

# THE SHOREBIRD



*The Fleet Newsletter of the Sandpiper Class of Barnegat Bay*

## The International Sandpiper?

By Jim Cadranell

No, I haven't lost my mind and I'm not going to propose that the Sandpiper become an Olympic class, nevertheless the Sandpiper has made great strides as a competitive racing class in the last few years. We should all be very proud of the growth of our class here on Barnegat Bay. You needn't look any further than the participation statistics on the BBYRA webpage to know that we have something very special going in our little 15 footers. Many classes are shrinking, but we have grown by 50% in total participants since 2004.

A fellow Sandpiper sailor from Useppa Island visited us this past summer and suggested we might consider national class rules. The email traffic on that topic carried a clear message that what our fleet loves about the Sandpiper is its simplicity. We need to make sure that as our racing fleet continues to grow we don't lose the aspects that made it so appealing in the first

## 2006—What a Season!

By Jim Cadranell

The Sandpiper Fleet had a season to remember in 2006. We had the largest fleet on the Bay and the competition was intense. The year began with a well attended Spring Series hosted by Metedeconk River. Past Bay champions Jim and Sherry Urner were the sailors to beat in the spring with convincing wins in the Spring Series and Spring Tune-Up. The annual spring meeting and BBQ at Bay Head saw some forty Sandpiper sailors gathered for a congenial meeting where they watched Jim Dunn get very tired measuring in more than a dozen new sails. In accordance with

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place. I am confident that we can grow and provide ever more exciting racing, while still welcoming newcomers and keeping things simple and fun. As to our international standing, consider that when the Star Class Association was founded in 1922 there were only 108 Stars in existence. The next year they held a World Championship. Who knows what the future might bring?

You'll notice in this issue that we have accepted ads to help underwrite the cost of printing *The Shorebird*. Thank you to these sponsors.◆

a new class rule, Sandpiper logos were affixed to all the new sails. The fleet looked sharp on the Bay showing their 'Piper pride.

The BBYRA opened up at BHYC/MCYC where Mimi Dimon captured her fifth Piper Mug, the perpetual trophy given in 1996 by Jim and Gail Dunn. In a rush to get off our second race that day the committee started our next race before all the boats had finished the first race. Several boats were unable to reach the starting line in time and were ultimately scored DNS. In the shifty race that Please see *2006 Season* on page 2

## 2006 SANDPIPER ROLL OF HONOR

### MCYC SPRING SERIES

1. Jim Urner
2. Mimi Dimon
3. Jackie Cutting

### SPRING TUNE-UP

1. Jim Urner
2. Mimi Dimon
3. Bob Reago

### VER PLANCK

1. Gail Dunn
2. Anne Kennard
3. Jane Lizell

### CALLAHAN MEMORIAL

1. Sam Starkey
2. Geoff Marshall
3. George Francis

### SPYC OPEN REGATTA

1. Jim Cadranell
2. Andy Brown
3. Charles Hutchinson

### EVENING CATBOATS

1. Ted Borowicki
2. Jim Cadranell
3. Don Brennan

### BBYRA

1. John Cutting
2. Mimi Dimon
3. Jim Cadranell
4. George Francis
5. Jim Davison

### ADAMS MEMORIAL

1. Ed King
2. Andy Brown
3. Mike Tufariello

### BHYC FALL SERIES

1. Andy Brown
2. Paul Gelenitis
3. Jim Cadranell

### TURKEY BOWL

1. Dave Thompson
2. Ted Borowicki
3. Bob Reago

### BBYRA QUALIFIERS

1. John Cutting, MCYC
2. Mimi Dimon, MCYC
3. Jim Cadranell, BHYC
4. George Francis, MCYC
5. Jim Davison, SAYC
6. Paul Adams, SAYC
7. Art Shearer, SPYC
8. Bob Reago, MCYC
9. Charles Hutchinson, SPYC
10. Tom Applegate, BHYC
11. Dale Doria, SPYC
12. Jim Aridas, MRYC
13. George Nebel, MYC
14. Carol Hewit, NBYC
15. Roland Gehweiler, SAYC

*2006 Season* cont. from page 1

followed, Mimi Dimon stuck to a patient strategy and came in first again for a sweep of the day's races. When the scores were posted that night, there was general dissatisfaction with the fairness of the second start.

Displaying the sportsmanship that has marked her sailing career, Mimi led the successful charge to have the second race thrown out. In recognition of this and her many years of similar gracious acts, at Seaside Park Mimi was awarded the O.G. Dale Memorial Trophy for Outstanding Sportsmanship, the Bay's highest honor.

