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A NEWSLETTER FROM HAARSTICK SAILMAKERS

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In this issue:

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- **Fall Discounts – Best Deal of the Year – Call or E-mail Now**
 - **2010 Ensign National Regatta Write Up**
 - **Results and Customers Thoughts - J24 Great Lakes Champions**
 - **My Father's Journey to the Caribbean**
 - **Haarstick Links – all there is to know about how we build sails**
-

2010 FALL DISCOUNT FOR ALL OFFSHORE RACING, AND CRUISING SAILS:

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LOFT FOR THE SPRING. STORAGE FOR NEW SAILS IS FREE.**

Ensign Nationals 2010

From Texas to Newport, and this year the U.P. (Michigan's Upper Peninsula), for the last 12 years I have gone to the Ensign Nationals, usually with a boat in tow behind me. This year was a little different. This year was my first Ensign Nationals without sailing on "The White Lady of Irondequoit", the Ensign that I learned how to sail on! It was a little ironic that this was the first time that this happened, because it was also this year that the gentleman that taught me how to sail, on "The White Lady...", passed away. So, in a way, I thought it was a fitting year to break away from my "comfort boat".

I was very excited to reunite with the two sailors that I sailed with at the Ensign Midwinter's in Dunedin FL earlier this year. Bob Mampe and Jim Elvart are co-owners of "Gottawanta" Ensign #2025 and invited me up to sail with them in their first Ensign Nationals. I have done one other Ensign Nationals with only 3 guys (Ensign's typically sail with 4 on board). That was in Cleveland in 2006 and we were hoping that on Lake Erie in August, it would be light, it wasn't and we got beat up. This year we were hoping for light air on Lake Huron, again in August, and again it wasn't! I should have learned my lesson the first time.

I arrived Saturday night to meet Bob and Jim at the Marina. I hopped on Bob's Whaler with all my gear and we took a boat ride over to Marquette Island where Bob has a summer home and where the Ensign was also docked. It is right across a half mile channel that runs through an area on Northern Lake Huron called the Les Cheneaux Islands. Definitely a place I am glad I got to visit. It is a beautiful area.

Sunday we got out and practiced in some heavy air. We ended up being the only boat that did practice that day. We used our back up set of sails, and did a few tacks, and a few jibes. We didn't want to beat ourselves up too much, but it was good to go through the routines and make sure we all knew what each other was doing, especially at mark roundings.

Monday was supposed to be a practice race followed by the first official race(s). It was blowing about 22-26 with a few higher gusts. The forecast was calling for 30+, so they postponed on shore, and we waited around for a few hours. I don't think it ever did get over 30, but it was still too much wind to go out, so racing was cancelled for the day.

Tuesday was another big wind day, but not as bad as Monday. It was still blowing a steady 18 with some puffs over 20. We got out early and went through some tacks and jibes again. This was the first Ensign Nationals for Jim (on helm) and Bob (Tactics and spin trim), and they were very concerned that I was so confident with the #1, and convinced that we should not drop down to the smaller #2 Genoa. There were a few boats that had #2's up, and a few even had smaller Jibs up. They kept asking me if I was sure, and I kept telling them I was. We have only used a #2 Genoa at a few Ensign regattas over the 12 years that I have sailed these boats. Every one of those times it was blowing 22+ consistently, and I knew if we put the #2 up in the 18 -20 knot winds we had that day, we would be slow. After getting a 2nd in the first race, they

were happy I insisted on the #1 Genoa and didn't fold to the pressure. It was tough sailing with just three, and we could have used a little more weight on the rail for this wind, not to mention that two extra hands on the boat would have been nice at mark roundings as well. Jim did a great job driving and our speed and point was 2nd to none.

Race #2 on Tuesday was a new experience for me. We lost our spinnaker halyard when launching the chute at the first windward mark. Jim started to climb the mast, and stopped pretty quickly, thank God. It was not a good day to climb the mast, so we dropped the genoa and hoisted the chute on the genoa halyard. At the leeward mark, spin down, genny up, and the reverse again at the next windward mark on the way to the finish. We ended up getting a 9th that race. In-between races we used the "Zegyver" to get the halyard down. This is a device with a loop on it that you hoist up, using the loop to snag the lost halyard, much like a noose on one of those sticks that catch snakes. It took about 8 minutes, but we got it down in time to start the next race with the rest of the fleet. We ended up getting a 5th the last race.

