

LOFT LINES

****Now Reaching Over 3500 Sailors****

A NEWSLETTER FROM HAARSTICK SAILMAKERS

1461 Hudson Ave. Rochester, NY 14621

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

email: info@haarsticksailmakers.com

Website: www.haarsticksailmakers.com

September, 2009

In this issue:

- **Sails for 2010? Now is the best time to buy. BEST DISCOUNTS ARE NOW.**
- **New Sails We Have Been Working On. (Picture links)**
- **Ensign Nationals Report** – By Doug Burtner
- **Jib Top Genoas - Filling a Void on Freedom Yachts**
By Eric Christensen
- **Haarstick Customers Clean Up at Rochester Hospice Regatta**
- **F1 Tornado Strikes Canandaigua Yacht Club in Upstate NY**
- **Sail Cleaning**
- **Slightly Used J24 Sails**
- **NEW SUMMER HOURS: Tuesday – Friday 7:30-5:00 (CLOSED MONDAYS)**

FALL DISCOUNTS : PLEASE READ

Below are the terms for our fall discount, going on now. These are the best discounts of the year and the best time to buy sails for next year.

Everyone that lives in the North always says to me:

“I’ll buy the sail now, but I don’t need it until next year.”

I usually take this to mean that they can put a deposit down now, but don’t want us to build the sail until the spring at which point they could pay the balance of the sail to meet our terms of paying in full when the sail is completed.

I can appreciate that, but the reason for offering our fall discount is to keep our full time, experienced workforce busy during the winter months. It is also advantageous to entice people to buy now so we can make sure we have all the necessary information to build the sail before the boats are put to bed for the winter months. Once the boat is covered, we often can't get the necessary measurements to ensure a perfect fit of your new sail, so we must hold off designing and building your sail until the spring. However, we can't offer the same net pricing as we can now, because spring/early summer is our busiest time of year.

So the point is: if you are thinking of new sails for next year, please contact us now and get the best prices of 2009. If you wait until the spring, you will be paying more (the highest pricing of the year), and will have to wait weeks before we can complete your new sail.

It is a win-win scenario for all of us to buy now. We look forward to hearing from you.

FALL DISCOUNTS

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 PICKUP, OR WITHIN 30 DAYS OF INVOICE IF STORED AT OUR LOFT UNTIL SPRING.
STORAGE FOR NEW SAILS IS FREE.

SAIL INQUIRY:

sales@haarsticksailmakers.com

800-342-5033

585-342-5200

NEW SAIL PICTURES

Over the past year or two we have been adding a few new sails to our inventory of available constructions and materials. We have just recently added a few new pictures on our website that show these new sails. Here are a few links to the pictures:

CROSS-CUT "FLEX" Carbon\Kevlar Sails:

[Beneteau 44.7 #2](#) (4th Thumbnail on Page)

[Chaser 29 #1](#)

[Chance 30/30 #1](#)

[Laser 28](#)

D4 Multi-Panel Carbon\Kevlar Sails:

More Information about D4 MP can be found [Here](#)
[Beneteau 40.7 Mainsail](#) (2nd and 3rd Thumbnail in)

[Andrews 30 #2](#)

Jib Top Reacher: (Article about Jib Top Reachers for Freedom sloops below)

[Freedom 35](#) Broad Reach

[Freedom 35](#) Tight Reach

To see all the sail pictures on our website just go here:

[Haarstick Pictures Link](#)

2009 Ensign Nationals

by Doug Burtner

When I first started sailing Ensigns 12 years ago, I was in my late teens and didn't have much interest in sailing with my parents on their Ensign. It was just that age, where all you really wanted to do was get away from them. I'm sure after 19 years of dealing with me they didn't feel much different.

I received a call from Dr. Henry (Bud) Rohrer while I was in my 1st year of College in upstate NY. He asked if I would like to join him for a week long sailing school on Ensigns, in Florida, in February, with my brother. While my brother and I were not the best of friends growing up, the little separation after High School must have been what we needed, because we became great friends, and have been since. Needless to say a few months later my brother and I were at the airport where we met Bud Rohrer for the first time, about to hop on a plane bound for Florida for a week of sailing in Biscayne Bay. It was a little weird to be flying down to Florida with a guy I never met, but my folks knew him and he seemed like a nice guy.

