

LOFT LINES

Now Reaching Over 2000 Sailors

A NEWSLETTER FROM HAARSTICK SAILMAKERS

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In this issue: Our 50th e-newsletter

- **Please write us with:**
 - Results, Testimonial, Concerns, Stories**
- **Why Panel Construction will always have a home at Haarstick.**
- **Tune Up Your Sails – they'll last longer**
- **Testimonials**
- **Haarstick Racing/Sailing Seminars – see below.**

Quick Bio about our primary speaker: Jon Faudree

Last month we got no responses, so...

Please Click "REPLY" and:

Tell us about your experiences with Haarstick Sailmakers. We would like to hear from you with comments, results and stories, so we can print them in our newsletter. Please reply to this e-mail or click on the following link:

Why Haarstick Will Always Make a Paneled Sail

Recently a good customer, and friend, of Haarstick Sailmakers asked if we would ever get away from making paneled sails (namely Triradials). This question came from an article that the customer read on Sailing Anarchy about the evolution of sails, and if paneled sails will be replaced by “molded” or “string” sails in the coming years.

Here is Steve Haarsticks response:

“Kris,

I just read the article by (omitted) where he predicts the future demise of the triradial, and your request for my comments. His article pretty much reiterates the same message that North, and later on the rest of the group lofts have made over the past several years.

I have always raised the most important issue with these sails, and that is the reliability of the finished lamination. I understand why the primary problem with string sails is never mentioned: Testing sail cloth is not apparently viewed by the rest of the industry as a primary determinant of a durable sail.

I see ad's by (brand Q) that proclaim that their sails last so long that even they don't know how long they will last. I certainly agree with the second part of their claim- they really don't know how long their sails will last, because, apparently, they have never run a test as destructive as our Impact Flutter test on the cloth they buy. In fact, I don't think anyone runs a test as severe as ours, and I know that they haven't been running this type of test for over 30 years on every batch of upwind cloth that they purchase.

Why do I keep coming back to this same old song? What's the big deal about cloth testing anyway? Just a gimmick? Why would I waste my lofts' resources on a gimmick? Any one that wants to see for themselves how much strength is lost when sailcloth is pounded, and doesn't believe the article that I published on our web site ([Cloth Testing Article Link](#)), is welcome to visit the shop and browse through any of the thousands of cloth test graphs that we have accumulated over the years, and see for themselves the dramatic loss of strength that occurs with flogging (which our Impact Flutter test does a good job of duplicating).

We reject up to 70% of our heavier racing Dacron fabrics, about 30% of our lighter racing Dacron, and about 20% of our Laminates, due to their failure after Impact Flutter. The Dacron fabrics fail because the stretch increase after flutter is too great. Laminates also fail because of too much stretch increase, but can actually fall apart after our Impact Flutter test (ie: delaminate).

We don't test for UV loss, but I have seen UV tests from years ago that has shown losses of up to 80%, just due to UV exposure. My experience has shown (having tested "brown" strips of Kevlar cut from used up sails) that Kevlar UV losses are extreme. Add in the flutter losses, and Kevlar laminates have proven to be severely lacking in durability.

The point is that we make our best efforts to eliminate bad cloth from our sails BEFORE we purchase it, much less use it to build our sails! We can be extremely picky, as it doesn't cost us much to reject the cloth sample, and ask for yard to test from another batch. We haven't invested in building the sail first, only to find out later (on the boat) that the cloth is not good.

This is the status of string sails. How do you test these string sail laminates for durability (ie: doesn't delaminate prematurely) before you actually build the sail? You can't, because you are building the sail at the same time you are making the cloth! How bad does the lamination have to be before the new sail is discarded, and started over again from scratch? I can't answer that question, but my guess is that it would have to be considerably worse than our reject criteria.

I agree with (omitted) statement that triradials take more yardage for a given area than a cross cut. There's no getting around the waste in the nested panels versus a cross cut. However, the difference is not usually as great as he says, as there is still more than 5% waste in cross cuts due to the losses that may occur in the foot and head areas where the full width of the cloth may not be utilized.

