

VIRGINIA SAILING ASSOCIATION NEWSLETTER
OCTOBER, 1987

Welcome to the 1987 Fall Sailing Season. After a long wet period early on, the weather has been great for windsurfing, sailing, or just messing around at the lake. As to those of you who have not gotten up to Lake Monticello yet, time has not run out. We will continue the traditional Tuesday-Friday outings as long as the temperature permits. If you are looking for people to go with, a membership list has been enclosed...give someone a call! Just be sure to let the gate know that you're coming before you leave Charlottesville, or they won't let you in.

If you've been hanging back because you aren't very confident under sail, instruction for beginner sailors has been organized and will also be available in the spring, as an additional benefit for those who yearn to learn. There will be assigned people at the lake every Tuesday and Friday for the sole purpose of instruction. For members who are not free at those times, John Fox has a list of the instructors' phone numbers to arrange for private lessons. Please take advantage of the opportunity!

The four Coronodas are looking relatively good, thanks to the help of Gray Killinger, Pete Hare, Ed Tanner, and Dave Lenarz. Because of its light weight and simplicity, the Laser has become very popular. As long as every one takes good care of it, the Laser should remain the sleek, fun boat that it is for several years. Please keep these tips in mind when handling this or any boat:

- * do not climb aboard until the boat is in enough water to float comfortably.
- * be sure that the hull is never on any of the rocks that lurk in the beach area
- * remember to uncleat the rudder, securing the line, and to pull up the centerboard before hitting land
- * be gentle when setting the boat down for storage

The hull already has significant cracks, the result of improper beachings;...care is the key. If you have any questions, just ask! On a better note, the Sailing Association is investigating the possibility of new 420's and/or Lasers. We will definitely be expanding our fleet before this spring, and any recommendations, suggestions, or information is much appreciated.

A good opportunity to exchange ideas will be coming up with a fall party. It's also a good opportunity to meet our new secretary, Cyane Crump, a first year student in the college, who is also an avid racer on the intercollegiate racing team. The date is set for October 29th, from 8:30 till whenever...write it in on your social calendar, look for the reminder (and location) in the CD Shorttakes, and come party with the sailors...they do it in waves! Munchies and the Usual Beverage will be provided for the club activity.

To show your enthusiasm and maritime spirit, don't forget to buy a limited edition University of Virginia Sailing Association t-shirt. They're only \$8.50...what a bargain!

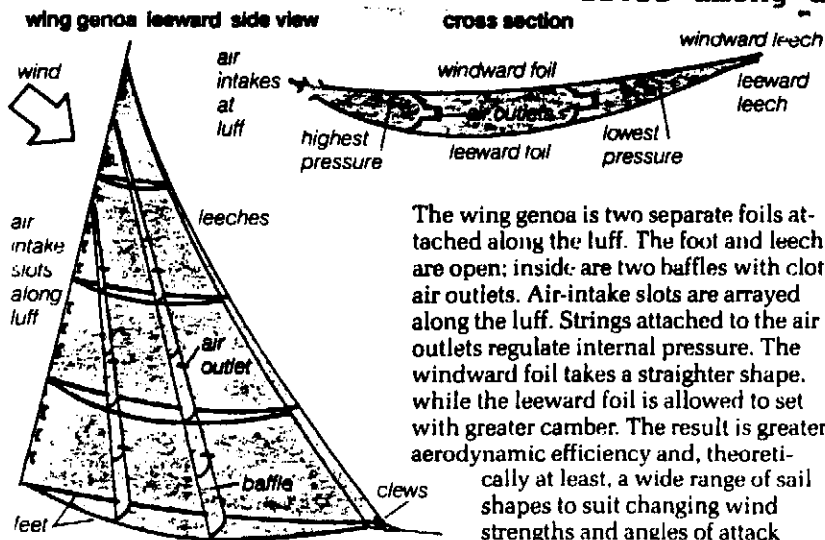
And, although it may sound far off, its time to start thinking about spring break. Once again, Sailing Association members have the opportunity to sail to the Bahamas over spring break. As usual, the trip is organized by our able and honored former commodore, Dave Lenarz. The meeting and sign-up will

be in early November. Trip price: 425.00 + 50.00 refundable damage deposit. More to come...

In competition this fall, the Virginia racing team has been making quite a name for itself. Julie Cane has done a fantastic job of organizing, and the racers have proven themselves to be an intimidating force to contend with. Thus far, the team has participated in four Mid-Atlantic Intercollegiate Sailing Association (MAISA) regattas at Annapolis. With very short notice, Jeff Sweet and Peter Wright participated in the Laser Opener during the first weekend of the semester. On the 12th and 13th, six freshmen went up for the Freshman Seminar and Regatta. Skipper Wendy Howell and crew Cyane Crump would have placed 5th in their division, had we been able to send enough sailors. Three of the freshmen raced windsurfers, with Mitchell Caplin placing 6th in his first formal regatta and John Peden tying for 4th place, but ending up with 5th, due to the scoring system; Jeremy Waters came home with 3rd overall! Randy Hildreth, usually a windsurfer as well, did his best in the Laser division. Everyone raced very well and enjoyed the learning experience. On the 19th and 20th, Jeremy and Jeff returned to Annapolis for the Board Invite, taking 4th and 12th respectively. Jeremy was beaten only by three Naval Academy teams, which were two-man. This meant that each Naval Academy sailor raced just half the regatta, while our two racers sailed the entire time. Strong winds forced Wendy Howell, Cyane Crump, Kristen Orff, and Sarah Bates to forfeit the MAISA Women's Intersectional after two races, although other schools continued to race. Congratulations to all the racers, who have put up the strongest show UVA has had in MAISA in a long time...your enthusiasm, participation, and results are outstanding! All sailors interested in racing in the future should come to the weekly Tuesday night meetings (Maury Hall, 7:30). Former Naval Academy racer Steve O'Hearn has volunteered to lecture on tactics and rules...thanks, Steve! And thanks to all the dedicated sailors who have spent weekends in Annapolis. Keep up the good work!

Anyone who has anything they would like to contribute to the next newsletter, please send it to our mailbox (Box 506, Newcomb Hall). Be on the look out for another one sometime in November...and we'll see you at the party. Till then--smooth sailing!

DID YOU KNOW ? A revolutionary new sail design has recently been introduced to large racing boat classes; it's called a "wing genoa". An excerpt from Sail magazine provides all the information for the future 12-meter sailors among us:



The wing genoa is two separate foils attached along the luff. The foot and leech are open; inside are two baffles with cloth air outlets. Air-intake slots are arrayed along the luff. Strings attached to the air outlets regulate internal pressure. The windward foil takes a straighter shape, while the leeward foil is allowed to set with greater camber. The result is greater aerodynamic efficiency and, theoretically at least, a wide range of sail shapes to suit changing wind strengths and angles of attack