

LOFT LINES

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A NEWSLETTER FROM HAARSTICK SAILMAKERS

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August, 2009

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News from Keven Piper at our Canadian Production Loft, Haarstick Bay Sails, in Hamilton, Ontario.

This year the kids are old enough that my wife gave me the go ahead to sail 10 of the Shark 24 Class Championship Regatta's. For the last 2 years I have been crewing on Mark Wiggins' "UNC" for 5 regatta's each year, and was able to compete in the World's last season where we placed 8th. This year is different, now I'm driving with my own crew, on my own boat aptly named "Bedlam".

Fortunately, our boat tuning has yielded excellent speed, and if the skipper can get the boat on the line for a reasonable start, we've been finishing well; even finishing 2nd in the Coupe du Quebec in Montreal. After 5 regattas, the best so far is the one we won, the US National Championships out of Dunkirk, NY.

For many years, we sailed into Dunkirk Yacht Club during the Lake Erie Interclub on larger keelboats, and we always enjoyed the friendly atmosphere and great food. For the Shark US Nationals, they outdid themselves with a fantastic barbecue, a very good race committee, and a

giant 50 tonne crane on the downtown pier for launching the boats. This little club has built a competitive One-design fleet of Sharks in the past 5 years or so, and it appears to be thriving.

The regatta began with major thunderstorms with lots of sparks scaring us off the water in the morning, but the committee got us out for 3 races between storms. Race 1 was 8-14 knots with 1m (3' for Americans) waves bow on for port tack. This race was all about getting over the bumps on port tack and we finished 2nd to "Frankly Scarlet". We switched down to our Big Jib #3 for race 2 and 3, and everyone thought we were crazy since it was just less than 14 knots. Shark legend has it that Sharks don't go well with jibs until it really blows. We have been practicing a lot with the #3 and were confident in the building waves and wind. By the end of race 3, the wind gusts were up to 25 knots, and we were well ahead for both races.

Sunday races 4 and 5 were light with some distinct wind lines, and the top 4 boats flip flopped position on nearly every leg. We were trying to split covers on both first beats and didn't fare well as boats sailed purposefully past the laylines to the pressure and came out ahead. Race 6 had "Frankly Scarlet" with 8 points, "Bedlam" with 9, "UNC" with 10, and "Gladiator" with 11. With multiple tie breakers in the mix, any of the four boats had a good chance to win if they could bullet. It came down to an aggressive pin end start for the 4 boats, and we came out to leeward of all of them in a control position. We battled all the way to the left layline with "Frankly Scarlet" and flip flopped positions at the windward mark and the offset, and split at the leeward gate. After the gate we got the lead back, and held it around the course with a gybing duel for the last leg. In the end, Haarstick sails powered the 1st and 3rd place boats.

This year is the 50th Anniversary of the Shark, and the fleet is healthy. Our first regatta of the season had 35 boats on the line, and have over 100 different boats competing in Canadian counter regattas. Thanks to Dunkirk Yacht Club and their fleet for hosting a wind and wave filled regatta, and adding some USA sail numbers to the fleet.

[Haarstick Shark Page](#)

Youngstown Level Regatta Wrap Up

By: Eric Christensen

Last weekend I had the opportunity to race with John Meagher aboard his C&C 29-1, Celtic Fire at the YYC Level Regatta. Having sailed on both versions of the C&C 29 many times over the years, surprisingly this was my first time racing the boats One Design. There were 10 boats racing in total, five Mk1 boats and five of the later Mk 2 boats, making it the largest OD Class behind the Beneteau 36.7's. With a combined start but separate scoring for the two sub classes, it made for exciting starts and congested mark roundings as the two boats are very equal in speed.

