



WORLD CHAMPION BOATBUILDER FOR OVER 40 YEARS

4737 Adams Road, Chattanooga TN 37343 (423)875-0740 Fax (423)875-4011

www.optistuff.com

ISSUE NO. 7

McLAUGHLIN JUNE 2006 NEWSLETTER

LEGAL CENTERBOARD HANDLE

This is a really cool idea you can do to your Opti using the materials already on your boat. It makes raising and lowering the board much easier. Simply take the rubber tube now on your boat and cut it into a 3 and a 6-inch piece. Pass the shock cord through both pieces and then back through the first piece a second time in the opposite direct. Now re-route the system as it was before. If you cannot get the shock cord through a second time you need to pick up a piece of 3 X 1/2 X 5/8 inch tube at Lowe's, Home Depot, Ace Hardware, etc. Also it is easier if your shock cord is about 10 inches longer than it is now (85 ") so if it is old you may wish to change the entire system. Your dealer should have these parts or give us a call if you have any problem. 800 784 6478



The IODA rules committee has deemed it legal because it is one continuous piece. There is a rule before the general assembly to allow a separate piece of braided rope to be added as a handle. It maybe approved and become legal March 1 of 2007 after a vote at the world general assembly meeting in Uruguay. The rope handle is a good idea but at least for now it is illegal. We will keep you informed.

TEAM TRIAL PHOTOS ON WEB

Jon Fauer took over 1200 fabulous pictures at the team trials. Jon is a professional director / cinematographer. He has posted them at www.kodakgallery.com/fauer. You can view and purchase the photos at normal Kodak prices. A portion of each sale will be donated to USODA so buy the big jumbo size. Shown here is one of the starts on Day 3.





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MORE ON TEFLON POLISH AND RAIN X

Since the last newsletter, the factory race team has done some testing on the polish with Rain X. In not so scientific studies we have found that adding 2 – 3 drops to the Teflon polish added to the bottle and shaken up will not hurt your speed. The folks in California say it further reduces drag but that more then 3 drops will start to cause beading of H2O and that's slow. [You can now buy this combination product at Optistuff.com](#)



With Rain X

4 OF 5 USA WORLD TEAM MEMBERS QUALIFY IN McLAUGHLIN'S

Congratulations to **Taylor Lutz 1st**, Antoine Screve 2nd, Pearson Potts 3rd, Jordan Factor 4th, and Nick Johnstone 5th for making the World Team. Shown below **Taylor Lutz rounding the down wind mark** on his way to a win in race number 4. Taylor is a member of "Team McLaughlin"



More Photos of the team trials appear at the end of the newsletter.



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METAL FLAKE!

We have started to offer glitter decks and stripes as an option with the Optisailors hull. But what is an even more attractive feature about our Opti is the fact that **every USODA event over the last year** and many foreign National Championships have been won in a McLaughlin. That speaks for itself! Check out optistuff.com for more information on the Optisailors Pro racer hull and complete up to date 2005 – 2006 race results.



Will YOU BE TOSSED FOR A SAFETY RULE INFRACTION?

How would you like to go to a major Regatta, race a hard race and not have it count? That is what happens when you do not adhere to the safety rule. It is very important to read the race instructions and listen at the skippers meeting. Below are a few examples that may not seem important when racing but if there was an emergency they could save your life. At some regattas these items are spot check at the finish line on a random basis.

- Not reporting to the check in, check out board.
- There must be a loop in the end of your painter.
- You must have a whistle on your life jacket.
- Your air bags must be filled.
- Your centerboard must be securely tied in.
- Your boom preventor must not allow your bridle to exceed 100 mm from the boom.
- Not having a paddle when it is mandatory (In 2007 it maybe mandatory as the question is up for vote)
- Sail bands not within tolerance
- Missing sail ties

MAJOR REGATTA CHARTERS

The following are regattas and practices, which will be well attended, and reservations should be made early. Letting us know early helps further our service to you!