I take issue with his claim that string sails are always lighter than triradials. We have weighed our Beneteau 40.7 genoas and compared their weights with current (Brand N molds). Our light genoa was LIGHTER than theirs, and our Heavy genoa was less than 5% heavier. This is well under any weight difference that would affect the performance of a 40' boat- at least it would be much less than I could notice .

It is easy to make sails lighter, just use a lighter cloth, and leave less safety margin for loss of strength with use. Isn't that just what the "high tech" sails are for the high tech boats end especially the AC boats? We don't have that luxury. Our racing sails must be "overbuilt", at least sufficiently to meet the durability expectations of our customers.

I guess in the long run, it really boils down to a personal reaction to the quality of one's product. If you view the quality of your product as merely a competitive item, one of many that you use to enhance the customer's view of your work, then, perhaps you can put your logo on someone else's product, and call it your own. If, on the other hand, you view the quality of your product as a "gut check", or, simply put, you have a sick feeling in your stomach when you spot sometime that's not quite right, then, maybe, you really are serious about the quality of your work.

In short, this is my reaction to (omitted) article.

-Steve Haarstick"

Tune Up Your Sails – they'll last longer

From The Service Department:

Time and time again we see customers waiting till the spring to bring us their sails to be checked over and repaired, before the start of the sailing season. This is always a good thing to do before you go out for that first sail of the year, however the timing could not be worse. During the months of April, May and June we are at our busiest, completing custom sail orders that we took over the winter in time for the start of the sailing season and our repair turn around time is not running at our usual in by Monday out by Friday for the weekend. So, we cannot emphasize how important it is to get your sails into us **NOW**, to be repaired during the winter months before you have even had a chance to paint the bottom or wax the topsides in prep for spring launch.

Just in case you are wondering what our basic \$30 winter check over includes, it is all listed below in sail specific categories. Before we go over the following check lists, every sail is hung up on our Inspection Rig as apposed to laying it out on the floor. This allows us to get under the sail and see every seam and panel with back lighting. It also lets us check all the edges at eye level.

Mainsails and Mizzen:

- ✓ Inspect Luff Slides and Shackles
- ✓ Inspect for Worn Webbing at Corners of Sail
- ✓ Inspect Seams, Tapes and Bolt Rope for Broken Stitching
- ✓ Inspect Batten Pockets for Holes and Leech End Seizing
- ✓ Inspect Leech Line, Exits and Cleats
- ✓ Install New Telltales

Headsails and Staysails:

- ✓ Inspect Luff Hanks and Grommets
- ✓ Inspect Luff foil for Tears and Sear at Head
- ✓ Inspect Seams Tapes and Luff Boltrope or Foil for Broken Stitching
- ✓ Inspect Leech Line, Cleats and Covers

- ✓ Install New Telltales

Spinnakers:

- ✓ Inspect Sail for “Pinholes” and Patch w/ Sticky Dots
- ✓ Inspect Sail for larger holes
- ✓ Check for Broken Stitches
- ✓ Flake Sail

And on a final note, many of our customers ask to have their sails cleaned. We do offer this service for \$3.50 per pound; which includes the above check over, but I generally do not recommend this service for our freshwater customers. Since the main reason to clean sails is to remove salt particles and the greasy salt film that sails develop when being used in saltwater. Since we are located here on Lake Ontario, a fresh water lake there is no need to do this. Chances are any grease; blood or other environmental stains that accumulated over the course of the season will not be removed with out the aid of harsh chemicals that can damage sail materials. Many small stains can be removed by the customer using Naphtha or more commonly known as lighter fluid to remove grease stains, Oxi-Clean to remove bird droppings and other organic blemishes and Hydrogen Peroxide for blood. Remember to use a soft bristle brush when scrubbing and a mild-detergent soap such as Ivory for general cleaning. If you feel that it is absolutely necessary to have your sail cleaned, please drop it off here and we will be happy to do this for you.