Saturday before the days racing we started off with our crew discussing who was doing what position and how the mechanics were going to work out in the cockpit. This was our first regatta together as a team and we did not have a lot of time to figure everything out before the 10am gun. Needless to say, we found ourselves in a little trouble on the starting line for the first start on port tack with not enough height or speed and a parade of starboard tackers to weather of us. After that little practice start and resulting penalty turns we found ourselves digging back from the back of the pack with good boat speed and clean boat handling in the corners. We finished up the first race with a 2nd, which was not too shabby, considering our

keystone cops routine at the start. However, this first race would come back to haunt us at the end of the regatta.

The second race, things went much better w/ Rockin' Chair over early and us winning the favored pin end and heading out to the left side of the course where the pressure was best in what was otherwise very puffy conditions. With the crew work settling in and some solid driving from John we were able to get into our groove and pull off a 2-1-1-3 for the first day of racing, leaving us tied with the local favorite and C&C 29 master Skip Doyle on Rockin' Chair and Tom Beach on First Today with a solid third position.

Sunday's racing began with the same South/South West breeze, going up and down between 8-14kts. First race went as planned with a nice clean start, good upwind speed and nice fight to the finish to keep Rockin' Chair behind us which was no easy feat. He was trying every trick in book to get us to make a mistake, but fortunately we were able to keep our heads on straight and maintain the lead. I wish I could say the same for last race however. We had a conservative start, with Rockin Chair to weather of us and in a control position. He led us out to the un-favored right side of the course, allowing the rest of the fleet to sail off to the left. It wasn't looking too bad as all the boats came together at the weather mark around the same time.

We rounded the weather mark in second with First Today in the lead. We had a trouble with getting the spinnaker up allowing Rockin' Chair to pass us and jibe inside. Once we got the kite settled and threw the jib in we were on a broad reach with some serious pressure coming into the bottom as the breeze had now built. We had a clean mark rounding and back up wind we went. Approaching the weather mark we had Skip to weather of us and slightly ahead and First Today leading which was enough to keep us in first place for the regatta if we finished in place. Then all of sudden a skipper who was more bold than I decided he could tack inside of us and force us to avoid a collision which enabled Rockin' Chair to pull out on us. At this point, we were a little wound up but still keeping things together. The breeze was up again and just needed to keep the boat under control and pointing at the finish line. About 150 yards from the finish line First Today rounded up and was slow to recover, allowing Rockin' Chair to finish first and win the regatta, by one point! Congratulations Skip, you and your crew are a force to be reckoned with on the race course and the benchmark for which we hope to model our performance after.

I can't say that anyone onboard was disappointed with our overall finish or for how we sailed, considering this was our first regatta as a group. We all came away with a little more knowledge than before and some good sailing stories too talk about at the bar for years to come. Thanks again John for having me aboard and if the opportunity arises for next year, count me in.

[Picture of Celtic Fire](#)

Regatta Results

Youngstown Level

Beneteau 40.7 One Design

1st Mullet Kris & Kiki Werner

3rd Polestar, Tim Kinsella

[Pictures of Haarstick Powered 40.7's](#)

C&C 29-1 One Design

1st Rockin' Chair, Skip Doyle

2nd Celtic Fire, John Meagher

3rd First Today, Tom Beach

C&C 29-2 One Design

*1st Smack, Jack Evans

*3rd Gruntled, Robert Lister

PHRF 3

1st Arrow, Peterson 34, Brook Richardson

PHRF 8

1st Puffin, Pearson 26, Matt Keene

Beneteau First 235 One Design

2nd Practice, Scott Nichols

LYRA Results

Centennial Regatta:

IRC Fleet

1ST Out of the Blue, Beneteau 40.7, John Doyle

2nd Mullet, Beneteau 40.7, Kris & Kiki Werner

PHRF A

*1st Comfort, Cayenne 41, Tor Johannson

Freeman Cup Short Course:

PHRF Fleet

*1st Advantage, Catalina 30, Glenn Sears

LYRA Course Racing:

Beneteau 40.7 One Design

1st Silver Bullet, Harry Voss

3rd Out of the Blue, John Doyle

[Pictures of Haarstick Powered 40.7's](#)

Sail Oswego

Division 1

- 1st Blaze, J/30, Brendan Benson
- 2nd Terrapin, Soveral 27, Mike Thurley
- *3rd Crusader, J/30, Dan Mather,

[J/30 Pictures](#)

Division 4

- *1st Joint Venture, J/24, Todd Salzman - Also Overall Winner
- 3rd Seaweed, J/24, Charlie Kyrlo

[J24 Pictures](#)

Division 6

- 1st Jennifer, C&C 29-2, Bryan Doktor
-

Ensign Regional I Championship

Barnegat Bay, New Jersey (Fleet 63)

- 1st Brian Simkins, Centerport Yacht Club
- 2nd Bill Murphey, Toms River Yacht Club
- 3rd Mike Frankovich, Island Heights Yacht Club

[Ensign Pictures](#)

US Shark Nationals

Dunkirk NY

- 1st Keven Piper, Hamilton Ontario

Shark Canadian's Championship

Kingston On

- 3rd Keven Piper, Hamilton Ontario

[Haarstick Shark Page](#)

Thistle - Lake Erie District Championship

Toledo, OH

- *1st Doug Kaukeinen

[Thistle Pictures](#)

BEST DISCOUNTS START NOW

There are still a few production slots open in late August and early September, and cloth costs may be increasing in the next few months, so if you act fast you can get a new sail at the best price of the year and still have a chance to use it this season.

FALL DISCOUNT PROGRAM: RACING, CRUISING, FREEDOM SAILS: NOW - 10/30/2009:

15% DISCOUNT FOR ONE SAIL, 20% FOR TWO OR MORE SAILS

REDUCE DISCOUNT 2% WHEN USING A CREDIT CARD FOR PAYMENT

ALL INFORMATION REQUIRED TO BUILD THE SAIL MUST BE AVAILABLE TO US BY 10/30/2009

FREIGHT AND NYS TAX EXTRA WHERE APPLICABLE

FALL DISCOUNT PROGRAM: ONE DESIGN SAILS: NOW - 10/30/2009

10% DISCOUNT FOR ONE SAIL, 15% FOR TWO OR MORE SAILS

REDUCE DISCOUNT 2% WHEN USING A CREDIT CARD FOR PAYMENT

ALL INFORMATION REQUIRED TO BUILD THE SAIL MUST BE AVAILABLE TO US BY 10/30/2009

FREIGHT AND NYS TAX EXTRA WHERE APPLICABLE

For above Discounts payment terms are as follows:

50% deposit with balance due on completion prior to shipment, or pick up OR within 30 days of invoice if stored at our loft for the spring. Storage for new sails is free.

SAIL INQUIRY:

sales@haarsticksailmakers.com

800-342-5033

585-342-5200

SAIL CLEANING

Don't forget to get your sails in for winter cleaning beginning October 1 thru October 31 to receive a 10% discount off of all Sail Washing, Coating and Mildew Removal services.

Our unique service does not use harsh chemicals, agitation or heat and is safe for both Laminate and Woven sail materials and UV Covers. Your sail will come back looking as good as new, free of stains and mildew.

Our standard cleaning fee is \$3.50 per pound with a 15lb minimum; this also includes a basic check over and minor repair pair work.

J/24 Sails Available – Slightly Used

Please call for pricing or with any questions.

Doug Burtner or Eric Christensen

800-342-5033

New Hours Starting Next Week – August 10th

OPEN: Tuesday – Friday 7:30am-5pm

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www.rochestercc.org

Buffalo Area:

www.buffaloyachtclub.org
www.sailbhsc.org (Buffalo Harbor Sailing Club)
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www.buffalocanoclub.com
www.yyc.org (Youngstown YC)
www.iycwilson.com (Wilson)

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–Thanks.

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