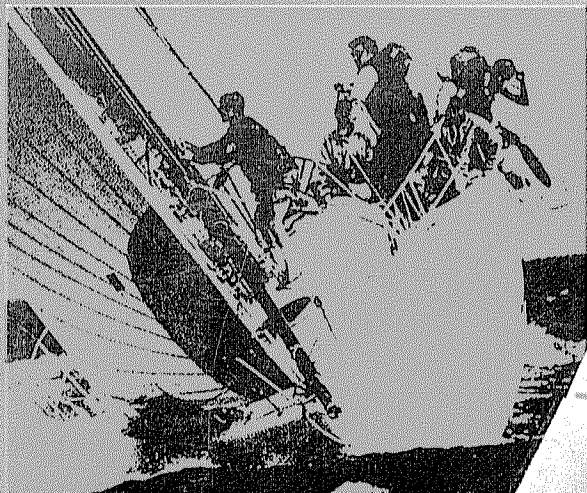




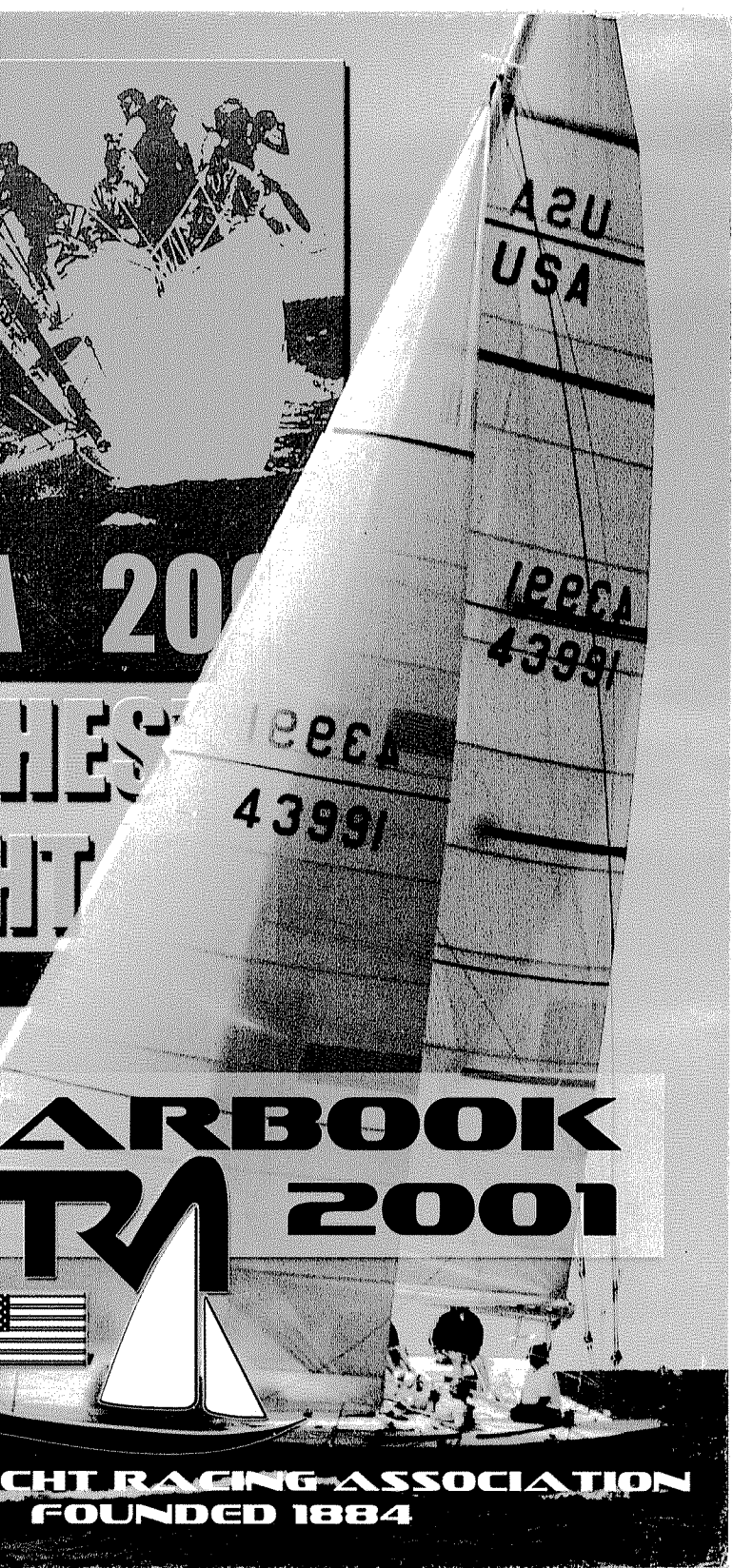
LYRA 2001

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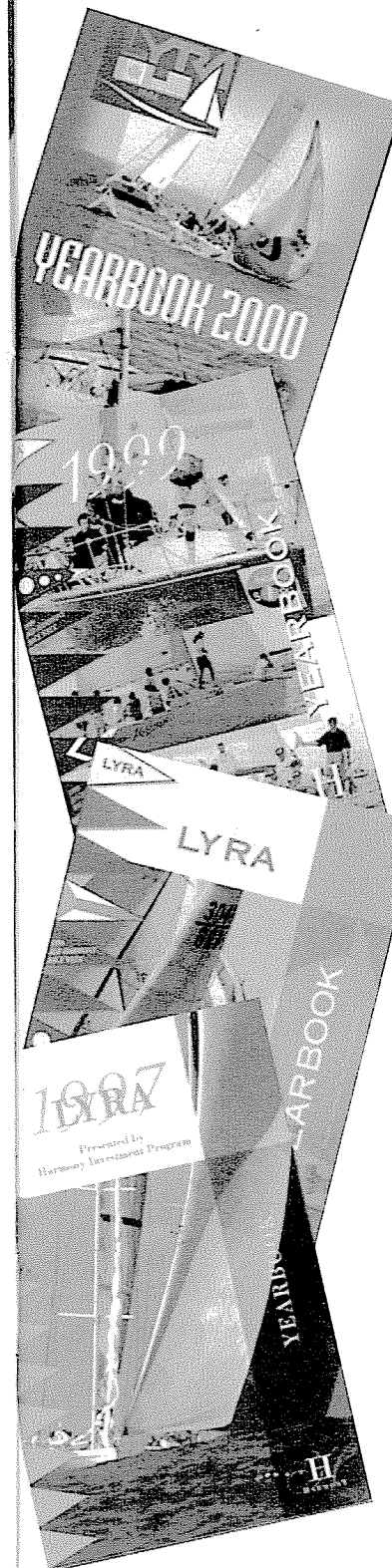


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LYRA OFFICERS

HONORARY PRESIDENT
ANDREWS H. HOOKER
3981 River Road
Youngstown, NY 14174
716-745-3903
ahhooker@buffnet.net
YYC
PRESIDENT
COLIN ANDREWS
121 Richmond St. W. Ste 804
Toronto, Ontario M5H 2K1
416-778-6210
plasma@istar.ca
ABYC
VICE PRESIDENT
SAMUEL MORSE
24 Falling Creek Road
Pittsford, NY 14534
716-586-2068
smor@le.rochester.edu
RYC
VICE PRESIDENT
ERNEST H. TOOMATH
156 Maclean Avenue
Toronto, Ontario M4E 3A7
416-869-0900
dwy@interlog.ca
RCYC
VICE PRESIDENT
MICHAEL FOLEY
26 Linden Street
Livonia NY 14487
716-346-5084
mfoley@rochester.rr.com
SBYC
VICE PRESIDENT
JODY PEPPER
139 Queen Street
Cobourg ON K9A 1N1
905-372-7171
jodypep@eagle.ca
Cobourg YC
SECRETARY
URSULA CATTELAN
1001 Bay Street (717)
Toronto, ON M5S 3A6
416-978-7549
ursula.cattelan@utoronto.ca
NYC
TREASURER
SUSAN CASSIDY
95 Woodlawn Avenue
Lockport NY 14094
716-434-4630
rapparems@aol.com
Olcott YC

