

LOFT LINES

Now Reaching Over 2000 Sailors

A NEWSLETTER FROM HAARSTICK SAILMAKERS

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In this issue:

- Check out these TOP results – still winning after 35 years

How do we do it? See Steve's approach to sail design.

- Women's Regatta in Rochester is this weekend

- Recent Testimonials

Including comments on our Winning Beneteau 36.7 sails

Haarstick Customers Results

LEVELS 2005 (7/23-24)

COURSE A

Beneteau 40.7 (9 boats)

2nd – Kiki Werner "Silver Bullet"

4th – Tim and Scott Kinsella “Polestar”

5th – John Doyle “Out of the Blue”

COURSE B

MORC Fleet (10 boats)

1st – David Spang Custom 30 “No Name” (1-3-1-3)

PHRF 3 (5 boats)

1st * – Jay Tovey J/29 (Genoa , Jib and Spinnakers) “The Fish” (1-1-2-1)

PHRF 4 (13 boats)

2nd – Brook and Gunnar Richardson Peterson 34 “Arrow” (2-2-1-5)

3rd – Terry Ingerson C&C 35-3 “Allegro”

4th – Don Lieber / Moby Burton C&C 38 “Foxfire”

5th * – Fred White J/34 “Sound Wave”

PHRF 7

2nd – Brendon Benson J/30 “Blaze” (1-3-3-1)

3rd – Peter Sichak Tarten 30 “Guardian Angle”

4th – Dan Mather J/30 “Crusader”

PHRF 8

1st – Bruce Scott Santa Cruz 27 “Time Warp” (4-3-1-1)

COURSE C

PHRF 12

1st – Andy Hooker Redwing 30 “Pegasus” (1-1-1-1-2)

3rd – Brian Murray Farr 727 “Bad Karma”

Pearson 26

1st – Matt Keene “Puffin” (2-2-1-1-1)

2nd – Kevin Reitter “Pursuer”

3rd – Eric Grape “Dolly”

COURSE D

J/22 (25 boats)

1st (Spinnaker Only)– Cory Sertl “Lucy” (4-1-1-1-2)

C&C 29-1 & 2 (12 Boats)

1st – Skip Doyle “Rockin’ Chair” (1-1-2-1-1)

2nd – John Meagher “Celtic Fire”

3rd – Jack Evans “Smack”

* - indicates partial inventory

Quick Stats:

-32 divisions in all

-In14 Divisions at least one boat had one Haarstick sail.

- In 7 of those Divisions a Haarstick Boat got 1st.

- In 11 of those Divisions a Haarstick boat got at least 3rd.

(not many sailmakers can claim these kind of percentages)

LYRA Centennial Race (7/25)

1st in Division and Overall – Kiki Werner Ben. 40.7 “Silver Bullet”

LYRA Course (7/29-31)

Beneteau 36.7 (14 boats)

2nd – Rich Cunningham “Bob” (3-4-(6)-1-6-5-3-2-1-3)

(first place with no drop)

Beneteau 40.7 (7 boats)

2nd – Harry Voss “Silver Bullet” (2-4-2-3-(6)-1-5-2-5-1)

PHRF – 3

1st * – Jay Tovey (Genoa , Jibs and Spinnakers) J/29 “The Fish” (1-1-1-1-1-1-1-1-1)

C&C 29

1st – Skip Doyle “Rockin’ Chair” (1-1-2-1-1-1-(5)-1-2)

3rd – Norm Stessing “Obsession”

PHRF – 5

1st – Andy Hooker Redwing 30 “Pegasus” (3-2-1-3-1-2-2-3-(4))

2nd – Brian Murray Farr 727 “Bad Karma”

Eastern Yachting Circuit Regatta (EYC) (7/14-16)

1st in Division and Overall – Brendon Benson J/30 “Blaze”

That makes 4 years in a row for Brendon as overall winner.

