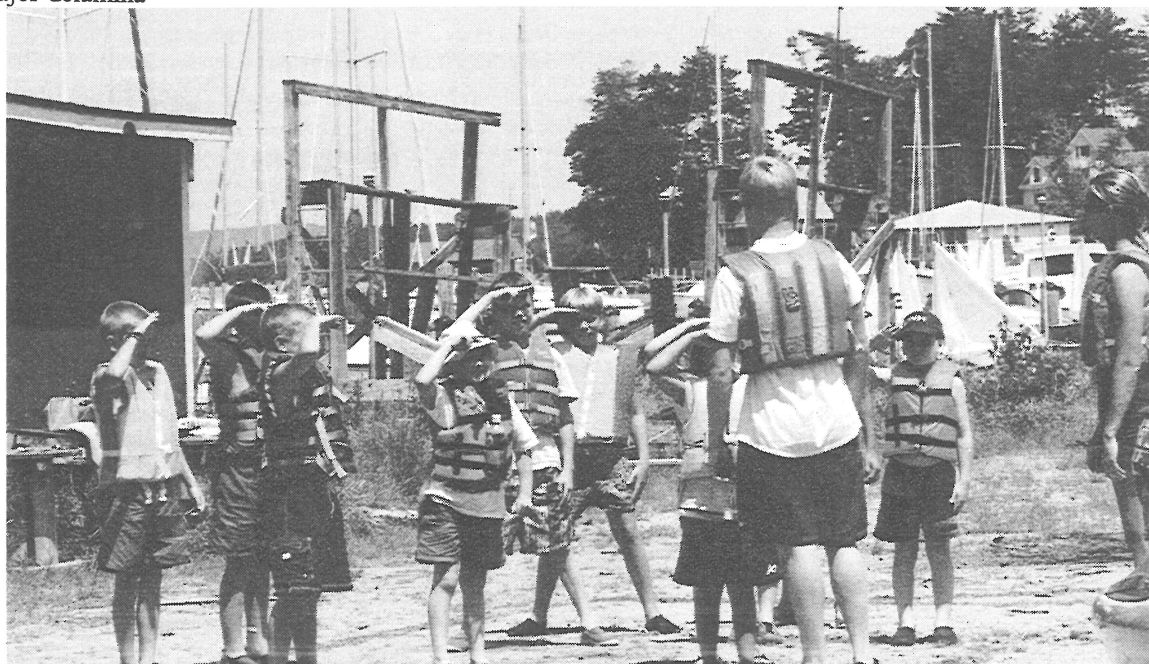
On Thursday, August 5th, Dick Spillane, Al Herte, and Ed Sonn provided their J80 and their time to take the classes out on a "big boat". The kids had

quite a time flying the big spinnaker. The afternoon session concluded with a race around Welch Island. On August 19th, the class is scheduled to visit the Marine Patrol facility and get a first hand review on boat safety and learn what the patrol force does for the boating public.

Thanks to Dan Saliga and Jeff Kirchhoff who have been volunteering their time and talent on Wednesday nights to run the Laser/Opti racing program. Jeff also held an

introduction to racing lecture for the kids on a Thursday afternoon in July.

It is likely that our very competent lead instructor, Meg Heckman will not be able to return again next year. She has an opportunity to be a summer intern at a leading ski magazine, satisfying her study major in journalism and her love of skiing. If you have a recommendation for another instructor please let us know. The time is now to secure the best-qualified instructors for next year.



It looks like Boot Camp as the kids begin a day at Youth Sailing School

Upwind to the Weather Mark

by Hal Smith as seen in *Mainsheet* (Catalina 22)

You have just started the first weather leg. Boats are all around you, some ahead and some behind you. Now where do you go so they all do not finish ahead of you? At this point, you discover that your boatspeed is less than some and maybe equal to others, but you will not improve it this day. Your sails, bottom condition, and trimming skills are fixed for today. Your only chance to beat those guys rests in the answer to the above question, "where to go?" The trouble is that you did not ask it soon enough.

Strategy preparation must begin be-

fore the race starts. During the first weather leg, the strategy design may almost ignore the presence of other boats. At the race's beginning, other boats only represent obstacles to be avoided; whereas, later in the race, their actions will become important to your strategic decisions.

What is meant by strategy is almost as simple as the choice of left or right. Making this decision is based on the following:

1. Wind direction: It is a given that the wind will shift. You will either:
 - a) Have an idea of the general di-

rection the wind will shift over the day. In this case, always work up the side of the course to which the wind is expected to shift; i.e., go right first if the wind is expected to generally veer right.