Program Design and Layout
Mike Foley "TALKIN DOGS"

COMMITTEE CHAIRPERSONS

APPEALS
Helen Ingerson
299 Rock Beach Road
Rochester NY 14617 (Summer)
(716) 266-1881 HT / HF
3240-34C South Shore Drive
Punta Gorda FL 33955
Rochester Yacht Club
hingerson@compuserve.com
U.S. SAILING AND AREA E DEL
Chuck Chilcott
10980 Keller Road
Clarence NY 14031
(716) 741-4434 HT
Buffalo Harbor Sailing Club
chuckchilcott@compuserve.com
HANDICAP AND SCORING
John Crawley
15 Stavebank Road
Mississauga ON L5G 2T2
(905) 271-5726 HT
Port Credit Yacht Club
icc@netcom.ca
TROPHIES AND AWARDS
Edward St. George
630 Harriswood Drive
Webster NY 14580
(716) 872-6661 HT
Sodus Bay Yacht Club
edward.stgeorge@kodak.com
WEBMASTER
John Weakley
834 Seventh Street
Mississauga ON L5E 1P1
(905) 274-1958 HT / OT / F
Port Credit Yacht Club
jweakley@netcom.ca
MEMBERSHIP LIAISON
H Robb Holt
447 Colebrook Drive
Rochester NY 14617-1923
(716) 342-2177 HT
Rochester Yacht Club
hrh@eznet.net
2001 REGATTA CO-CHAIRS
Kathy and Gene Angelidis
331 Lake Front
Rochester NY 14617 USA
716 342-3722 HT
Rochester Yacht Club
kangelidis@paychex.com
eangelid@rochester.rr.com

LYRA Calendar 2001

If your club has a regatta that you want posted on this schedule contact the webmaster. (reprinted from: www.lyrawaters.org)

Date	Event	Host Club
------	-------	-----------

MAY 2001

May 20	Boswell Trophy Race	Royal Canadian YC
May 27	Blockhouse Bay Trophy Race	Island YC

JUNE 2001

June 1	Susan Hood Trophy Race	Port Credit YC
June 9	Oswego Hospice Cup	Oswego YC
June 9	QCYC Open Regatta	Queen City YC
June 14 - 17	Lake Ontario 300 Challenge	Port Credit YC
June 15	Scotchbonnet Light Race	Genesee YC
June 16 - 17	RCYC Open Weekend	Royal Canadian YC
June 23 - 24	ABYC Open Weekend	Ashbridge's Bay YC
June 23 - 24	SBYC Challenge Cup Regatta	Sodus Bay YC
June 29	LYRA Junior Championship (Qualifier for Area "E")	Rochester YC
June 30 - July 1	C&C Owners Regatta	National YC

JULY 2001

July 7	NYC Open Regatta	National YC
July 8	Easter Seals Regatta	Royal Canadian YC
July 11-14	Eastern Yachting Circuit	Henderson Harbor YC
July 14 - 15	PCYC Open Weekend	Port Credit YC
July 14 - 15	OYC Wire Down Regatta	Olcott YC
July 21 - 22	LYRA Junior Regatta	Royal Canadian YC
July 26 - 28	Sail Oswego Labatt BlueRegatta	Oswego YC
July 28 - 29	Youngstown Level Regatta	Youngstown YC
July 30 - Aug 5	LYRA Regatta Week	Rochester YC

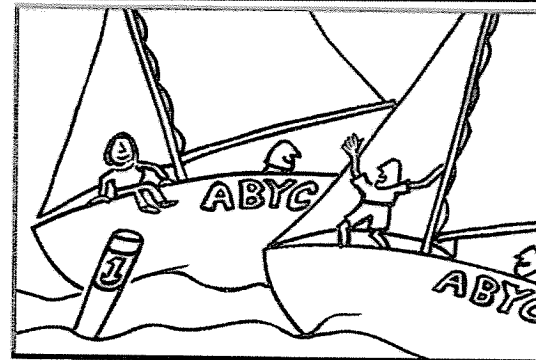
AUGUST 2001

Aug. 4	Hospice Charity Cup	Henderson Harbor YC
Aug 10 - 11	Niagara Hospice Regatta	Youngstown YC
Aug 11 - 15	Cork Offshore	POH, Kingston
Aug. 18	Duck Island Race	Henderson Harbor YC
Aug 25 - 26	Humber Bay Weekend	Etobicoke YC
Aug 25 - 26	Rochester Hospice Regatta	Rochester YC & Genesee YC

SEPTEMBER 2001

Sept 8 - 9	East End Weekend	Bluffer's Park YC
Sept 15	Argosy Rose Bowl	National YC
Sept 23	Donald Summerville Memorial	Ashbridge's Bay YC

Race at Ashbridge's Bay Yacht Club 2001



May 26-27:	ABYC One-Design Invitational Regatta (J24, J22, E-22, Thunderbird, Soling, Martin 16)
June 23-24:	LORC - ABYC Open Regatta
July 14-15:	OSA 16 and Under Single Handed Regatta OSA 13 and Under Single Handed Regatta Thunderbird International Regatta
July 14-21	Thunderbird North East District Championship
Sept 1-2:	LORC - ABYC Summerville Race
Sept 22:	



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2001 Regatta Schedule of Events @ RYC

Sunday, July 29th

Final Registration and check-in, Centennial (YYC) & Founders (OYC), 1600 - 1900

Monday, July 30th

Centennial Race from Youngstown. 0900 Warning
Founders Race from Oswego, 0900 Warning

Tuesday, July 31st

Sailor's Breakfast, 0700-0900
Lay Day Activities, 1000-1600

Wednesday, August 1st

Sailor's Breakfast. 0700-0900
Final Registration & Check-In, Freeman Race, 0900-1000
Freeman Cup, short course start, 1100
Freeman Cup, long course start, 1300

Thursday, August 2nd

Freeman Finish
Volvo Leukemia / Lymphoma Cup Kick-Off & Registration.
Sponsor's Party
Official Welcome and Long Distance Awards, 1900
Final Registration & Check-In for Day Races, 1900-2100

Friday, August 3rd

Sailor's Breakfast, 0700-0900
Day 1, Day Races, 1000 Warning
Daily Awards, 1700
Sailor's Dinner under the tent, 1730-1900
Volvo Leukemia Cup Registration, 1800-2100
Final Registration and Check-In, One Design Fleets, 1900-2100
Live Entertainment under the tent, 1900-2300

Saturday, August 4th

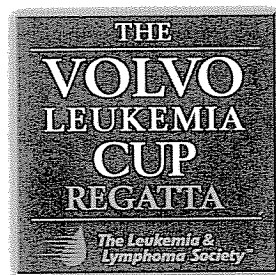
Sailor's Breakfast
Day 2, Day Races, 1000 Warning
Day 1, One Design Races, 1000 Warning
Daily Awards, 1700
Sailor's Dinner under the tent, 1730-1900
Volvo Leukemia Cup Registration 1800-2100
Live Entertainment under the tent, 1900-2300

Sunday, August 5th

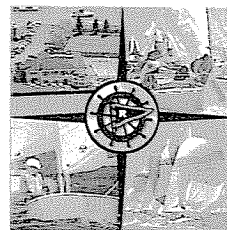
Sailors Breakfast, 0700-0900
Day 3, Day Races
Day 2, One Design Races
Daily Awards, 1700
Live Entertainment under the tent, 1500-1700
Awards Presentation and Closing Ceremonies, 1700