Throughout the summer we had record turnouts at events. The Thursday Evening Catboat series at Metedeconk regularly had over 10 Sandpipers. Several of the *Raven* afterguard found time to moonlight in Sandpipers on Thursdays with Ted Borowicki winning the series. The Ver Planck and Callahan both had good turnouts. The Callahan was enlivened with the participation of Geoff Marshall, the Massachusetts-based builder of

the Sandpiper and Sanderling. Geoff humbly downplayed his racing abilities before the regatta then coolly took second place in a fleet of 16 Sandpipers. On the BBYRA open weekend, nine boats sailed in an expertly run five-race Sandpiper regatta hosted by Seaside Park.

The BBYRA championship came down to the wire with John Cutting in first place on a tie-breaker over Mimi Dimon going into the last race at Seaside Park. On the morning of the Seaside Park race day we awoke to 20 mph winds with a forecast for an all-out gale. Ever the competitors, Mimi and John were on the phone at 6:00 am that morning just to be sure the other one wasn't on their way down Bay. Naturally all the racing was cancelled that day and John and Jackie had their first Sandpiper Bay Championship.

We finished the season with the BHYC Fall Series and finally a gear-buster in the Turkey Bowl. It was a great year with lots of new boats and most importantly the same camaraderie that has always defined the Sandpiper Fleet of Barnegat Bay. ♦

## Barnegat Bay Geography Quiz Answers

Jim Urner wins the prize for correctly identifying 5 of the 11 place names in the geography quiz in the last issue of *The Shorebird*. Here are the correct locations:

- **Maxon Cove.** The cove just south of Swan Point where the Duck Boat Worlds are held.
- **Swamp Cove.** The cove along the south shore of Curtis Point. (Also correct would have been the little cove behind Cattus Island, also known as Swamp Cove).
- **Jones Tide Pond.** The basin where Beaton's Boat Yard is located.
- **Marsh Elder Island.** More commonly known as Northwest Point Island.
- **Adams Point.** The point just inside of Andrew Point that forms the northern boundary of the mouth of Mosquito Cove.
- **Hammock Point.** The westerly foot of the Mantoloking Bridge.
- **Lonely Cove.** The shallow cove directly west of Seaweed Point.
- **Little Sedge Island.** The northerly sedge island that forms Great Swan Bay, north of Lavallette Yacht Club.
- **Meek's/Mike's Island.** The small sedge island north of Harbor Island near the Ortley water tower. The name is spelled both ways on charts.
- **Point of Rats.** The point west of channel marker "29", just north of the Seaside Bridge. I have no idea how it got this name.
- **Little Cormorant Point.** Commonly referred to as Hankins' Point. ♦

### NEW TO THE FLEET

Dave & Jennifer Alldian, MCYC

Jim Aridas, MRYC

Charlie & Nancy Barclay, BHYC

Ted & Lisa Borowicki, MCYC

Janet Brazinski, MYC

Don & Lisa Brennan, MCYC

Jim Davison, SAYC

Roland Gehweiler, SAYC

Dan Hurley, BHYC & MYC

Mike Lucciola, MYC

Pete & Connie Stagaard, MCYC

Mike & Gayle Tufariello, MCYC



*Come join the party!*

## Catboat Sail Trim

By Bill Welch

*The following article is excerpted from the January issue of Sailing magazine.*

In many areas of the country, the traditional gaff-rigged catboat is seeing a comeback. They are stable, easy to sail and fun to race, with fleets sailing strong in Barnegat Bay, Cape Cod and in Florida. In a classic gaff-rig the sail controls are simple, but the essentials of sail shape remain the same as in contemporary three-sided racing sails. A properly managed four-sided gaff mainsail is very responsive to sail shape efforts, and the resulting increase in performance is astounding.

The gaff-rigged catboat sail is very forgiving and generally has a wide groove upwind and down, making it very easy to sail. However, to get the best performance close-hauled, you need to sail on the edge of the groove closest to the wind. This is a very narrow part of the groove where the windward telltales should be lifting 50 to 80 percent of the time. It takes a lot of concentration and practice to stay in this narrow slot of performance through the constant changes in wind direction and strength.

The depth of the draft on a gaff-rigged catboat is only controlled by the outhauls, and there are two of them. Since the gaff is in a remote location while sailing, set your gaff outhaul tension before you raise the sail to match the expected winds. The boom outhaul adjustment is very effective to change the depth of draft in the lower half of the sail while sailing. In light air upwind, the boom outhaul should be tight enough to just remove the deep wrinkles coming up from the boom. As the wind increases and the boat starts to heel, tighten the foot with the outhaul proportionately. With 12 knots of wind the outhaul should be as tight as you can get it.