TESTIMONIALS:

Anonymous Testimonial from a Freedom online “Chat Room”:

“My new main on the Freedom 40 was approximately \$5000 from Haarstick. This was for a 6 batten main on a standard boom and track, loose footed. I believe they quoted me approx. \$4500 for the mizzen. That main was worth every penny.”

John Brougher: Freedom 40 wrote:

“Thanks Steve

I should have contacted you earlier...I didn't go elsewhere, and fully intend to use your services when I DO replace the sails.

We had a little tropical storm here, about the time you gave me the quote, so I went down to Corpus Christi & pulled the sails off the boat.

While they were off, I had a local (sailmaker) over in Ingleside go over them for me. I ended up with a couple of "wear patches" on bolt ropes, some minor resewing, and a new leech line cleat on each sail, along with new leech line for the mizzen. All in all, including the oversewing of both sail covers, my bill came to under \$300, so it wasn't MUCH in the way of repair.

The guy feels like the sails are in great shape for the coastal (mostly back bay) sailing that I do and that I don't need to even think about replacing them for another 4 to 5 years unless I plan on some long ocean passage cruising (I don't...not in that window)...It's a great tribute to the quality of your original work, to say the least...especially given the age of the sails (about 1982 or 1983).

I WILL be back one day, but at this point...I'm not going to invest in a new suit of sails.

Thanks again...and Happy Thanksgiving to you too.

John"

Racing Seminars At Haarstick Sailmakers

2nd Saturday of the next 4 months

Come see the Loft and refresh your racing knowledge for the coming season.

Date: January 12th (Feb. 9th, March 8th, April 12th)

Time: 10-12

Location: 1461 Hudson Ave. (2nd building North of Rt104 on West Side of Hudson)

What: Racing Strategy: Race Prep, Starting Line and Upwind

Who: Jon Faudree (Bio below)

What Else: Donuts, Bagels, Coffee, Juice, Friends,

JON FAUDREE BIO:

Jon grew up in Fair Haven NY; as a baby his parents strapped his car-seat to the mast of the family thistle and since he has spent most of his life in the sport of sailing; both teaching and competing. He started racing at 9 in the Fair Haven Yacht Club's Jr. Sailing program and crewing for former J/24 class president, Hank Killian. Jon began skippering his family J/24 at 15, winning several club championships and local regattas. He was New York Sates Laser champion, winning 1997 gold medal at the Empire State Games. Jon raced in College at both New York Maritime College and Christopher Newport University . His long list of sailing experience includes Thistles, Lightings, J/22s, Melges 24s, J/105's, J/35s and Beneteau First 40.7s. Most recently Jon was trimmer aboard Mike Ingham's *Brain Cramp*, finishing 2nd at the 2007 J24 World Championships.

Jon has dedicated the past 15 years to teaching and coaching sailing at the Junior, High School, College and professional level. Students that he has coached have gone on to be College All-Americans, College Sailing Coaches, and to campaign for the US Olympic trials.

Jon was the Service Manger for Haarstick Sailmakers, in charge of Sailing with customers; teaching sail shape, coaching tactics, and hosting Seminars. He Spent four years coaching the Varsity Sailing team at Christopher Newport University, as well as running the Newport News High School sailing program in Virginia. He was Area B's Bemis and Smythe cup coach. Jon has also been a Judge for many regattas's including college sailing's MAISA championships. The past three years were spent running one of the country's largest Junior Sailing programs at the Duxbury Bay Maritime School . There Jon helped the program achieve its most successful year ever in 2007, with 1114 students. Jon was in charge of managing 32 sailing instructors who taught close to 300 students a day during the summer sailing season. He was also head coach of the Duxbury High School Sailing team, the largest public high school sailing team in the country. He led a starting line-up of five Sophomores and only one Senior to a 3rd place finish out of the 90 teams in New England (NESSA), qualifying the team for the 2007 National Championships. He's a US Sailing level 1 and 2 certified sailing instructor, and is in the process of getting a Level 3 coaching certification.