12 years later, and coming into my 11th Ensign National Championship Regatta, we were looking for a 4th to join team 856 on "The White Lady of Irondequoit". The owner of the boat, Greg Eiffert, was chartering the boat to his good friend Mike Frankovich out of Island Heights NJ. The White Lady spent the summer sailing in NJ with Mike and a crew of guys that have sailed with him over the years. Mike got a friend's son, Cory Hall to do bow. Coming out of college sailing, Cory has never spent any time on boats with spinnakers. He would have to learn the ropes quickly so he would be ready for the nationals in 2 months. I was going to trim the genoa and spinnaker at nationals and Mike thought he had a mainsail trimmer lined up for Nationals, but it didn't work out. So two weeks before the nationals we were looking for a 4th. I was up in Maine at my cousins wedding and I was talking to my dad. Then a bell went off. My dad has an Ensign, he has gone to Nationals in the past and done pretty well, why not ask Dad to join the team.

I asked my Dad about the idea, and at first he said he might have plans and to see who else we could drum up, but it ended up that my father joined us for 2009 Nationals. So we had the Team: Mike driving, my Dad (Neal Burtner) trimming main, I would trim headsails and call tactics, and Cory would handle the pointy end.

My dad and I drove down to Centerport Long Island on a Saturday, August 8th, and got settled at Bob and Linda Windsor's house, who were kind enough to put us up for the week. Sunday morning I was able to go out sailing on a few customers Ensigns so we could go over a few trimming and tuning tips. Sunday Mike and Cory got there with the boat and we started getting

her ready to drop in the water. A practice race was scheduled for Monday with official races to follow and the forecast was light.

Monday (and Tuesday) we saw winds of 3-6 knots out of the SW the whole day. We had our tide charts and current charts and got settled in for light air sailing. After getting in nine races throughout the week, and not keeping detailed notes about every race (and writing about it 4 weeks later) it is hard to remember every race, but I do know that we usually had great starts. I think we had one race the first day where we were pinching up to make the pin end and totally stopped the boat, but then a funny thing happened, the current pushed us passed the line. That was nice. It is always hard for us fresh water, lake sailors to get used to sailing in tides with that much current. It was pretty cool.

I can't say that there was really a favored side to go to on the first two days of light air. We usually got off the line well and opened up a lane off our starboard hip so we had the option to tack if we wanted to. That is critical when aiming for the top of the fleet. You need to make a hole for yourself on the starting line so you have enough speed to punch ahead at the start. Once you have your speed off the line you can go into point mode, and pinch off any competition that is above you. Then you have an open lane to tack. If you are on a lifted tack you stay put and wait for a header to tack in. If you think your numbers are down and you are in a header, then you tack over to the lifted board. Sounds simple, it always does, but implementing that takes practice and communication. Mike did a great job finding a clear lane before the start and 90% of the time we were able to find ourselves in the top 5 of the fleet after the first 1/4 mile. Using our fine tune backstay and halyard adjustments allowed us to change gears from speed to point mode and open up lanes so we could get in clear air. On days like this keeping the boat moving is critical and you need clear air to do it. So even if you can't play shifts you still need to get in clear air and make sure the boat is going as fast as it can.

The next 2 days we saw heavier air out of the NE. It was probably between 15 and 17 knots, and we may have had a few puffs that were higher. The current was coming at us this time so we always had to make sure we were well above the starboard layline so we could make the weather mark. Many boats found themselves doing quite a few tacks to get over that mark. I always find that it is better to go over to the port layline in conditions like this. That way you can get yourself close enough to the weather mark to make sure you get around it and the current doesn't push you down again and again.

What is great about our sails is how well they respond to sail adjustments. To have the fastest sails in all wind conditions is the best advantage you can have. In light air we had all the power we needed with the backstay in the light air setting. We would ease the halyard to match and we could outpoint anyone. In heavy air we would pull the backstay on, and it flattened the mainsail and genoa just as it should. The whole regatta we always felt that we had speed and point on everyone. There were a few times when guys were pulling away from us, but that was when they were sailing 5 degrees lower than us and we always made out on them in the end. We only had one first place finish after 3 days and 8 races, but we had the most consistent top place finishes next to Brain Simkins, who was also using Haarstick Sails. (our scores up to this point were: 5-4-3-3-7-11-1-3)

Going into the last day, with one race left on the schedule, we found ourselves in first place with a handful of boats within points (or a point) from us. This made my week to be in the lead after 8 races. This boat did win Nationals last year, but this year we had Mike driving the boat for the first time, my Dad and Cory on the boat for the first time and Cory's first time ever

sailing with a spinnaker at a regatta. Needless to say, we weren't on the top of anyone's list to win this regatta. So to be in first place with one race left was great.