The position of the draft is easy to control in a four-sided sail. The twin halyards of the gaff-rig allow you to easily tweak the draft position and entry shape.

This is the major unique tool of the gaff-rig; there is nothing like it on a three-sided sail. Watch your sail as you adjust the peak halyard and observe the resulting change of draft position. With increased peak halyard tension the draft will move forward, affecting the entry shape that we call "deep throat." This amazing control of the draft and entry shape by the peak halyard is a major key to maximizing your sail's performance. If your goal is maximum performance, then I recommend the following:

1. Use low stretch Dacron for all running rigging.
2. Make sure all of your blocks run smoothly.
3. Increase the purchase on your halyards to improve fine control.
4. Use cam cleats on your halyards and outhaul.
5. Have telltales on your leech and near the luff.
6. Add marks on your control lines and adjacent deck for reference to a standard trim condition.
7. Practice with your crew to improve sail trim.
8. Speed test with another boat of your class.
9. Spend time in the boat. ♦

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# Images from 2006



Spring Series top finishers were all smiles with their prizes. Pictured l-r: Mimi Dimon, Lisa Borowicki, Jim and Sherry Urner, Jackie and John Cutting.



DICK SPECK

A flock of Sandpipers approaches the starting line on the MYC/MRYC BBYRA Race Day. Twenty-one Sandpipers started that day, a new class record.



Fleet members Mimi Dimon and Jim Cadranell with the O.G. Dale Memorial Trophy for Sportsmanship. Jim was the 2005 recipient and Mimi won the award for 2006.



2006 BBYRA Champions John and Jackie Cutting accept their championship flag. No doubt it will take an honored place next to the Cuttings' two Sanderling flags.



George Francis, pictured with his crew, daughter Jillian, waxes poetically as always at the BBYRA awards. Commodore Scheyer looks on patiently.



The Rooster is back. It is passed to the first place winner each week in the BBYRA and is kept by the winner of the last race. George Francis won it for 2006.

## Racing Tips

By John Cutting

*I invited our latest BBYRA champions, John and Jackie Cutting, to share their wisdom on how a new Sandpiper racer can get to the front of the fleet. The following is their article.*

The first consideration is to focus on the boat and rigging. You must feel that your boat is as fast as any other or you will always be blaming lack of boat speed for poor performance. The biggest factor is the sail. It's the motor for the Sandpiper. If you have a WWI sail that's blown out or in bad shape, replace it. Get the best sail you can afford. It doesn't have to be new--there are many members of the fleet that have one or two year old sails that you can get for a reasonable price. Next, get the bottom, especially the first 10 feet, as smooth as possible and keep it smooth throughout the season. Once smooth, 400 wet/dry sandpaper or a 3M pad should be sufficient to maintain the bottom, even if it's wet-sailed. Check all lines, blocks, fittings, etc. to insure that everything runs smoothly and isn't ready to fail at the worst possible moment.

At this point you're ready to work on optimizing boat speed. Set a mast rake you like (present thinking is that a little forward rake is good) and hammer in the mast blocks to achieve that rake. With the boat on the hoist, look at the centerboard in the down position for upwind sailing. The ring on the board should be a couple of inches down below the keel line. Each boat is a little different so you should find a partner, preferably one who is going fast, to test your speed against. Experiment--try different centerboard settings, mast rake, sail setting, luff tension, outhaul tension, gaff position until you feel your boat speed is excellent and the boat feels right. There is a huge psychological benefit to knowing that your boat is as fast as anyone so you can concentrate during the race on all the other factors which come into play.

Now you are ready to race. The following are some thoughts that will help:

**Before the start.** Get on the racecourse early and sail partway up the weather leg while recording heading, wind strength, land effects, etc. Does it look like there is more wind on one side of the course than the other? Have the crew write the headings down for easy recall during the race. Since the Sandpipers start last, watch the other classes to see what direction most of them go after the start. Think about which way the wind is liable to shift after the start. Being on the correct side of a big shift can have a very large benefit. Using the information from your tune-up sessions, adjust the sail controls for the conditions you expect during the race; usually tight for heavy weather and looser for light winds.

**The start.** Pick the better end of the line. This is usually the end further to windward, unless there is a strong reason to start in a spot where you can tack immediately and go to the favored side. Plan to start near the better end, maybe  $\frac{1}{4}$  of the way from the best spot. It gets very crowded at the favored end and usually only one boat gets away cleanly and the others get poor starts. It goes without saying that you want to be on the line going fast with no one on your lee bow at the start. Once you're moving fast and have clear air you need to consider your game plan and decide whether to stay where you are or tack.