Wednesday was another big wind day. The wind was funneling down through the islands and actually picked up velocity, so the RC decided to take us out of the bays into the lake. More waves and a little less wind, but still close to 20 knots. From the prior day, we figured out that our fancy spectra lines have a knack of catching "ring dings": while the "ring ding" on our spin halyard was taped, a small point of the ring ding snuck out, and caught the tapered Spectra spin sheet when launching the spinnaker and causing the shackle to pop open. Today, I made sure I taped the snot out of that "ring ding" to make sure it would not snag anywhere.

The right side of the course on the lake turned out to be heavily favored, and we were not getting there quick enough in the first two races. Even boats that started in the third row but got to the right early, were beating us to the mark. Although we got our nose out at the starts, we were getting pinned to the left, and just didn't get right soon enough. As a result, we ended up with a 5 and a 9 the first two races.

On the third race of the day, it happened again! Very similar to the day prior, the spinnaker shackle popped open on the first hoist of the race!!! You can imagine the frustration: I know the halyard was well taped- what happened? Once again, we had to drop the Genoa and hoist the Spinnaker on the Genoa halyard! Again, at the leeward mark: drop chute, take halyard off, connect to genoa, hoist genoa, round mark. Very frustrating!! When we got the next windward mark we went to drop the genoa so we could hoist the chute for the final run, but the genoa would not come down. Now the spinnaker halyard which we had left dangling, in the hopes it might come down, managed to wrap itself around the rigging, the genoa halyard, under and around a hank on the genoa and twisted back around itself a million times! The Genoa was not coming down! We had no alternative but to put the pole on the genoa sheet and sail wing on wing to the finish. Fortunately, that was the last race of the day, as that Genoa was not coming down. We ended up getting another 9th, which I thought was amazing considering.

About 2 minutes later Jim said, "well this should make docking the boat interesting". Good point. The genoa was stuck and there was no getting it down with the rats nest going on at the top of the mast. We soon decided that going to Bobs house in the lee of the wind and not to the marina which is open to the full force of the wind, was the best idea. We rolled the genoa up from clew to luff and tied it to the forestay. We hoisted Jim up with a bosun's chair and he untangled the mess. After inspecting this annoying spinnaker halyard shackle again, it turns out that the slightest pressure on the pin (with the ring ding on it) would cause the shackle to pop open. It didn't matter how taped it was, if the taped ring ding even rubbed on something the wrong way the shackle would pop open!

Thursday the wind finally let up. The RC said there would be just one race, to allow all the visiting boats to get hauled and packed up in time to for the awards party that evening. There was only 5-7 knots for this last race, and it was shifty. We came off the line slow and in the back of the pack. With some good speed and nice shifts we were able to climb back to a 7th place finish and that put us in 7th overall for the regatta.

As always the Haarstick Sails proved to be fast. I normally like the lighter to moderate air when I can play the genoa halyard and backstay to get the most out of the sails. Going from speed mode to point mode is something that I feel our sails excel at. In heavier air it is more about flattening everything out, getting on the rail and driving. The sails flatten out well and we always had good speed. In the end I was very happy with how we ended up, considering the mess we had to deal with. Actually, besides the overall winner, we were the only other boat to have all top ten finishes. With the halyard coming off two days in a row, that is pretty amazing. Other Haarstick powered boats finishing in the top ten were, Mike Derusha, Frank and Tom Labelle, Thom Healy and Stan Sherbell, and Jonathan Gorbald.

I had a great time sailing with Jim and Bob. Despite all the hoopla, we had a great time sailing together and hanging out at Bob's when not racing. It was great to meet Jim and Bob's wives. They kept us from getting into too much trouble throughout the week and treated us like kings. Ensign Fleet 31 put on a great regatta. They had great parties and great racing. That is what makes for a great regatta and my hat goes off to them for putting on a first class event.