All we had to do was keep doing what we were doing and keep our eye on the other top boats. We didn't want to try and cover any one particular boat because that would let another guy squeeze out ahead. All we could do is get a nice clean start and go fast. To skip the dramatics the last race we were OCS (over early). We all had a good site on the line and wanted to play it safe. We didn't think we were over, but I guess you never really do. So after finally realizing it was our number they were calling over the radio we dove back below the line and found ourselves in a deep last place, uhhhhhhh. It felt good to fight back to an 11th though. We ended up tied for 3 and lost the tie breaker to take 4th in the final standings.

It was a great week. I am pleased with how our sails did. 10 years ago we were the only Ensign using Haarstick Sails and this year 4 of the top 10 boats were using all Haarstick sails. Our customers continue to grow in the Ensign Class and it isn't a hard product to sell. It is word of mouth that has led to the majority of our new Ensign customers. People are learning that they can have the fastest sails in the fleet and sails that last longer than any other sails in the market. Every sail is built right here in this building. We impact flutter and load test all the cloth we use, before we buy it, the end result is a sail that will hold its designed shape longer. That is how Mike got 3rd at the Ensign Regional's in NJ with 7 year old Haarstick Sails.

In the end of it all I got to spend a week with my father and get some great sailing in. It is funny how 10 years and a family of your own can change your outlook on life. 10 years ago I wouldn't think much of sailing with my Dad, now I'm asking him if he's got room for me on his Ensign for some end of the season club racing.

A huge thanks goes out to Bob and Linda Windsor for being such gracious hosts. They always had a smile on, and it was great to unwind with them by the pool with a few rum drinks. Thanks to Brain Simkins and Rob Windsor for always being there to help out. And Congrats to Mark Swanson for a well sailed regatta, you've earned it. I plan on being up in Cedarville MI for the 2010 Nationals and hope we get a big turnout. It is a beautiful place to sail and everyone should check it out.

I also will never forget Dr. Henry (Bud) Rohrer for sharing his passion for sailing and passing it along to me. He introduced me to the Ensign Class and introduced me to my career. Thanks Bud.

Haarstick Ensign Page: www.haarsticksailmakers.com/sail_class_single.asp?id=ensign

2009 Ensign National Results: www.ensignclass.com/content/view/46/1/

Ensign Class Website: www.ensignclass.com

The White Lady of Irondequoit:

www.haarsticksailmakers.com/img/Ensign.WL.spin.05_LG.jpg

2010 Ensign Nationals at Cedarville MI: www.lescheneauxensignclass.com

JIB TOP GENOA – Filling a Void on Freedom Yachts

By Eric Christensen

This past winter, two Freedom 35 customers asked me how to improve their light air performance close reaching, and even upwind. I was immediately interested in this project as the biggest downfall of the standard Freedom max-roach mainsail and small Camberspar jib was light air performance.

Other Freedom customers have experimented with PHRF style overlapping headsails, but these large Genoas are usually setup on a roller-furling or are hanked to the forestay. This solution has proved to be too burdensome in moderate to heavy air, and required a change down to a smaller jib. Additionally, the added strain to the freestanding Carbon Fiber mast required the rig to be retrofitted with running backstays. To me the beauty of sailing a Freedom is the simplicity of its rig with its easily controlled mainsail and self-tending jib. Adding a larger headsail that required the installation of a set of Genoa Tracks, dedicated primary winches, and a block and tackle system for the running backstay system, sounded a bit too complicated and defeats the simplicity of this rig.

We discussed the option of a standard all-purpose cruising A-sail, but quickly dismissed this, as it would not be close winded enough. Our next thought was a high clewed, free flying “Code Zero” type genoa. This sail would be about the size of a 150% Genoa, made from a strong, yet light weight 2.2oz specialty laminate cloth and have a Spectra luff cord to handle the luff loading as you tension the halyard and tack line to straighten out the luff when close reaching or sailing to weather. The next big question was how to rig this on a stock boat with out emptying the customer’s bank account.

We originally planned to run a dedicated spinnaker halyard through the sheave that was just above where the forestay intersects the mast, but found that one Freedom was not rigged that way and the other lacked a proper sheave, so we opted to use the standard jib halyard rather than modify or replace the aluminum casting at the masthead. (One cautionary note to this approach is to check the jib halyard for chafe if there are no fairings on either side of the jib sheave).