Gary Jobson National Chairman



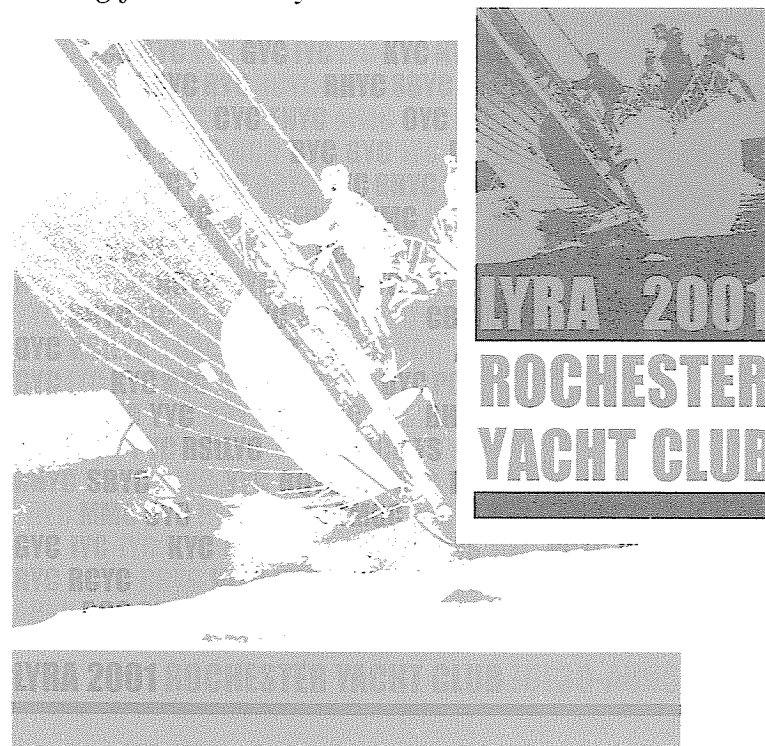
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LYRA Boat of the Year 2000

Each year the Lake Yacht Racing Association accepts nominations for its Boat of the Year award. Nominated boats must compete in at least three tier I events (which include the Youngstown Level regatta, the LYRA feeder races, the Freeman Cup, the LYRA buoy races, and the Canadian Olympic Regatta – Kingston), and four tier II events (including many regattas and long distance races all over Lake Ontario, the upper St. Lawrence River, and the Finger Lakes region). This year there were

several impressive nominees, including BUSHWACKER from the Sodus Bay Yacht Club, HARRIER from the Oswego Yacht Club, and BLUE KNIGHT from the Rochester Yacht Club.

The Lake Ontario Boat of the Year award for 2000 was presented to skipper Bob Porter and the crew of HARRIER. The presentation was made at the annual LYRA meeting held at the Youngstown Yacht Club on November 3, 2000. HARRIER, a 1978 Tartan 30, sails under the burgee of one of the LYRA founding (back in 1884) clubs, the Oswego Yacht Club. Mr. Porter has owned HARRIER since 1991, is currently the PHRF Fleet Captain for the Oswego Club and served as the Coordinator for the LYRA 2000 - Founder's Cup race from Oswego to Sodus Bay.

HARRIER is a term used to describe a long distance runner - what skipper Bob Porter was some 30 years and 100 pounds ago. HARRIER is decked out in Bob's old school colors (maroon and gold) and sails under the motto "Sapere Poena, Sapere Victoria" (savor the pain, savor the victory). She often announces her presence at regattas with a full hoist maroon and gold battle flag flying from her forestay.

During 2000, Bob and the HARRIER crew competed in numerous regattas and long distance races around the lake from Port Credit and Rochester to



Henderson Harbor and Brockville. Highlights of the season included winning her division of both the Centennial Cup and Founder's Cup feeder races to the Annual LYRA Regatta. Bob and his crew sailed the Founder's Cup and without making landfall (or letting the crew off), sailed to Rochester to compete in the Centennial Cup Race the next morning. At the LYRA regatta, she went on to finish first in division and first overall in the Freeman Cup (short course) and finished a close second in her division of the buoy races. Based on these performances, HARRIER was named the LYRA PHRF Series Champion for 2000. During the very next week, HARRIER went to Kingston, Ontario where she and her crew competed in the annual Canadian Olympic Regatta Kingston (CORK) Offshore Series. There she won her division of the long distance race and nine straight buoy races to be named the PHRF and Offshore Champion, for the second year in a row. In 2000, HARRIER also enjoyed winning her division of the Scotch Bonnet Light Race for the fifth year in a row and the 2000 Henderson Harbor/Duck Island Race, making it seven division wins in the last eight years.

HARRIER's crew coordinator is Kristine Krak, an experienced J24 sailor who has spent the past 3 years helping to build a steady and skilled crew. She has recruited and helped to acquaint Joe Wolczyk and Anne Kelso with HARRIER's foredeck, and Len Montague, Mike Ward (Deep River, Ontario), Ron Barr (Burlington Ontario), Marty Nott and Fred Buck with HARRIER's cockpit duties. Occasional help has also come from Mark Shimley (Buffalo, New York), Susan Sproule (Burlington, Ontario), Yoly Barrio, Steve Sanford, and Steve White (Rochester, New York). For the year 2001, HARRIER and her crew are planning to leave the waters of Lake Ontario to try their hand at both the Chicago and the Port Huron to Mackinac races.



Congratulations to skipper Bob and the HARRIER Crew on earning the Lake Ontario Boat of the Year distinction and our best wishes to them for success with next year's campaign!



LYRA 2000 Millenium Regatta Recap

Ever start a Regatta with a 50 piece marching band playing a Sousa march?

Well, folks on hand for the opening ceremonies at last year's **LYRA 2000 Regatta in Sodus Bay, NY** had the unique pleasure of doing just that! The sharply uniformed *Marion Redcaps* band marched down Main St. and right into the big tent

on SBYC's south lawn! The revelry and smiles on everyone's faces continued throughout the week as that special blend of Sodus Bay's beautiful surroundings and the hospitality of SBYC kicked into high gear. Over 110 boats, big and small, from around Lake Ontario and the region converged on the small town for almost a week of superb racing and socializing, rekindling the comraderie and longtime friendships that are behind the LYRA Regatta's appeal and success over the last 116 years.

Feeder races to Sodus, one from the west and one from the east, brought boats to the 2000 Regatta site early in the week. On Monday, Oswego YC hosted the start of the Founder's Cup Race, with boats participating following the conclusion of OYC's annual Sail Oswego Regatta. The 25 mi. race was a nice light-moderate air beat and close reach and boats spread out early in search of the quickest route to Sodus Bay. RYC's *Blue Knight*, a J/34C, convincingly won line honors, their division and 1st overall on corrected time.

On Tuesday, the Centennial Race from Rochester involved about 40 boats in a tough light air fetch and beat towards Sodus' lighthouse 30 miles away. Constantly monitoring the fleet's progress and the approaching time limit, the RC shortened the race at a mark of the course off Pultneyville harbor, about 8 miles from the intended finish. Everyone was pleased to get the race completed and RYC's C&C 37R *Rampage* captured the overall IMS win, with the J/35 *Das Blau Max*, also from RYC, winning 1st overall corrected in the PHRF fleet.

The prestigious Freeman Cup Races, both the Long and Short Courses, began in very light air on Wednesday afternoon. Although conditions never matched the strong breezes that moved the fleet quickly around the course in 1993 (the last time SBYC hosted LYRA), all boats completed the 120 nm Long Course by mid next day. Short Course PHRF boats

finished earlier on Thursday morning, with line honors going to SBYC's 8M, *The Natural*, and the overall corrected time victory to *Harrier*, a Tartan 30 from Oswego YC. On the Long Course, RCYC's Farr 40 *Dynamo* won the famous Charles Freeman Cup for best overall in IMS, while amongst the PHRF fleet, RYC's *Das Blau Max* once again showed her winning form, taking line honors and 1st overall corrected time silver.

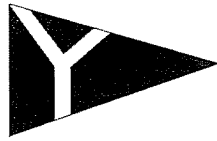


Beginning Friday and continuing through the weekend, SBYC conducted buoy racing on 4 separate courses, including 2 for small boat one-designs, with lots of help from Rochester YC and Port Credit YC, both personnel and equipment. J/24 District 7 completed 6 races for its District Championship with almost 20 J's on the line, and 18 of the region's Lightning skippers battled on their own course as well. One IMS Division, one-design classes in J/35, C&C 35 and 8 Meter, and 7 Divisions of PHRF boats completed on 2 other windward-leeward courses. While there are too many winners to mention here, you can check out all the detailed 2000 Regatta Race Results on LYRA's web site: www.lyrawaters.org. Best overall Day Race Series performance was awarded to *Dynamo*, the Farr 40 from RCYC. In PHRF, it was shared by SBYC's *Bushwacker*, a Soverel 33 and *The Fish*, a J/29 from RYC. Congratulations to all!