Next year, the 50th Ensign Nationals will be at (what I consider) my home club. Canandaigua Yacht Club and Fleet 23 will be hosting this event. The last time it was at CYC, in 2000, there were 49 Ensigns, a record number of boats for this event. Next year we are expecting it to get over 50, and there will be a limit of 60. The lake isn't big enough for more than 60. NOR and registration can be found here:

(there are perks for signing up early)

www.ensignclass.com

or

https://docs.google.com/View?id=dg68qgcb_56fst4n7fk

Hope to see you there

Doug Burtner

Haarstick Customer Results and Testimonials

J24 Great Lakes Championship 1st Place – Kiki Werner on “Pee Wee”

Congratulations to Kiki Werner and the crew on “Pee Wee” who sailed to a convincing win at this past weekend's J24 Great Lakes Championship. In the 8-13 knots of breeze Kiki drove the boat to all top three finishes except one race where she had a 4th. They ended the regatta with 17 points and the 2nd place boat had 36 overall.

They were using all Haarstick Sails including a 2010 Mainsail and Triradial Pentex Genoa. The downwind speed came from their 2009 Formulon 75 Triradial Spinnaker. This was also a 2011 J/24 Worlds qualifying event.

Kris Werner, Kiki's husband, will be heading to the J24 Nationals in Marblehead this weekend and we look forward to seeing how he does. Thanks to Kris and Kiki for their continued support of their local sailmaker.

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Rochester Hospice Regatta 1,2,3 Overall Winners used Haarstick Sails

1st – Todd Schumacher Evelyn 25 (article below)

2nd – Kiki Werner J/24

3rd – Jack Evans C&C 29

Hospice Article

By Todd Schumacher

Hi Doug, thanks for the kind words on our most recent win at the Rochester Hospice Regatta. After dusting off the Evelyn 25 from a three year hiatus, we finished second to the Werner's J-24 in 2009. To change our luck this year we did nothing different. We did not sail together this year, we tuned the rig a week prior and we pulled the regatta set of sails out of the attic the morning of the event.

We were the first out to the race course, which allowed me time to set the final tune on the rig. This gave my crew, Todd Swan and John Meagher, a chance to feel the boat and drive the sails that they would be trimming.

The first start resulted in a J 24 sticking his boat in a six foot hole, causing the three of us to have a slow start. We pressed the bow for speed and separation, tacked and crossed or sailed over our entire fleet. The day only got better from there. The boat has full inventory of Haarstick's, a Dacron full battened main '06, Pentex 155% '06, and Airx kite '03. While the sails are several years old they don't have many miles on them. The boat felt great with power to spare.

We make up our own polars and target speeds on the Evelyn. On every tack we had equal or better point and to much speed, resulting in us sailing higher and over our competition. Our speed and point was evident at the leeward mark roundings. We rounded two boat lengths behind a J-80, that rates 33 seconds/mile faster than us, and were able to over trim the main and strap the foot on the genoa to work a couple boats to weather for clear air. We never lost speed and ended up 10-12 boats ahead when they tacked.

On another mark rounding we saw ourselves with the Concordia 47 half a boat behind. Again, we had to over trim for point mode and prevented them from sailing over us, they had to tack. To make matters ever better, on the next crossing three minutes later, we crossed them. John and Todd, both boat owners and Haarstick customers, kept the boat moving fast all day.

The set of Haarstick's gave us speed and resulting confidence, causing us to make gains in every race. We ended the regatta winning our fleet and the overall with all bullets. Many thanks go out to Steve, the guys that work hard at the loft and my crew.

Todd Schumacher-Evelyn 25

Buffalo News Flash:

Pulled from the Buffalo Harbor Sailing Clubs Website Result Page: Haarstick powered boats are currently placed in the top three positions in 7 out of 9 fleets for the 2010 season overall fleet championships. Keep up the good work guys and gals, because the racing season is quickly coming to a close.

I would personally like to thank all my customers for making the last 5 years a huge success and look forward working with everyone for many years to come.
If there is anything that I can do for you before the season ends or for next year, just drop me a note or look for me at the club after Wednesday's racing.

Eric Christensen
Haarstick Sailmakers WNY
buffalo@haarsticksailmakers.com
1-800-342-50033

Lake Ontario 300

Silver Bullet a C&C 29 mark I owned by Torsten Doering, won its division in the main duck spinnaker fully crewed fleet in the Lake Ontario 300. He picked the new main sail up just 3 days before the race.