NATIONAL TEAM PRACTICE – Little Egg Harbor - June 14 – 18

SCOTIA BANK – ST THOMAS USVI – Clinic and Regatta June 19 – 25. Only 12 charter boats left. This is a once in a lifetime regatta well worth going to. It also is a great tune up for the North Americans.

US NATIONAL CHAMPIONSHIPS – Sarasota FL - July 25 – 29 One of the most beautiful areas of Florida. Sarasota and the Long Boat Key area is a real vacation spot. This will be a laid back regatta with fun for all.



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NEW ENGLAND CHAMPIONSHIPS - Niantic Bay Yacht Club - CT August 7 – 9. A great deal of planning is going into this regatta. The entire city has become involved. One of these last 2 regattas will be the largest class regatta held in the United States in 2006.

2006 OPTISAILORS CLINIC SCHEDULE

NORTH AMERICANS: Gonzalo Bocha Pollitzer will be hosting an Optisailors Clinic prior to the North Americans Clinic Dates: 27th June to 1st July – Ponce, Puerto Rico. For all the Optisailors 2006 Clinics go to: www.optisailors.com/verNota.php?idnota=63

CANADIAN NATIONAL CHAMPIONSHIPS: Clinic dates are August 14 – 17. The regatta starts August 19 – 22. Charters are available

PACIFIC COAST CHAMPIONSHIPS: August 26 – 27. There will be a clinic before this event. Details forth coming.

DO YOU KNOW THIS SAILOR? WHY THE BLACK FLAG? An Editorial



This is Matt Wefer. He was the winner of the US Nationals last year. Many coaches will agree that he was the fastest sailor at this year's team trial. He had more first place finishes than any two of the top skippers combined. But he will not represent the USA at the Worlds. He was Black Flagged.

Many years ago IYRU now ISFA instituted what we call the **BLACK FLAG**. It is used by race committees when all else fails in getting a start off. They simply put it up and any skipper over the line or its extensions in the last minute of the sequence is DSQ'ed. This applies even if there is a general recall because of a wind shift. This is pretty serious and I believe intended for only the extreme situations. It certainly gets everyone's attention. When I was learning to do RC I was taught that a starting line that favors the port end by 3 to 5 degrees was very important. By doing



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so you reduce the pile up at the starboard end. It gives the port end a slight advantage, which over comes the fact that a boat at the port end may have trouble tacking because of the starboard right away rule. Also a wind shift to starboard has a less dramatic effect on the fleet. Personally I just do not like the Black Flag. Some RC's do not understand it and the rules do not tell you how and when to use it.

PRE-SEASON BOAT INSPECTION

Summer is here. Is your boat up to snuff? Here are our top 10 things to look for when dusting the cobwebs off:

1. Hiking Straps: Are they in good shape and secure
2. Mast step: Are the screws tight
3. Sail Ties: Do you have plenty?
4. Air Bags: Will they hold air?
5. Bailers: Most racers use two.
6. Tiller extension joint: Check urethane for cracks. These are too inexpensive not to change
7. Bungee - Shock Cord: Has it lost its elasticity?
8. Deck Collar: It should not move around and screws should be tight
9. Bottom Pintle on rudder: Check the weld for signs of cracking.
10. Worn Lines such as: Boom vang, Main Sheet, Bow line, Mast preventor
11. Any other concerns give Steve, Mike, Spencer, David or the real boss Alisa with your questions.

Nick Johnstone leading at the weather mark.



Pearson Potts executes a roll tack.



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Jordon Factor keeps it flat going to weather.



Coming back from the racecourse near dusk.



WEB SITE UPDATED

We have just completed an update of our web site. More useful and accurate data has been added. Check out the Optisailors Pro Racer Spec page. You can get some rigging ideas to make your boat faster and easier to sail. Note: Past newsletter issues may be view at Optistuff.com FAQ's



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WOW!