At the Sunday Awards Party and Prize ceremony, the crowd agreed that the biggest and most important part of this year's Regatta was the money raised for the Leukemia & Lymphoma Society's fight against blood related cancers. This was Lake Ontario's first ever Volvo Leukemia Cup event, a series of 40 regattas recognized across the United States. A total of \$16,000 was raised for the Society and after presenting the fund raising awards, everyone was silent, with many in tears, as a local leukemia cancer survivor shared her story, the impact fund raising has made on cancer research and how much she appreciated what all the sailors had done to help. After a wonderful week of parties, socializing, dancing, and competitive racing, those few moments seemed to put the whole event into a different and even more meaningful perspective. In 2001, LYRA's alignment with the Volvo Leukemia Cup Series will continue, so please plan now to be a part of it!

Many, many thanks go to the membership of SBYC and almost 1000 sailors who participated in LYRA 2000. The Regatta was a huge success, enjoyed by all and we sincerely THANK everyone again who was there with us. The year 2000 marked the 9th time that Sodus Bay YC has hosted the LYRA Regatta....including our first time in 1894 and, interestingly enough, 100 years ago (to the week) back in 1900. We look forward to a continuing and lasting relationship with LYRA in the next millenium and hope to have the opportunity to host other LYRA Regattas in the years ahead!





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The LYRA Junior Regatta 2000 was held at the Rochester Yacht club on Saturday July 8th and Sunday July 9th . This was part of a multi-event regatta which included the US Sailing Junior Olympic Regatta and the Quarterfinal or 1st Tier Qualifier for US Sailing, District E, Sears, Bemis and Smythe Trophies. The multi-event format provided a great amount of exposure for the LYRA Junior regatta and was used to draw more competitors, which it did; there were 85 competitors in 72 boats in 7 classes for the LYRA Junior Regatta event.

The sailing was nearly perfect on Saturday with sunny skies and winds averaging 10kts. with maximum gust at 15kts. and 1-2 ft. chop. Sunday brought cloudy skies with winds at about 8kts. building to 15kts. by the end of racing and very little sea.

Results of LYRA Junior Regatta 2000

Optimist Blue Fleet: 14 boats

- | | |
|--------------------|------|
| 1) Dirk McLaughlin | RCYC |
| 2) Max Munger | RYC |
| 3) Justin Owen | RCYC |

Optimist RedFleet: 8 Boats

- | | |
|------------------|------|
| 1) Kristyn Hope | BYC |
| 2) Jake Muhleman | RYC |
| 3) Sarah Foley | SBYC |

BYTE: 7 Boats

- | | |
|--------------------|-----|
| 1) John Newell | RYC |
| 2) Brandon Columbo | RYC |
| 3) Travis Odenbach | RYC |
| *Morgan Lovejoy | RYC |

George E. Aggett Memorial Trophy
(Single Handed Female)

Laser Radial: 10 Boats

- | | |
|-----------------|------|
| 1) Robert Barth | RCYC |
| 2) Chris Davey | SBYC |
| 3) Sean Dunal | RCYC |

LYRA Junior Regatta 2000 cont'd.....

Laser: 14 Boats

- 1) * Mike Wilde RCYC
 * George E. Aggett Memorial Trophy
 (Single Handed Male) Repeat Winner
- 2) John Mulcahy IYC
- 3) John Pearce IYC

Club 420 Non-Spinnaker: 7Boats

- 1) Betsy Newell ? Kristen Mooney RYC
- 2) Liam Faudree / Becky Wallace FHYC
- 3) Colin Jesmer / Matthew Kepner RYC

Club 420 Spinakker: 7 boats

- 1) * Morgan Paxhia / robin Webb YYC
 * George E. Aggett Memorial Trophy
 (Double Handed Open) Repeat Winners

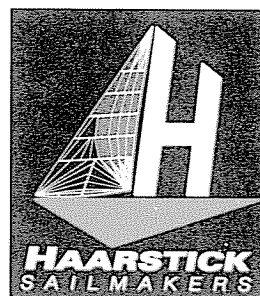
Jr. Sailors Take Notice!

LYRA Junior Regatta 2001 will be held July 20-22, 2001 at the Royal Canadian Yacht Club.

AREA E Semi-finals are to be held:

Date: Monday, July 23 & 24, 2001
Check-In: Sunday, July 22, 2001
Hosting YC: Pymatuning Yacht Club
Location: Pymatuning Lake , Ohio

See LYRA Website for details.



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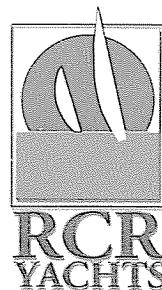
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Like most volunteer staffed organizations, the Lake Yacht Racing Association has been fortunate over its long history with people who have unselfishly provided their time, experience and skill to help continue the mission of LYRA and give something back to the sport of sailing. Among the hundreds who have served as Officers, Committee Chairs and filled other volunteer needs, there have been some who have gone above and beyond the basic expectations of their "tour of duty" or what they were asked.

About 27 years ago, George Annand, then serving as LYRA Registrar, believed that a special award was needed to recognize those who provided extra and noteworthy service to the organization. Together with his home club of Queen City YC, George utilized a unique collection of LYRA Annual Regatta pins, donated by Mr. Blake VanWinkle, to create The Blake VanWinkle Trophy. It was presented by QCYC to LYRA in 1973.

As the deed of gift declares, "the trophy is to be presented from time to time by the Officers of the LYRA to a member of the Association who has served LYRA with special distinction. This trophy is not to be awarded for sailing competition and it shall be awarded at the Annual Regatta."

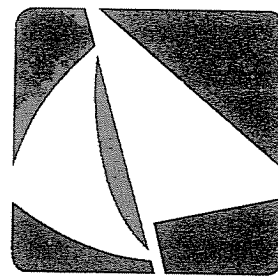
From 1974 until 1984, the trophy was presented to 6 individuals who had served LYRA in a wide variety of capacities. For reasons unknown, the trophy slipped into obscurity and for the Officers serving the Association in the late 1980s and throughout most of the 1990s, the trophy and its purpose weren't even known about. Then, in 1998, Trophy Chairperson Marjorie Hare of National YC learned of its whereabouts, uncovered its purpose and was able to once again bring the trophy back into use for consideration.

With no hesitation, the LYRA Executive proudly chose to award the trophy in 1998 to National YC's Janet Willings for her over 15 years of visible service as LYRA Race Management Chair (in the

years before host clubs assumed that responsibility at the annual Regattas), Vice President and then as President of LYRA, 1995-1996. In addition to her LYRA involvement, she was also very active in race management within the Canadian Yachting Association and trained many others in the conduct of races.

In 2000, the LYRA Officers again considered the award and easily arrived at another very worthy recipient - Helen Ingerson of the Rochester YC. Helen is widely known in both the local and national sailing scene and has distinguished herself in both. Nationally, she has served on the USSA Board and as Director of Area E. Within LYRA, she was Secretary, VP and then President from 1982-1983. Over the last 10 years or so, she has continued her service as the LYRA rep to USSA and most recently as our current Appeals Chairperson.

LYRA and its sailors have indeed benefited from the extraordinary service of those who have been honored to date with this special award – the Blake Van Winkle Trophy.



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Spinnaker Know How.....

In 2000, more Offshore events and One Design Classes continued the shift towards Windward Leeward Courses. The reaching parade of the Triangle Courses are becoming a thing of the past, unless of course a wind shift creates reaching legs. The old W-L Course has been jazzed up with Offset Marks at the Windward End and Gated Leeward Marks. Many courses now start and finish in the middle of the course. Strong Race Management teams are now able to shift the Marks at either end of the course to keep it square to the wind. The result is that more place changes are occurring on the Downwind legs than years past. When once a "Runner" spinnaker was an option, it has now become a necessity to pass or even stay with your competition. Downwind tactics are just as important as upwind tactics now. The time of rounding the Weather Mark and cracking the beers has passed. Today's sailors have to stay focused on all legs of the race.

