



NEWSLETTER

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www.optistuff.com

Mark your calendars!

Although the summer may be coming to an end, there are still several great events on the horizon. Don't want to drive? Give us a call, McLaughlin will be chartering at all of these!

October 4,5, USODA **Southeast Championship**, Privateer Yacht Club, Chattanooga TN
<http://www.privateeryachtclub.org/>

October 11, 12, USODA **Atlantic Coast Championship**, Brant Beach Yacht Club, Brant Beach, NJ
<http://www.bbyc.net/OptimistACCs/index.htm>

November (26,27) 28,29 USODA **Midwinter Championship**, Southern Yacht Club, New Orleans, LA NOR Up Soon
<http://www.southernyachtclub.org/>

December 20-23rd, **Christmas clinic** at Coral Reef Yacht Club Contact: cryc@myclubsmail.com, Join us in beautiful Miami, FL for 4 days of training with some of the best coaches in the World. It's quite possibly the best open clinic in the country at just the right time!

December 26th-30th, **Orange Bowl Regatta**, Coral Reef Yacht Club, Miami, FL McLaughlin will be there running the green fleet once again! <http://www.coralreefyachtclub.org/>

Coral Reef Yacht Club - Christmas Clinic Optimists and 420s – December 19 thru 23, 2008

Opti Coaches: Hernan Peralta, Duffy Danish, Pat Downey, Enrique Quintero, Alexander Albenius

GreenFleet Coach: Spencer Wiberley

***Five full days of on and off the water coaching
with extensive use of video recording***

Reserve your spot now at: www.hernanperaltaclinic.com
Reserve your Optimist now at: <http://www.optistuff.com/>

Whale wreaks havoc at Canadian National Championship

The 2008 Canadian Optimist Championships, held at the Lunenburg Yacht Club in Nova Scotia, wrapped up on August 22nd. Ninety-three competitors from Canada, USA, Bermuda, Puerto Rico, Virgin Islands, and France competed on one line in the Championship Fleet. Twenty-nine competitors gained experience in the Green Fleet. The racing was spectacular with 4 days of competition under blue skies and in winds ranging from 10 to 26 knots. A full schedule of 12 races was completed on the waters of Mahone Bay. A whale even visited the course, delaying the first start on the last day of racing. Juanky Paderno (PUR) emerged as the overall winner, with Nova Scotian Julien Fougere crowned as Top Canadian in 4th spot. Ian Borrows from St. Thomas was in the hunt for overall champion until a DNE disqualification forced him to keep a 95 score in the 10th race. The Bermuda team of 12 sailors finished strong in both the Green and Championship fleets.

Final Results – Championship Fleet

1. PUR, Juanky Perdomo, 27 points
2. BER, Dimitri Stevens, 45
3. USA, 15579 Clay Danly, 77
4. CAN, Julien Fougere, 87
5. CAN, Austin Stein, 87

Lunenburg Yacht Club is on an island with limited fresh water. To counter this the fire department came out everyday to wash down the boats as they came off the bay.

Other US sailors included Malcolm Lamphere 7th, Brian Drumm 24th, William Marshall 32nd, Jack Marshall 35th. Complete results, Race Committee blog and many pictures from the course can be found at <http://www.opti2008.ca> See you next year in Victoria!



Beep, beep, beep, beep, beeeeeeeep!

While at Canadians, Steve Sherman came up with a cool way to mount the Optiparts countdown timer using a Praddle. With the Velcro kit that can be ordered with the timer the display is horizontal and hard to read. Use the Praddle to push the display at the perfect angle for setting and reading.



Why not order all three for Christmas? See your neighborhood Optiparts dealer.

How to keep kids in the Optimist longer

Kids Gripe #1: “I feel like I’ve been sailing the Optimist forever. It’s the baby boat that little kids learn to sail in. It’s not cool for my friends and me.”

How can the Opti be the “cool” boat if it’s also the “baby boat”? It can’t. What if we started them out in a kid-friendlier boat? ...a boat that would compliment the Optimist as a better “learn to sail” boat. The boat would ideally have many features superior to other boats. Features that reduce the anxiety level of instructor (and program chairs!) as well as young sailors.

- More stable hull to build confidence
- No sail ties
- More room for two sailors
- No damage when boats “meet” other boats or the dock
- Wider decks to promote sitting on rail
- Dry after a capsize
- Polyethylene for no repairs / no maintenance

It would be similar to the Optimist in many ways to set up kids for a successful transition.

It should have a vang, outhaul, sprit and halyard, mid boom sheeting, hiking straps and a tiller extension, just like Optis do. It should fit on the same racks and dollies. Oh... and it would be kinda nice if we could interchange regulation Optimist spars and blades.

So... then the Optimist becomes the “next” boat. The “hot” boat that kids “earn” a right to sail. It’s now the “cool” boat.

Club Gripe #1: “We want more kids sailing, but want out of providing Optis to each kid”.

If youth sailing programs used such a boat they could provide more boats for less \$\$\$\$. For example, eight boats for the price of six Optis would be nice. They could more easily start kids out double handed and transition to solo. There would be practically zero budget for repairs... and that would be OK!