The easiest and most cost effective way for launching and dousing a sail of this size is with a spinnaker sleeve. We choose the ATN Launching Sleeve for its high quality and robust fiberglass bell for ease of use. For sheeting the sail, Spinlock turning blocks with integral jam cleats were mounted on the aluminum toe rail just forward of the stern pulpits, to provide a fair lead to the cabin top winches. Having the ability to “stop up” the sheet at the block eliminates the possibility of locking out one of the two winches that the Freedom 35 is equipped with, that are also used to sheet the main, jib, numerous control lines and handle the halyards.

The next issue was to set up a simple tack line system. We set up a short tack line with snap shackle that attached to the eye on the Spectra luff line that exited the tack of the sail. The tack line was rigged through the anchor roller and terminated at one of the bow mooring cleats. A cleaner and less “jury rigged” solution would be to run the tack line aft to its own dedicated stopper on either side of the cabin house, similar to how most modern sprit boats rig their tack lines. For sheets, I find the feel and lightweight of Yale Ultralight to work the best. These sheets don’t absorb water, so they stay light, and the soft fuzzy cover has a nice feel to the ungloved hand.

Once the boats were launched and the sails delivered to the customers, it was time to go sailing. The first sail was in late June, and I must admit that I was a bit nervous. I knew that we had thought through just about every detail, with the only obstacle being the inconsistency of the masthead castings for running a dedicated spinnaker halyard, but when trying out any new “prototype” sail there is a bit of anxiety. As it turned out, with the sail rigged on the jib halyard, you can tack the sail when beating. So we went sailing, with a steady 8 knot, North breeze. We hoisted the sail, raised the ATN Launch sleeve, and we were off on a 70-80 degree close reach, doing about 6kts. A couple of quick adjustments to the leech, foot and tack line, and the sail was pulling great with a minimum of fuss. My fears that the sail would be sensitive to trim, or hard to read, were put to rest.

Both these sails were extremely easy to fly. As the breeze increased to 12 knots, we headed off to an apparent wind angle of 140 degrees, eased the sheet and tack line so the sail could rotate to windward like an asymmetrical spinnaker, and cruised along at 7 to 7.25 knots. We tried heading off to a run, but the sail became blanketed by the mainsail and would collapse. We all agreed that at this point, sailing dead down in a 12 knot breeze, the self tending Camberspar jib set to weather would be more effective.

On the second sail we had about 5-6 knots apparent, which was perfect to try sailing to weather. After disconnecting the topping lift, we secured the Camberspar jib to the rail with a small pennant and started to go upwind. The boat moved along nicely at 4.5 knots, and even though we could not point quite as high as conventional sloop rigged boats equipped with Genoa’s set on a forestay, we were able to keep moving with greater speed than if just using the small jib. We experimented tacking the sail and that seemed to work fine, though I think if you were going to be in a situation that you had to short tack up a channel that the jib might be better suited for that purpose.

After a whole summer of usage, both customers have commented to me that this sail has been an extremely versatile addition to their Freedom inventory. It has improved passage times, proven effective outside of its originally intended wind ranges and angles, and most

importantly, easy to use. To me this sail has been a real winner! It's large enough to provide ample power in lighter winds over a broad wind angle, but small enough to be manageable if the breeze picks up where a large a-sail might be a handful for a short handed crew. All in all, I am very pleased with results and thrilled that we were able to exceed the expectations of our customers and develop a product that would add to the sailing enjoyment of our Freedom customers.

Pictures at:

[FREEDOM 35 Pictures](#)

Recent Results from our Haarstick Customers

Rochester Hospice Regatta Overall Results

Spinnaker Fleet

1 st Place – “Pee Wee”	RYC	Kiki Werner	J/24 (Qualified for Hospice Nationals)
2 nd Place – “Tastes Like Pennies”		Todd Schumacher	Evelyn 25 BYC
*3 rd Place – “Joint Venture”		Todd Salzman	J/24 Canandaigua YC
4 th Place – “Arrow”		Gunnar Richardson	Peterson 34 Rochester YC
*5 th Place - “Dr. Feelgood”		Lambert Lai	J/24 RYC

Genoa Only Fleet

1 st Place – “Dolly”	Sean Grape	Pearson 26	Brockport YC
2 nd Place – “Liberty”	Jon Fox	Catalina 27	BYC
4 th Place - “Playtime”	Bob Spencer	Pearson 26	BYC
5 th Place - “Stilleteo”	Larry Stephans	Wavelength 24	GYC