The Spinnaker Set

Just as Upwind strategy and tactics require a game plan and a tactician, Downwind racing should have crew members assigned to each of the necessary components. The Upwind tactician can help decide your initial plan for the downwind leg. By watching the wind direction and velocity as you go up the Beat, you should be able to see which gybe you would like to be on. Looking up the Windward leg, if the wind has clocked left such that the port tack is favored upwind, then the bear-away set for starboard gybe is favored. If the wind has clocked right, then a Gybe-Set or a Bear-Away Set-&-Gybe will be the favored set. The idea here is to get the boat on the gybe that has you pointing closer to the leeward mark so that you can sail the shortest distance. A few points to note here: If your crew is not accustomed to Gybe-Setting, then you should perform a Bear-Away Set-&-Gybe as soon as possible.

Aside from wind direction, you should be looking for wind strength. The greater the breeze strength, the lower angle you can sail maintaining good speed. So, if the puffs seem to be coming from one side of the course, try to get on the gybe to take you towards them without sailing a much greater distance to the Leeward Mark.

One of the old spinnaker setting methods has resurfaced in recent years with a rule change that allows you to fly the spinnaker without a pole for short periods of time. The Bow Set: With the spinnaker bag in the pulpit, you may set the spinnaker first without a pole. Then, you can determine which gybe to sail, get the main on the proper side of the boat, rotate the spinnaker around in front of the boat, and then attach the pole. This can get you on the desired

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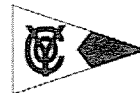


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gybe quickly, without creating mass chaos in the cockpit and on the bow. As always, your mainsail determines which gybe you are on for right-of-way purposes.

Immediately after the Set, locate the Leeward Mark. You will want to determine which gybe has your boat pointing closer to the Leeward Mark. Then, if the start/finish is in the center of the course, determine which end of the line you want to go outside of on your way to the Leeward Mark. You will need to read your sailing instructions to determine whether you MAY or MAY NOT sail through the line during the Run. You can be disqualified for doing so if it is not allowed.

During the Leg Teamwork is the Key

Good teamwork can make the Downwind legs very profitable. The best performing boats seem to have a few things in common: (1) The crew takes most of the decision making away from the helmsman so he/she can focus on driving and keeping the boat moving; (2) There are designated people assigned to watching the wind, watching other boats, watching boatspeed, and making downwind tactical decisions; (3) There is constant communication between the wind seeker, the spinnaker trimmer, the tactician, and the helmsman; (4) They all keep the boat moving. Boatspeed and angle are the two

most important elements of downwind performance. Spin sheet pressure & boatspeed numbers can help you make boat angle decisions. A good conversation might be :

Wind Seeker : "Puff coming in off the port quarter in 30 seconds."

Trimmer: "Yes, I feel it. The chute has good pressure now."

Pit Crew: "Boat speed increasing.... 4.5, 4.8, 5.2.."

Helmsman: "Heading down 5 degrees."

When the puff dies, the spin sheet will lose pressure, the speedo will drop, and you may need to head back up some to maintain good boatspeed.

The Tactician should have two downwind helpers. The key here is to have your Wind Seeker always facing aft looking for breeze strength. You want to try to gybe towards pressure whenever possible. Another person, should be informing the Tactician about the competitors directly influencing your wind and your ability to maneuver. The Tactician should be focused on the big picture, listening to input from the 2 helpers and making the key decisions - what gybe to be on, when to gybe, what to do about other boats around you. Note: Every tactician makes errors at one time or another. As a crew member, it is important to be supportive as your tactician learns the lessons of yacht racing. All the reading in the world cannot teach and simulate the perspective of being on the course as the race unfolds. Good teams are not formed overnight. They take time together, practice and patience.

The Take Down:

When coming into a the Leeward Mark, it is important to have a new Upwind leg strategy planned - which tack to get on, which side of the course, and who to cover or follow. For gated Leeward Marks, this is a little more complicated, because you will have to determine

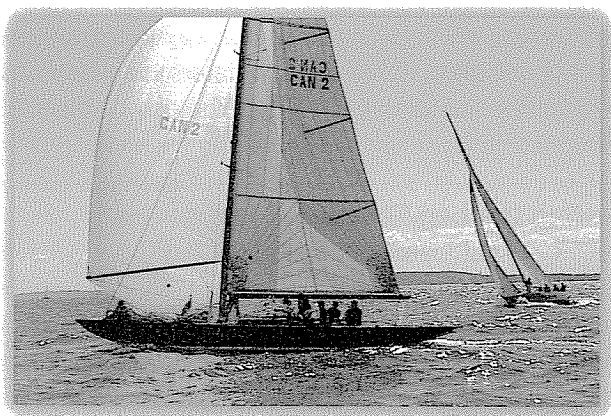


FIG: 1A
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which gate is better for your strategy. If the wind has shifted this should be straight forward, but if it is square, you may not be able to tell which gate is favored. Usually your gate decision is dependent on which gybe you are on, which side of the beat you want to go, and what the boats in front of you and around you are doing. The tactician needs to try to get you around the desired gate in clean air and on the desired tack. At a single Leeward Mark, inside position at the rounding can be very favorable, but with gates, you usually do not see boats rounding 4 and 5 wide, without a major wind shift. Although gates can drop the number of boats rounding a mark at one time, they do make the tactician's job more complex. Not only do you have the usually port/starboard and close hauled over running rules in play, but now you have overlaps to consider on each gybe. Inside at the wrong gate can hurt more than outside at the favored one. Always listen look around to see if there is a course change being signaled. The Race Committee can give you valuable information about which gate is favored to the next beat.

The big decision for the crew is not where are we going next, but when do we hoist the headsail and how do we drop the chute? At a gated Leeward mark this can end up being a last minute decision and create sail havoc. Erring to the conservative is almost always the best and safest way to go. Decide on a mark early, get the jib up, get the pole off and stowed, and

then drop the spinnaker. The Weather Takedown is usually the best method for port gybe because it gets all the gear in the proper position for the next hoist. One trick that helps here is the "human pole." Have a crew member assigned to standing at the shrouds, leaning out, holding the guy out as far as possible. This allows you to remove the spinnaker pole early to get it out of the way, while keeping the chute flying. You also already have one person with a line in their hand for the take down.

On starboard gybe, you may want to perform a leeward

takedown to get the gear around to the port side for the next run. You can do this a standard Leeward Takedown, even with the "human pole," or you can do a Stretch-and-Blow type dowse. Really, your take down decisions will depend on what your crew is prepared for. If they are flexible and well practiced, you can make final rounding decisions later than if you only know how to do Leeward Takedowns. So get out on off nights in the beginning of the season and practice, practice, practice. It is not as much fun as racing, but it pays off later down the road.

Maxi-Runner Spinnaker Trim:

The Maxi-Runner spinnaker will trim slightly different than conventional chutes. The large shoulders actually make it easier to trim because you can carry a much larger curl without it collapsing. You always want to have an active windward shoulder curl or you are choking the chute. The biggest key to runner trim is the spinnaker pole. Whenever possible, keep trying to get the pole BACK and DOWN. There is more area in a running spinnaker so over squaring and very slightly over lowering the pole will help project more area. In very light winds, however, you will have to sail hotter angles to keep the chute full and the boat moving. As with any spinnaker try to keep the pole about the same height as the leeward clew. You will always want to keep the pole parallel to the water, so any pole height movement should be followed by a corresponding inboard end adjustment. This keeps the pole at maximum length all the time, again for greater projected area.

When running on waves, you can take advantage of the waves by pumping the spinnaker sheet and the mainsheet when the stern gets up on the oncoming wave. This takes practice, but can be very profitable, especially in ULDB's and sport boats. The key is timing, teamwork, and communication, and of course PRACTICE.