- b) Have no idea of a wind shift direction. In this case, go right early, but not too far to the right of the fleet. You will avoid total disaster if the wind shifts left, but you will spend more time on starboard tack as the boats converge at the mark. Have you noticed how many people start on starboard and sail to the left? This leaves clear air and maneuverability to

(Continued on Page 7)

OFFICIAL NOTICE OF RACE

LAKE WINNIPESAUKEE SAILING ASSOCIATION

TENTH ANNUAL LABOR DAY REGATTA

Saturday, September 4 and Sunday, September 5, 1999

RULES: The race will be governed by *The Racing Rules of Sailing*, the prescriptions of US Sailing, the rules of PHRF New England or one-design classes, the LWSA/WYC Combined Sailing Instruction for the 1999 season, and any other applicable rules.

ELIGIBILITY: Any boat over 20 feet possessing a current PHRF certificate may participate. Boats that do not have a current certificate may compete by obtaining a temporary certificate. Such boats are advised to pre-register to allow sufficient time for accurate handicapping. Also, pre-registration is required on or before Friday, August 27 for any one-design keelboat class with four or more boats requesting its own class.

ENTRY & FEES: Boats must register by submitting a completed Official Entry Form along with a check made out in the appropriate amount payable to LWSA. Pre-registration should be postmarked no later than August 30, 1999 and mailed to LWSA, PO Box 7047, Gilford, NH 03247. The registration fee is \$45 (\$40 for USSA members). There is a late fee of \$10 for entries received after August 30, 1999. Additional fees may be paid for social activities ashore. See entry form for details.

CLASSES: Boats must register to compete in either the PHRF Racing, PHRF Cruising Division, or One-Design Division. Cruising Division may not use spinnakers as defined in racing rule 50.4. The divisions will be further subdivided as required.

ADMINISTRATION: Race headquarters for the event will be "The Rec Room" at Fay's Boat Yard, 71 Varney Point Road, Gilford, NH. Additional forms may be obtained in person at the Chandlery at Fay's or by calling Bob Lemaire at 603-569-6269 (leave a message).

RACING AREA: Races will ordinarily be started on "The Broads". In the case

of extreme conditions, the race committee may elect to start races south-west of Welch Island.

COURSES: The race committee may set "Buoy" or "Island" courses as it deems appropriate for each class. Course signals will be posted on the committee boat as per the Sailing Instructions.

SCHEDULE:

Saturday, September 4, 1999

0900 Registration, Pickup Packet

1000 Skipper's meeting

1130 Warning signal for first race

Social activities ashore to follow racing (See master schedule)

Sunday, September 5, 1999

1100 Warning signal for first race

Social activities and awards to follow racing

SKIPPER'S MEETING: Race packet with Sailing Instructions and class assignments will be available at the skippers meeting on Saturday. A Skippers Meeting will be held as per the schedule to reiterate information contained in the Notice of Race and Sailing Instruction and to answer questions.

SCORING SYSTEM: The low-point scoring system (Appendix A2 of the racing rules) will apply. One race will constitute a regatta. All races will be counted.

PRIZES: First and Second Place awards will be made in all classes and Third Place Awards will be made in classes with five or more boats.

OFFICIAL NOTICE OF RACE

LAKE WINNIPESAUKEE SAILING ASSOCIATION

ANNUAL DOUBLE HANDED FRYING PAN RACE

Friday, September 3, 1999

1. **RULES:** The race will be governed by *The Racing Rules of Sailing*, the prescriptions of US Sailing, the rules of PHRF New England, the LWSA/WYC Combined sailing instruction for the 1999 season, and any other applicable rules.
2. **ELIGIBILITY:** Any boat over 20 feet possessing a current PHRF certificate may participate. This is a double handed event. Boats are restricted to a Skipper and one crew member.
3. **ENTRY & FEES:** Boats must register by submitting a completed Entry Form along with the entry fee of \$15 (\$10 for US Sailing members). Registration is at 1700 Friday, September 3, 1999 at Fay's Boat Yard.
4. **CLASSES:** Boats must register to compete in either the Racing or Cruising Division. Cruising class may not use spinnakers as defined in racing rule 50.4
5. **RACING AREA:** The race will be started south-west of Welch Island.
6. **COURSES:** The course is traditionally twice around Welch Island. The official course will be posted on the Race Committee Boat as described in the Sailing Instructions. The race committee may shorten the course to once around by displaying code flag S before the first boat passes the Start/Finish line.
7. **SCHEDULE:** Friday September 3, 1999
1700 Registration & Skippers Meeting
1800 Warning Signal
8. **SKIPPER'S MEETING:** A Skippers Meeting will be held as per the schedule to reiterate information contained in the Notice of Race and Sailing Instructions and to answer any questions.
9. **SCORING SYSTEM:** Finishing position is determined by corrected PHRF time.
10. **AWARDS:** The winner of each division will enjoy the distinction of having their accomplishment recorded on the perpetual "Frying Pan" trophies which hang in the Fay's Boat Yard Chandlery.

the middle or right.