Programs could introduce kids to racing with this new boat, have an “Introduction to Racing” class, but only allow real Optis to race. At this point, kids and families should be committed enough to purchase their own Optimist. This makes sense on many different levels.

- With individual ownership kids (and families) are more committed, THEY transport boats, not you!
- Kids are more willing to take care of their own property, this is part of seamanship and a life-skill we all want to encourage
- Kids feel like they stepped up to a hot rod instead of being trapped in same boat.

Club Gripe #2: “We are tired of sail ties and airbags and of ongoing repair of glass boats. Breakdowns cost valuable sailing time and demoralize our instructors”.

No sail ties and far easier to rig mean more time in boats. A boat without airbags... what a dream! Polyethylene hulls... that’s like whitewater kayak material... nearly indestructible. Fold that rig and roll that sail... that’s the way a program should deal with sails... seconds to rig, seconds to unrig.

Parents Gripe #1: “What do you mean you don’t have enough Optimists for my son/daughter to race this weekend”?

Problem solved. See club gripe #1!

We bought 24 of these for the Sailing Center over three years ago and they have been terrific. Not only are they durable, but the kids love them. The Oppi is the perfect boat for beginner youth sailing; minimal bailing, no destruction when they crash, and not too powerful. I'd recommend them to any kids sailing program. We'd love to buy some more!

**–Peter Strong, Director,
US Sailing Center Martin County**



OK.... Here’s the pitch!

There **IS** such a nearly perfect boat.... the **OPPI!** ... and it’s imported by Mclaughlin.

The OPPI looks like an Optimist and is sailed like an Optimist. It has all the qualities mentioned above. These things have been sold by the thousands in Europe. Check it out <http://www.optistuff.com/info/boats-oppi.html>

Sticky daggerboard?

The good news is that it is easy to adjust your trunk to fit daggerboards that are too fat or too thin. This can occur even with a brand new boat, brand new blades or both. The crux of the problem is in trying to get maximum stiffness (thick blade) in to a close tolerance slot. Too loose a slot might be a very slight performance hindrance but a slot that is too tight can be frustrating and unsafe.

Class rules on the new daggerboards specify the thickness shall be 14mm (.55 inch) to 15mm (.59 inch). They also dictate that the slot be 17mm +/- 1mm. That's between .63 and .70 inch. Yeah.... We're talking thousandths of an inch... close tolerances and a tight fit! So any bumps, ridges or deflections can cause the blade to rub or stick.

Additionally, non-metallic strips up to 30mm (1.18") wide can be added to narrow the top and bottom trunk openings to 16mm +/- 2mm.

To close the gap, strips of an adhesive backed plastic tape are used. Aside from closing the gap, the tape helps prevent the daggerboard from getting scratched and reduces friction from lateral resistance during sailing.

McLaughlin is currently using two thicknesses of strips (tape) to achieve a good fit with your daggerboard. One is tan and has ridges. It's Teflon and measures 1mm thick. The other is clear UHMWP (ultra high molecular weight polyurethane). It measures .7mm thick. The desirable characteristics are slipperiness, so the board is easier to adjust; toughness, so they won't wear out; and an aggressive adhesive. The adhesive on the tan "glide" tape (EX11171) seems to be the very best available.

So.... you have a board that sticks. You may be surprised to find that the culprit is only half a millimeter! After years of repairing sticky daggerboards on all manufacture of Optis here are the steps we suggest you take:

1. Make sure the board is clean. Sight it to be sure it is not warped... this is not likely with the new epoxy blades, but must be checked.
2. Examine the daggerboard slot. Does the slot appear uniform? Does the trunk bow inward between the top and bottom openings? In either circumstance contact the manufacturer for recommendations.
3. If the slot appears uniform, is it tight only at the top, the bottom, or both?

- If you have the tan tape try sanding, filing or scraping the ridges off with a knife. This may open the slot adequately. In most cases this need only be done in one specific area on the top or the bottom. You can usually read this from scuffing on the board surface.
- If you have the thinner clear tape try removing the strip on one or both sides. The tape was originally added when we had soft gelcoated board surfaces. With the new rule epoxy boards the surface is much harder and removing the tape entirely should not decrease the life of the board.
- It should be noted if you are getting scratches it is normally not the slot but sand and grit that has gotten in the slot and not been washed out.



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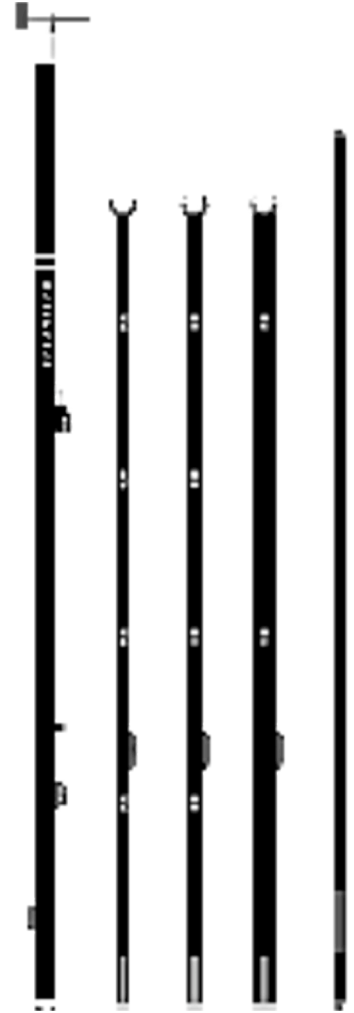
Black Gold Spars vs. knock-off spars

(Make sure you get the real thing!)