Spinnaker Design:

Lastly, we come to the spinnaker itself. A well designed, big shouldered Triradial can help you sail faster than your competition but also at a deeper angle, yielding a big gain for you. Lower and faster is almost always better in Downwind sailing. A good Maxi-Runner will be a Triradial design, where the panels radiate out of the three corners, and have several horizontal rows of tilted panels as well. Cross-Cut spinnakers are antiquated and although inexpensive, they do not hold their shape as long because they do not orient the spinnaker cloth's strongest direction along the loading path. Unlike Dacron, Spinnaker cloth is stronger in the warp direction

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(Lengthwise) than the fill direction (across the roll). The idea here is to align the strength of the cloth with the predicted loading direction. Talk to your sailmaker about how they design and cut their chutes. Many companies rely on hand-cutting from patterns and fairing sticks for their spinnaker panel cutting. This adds human error to the part of the process that you want to be the most precise. Other companies use fairing sticks to correct the curves that did not translate as desired from their CAD system to the cutter. The best spinnakers have panels that come of the automated computer cutter Fully Faired, needing only manual assembly to build them; no fairing sticks and no scissors needed.

One other note in spinnaker construction, many of the newer spinnakers are only stuck together with the newest seam bonding tapes. I have seen many of these come in for repair with tears across multiple panels. A better assembly method is to glue and sew the panels together. Then, most tears will stop at the nearest sewn seam. This can save "mucho denereo" in sail repair costs. The old stitching alone technique is also undesirable because the threads can snag on things and get pulled tight creating undesirable panel wrinkling. Glued and sewn spinnakers are the most desirable spinnakers, but they are more labor intensive. Ask your sailmaker how they assemble they chutes. Remember, these are YOUR sails, so it pays to do your homework.

Gordon Brown is an avid Offshore and One Design sailor. He currently serves as Sales & Service Manager at Haarstick Sailmakers in Rochester, NY. Gordon enjoys sailing with his customer and friends as well as serving on the RYC Race Committee for major events. He has been with Steve Haarstick since 1992, as a sailmaker on the production floor and as a sales/service representative. His customers have used Haarstick Sails and Service to win Club Division and Fleet Championships as well as events such as the Eight Meter World Championships, Soverel 33 Nationals, Youngstown Levels, J/24 Districts & Great Lakes, as well as LYRA Division, Course, and Boat-Of-The-Year Trophies.

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A BRIEF HISTORY OF THE IMS

In January, 1976 the Offshore Committee of US Sailing adopted a resolution calling for the development of a new "Handicapping System" to take its place alongside the IOR for those yachtsmen who "prefer a 'handicap' rule as opposed to a 'design' rule." The system was developed in a response to the mandate of that resolution.

The system was then called the Measurement Handicap System or MHS. The name was intended to suggest that it is a formula based on measurement of physical characteristics rather than observed racing performance of yachts and that it is of the handicap type as distinguished from the design or development type. It is a system in the sense that it provides for measuring and the calculation of predicted speeds and intrinsically provides for derivation of time allowance without the use of separate tables or time multiplying factors.

The intent of the system as set down before starting the development work may be summarized as follows:

Weigh each factor used in the formulae to accord with its effect on speed.

Reduce obsolescence caused by the design of yachts which beat a rule and thereby render older yachts not competitive.

Devise a system which is designer-proof in the inception if possible, but by correction as this proves necessary.

Provide fair time allowance for yachts of the dual-purpose type (for cruising and racing). It is intended that production yachts of good design should be able to compete with custom yachts.

The system was based on the research at MIT of the H. Irving Pratt Ocean Race Handicapping Project. Commodore Pratt before his death took a keen interest in the research and it was in large part because of this interest that the project was carried to completion. The research

led to the development of a hull measuring device making it possible to use integrated parameters instead of the surrogate single point measurements which had previously been a persistent frustration in controlling measurement loopholes and obtaining accurate values for rule parameters.

A major part of the research was the development of a Velocity Prediction Program (VPP) based on the towing of a series of hull forms systematically modified to test the effect on speed of the performance parameters. This important tank test data was contributed by Delft University in the Netherlands.

Work continues on refining the speed predictive formulae and on the best means of deriving time allowance based on speed predictions, work largely made possible by the contributions of technologists and yachtsmen from many countries.

The intention is that the system should not offer opportunities for exploitation. It would be quite remarkable, however, if there were no oversights. When and as they appear, they are corrected as quickly as possible. The existence of full hull lines data files permits making formula changes when necessary without new hull measurements, thereby giving more latitude and freedom in this respect than was previously possible, the purpose being to protect the existing fleet rather than foster investment in a new rule-beating yacht.

In November 1985 the Offshore Racing Council adopted the System as a second international rule to stand alongside the International Offshore Rule (IOR) and to provide time allowances for cruiser/racer type yachts not effectively rated by the IOR.



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PHRF ratings are not intended to be a skipper or crew handicapping system or to compensate for poor sailing ability or inadequate equipment. (as in golf handicaps) PHRF ideally does not use formulae or measurements to arrive at ratings but uses race results to relate classes of yachts to their speed potentials. Thus yachts cannot be obsolete by newer or faster designs and PHRF ratings should be ideal for club and inter club racing.

New yacht designs to Lake Ontario do go through some data manipulations and analysis for initial assessment. This analysis is valid only until adequate race results are provided for review and validation of the rating.

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- 4) The standard propulsion is either an outboard which is retracted while racing or a folding or feathering prop.
- 5) The spinnaker pole does not exceed the J with a standard spin.
- 6) The means of propulsion is capable of reaching SQRT(LWL)
- 7) Yachts with retractable keels must be capable of self righting when the keel is retracted or the keel must be kept down while racing.

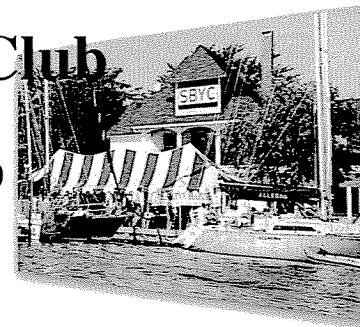
The Standard Yacht then begins by receiving the SP for that class of yacht. Adjustments are then made for the various credits and debits to arrive at the actual sailed rating or ASP.

PHRF is an honor system dependent on fair-minded yachtsmen and it is the sole responsibility of the owner to inform the handicapper of any changes in his yachts allowances. A protest committee may at any time demand to see the certificate and require that the boat and sails be measured to assure conformity.

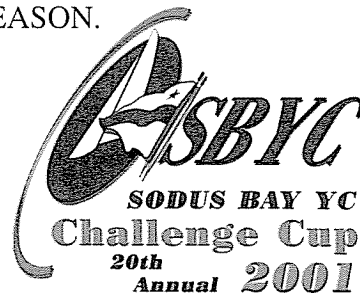
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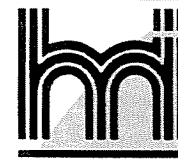
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14th annual Sail Oswego Regatta

Each year the Oswego Yacht Club sponsors a single, but major, yacht-racing event on Lake Ontario. In 2001, the 14th annual Sail Oswego Regatta will be held on Friday, July 27th and Saturday, July 28th. The regatta coincides with Oswego's annual Harborfest Celebration, a four-day event bringing major entertainment to the city and providing numerous activities for the family while the skipper and crew sail around the buoys. The Regatta and Harborfest are highlighted by close-to-an-hour of spectacular fireworks Saturday night. You'll have the best seats in the house, either on your boat or at the clubhouse.

Sail Oswego brings more than fifty yachts and the best sailors from the East end of Lake Ontario to the two day event. Hosted, continental breakfasts are followed by a pair of buoy races each day. Friday evening gives sailors a chance to brag about their victories (or lie about why they lost) during a rum party. The regatta concludes with a dinner and awards ceremony Saturday evening.

Following the Sail Oswego and Harborfest weekend, the Oswego Yacht Club will sponsor the start of the **Founder's Cup "feeder" race to the Annual LYRA regatta**. The race will begin early morning on Monday the 30th of July just off the Oswego Break Wall. Sailors will then race to a finish just off the entrance to the Genesee River and the Rochester Yacht Club. Last year the Oswego to LYRA feeder race saw 3 divisions of boats race to Sodus and the annual LYRA regatta. This year's race will double the distance (48 nautical miles). The Oswego Yacht Club was a founding member of the Lake Yacht Racing Association and was the donor of the original Founder's Cup. The OYC is proud to again support the efforts of LYRA and its annual regatta.