2. Wind speed: Wind also changes in speed. New wind is almost always stronger. Sail toward it.

3. Geography: A point of land, an island, the traffic lanes of other non-racing boats, anchored boats, etc., may all reduce your maneuverability and/or slow you down. Avoid them. Land masses will predictably deflect wind and can create a thermal breeze, so a potential advantage may exist nearby.

4. Waves: Smooth water offers much less resistance to the hull's forward motion and permits greater sail shape efficiency with less pitching. If you do not give up too much wind or encounter increased adverse current, this is the place to be.

Now that you have selected your direction, choose your starting location accordingly. A boat length or two lost at the starting line is more than made

up for if you sail the course of your choice. Maintaining clear air and maneuverability is important here. Going left or right really means "working" left or right, so expect to make plenty of tacks, taking advantage of short wind shifts, avoiding boats, etc.

Windward strategy rules of thumb:

1. Sail toward a persistent shift early and use it to carry you to the mark later.
2. Avoid extreme sides and keep off the laylines.
3. Sail toward new wind.
4. Stay on the tack that takes you closer to the mark.
5. Tack on headers.
6. Cross other boats when you can.

Usually some other boats will rec-

ognize the wisdom of your strategy and be headed there with you. This is where boatspeed is important. Remember that you have a power gear and a fast gear.

1. **Power gear:** The main and genoa are eased several inches outboard. Steering is two to five degrees below close hauled. This trim provides acceleration and power. Use the power gear going in and out of maneuvers, in chop, in difficult current, in wind shadows, etc. Be careful not to over steer in these situations, as the rudder drag can slow you significantly.

2. **Fast gear:** The main and genoa are trimmed in tight, and the boat is pointed high. The boom is on the boat's centerline, and the genoa is almost back-winding the main. This is the highest speed mode but is a delicate balance to maintain. Rudder movements must be minimal, and the boat's motion must be steady.

1999 LWSA Membership Registration

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

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

Boat Make and Length: _____ Boat Name: _____

E-Mail Address: _____



US Sailing Association Membership Registration



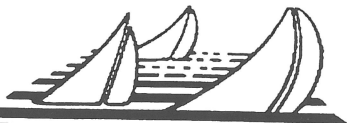
Please process my **USSA Membership** for 1999 at a rate of \$35, (instead of the regular rate of \$40). I understand that if I am a member of USSA that I will receive a discount of \$5.00 or 10% of each racing registration fee to cover the cost of insurance through USSA. This will provide full USSA 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 Auxilliary Member \$10
- \$ _____ 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 Winnepesaukee Sailing Association, PO Box 7047, Gilford, NH 03247



LAKE WINNIPESAUKEE

SAILING ASSOCIATION

P.O. Box 7047
Gilford, NH 03247-7047

August 1999

Postmaster: RETURN SERVICE REQUESTED

Boat Yard Barbecue Special Invitation From the LWSA and FAY'S BOAT YARD

**You are invited to a celebration of the end of the Summer Season
Saturday, September 4 (Labor Day Weekend) at Fay's Rack Storage Building**

Catered Barbecue (Chicken, Ribs, Corn, Salads, etc) at 6:00 PM

**Tickets \$15.00 each - Heineken Beer Bracelets \$5.00 each - Reservations Required before 8/31
Children UNDER 13 can have Hot Dogs or Hamburgers for \$3.00 each**

If you wish to attend, please mail a check (with a note as to what tickets you want) to:

**LWSA
P.O. Box 7047
Gilford, NH 03247-7047**

**Or purchase tickets at Fay's Chandlery
before August 31**

If you wish, you may call 603-225-5635 before August 31 and leave a message that you will be coming and how many will be there. We will sell you the tickets at the door. (You will have to pay if you don't show up)

_____ Barbecue Tickets at \$ 15.00 each _____ Bracelets at \$ 5.00 each*

***Heineken Beer will be included with the additional purchase of a Bracelet for \$ 5.00 per person for Saturday.**

Because this is a catered barbeque, we must have a count of attendees by August 31.