Sail Oswego (7/29-30)

1st in Division and Overall – Brendon Benson J/30 “Blaze”

2nd in Division and Overall – Charlie Krylo J/24 “Seaweed”

Chesapeake Bay Women’s Challenge Regatta (7/29-30)

1st PHRF C – Melissa Currier Alberg 30 “Infinity”

Ensign One-Design Results

Ensign Region I Championship Regatta (6/11,12)

1st – Brian Simkins “Ensane”

Ensign Women’s Regatta (8/5) Canandaigua Yacht Club

1st – Dianne Kube “Onrust”

2nd – Jan Ziobrowski “Calyce”

Ensign Region V Championship Regatta (8/6,7) CYC

1st – Greg Eiffert “White Lady of Irondequoit ” (1-2-3-1)

3rd – Wes Kroeze “Onrust”

Upstate Regatta’s Coming up:

August 11-14th [CORK](#)

August 13-20 [8 Meter Worlds in Toronto](#)

August 20th: [GYC Women’s Invitational](#)

August 19-21: [J-29 NA's at Sackets Harbor](#)

August 27,28 [J/24 Distric 7 Championship Regatta](#) at Sodus Bay Yacht Club

August 27: [RYC Hospice Race](#)

August 28: [Rochester Race](#)

Steve Haarstick on Designing Winning Sails

I'd like to congratulate the many skippers and crews that used their Haarstick sails to have a great week of sailing at the Youngstown Levels and the LYRA races these past two weeks. From partial inventories such as Cory Sert's win in the J-22 class with our spinnaker, to boats with all, or nearly all Haarstick inventories, such as Rich Cunningham and crew aboard "Bob", after a learning experience at Levels (their first regatta ever) in a tough Beneteau 36.7 fleet, placing second overall at the LYRA day races, one point out of first. Or, "Silver Bullet's" second overall in both the Levels and LYRA, plus an overall win in fleet at this year's Centennial. Skip Doyle's continuing dominance in the C&C 29 class, Dave Spang's win in the MORC division, Jay Tovey's "The Fish" winning their division in both Levels and LYRA, and many more that we have listed above. In short, boats with our sails we have consistently done well at these two major regattas on Lake Ontario over the years, and I am very thankful for the confidence that so many skippers have placed in our products.

One comment that always comes up after our sails do so well, is how is it possible that we can design and build sails with little or no experience that are the equal, or sometimes even faster than those produced by the major lofts, particularly in One Design classes where sails have gone "through many generations" of design improvements. I realize that it is a stretch to think that this is possible for a relatively small, regional sailmaker, as, frankly we are.

The most plausible explanation I can offer, besides the "blind squirrel" theory is the following: I do have formal training in the aerodynamics of sails. I received a BSME degree from Trinity College (Hartford, CT), where my fifth year thesis was the measurement of pressure distribution over the surface of a mainsail. I went on to a Master's degree at Stevens Institute, where I spent 3 years in their wind tunnel, investigating the insensitivity of Reynolds number variations on the maximum lift coefficients of "zero thickness", highly cambered airfoils. And a Master's thesis on the optimum vertical distribution of

camber in 12 meter sails, as matched to their towing tank hull data in various wind velocities. I learned a great deal from this effort, all geared to eventually designing fast sails.

When I started work in Ithaca , NY , running a tiny sail loft for Don McPherson in 1968, the first major project was to have my fledging sail design program programmed on the Cornell mainframe computer. This program actually plotted the sail on the cut sheet, complete with edge offsets, and seam curve offsets. Over the years, many talented people have helped me to compile this program, as it developed, on several different operating systems. As our design program is unique to Haarstick Sailmakers, it probably doesn't work the same way as many of the current "canned" programs that have appeared over the past 15 years. I don't visually decide sail shape on a computer screen. I don't have confidence with this approach. I think the smooth vertical distribution of camber combined with the fore and aft placement of the sectional camber are the most important aspects of sail design that affect upwind boat speed. It can't be visual, as differences between fast and slow are sometimes smaller than visually apparent, especially on a computer screen. There are so many compromises that have to be made between offsetting effects, that I felt it was necessary years ago to develop a program that prevented me from making bad choices. Each successful design for a given type of boat is given a file name. Choosing this file and merely inputting the sizes of the sail, and the STRETCH DATA from the cloth that will be used in this sail, allows me to reproduce the sailing characteristics of this sail for one boat to that of a similar type of boat, but of a different size. In short, once I have a successful design, I can reproduce it for a wide variety of similar types of boats.

I am also compulsive about record keeping. I have EVERY cutsheet for every sail that Haarstick Sailmakers has ever made. I keep these filed by boat type. We also have a separate file for every customer for the past 16 years, which has the special details of the sail, including the lot and roll number of the cloth used. Finally, we keep these cloth test graphs for every incoming shipment of cloth in yet another set of files.