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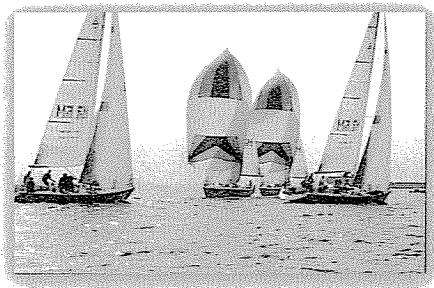
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LYRA Represented at The 2000 USSA National Offshore Championship, Long Beach YC, November '00

Among the U.S. Sailing Association Championships held each year in a variety of classes for youths and adults, single & double handed, match racing, etc., one event focuses on fleet competition in larger keel boats with a crew of 7 – **The Offshore Championship for the Lloyd Phoenix Trophy**. Teams representing each of the ten U.S. Sailing Areas are selected by Area elimination events or by sailing resume (successful completion of at least 5 regattas over the recent 12-18 months), plus one United States Naval Academy team. Originally sailed exclusively at the Naval Academy each year in their fleet of Navy 44s, the venue is now shared every other year with the Long Beach Yacht Club, CA, and its identical flush-decked Catalina 37s, boats made famous in LBYC's Congressional Cup match racing series.



In 2000, LYRA was again represented by a crew from our waters...this time it was the team from **Sodus Bay Yacht Club's** Soverel 33, **Bushwacker**, skippered by Erik Will. Erik's crew included Van Huston, Rick Marcellus, Gerry Matteson, Al Mountcastle, Joel Roemer and Ed St. George. After setting a goal over the winter to put together a winning season and be considered for selection in 2000, it was a great feeling when we learned in October that our **Bushwacker** team had been chosen by Area B for our performance in a number of regattas held at the eastern end of Lake Ontario, including 1st overall in both the Oswego Hospice & Sail Oswego Regattas, 1st in Div. in the SBYC Challenge Cup, 1st in Div – LYRA Founder's Race, 1st in PHRF Div.II - LYRA Day Race Series, etc.

The Offshore Championship consists of four windward-leeward course races and an approx. 25 mile distance race, all carrying equal weight in the scoring and no throw-outs. After drawing assigned boats and getting out for a short shakedown, we managed to win Thursday's practice race, something that we later learned is a no-no if you're at all superstitious! During both of Friday's buoys races, sailed in flat water and about 8-10 knots of breeze inside Long Beach harbor's outer breakwall, we climbed a steep learning curve and back from one poor start to finish with two 7ths. It wasn't uncommon to have 3 boats abreast at all the mark roundings and for the lead to change several times!

In a solid 15 knots of wind on Saturday, we finished 4th in the mid-distance race that included a 4 mi. beat out into the ocean, a 10 mi. run to the south,

rounding seals and a huge offshore drilling platform to port, a 9 mi. "power beat" back to the south harbor entrance, a 1.5 mile close spinnaker reach and then a short 1mi. beat to the finish. We felt good heading back in, knowing that with the way certain boats had finished, we were still in the hunt to place for a medal. Much to our surprise and huge disappointment, we soon learned that, along with 5 other boats, we were PMS at the start!! LBYC's RC had told us that they would not hail premature starters, nor would they use a general recall unless virtually all the boats were over early. We thought we had a very clean start in the middle of the line, clearly seeing the boats at the ends poked out. We never thought for a minute that we had to concern ourselves with the individual recall signal. One boat returned to re-start, but by then we couldn't see the X-flag anyway.

With an upbeat "never-give-up" attitude on Sunday and a much greater feeling of confidence in making the Catalina 37 perform, we finished 3rd and 4th in the last two races...not bad. In both those races, all 11 boats finished within 2 minutes of each other after 6-8 miles, VERY close and exciting racing! We of course had fun and while we also shared some anxiety with the "coulda, shoulda, woulda" analysis, overall our 6th place finish in the fleet seemed respectable, especially with a PMS to count and the learning curve of our first experience sailing the Catalina 37 (unlike the top 4 teams).

The Long Beach YC committee extended great hospitality and we enjoyed our new friends on several of the other boats. Unfortunately, a major controversy over the crew weight limit and the weight of the apparent 1st place boat put a damper on the whole event at its conclusion. The docks were buzzing with what "should have been done" by both the regatta organizers and the boats in question. The U.S. judges ultimately chose to not make a final determination of the top 3 boats, so we left for home without a final outcome and medal ceremony. It took USSA several weeks to sort it all out! Regardless, our overall experience, the quality of the competition and the intense racing was unforgettable. We hope to have the opportunity to represent LYRA in a future National Offshore Championship!



Ed St. George

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Ithaca, NY 14850
P: 607-272-4113

The following is a list of LYRA clubs and affiliated organizations. It is provided to allow you to make advance reservations or just contact boating friends. Wherever possible, we have included club phone (P), fax (F), and e-mail (E) addresses. If you notice any errors or omissions, please bring them to our attention.

Kingston Yacht Club
One Maitland St.
Kingston, ON K7L 2V3
P: 613-548-4938
F: 613-548-8876
E: office@kingstonyachtclub.com

National Yacht Club
1 Stadium Road
Toronto, ON M5V 3H4
P: 416-260-8686
E: commodore@thenyc.com

Niagara-on-the-Lake Sailing Club
10 Melville St.
Niagara-on-the-Lake, ON L0S 1J0
P: 905-468-3966
F: 905-468-7470

Oakville Yacht Squadron
PO Box 14
Oakville, ON L6J 4Z5
P: 905-338-9379

Olcott Yacht Club
PO Box 715
Olcott, NY 14126
P: 716-778-5915

Port Credit Yacht Club
115 Lakefront Promenade
Mississauga, ON L5E 3G6
P: 905-278-5578
F: 905-278-2519
E: donsummerton@email.com

Queen City Yacht Club
PO Box 401, Station 'A'
Toronto, ON M5W 1C2
P: 416-203-0929
F: 416-203-0931
E: qcyc@attcanada.ca

Rochester Yacht Club
5555 St. Paul Blvd.
Rochester, NY 14617
P: 716-342-5511
F: 716-342-8116
E: staff@rochesteryc.com

Royal Canadian Yacht Club
141 St. George St.
Toronto, ON M5R 2L8
P: 416-967-7245
F: 416-967-5710
E: sailing@rcyc.ca

Royal Hamilton Yacht Club
MacNab St. North
Hamilton, ON L8L 1H1
P: 905-528-8464
F: 905-528-2622
E: sail@rhyc.on.ca

Sodus Bay Yacht Club
PO Box 287
Sodus Point, NY 14555
P: 315-483-9550
E: MFOLEY@rochester.rr.com

Whitby Yacht Club
PO Box 321, 701 Gordon St.
Whitby, ON L1N 5S4
P: 905-668-1391
F: 905-668-6007
E: wyc@whitbyyachtclub.on.ca

Youngstown Yacht Club
PO Box 379
Youngstown, NY 14174
P: 716-745-7230
F: 716-745-7365
E: yyc@yyc.org

ASSOCIATE MEMBER CLUBS

Bay of Quinte Yacht Club
PO Box 20110
Bellville, ON K8N 5V1
P: 613-966-5931
E: bqyc@on.aibn.com

Bluffers Park Yacht Club
2369 Kingston Rd.
Scarborough, ON M1N 1T0
P: 416-261-6993
E: info@bpyc.on.ca

Boulevard Club
1491 Lakeshore Blvd. West
Toronto, ON M6K 3C2
P: 416-532-3341
F: 416-532-9411
E: memserv@boulevardclub.com

Brittannia Yacht Club
2777 Cassels St.
Ottawa, ON K2B 6N6
P: 613-828-5167
F: 613-828-5168
E: info@byc.ca

Brockport Yacht Club
PO Box 363
Brockport, NY 14420
P: 716-964-8821

Buffalo Harbor Sailing Club
PO Box 34, Ellicott Station
Buffalo, NY 14205
P: 716-884-4833/674-0627
E: tromano22@aol.com

Burlington Sailing & Boating Club
841 LaSalle Park Rd.
Burlington, ON L7T 4G9
P: 905-681-6547