* indicates partial inventory

Canandaigua Tornado,

On August 29th I was driving home from Vermont with my father. We just got done delivering a boat and his cell phone started ringing. As he was driving I thought I would answer it for him. On the other end was an Ensign Fleet member from Canandaigua YC. He was telling me to have my Dad (Fleet Capt.) e-mail the fleet to tell them racing is cancelled for tomorrow. He told me a Storm Cell just tossed the boats, on the hard, all over the place and a few even sank out on the moorings. I quickly asked if my father's Ensign was OK and he said it looked fine although the cockpit cover was probably gone.

After we got home we quickly learned that it may have even been a Tornado. Below is a news story of the event. As Canandaigua is the first club I sailed a boat out of, it is close to my heart. Canandaigua means “The Chosen Spot” in the Seneca Language (Seneca's were a group of Native Americans – the original settlers of Canandaigua). It is one of the most beautiful places to sail and our thoughts go out to all the members of CYC for having to go through this ordeal.

- Doug Burtner (past member of CYC)

**Canandaigua Tornado,
by MPNnow.com:**

"A short but destructive tornado, accompanied by winds of up to 90 miles per hour, swept through the Canandaigua Yacht Club early Saturday afternoon, knocking over trees, smashing boats and damaging homes. Leslie Bennett, a city of Canandaigua resident who owns a catamaran that had been knocked off its trailer, couldn't believe her eyes as she looked at the wreckage from West Lake Road.

"The carnage just makes you feel sick to your stomach. It's amazing that it can just hit one place like that," she said.

The storm, which National Weather Service meteorologists are classifying as an F-1 tornado, damaged the club's front lawn and many of the boats in the marina. The scale rates tornadoes from 0 to 5. "This is really something down here. What's really weird about this is how localized it is. Downtown Canandaigua is fine, and most of West Lake Road is fine, too. It's just the yacht club that's hit," said Rob Turbett, a fleet captain at the club. The storm sank two boats in the marina. "That just doesn't happen. It's just bizarre," Turbett said.

The storm hit the marina just before 1 p.m. on Saturday. Its path was just a half-mile long, said Canandaigua Fire Chief Matthew Snyder, and about 50 yards wide. He estimated the storm damaged about half a dozen homes, and it did extensive damage to boats at the marina. No occupied boats were affected, he said, and no one was injured.

Another club member, Kieran Draper of Pittsford, said he'd never seen anything like what happened Saturday. "The damage is a lot worse than you can imagine. The boats are completely smashed," he said. Shark Park, a nickname for the portion of the marina that holds the club's Shark Catamaran fleet, was heavily damaged. "(The boats in Shark Park) weigh about 450 pounds, and they've just been tossed and tumbled," Turbett said.

"There was absolutely nothing indicating the classical signs of a tornado," he said. There wasn't even lightning or thunder. It was, he said, "a quiet, fast-moving storm with a tornado in the middle of it."

Photos: <http://www.sailingworld.com/photogallery.jsp?ID=1000024350>

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 This Fall

OPEN: Tuesday – Friday 7:30am-5pm
Or by appointment

Regional Yacht Clubs:

Rochester area / other:

www.brockportyachtclub.org
www.saileyc.com (Canandaigua)
www.geneseeyc.org
www.oswegoyachtclub.org
www.rochesteryc.com
www.sodusbayyc.org
www.pultneyvilleyachtclub.org
www.ithacayc.org
<http://oneidalakesailingclub.org>
www.newportyc.org
www.otsegosailingclub.com
www.senecayc.org
www.rochestercc.org

Buffalo Area:

www.buffaloyachtclub.org
www.sailbhsc.org (Buffalo Harbor Sailing Club)
www.j22buffalo.com
www.olcottyachtclub.com
www.buffalocanoeclub.com
www.yyc.org (Youngstown YC)
www.iycwilson.com (Wilson)

Newsletter information:

For all of our newsletters please follow the link:
<http://www.haarsticksailmakers.com/Newsletter/Newsletter.html>

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

If you stop receiving our newsletters, check your spam filters, we may be getting blocked.

If we are getting blocked just add sales@haarsticksailmakers.com to the accepted address list.

-Thanks.

****That's all for this issue. If you no longer wish to receive our Newsletters please reply with "Remove" in the Subject box****