

LOFT LINES

Now Reaching Over 2000 Sailors

A NEWSLETTER FROM HAARSTICK SAILMAKERS

1461 Hudson Ave. Rochester, NY 14621

(800) 342-5033 (585) 342-5200

email: info@haarsticksailmakers.com

Web site: www.haarsticksailmakers.com

July 2nd, 2008

In this issue:

- **New Cloth/Design at Haarstick** - "The all Dacron Triradial Genoa is back!"
 - **Ensign Region I Regatta Re-Cap**
 - **Solo Across the Lake and Back – Scotch Bonnet Light House Race**
 - **Still Time for New Sail by Level's, LYRA, and Sail Oswego**
 - **Summer Sailing Schedule**
-

What's new this summer??

-Steve Haarstick

The all Dacron Triradial Genoa is back! Many of you remember our break through Dacron "Quilt-Cut" Genoas from the late seventies and early eighties. Well we have revived this terrific sail and updated it as a Triradial! Just like the original Quilt-Cut, the Warp orientated, WOVEN Dacron sailcloth (no Mylar film, no glue) is very strong in the panel direction and will hold it's leech shape longer than a similar weight of Polyester Mylar laminate. The down side: tear strengths are not as good as laminates, so you have to take care to tape up spreaders, and stantions. Please!! No sharp edges!!!

The second cloth development that we have been working with is Dimension's new "Flex" laminates. The name stands for: "Fill Laminate extra X". This line of laminates features a very strong Carbon fill with a Kevlar warp, coupled with a 20 & 30 degree Kevlar yarns laid up in an "X" pattern. These off angle yarns give excellent strength in all angles from fill to warp, and allows a CROSS-CUT panel layout to be used. Cross-cut sails save about 30% on cloth usage and labor compared to triradials. While the Flex cloth is considerably more expensive than Pentex laminate cloth, the labor and usage savings allow us to offer a very low stretch CARBON/KEVLAR laminate at the roughly the same price, or in some cases, a very slightly higher price than a Pentex Triradial.

Both sails types have been built, and the results look very good. The Dacron Triradial genoa is now in it's forth season of use, and still looks great!! Give us a call for more details and pricing.

Ensign Region I Championship

Centerport YC L.I. June 14,15

by – Doug Burtner

Most of you that know me, know that the Ensign is a boat that has significant meaning to me. Unlike most sailors that grow up on dinghies, I learned how to sail on the Ensign. I was in my teens when Dr. Henry Rohrer called my brother and me, and asked us to join his sailing team. I met a few guys from Haarstick Sailmakers that helped teach us a few tricks about sail trim, and the rest is history. Since then I have become the Sales/Service Manager at Haarstick Sailmakers and won the 2005 Ensign National's, as crew, with Greg Eiffert driving the very same boat I learned how to sail on.

Over the years Haarstick's name, and sails, have grown in the class. We have many new customers around the country that are very happy with the speed and durability they get out of their Haarstick Sails. The one area where we have the highest percentage of Haarstick Ensign Sails is Fleet 7 in Huntington Bay on Long Island, NY. Out of the almost 30 boats there, about 18 boats have a Haarstick Sail onboard. When I found out earlier this year that the Ensign Region I Championship was going to be hosted by this Fleet, I knew I had to be there.

The biggest reason we have so many sails in this fleet is because of one of their local sailors, Brian Simkins. I met Brian about 6 or 7 years ago at an Ensign Regatta. He saw our sails out on the water in a few events and liked what he saw, so he wanted to see what he could do with them, and bought a set of sails in 2002. Since then Brian has won numerous Fleet Championships and Regional Championships, and in 2006 drove his boat, "Ensane", to a National Win. I called Brian right away to see if I could get out with him and see what new tricks I could learn from him about how he sails his Ensign. Brian was happy to get me onboard and we were going to get one of his crew from the 2006 Nationals. Rob Windsor was our third, although

most sail with four, we were planning on light air for the event and thought three would be perfect

I planned on going down to the event a day early so I could get out and sail with other customers should they have any questions or just see if I could teach them any new tricks. The event was Saturday and Sunday so I went down Thursday night and had a few appointments lined up for Friday. Don't drive through NY City between 4-8 pm, my god what a headache. My 6 ½ hour trip took about 8 ½, I don't know what I was thinking.

Besides my cell phone being almost unusable due to the lack of coverage in Huntington Bay (at least for my company), Friday turned out well. I was able to get out with 6 different Ensign customers by literally jumping from boat to boat out on the water or at the dock. It was great to get out on so many boats and see so many customers that I have never met before, and to catch up with the ones I have met in the past. I was also able to get out with Brian and Rob to see how his boat was set up and go through the paces so we were all up to speed with each other. That is always a must when going to a regatta on an unfamiliar boat. Brian also has a different boat. He sold "Ensane" to another fleet member, and is now a co-owner of "Jim Dandy", Ensign number 329. Brian re-rigged the whole boat to his liking and man did he do a great job. This should be on display for all Ensign owners to see and take notes. I know I took home a few ideas.

I thought I was going to write about a regatta and I'm running out of time here, so on with it.

Saturday started off with a NE wind at about 8-10 knots that died throughout the day to about 3-5 knots. We got 4 races in that day and were in a 9 point lead by the end of it with a 1-2-1-4. The right side of the course was consistently the place to be and if you didn't get over there quick you would miss out. We did have one "over early" but dipped down quick and jibed over behind the fleet to the right as quick as we could. We still had to fight to get a few boats back and managed to with some quick jibes at the windward mark. Sunday we waited for about an hour and a half for there to be enough wind to get a race off. The wind was about 3 or 4 knots with the occasional 5, 6 knot puff. We had a decent start and kept our air clean. We rounded the windward mark in third and passed the two leaders downwind to take the lead and hold them off for the remainder of the race. That turned out to be the last race of the regatta and a solid win for Brian on "Jim Dandy".