As with most products there always seems to be an imitation that comes along and as expected this is the case with the popular Black Gold Spar set. Listed below are the facts about the Black Gold Spar set vs. some knock-off brands.

Black Gold Spars

- 1) Heavy duty black hard anodized mast (longer lasting finish)
- 2) Aerospace alloy for super stiff mast and sprit (wall thickness 2.2mm)
- 3) High Delrin heel plug for less friction and wear
- 4) Stainless steel hook-in-block backing plate – to avoid wear
- 5) Through bolted and insulated vang cleat – to prevent failure
- 6) **New** halyard with HARKEN hook-in and 29mm Tie lite block
- 7) **New** Vectran spliced halyard and vang lines
- 8) Vectran control lines – zero stretch, zero creep
- 9) These spars are continually perfected through feedback from top coaches around the world and ongoing R&D.
- 10) Choice of four booms
 - Black lite – 32mm (for lighter sailors)
 - Blackgold 40mm boom – great all-around, all weights
 - Black power boom – 45mm (for the heavier sailor)
 - Blackmax boom – 55mm for the largest sailor



Knock off spars

- 1) Cleats are not sealed with epoxy. Corrosion from the outside due to (salt) water getting between the cleat and the mast
- 2) No zinc compound between the hook-in backing plate and the aluminum. Very quick corrosion around the hook-in block
- 3) Heavy. 5% heavier than Blackgold
- 4) Slightly thicker wall. Probably to compensate for stiffness
- 5) Heel plug is cheaper glass filled nylon instead of low friction Delrin.
- 6) They were tested to be slightly softer and not as responsive.
- 7) There is a large variation in the wall thickness of the mast which is common for pressed tube
- 8) Pressed instead of natural cork – they deteriorate and allow water to enter the mast.

When you are shopping for spars make sure that you get the real thing. Ask for

BLACKGOLD

Fall Optimist sales promotion at a dealer near you

Buy and take delivery on any new Optimist boat package between Sept. 15 and Dec. 31, 2008 and get free OPTISTUFF! Choose from the Optiparts Big Wheel Dolly, Breathable Padded Bottom Cover, WinDesign DuraRace Sail or Optiparts Race Gear Package. Please contact Spencer Wiberley at 800-784-6478, Spencer@optistuff.com or visit your local dealer to learn more.



It's not too late to register for the USODA Southeast Opti Champs in Chattanooga, home of Mclaughlin

Why you should come to this regatta:

- Gorgeous fresh water venue with racing in front of clubhouse. October is beautiful sailing weather.
- HALF PRICE CHARTERS! Fifteen minutes to Chattanooga airport. Van shuttles to ATL and Nashville.
- Support from the folks at Mclaughlin will make this a memorable event. **Come see how your Optimist is made!** Mclaughlin Boat Works, the only US builder of the Optimist, will host factory tours and Mike Sherman will do his famous gelcoat/glass repair seminar.
- GREENFLEET FUN!!! Clinics and coaching by two of the best... Tom and Tommy Coleman!

- Camp on club grounds or at State park across the river. Economical lodging from plain to ultra fancy, all within several minutes drive. Possible housing with families for early registrants.
- Top 25% of all TTQ sailors invited to Team Trials. Compete with some of the best in the US!

Explore Chattanooga, one of the top tourist destinations in the US. <http://www.chattanooga.com/>
 For info and registration go to <http://www.privateeryachtclub.org/>

Some great result from 2008

<i>Event</i>	<i>Place</i>	<i>Top McL Opti</i>
US Nationals	7 of top 10	Alex Ramos
US Girls Nationals	1	Erika Reineke
Great Plains Champs	1 - 5	Reed Baldrige
Great Lakes Champs	1, 2	Sarah Douglas
Pacific Coast Champs	2, 3, 4, 5	Luke Muller
Canadian Nationals	1, 2	Juanky Perdomo
CAN National Champion	1	Julien Fougere
Dutch Open Champs	1, 3	Max Deckers
Netherlands Nat. Champs	1, 2	?
USODA Team Trials	2, 3, 4	Pearson Potts
Valentine's Day Regatta	1	Alex Ruiz-Ramon
Columbia Nat. Champs	1, 2, 3	Elisa Echubarria
LYC Boomerang	1 - 5	Chanel Miller
West Coast Champs	1, 3	Mason Mings
Texas Youth Race Week	1 - 10	Kohl Killeen
CORK	2	Max Simmons

***Check our FAQ section
 for answers to life's most intriguing Optimist questions***

<http://www.iod95.com/info/faqs-manuals.html>