All of this record keeping is what allows me to avoid "dumb" mistakes. Unlike most sailloft owners, I choose to do the day to day sail design, and am the sole designer of every sail that we cut, either for ourselves, or the lofts that work with us. I also run the test results of all the cloth samples we receive, and personally choose what cloth we will buy. The technical side of sailmaking is where my interest lies. I am not good at marketing, "glad handing", "working the crowd", or God knows, my human resource skills. Rightly, or wrongly, I concentrate 90% of my time on our product. I really believe that a lifetime of effort concentrated in this one area has allowed me to "hit" on successful sail shapes for a wide variety of boats, without the "generations" of designs that are deemed so necessary by others.

GYC Women's Invitational Regatta

The Genesee Yacht Club in Rochester , New York invites women sailors from western New York to our Fifth Women's Skippers Invitational, a three race regatta held on Saturday, August 20, 2005 . Registrations are due by August 15th. We encourage all boat types to join us for the regatta. Classes will include spinnaker, Genoa only and a Fun Fleet. The awards, music, food and the skipper bags promise to be outstanding with thanks to the support we have received. We invite all women crews, as well as men and women crew with women at the helm. All the details and notice of race are at <http://www.geneseeyc.org>

Free dockage is available for the regatta, as well as a travel lift for boats on trailers. Please strongly consider coming to this event dedicated to women's racing in western New York .

Special thanks to Haarstick Sailmakers for including us in this month's newsletter and for providing Haarstick duffels for some of the awards this year.

Recent Testimonials

New Beneteau 36.7 Customer:

Steve,

Thanks for making a great racing sail inventory for our Beneteau 36.7 program this year. I think the sails were a major factor in our success in both the Levels and LYRA regattas these last two weekends. We had never raced as a complete crew or against other 36.7's before so good boat speed was particularly important. Both upwind and downwind I felt we were as fast or faster than any of the boats. As you know we missed first place at LYRA by one point due to a throw out.

Great quality, service, and on time delivery made all the difference.

Best regards,

Richard Cunningham and the crew of "Bob"

Well known Buffalo sailor, Rick Egloff comments on "Bob's" inventory:

Steve,

Quick note... at last weekends Beneteau 36.7 Great Lake Championship I had the opportunity to sail with Rich Cunningham and the Ithaca crew on "bob".

We ended up second one point behind the winner. If not for the drop race we have won by 2 points.

Boat speed and point with the new Haarstick Pentex Triradial Main, Carbon Genoa and .6 Airx Spinnaker were never an issue. We gave the winner a 10 point jump on the first day and over the ten races we sailed we were able to grind them back, only to lose by one point after the drop race, our worst drop race was 6th and their was a 9th.

This was only the second major regatta sailing the Ben 36.7 for just about everyone on the boat. We quickly learned to shift gears over a wide range of wind conditions... backstay, halyard tension, etc.... once we dialed in on these fine tuning adjustment we were confident the boatspeed was as good or better than the others

We saw a range of 4 to 14 over a three day period ... with various wave conditions... both the genoa and main seemed very easy to setup.

I think you can feel confident you have a winner with your sail designs for this class.

Rick Egloff

New Local Customer:

Dear Haarstick Sailmakers,

It is my great pleasure to write and thank you for your exceptional support. As you know, I have a Precision 11 Metre which was configured for "one-design" sailing, with an adequate main and a Jib on a self-tacking system. I am currently sailing in a PHRF fleet and was in need of a Genoa in order to effectively compete.

Your thoughtful consideration of what would work best for my boat, careful measurement of my rig to assure that the sail made would be sufficient and the follow up support has been outstanding. I now have a Haarstick 133 Genoa and feel confident that this addition to my sail inventory will allow me to be competitive in my offshore racing.

Perhaps the most impressive benefit of working with Haarstick is the support I have received after the sail was made. You referred me to an exceptional craftsman to install the hardware necessary to fly the sail, you have come out on the boat to check the sail and help me better understand my overall sail inventory to assure that the Genoa works seamlessly with my Main and you have been available via email at a moments notice.

In a day when customer service in most industries is nonexistent, Haarstick's commitment to support its customer is outstanding. The quality of the sail is exceptional and I look forward to working with you for many years to come to assure that I can get the highest performance from my boat.

Many thanks for all that you have done on my behalf.

Andy Deubler

Member Rochester Yacht Club
Skipper, Proprius Munia

(since writing this, Andy has finished in the top of his fleet for the first time with this boat)

Local Upstate NY Newsletters

If you are not already receiving their e-mail newsletters, we recommend that you sign up for these two upstate NY newsletters:

For the **RCR** Newsletters: <http://www.rcryachts.com/newsform.htm>

For the **Navy Point** Newsletter: <http://www.navypointmarine.com/subscribe.html>

Please let us know if you are changing your contact info. We will update our database.