BOB STOLZENBERG (crew member)

Steve & team, Just wanted to thank you for the beautiful new main on my 1969 C&C Redwing 30, BATTLESTAR PEGASUS. The new sail has helped me sail much faster for an old boat. While I am not campaigning her as actively in the past, I still do a couple regattas a year. At the C&C Owners Regatta, we managed a division champ, course champ, M&J Champ, and overall regatta champ- for the second year in a row with pick up crew. As I had been racing on a Swan 44-2 for the last 3 Level Regattas, I decided to take the old horse out of the stable and give a try for this year. Room for some improvement with a 1-1-1-1-1-2. For both of these regattas we used the 10 year old Pentax genny. Thanks again for great sails.

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Andrews H. Hooker
www.redwing30.homestead.com

Doug,

Please pass on our gratitude for the quick turnaround on our damaged spinnaker. The sail & repair look great. We didn't have time to set it during a practice sail, but used it in our next race which was a downwind start. It performed as expected and aided us to nudging out our competition by less than a foot. It was a great win and we couldn't have done it without the

chute. Tell the Haarstick team we really appreciate their fine work!

Tim Bonniwell
Invictus, Catalina 30

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Eric - feel free to add another win (albeit, not a big one) for your sails. I took 1st for the Midsummer Series in the BHSC J/22 fleet using all Haarstick sails (and 3+ years old at that)... Hope your summer has been going well.

Mark

My Father is Heading South with his boat

Many sailors in the Rochester area know my parents, Neal and Caroline Burtner. They are currently members of Canandaigua Yacht Club, Genesee YC, and Rochester YC, so I thought I would write a little about the adventure my father just embarked on this morning.

For the last two years he has been making preparations for heading down to the Caribbean this fall. Actually, it has been more like 10 years. My folks bought a Dickerson 37 Ketch about that many years ago and have put hundreds of man hours into this boat and it is now as ready as it can be to head south. I always knew that you needed to make preparations before taking on a journey like this, but I guess you never how much until you are a part of doing it. From getting a decent dinghy to water purification and storm sails to rain catchers and solar panels my fathers has this boat about as ready as it can be to make a trip like this, or around the world.

He has about 10-12 people that are helping him make this journey. He left this AM with a local friend that made this trip 2 years ago and his high school buddy that came up from PA, to do the Erie Canal part of the trip with him. I will be doing the NYC to southern NJ part of the trip with him and I'm very excited. The only other time my dad and I were on this boat together is when we brought the boat from Eastern Lake Ontario to Rochester in 2002. I have also never been on a sailboat while in NYC so I am looking forward to sailing past the Statue of Liberty. It will probably be dead calm now that I said that. Motoring past won't be so bad either I guess.

He also has a GPS locator on the boat that he can update at the press of a button. He said there were quite a few friends out there that wanted the link so they could keep track of him.

Here it is:

<http://share.findmespot.com/shared/faces/viewspots.jsp?glId=0WzANdrkzust4gmIDfZHg6DQvqcTQRZ5y>

(If the direct link doesn't work try to copy and paste in address bar)

He is going to try to update the location 2-3 times a day. It is pretty cool to be able to keep track of him this way.

While Dad is away I have my own list of items to take care of. Like Mom, the cars and any house projects she may need.

I wish my Dad safe travels and we will all miss him while he is gone. We look forward to seeing him around Christmas time. I will also try to have a small update in Loft Lines every month.

Doug Burtner

Haarstick Links of Interest:

[Haarstick Sailmakers Home](#)

[Production Process](#) Shows you step by step how we build sails. From testing cloth to final inspection.

[Impact Flutter Testing](#) Explains how we test sail material for strength retention, and durability

[Elements of Excellence - Our Mission Statement](#) by Steve Haarstick

[Steve Haarstick's Industry Innovations](#)

[Added Value in Sailmaking](#) The Value in a Haarstick Sail

[Testimonials](#) Our Customers Thoughts

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[Freedom 28](#)

[Freedom 35 Pictures](#)

[Freedom 39 PH Pictures](#) 24 yr old sails and new sails

[Freedom 40](#)

[Freedom Brand X](#) Showing Haarstick Large Roach

[J/24 Sails](#)

[Ensign Sails](#)

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[All Technical Articles](#)

[Rig Database](#) Rig Dimensions from www.pyacht.com

[Haarstick Sail Measurement](#)

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
www.fhyc.org (Fair Haven)

Buffalo Area:

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

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