It was great to see everyone in Fleet 7 and to be able to sail with Brian and Rob. I had a great time and I especially want to thank Rob and his parents for putting up with me for the weekend. The Windsors put me up in a room at their house and it was more than perfect. I look forward to coming back to Centerport next year when the Ensign Nationals come to town.

August "Loft Lines" I should have a report on the:

Ensign Region V Championship Regatta in Cedarville Michigan. I will be going up there next Wednesday to sail on a brand new Ensign, Hull #2025. This is the largest fleet of Ensigns in the country with over 60 boats, and still growing. There will be close to 40 racing so it should be a blast.

Solo Across the Lake and Back – Scotch Bonnet Light House Race

How I spent my “Fathers Day” weekend...

On Friday evening north of Rochester harbor the weather was a bit sporty, I had the unique opportunity to see lightning boil water “again”, and I would guess about a mile distant, several times.

Each strike had my Marine VHF radio produce broadband white noise for several seconds – until one deafening strike behind the boat which I did not see to guess the distance, but it definitely added a flashbulb effect to the vicinity. I realized it was closer than most would like (yes - including me) and I had a concern my radio had become fried, since it went to white noise and did not recover. I did turn it off and turned it on again after a short period of time, fortunately it was ok.

During this time 14 boats (with full crews mind you) wisely dropped out and headed for safe harbor.

During this time I saw heavy winds blowing the tops clean off the waves that were being driven our way – the water looked like froth, and it was coming fast.

We received a radio warning that winds were gusting over 35 knots at Braddock’s bay; making a quick time/distance calculation I knew it would be on us in five minutes tops.....

As I was finishing up reducing sail estimating a point of sail for 40 + mph winds (turns out they gusted to 54, I personally only saw 38 on my masthead instruments, but I have not had time to properly calibrate them yet for this season) Most sailboats pull in all of their sails and start the engine at about 25-28 MPH of wind....

I must ad I am grateful to have had new sails from Haarstick with the Genoa setup for roller reefing and a main with 2 reef points installed, I had motored to Rochester so this was the first true outing with this setup. Previously I had a hank on Genoa and would not have been able to reduce sail in time for this storm with that, and it would have been very ugly.

I saw a chance to make really good speed, and at first, thought I could make it north and possibly get ahead of the worst of it – well it also was spreading north.

It was about to become a “very sporty ride”.....

Now basic physics apply to how fast non-planing, displacement boats can travel through the water. Mine can only go 6.243 knots. Yes there is a reason I am making this point...

The winds are upon me – I had just finished closing up the boat water tight to keep the green water out had barely finished reefing the Genoa and was not quick enough to re-trim the main

sail for this onset of wind and driving rain. At this point I had a really good start and was way out ahead of most of the fleet and several boats later said they saw my boat get knocked over hard by the first blast of the storm, and thought I would call it quits. However from my perspective I was knocked over hard enough to put the side of the boat in the water, but still not as bad as I have had it wacked before. I knew she could take this in stride easily. Straightened it up trimmed the main for this wind and continued north trying to sail her hard and get to the northern edge of the storm. It really looked like I was going to make it at first but it turned out that was where it was the strongest. Fortunately the wind was coming almost from due south – well it was very active sailing and before long I thought, this feels a little fast.... Glanced at the instruments and they all were averaging well over 8 knots or 9 MPH. turns out the waves were a little larger than I would later tell anyone since to surf a 26' nearly 4 ton boat takes a lot of wave and wind in the right combinations. Also there is zero room for any mistakes or distractions under these conditions it could be fatal to boat and crew, the attention to every aspect of sailing the vessel, the conditions around, everything has to be at 200%....

My kind of party.....

Then after the storm passes it gets boring, nice easy breeze that drops to less than 2 knots as the northern target is being approached, the Sun should be starting to come up but there is no way it will be seen - there is a pea-soup fog, full senses on alert – can't see for more than 50 to 100 feet in any direction. Listening, smelling, looking (yeah right) intently for anything that could be another vessel – like a big lake freighter bearing down, thinking if one is on a collision course will I have time to maneuver clear in time? It would be tough.

Then I think I smell frying bacon – can't tell anyone about this they will think I am going nuts... Afterwards I overhear several other folks talking about smelling bacon. Turns out a lake freighter had passed by that no one could see, but some heard, and they must have been fixing breakfast for the crew. Well, I guess that is one of the things that can linger in dense fog..

Ok – think I hear birds, Yes!

Ugh – now the smell of an island heavily populated only by seagulls - the island is near... then I can hear waves on the rocks, double check my charts, course, and depth – dead on course.

Round the island passing close enough to the race committee boat that we could have thrown baloney sandwiches at each other, would have loved one about then – a protein bar did not have the same appeal after smelling bacon earlier. Now after some extremely light air slow maneuvering, I am clear of the island and heading back to Rochester – 37 miles to go, it is 06:19:53 and I am looking forward to getting back in time for dinner. Had a really good run, passed over ten boats (my pre-planned course played out) and then 2 miles from Rochester - - - - Dead-CALM!!!! Arghh....

Floating around for a couple of hours with the finish line in site - literally cursing at the lack of air selfishly thinking I could have been real close to being one of the fastest finishers – and doing it single-handed against fully crewed boats... Alas – arrogance once again set adrift.....

Finally – enough of a breeze to ghost along to the finish – across finally...

A sporty event experiencing each of the extremes this lake can throw at you, surviving it safely, finishing and winning my division easily – and yet I wanted more.....

Maybe next year - - -

Robin –

Boat name: Petrel