**The first leg.** The Sandpiper finishes are usually determined by the first beat. You want to stay with the leaders in the race; they probably have a pretty good idea what the best strategy is. I watch MC1, BH24, SA2, S2, MC8, etc. and see which way they are going. Since your boat speed is good and you got a good start, you should be right there with them. If you didn't get a great start, it's important to get clear air--no back winding or blanketing

## SANDPIPER CHAMPIONS

### MCYC SPRING SERIES

2006	Jim Urner	BHYC
2005	Ed King	MCYC
2004	John Cutting	MCYC
2003	Mimi Dimon	MCYC
2002	Mimi Dimon	MCYC
2001	Mimi Dimon	MCYC
2000	Mimi Dimon	MCYC
1999	Mimi Dimon	MCYC

### THE PIPER MUG

2006	Mimi Dimon	MCYC
2005	Mimi Dimon	MCYC
2004	Andy Brown	BHYC
2003	Mimi Dimon	MCYC
2002	Paul Adams	SAYC
2001	Mimi Dimon	MCYC
2000	Jim Urner	BHYC
1999	Mimi Dimon	MCYC
1997	Ed King	BHYC

### CALLAHAN MEMORIAL

2006	Sam Starkey	BHYC
2005	Jim Cadranel	BHYC
2004	Sam Starkey	BHYC
2003	Jim Cadranel	BHYC

### VER PLANCK

2006	Gail Dunn	BHYC
2005	Tay Adams	BHYC
2004	Tay Adams	BHYC
2003	Gail Dunn	BHYC
2002	Mimi Dimon	MCYC
2001	Gail Dunn	BHYC
2000	Jackie Cutting	MCYC
1999	Nancy Walton	BHYC
1998	Gail Dunn	BHYC
1997	Gail Dunn	BHYC
1996	Mimi Dimon	MCYC
1995	Tay Adams	BHYC
1994	Gail Dunn	BHYC

### BBYRA

2006	John Cutting	MCYC
2005	Mimi Dimon	MCYC
2004	Andy Brown	BHYC
2003	Mimi Dimon	MCYC
2002	Mimi Dimon	MCYC
2001	Mimi Dimon	MCYC
2000	Jim Urner	BHYC
1999	Mimi Dimon	MCYC
1998	Mimi Dimon	MCYC
1997	Jim Dunn	BHYC
1996	Mimi Dimon	MCYC
1995	Andy Brown	BHYC
1994	Dick Hewson	BHYC

### MCYC EVENING SERIES

2006	Ted Borowicki	MCYC
2005	Jim Cadranel	BHYC
2004	Ed King	BHYC
2003	Jim Cadranel	BHYC
2002	Jackie Cutting	MCYC
2001	Jackie Cutting	MCYC
2000	Ellen Reago	MCYC
1999	Mimi Dimon	MCYC

### ADAMS MEMORIAL

2006	Ed King	BHYC
2005	Jim Dunn	BHYC
2004	Paul Gelenitis	MCYC
2002	Bob Post	BHYC
2001	Bob Post	BHYC
2000	Bob Post	BHYC
1998	Ed King	BHYC
1997	Gail Dunn	BHYC
1996	Gail Dunn	BHYC
1995	Tay Adams	BHYC

### BHYC FALL SERIES

2006	Andy Brown	BHYC
2005	Paul Gelenitis	MCYC
2004	Paul Gelenitis	MCYC
2003	Bob Applegate	BHYC

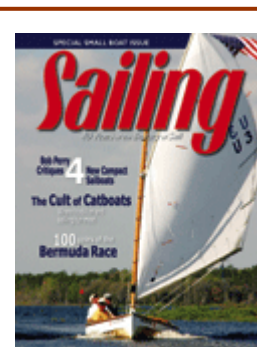
*Racing Tips* cont. from page 6

situations. You may need to tack to get a better position. Then look for the right direction. In oscillating winds get in phase with the shifts. Tack on the headers but don't overdo it. The Sandpiper loses a lot with each tack. As you approach the weather mark try to come in on starboard and be the right-of-way boat.

**General.** Read and study a good book on racing tactics. My favorite is *Championship Tactics* by Jobson and Whidden. Learn the rules. You can't race effectively if you are

never sure who has the right of way in crossings and mark roundings. The best advice if you want to improve is **to race as often as you can against the best sailors in the class and pick their brains after each race.** Keep a log of what went well and what didn't.

We have a great fleet and a great boat. Sailing the BBYRA is a lot of fun in the morning when the winds are relatively light. Come join us--the sailing season is only a few short months away. ♦



The June 2006 issue of *Sailing* magazine featured a Sandpiper on the cover with a lengthy article about the growing popularity of catboats.

**The Shorebird**

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