Canadaigua Yacht Club
3524 West Lake Rd.
Canadaigua, NY 14424
P: 716-396-9200
F: 716-396-9212

Cathedral Bluffs Yacht Club
2975 Kingston Rd.
Scarborough, ON M1M 1N0
P: 416-261-0537
E: Commodore@cbyc.on.ca

Oak Orchard Yacht Club
1103 Archbald Rd.
Waterport, NY 14571
P: 716-682-9793

Cobourg Yacht Club
PO Box 561
Coburg, ON K9A 4L3
P: 905-372-3098
F: 905-372-9126
E: cyc@eagle.ca

Dalhousie Yacht Club
74 Lighthouse Rd.
St. Catharines, ON L2N 4G7
P: 905-934-8325
F: 905-934-8325

Edgewater Yacht Club
6700 Memorial Shoreway NW
Cleveland, OH 44102
P: 216-281-6470
F: 216-281-0265
E: eyc@gwis.com

Fairhaven Yacht Club
1407 W. Genesee Rd.
Baldwinsville, NY 13027

Frenchman's Bay Yacht Club
635 Breezy Dr.
Pickering, ON L1N 2X4
P: 905-839-9097

Mimico Cruising Club
200 Humber Bay Park Rd. W.
Etobicoke, ON M8V 3X7
P: 416-252-7737
F: 416-252-8866
E: mcclub@idirect.com

Oswego Yacht Club
PO Box 13
Oswego, NY 13126
P: 315-343-9459
E: info@oswegoyachtclub.org

Pultneyville Yacht Club
PO Box 137
Pultneyville, NY 14538
E: bristol32@aol.com

Royal St. Lawrence Yacht Club
1350 Lakeshore Dr.
Dorval, QU H9S 2E3
P: 514-631-2720
F: 514-631-2725
E: manager@rstlyc.qc.ca

Sandy Beach Yacht Club
PO Box 513
Grand Island, NY 14072

Toronto Sailing & Canoe Club
1391 Lakeshore Boulevard W.
Toronto, ON M6K 3C1
P: 416-533-5907
F: 416-533-0854

Yacht Club De Quebec
1061 boul. Champlain
Sillery, QC G1K 7B7
P: 418-681-4617
F: 418-681-5604
E: ycq@yachting.qc.ca

AFFILIATED ORGANIZATIONS

C&C 29 Association

C&C 35 MK III Association
16 Cross Ridge Rd
Pittsford, NY 14534

IMS Association of Ontario
100 Richmond St. W.
Toronto, ON
P: 416-869-0900

Lake Ontario 8 Metre Association
141 St. George St.
Toronto, ON M5R 2L8

Lake Ontario Racing Council
55-55 Harbor Sq.
Toronto, ON M5J 2L1
P: 416-364-3251
F: 416-362-5395

Navy Point Association
PO Box 115
Sackets Harbor, NY 13685

Ontario Sailing Association
65 Guise St. E.
Hamilton, ON L8L 8B4
P: 888-672-7245
F: 416-425-5645
E: info@sailon.org

PHRF- Lake Ontario
C/o ABYC
P/F: 1-800-488-9885
E: Phrflo@primus.ca
E: D.Riley@phrf-lo.org



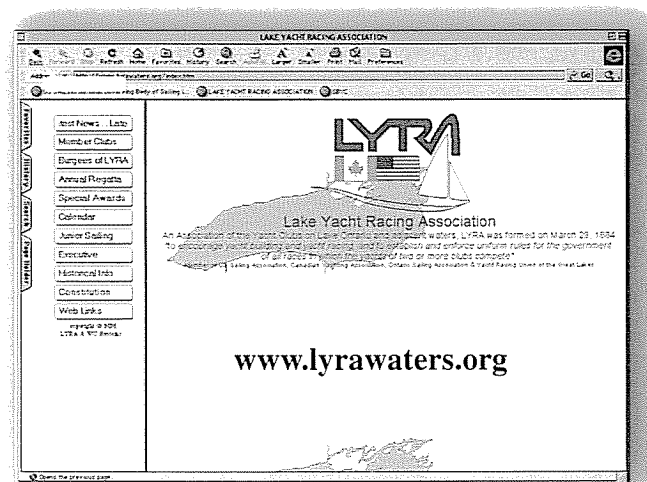
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J105

J35

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Stars

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Level 141

C Course

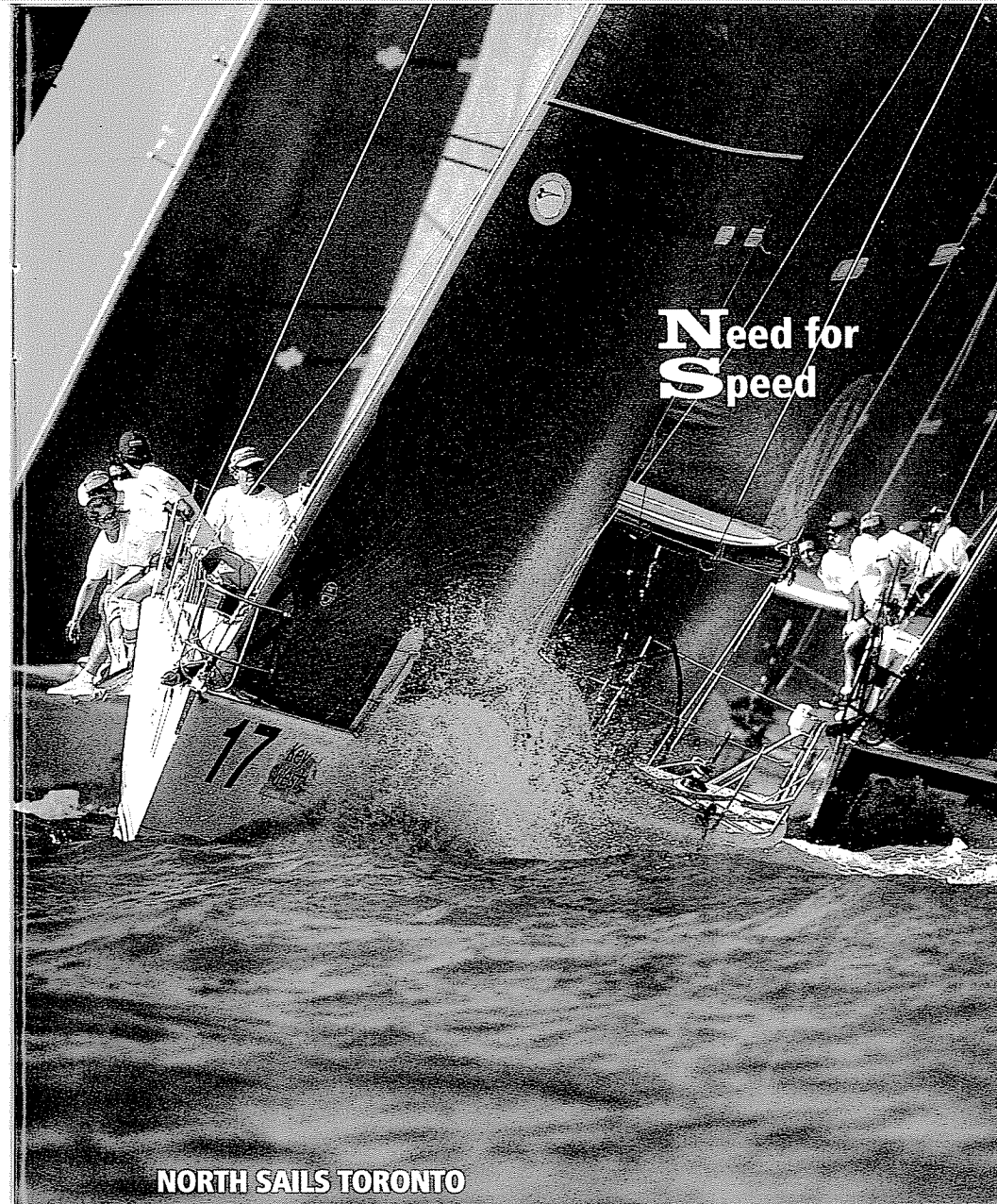
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