

Reed Baldrige, US Waszp Class President. *Photo Credit: Stefan Kuehn*

## President's Report

By Reed Baldrige, USA 2

Hello and happy holidays from the US Waszp Class!

The US class had a great year, exploring new venues, learning new techniques, and finding better ways to maintain our boats. Our highest attended event this year was the Atlantic Coast Championship, which was held in Toms River, NJ, and had 28 boats! Additionally, Andrew McDougall-- the founder and designer of the Waszp-- flew over to show us key insights into sailing, maintaining, and installing the upgrade package onto the Waszp. We also had notable events held at Key Largo, FL, Shelter Island, NY, Wickford, RI, and Charleston, SC.

Currently there are over 700 Waszps worldwide. The United States is home to 125 of them, making us the second largest Waszp populated country in the world. The Executive Committee and I are currently outlining some key points that will make the class stronger and enable more participation at all levels. Our first goal is to have an outlined and published calendar with events to inform sailors who want to get involved. We always want to see more boats out on the water.

Sailing the Waszp at first can be quite difficult, that's a fact. We have heard from many sailors who own Waszps who, because of the level they are currently at, are intimidated to attend regattas due to not being "ready." From experience, the absolute best way to improve your foiling and learn the most about the Waszp is to come to events. At almost every event this year there were some of the top sailors on site a couple days early to tune up and share info with the fleet. Most people really liked the open and inclusive atmosphere and found the practice days before

events to be valuable. We plan to do this in 2019 as well. The class will continue to make an effort to have support boats at championship regattas prior to racing for coaching and assistance. There's no excuse not to come race with us!

Also, the class will soon designate fleet captains from specific regions. The fleet captain will organize sailing at the local level to help stimulate their fleet, with the goal of ultimately arranging class-sanctioned events in different parts of the country.

Worldwide, the Waszp Games, which is our World Championships, will be happening in Perth, Australia this January 20-28. They have a Facebook page with a lot of content that will be used to cover the event. They always have good media coverage, and it is a blast to watch, so I highly recommend following along in January. Unfortunately it sounds like there will not be any Americans sailing, but show your support and we will get back on the map next year.

Follow our USA Waszp Class Facebook Page (@waszp.usa) and our Instagram Account (Waszp\_US) for updates and information.

ALWAYS BE FOILING!

Class President,  
Reed Baldrige

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## 2019 Regatta Schedule

We're still early, but we wanted to put these dates on the calendar for 2019. More events will be added as we go, but for now, pencil these dates in!

- January 25-27, Key Largo Winter Series, Key Largo, FL
- April 27-28, Fort to Battery Race, Charleston, SC

- May 18-19 (Clinic May 16-17), Waszp ACCs, Toms River, NJ
- June 8-9, Wickford Regatta, North Kingstown, RI
- July 5-7, Newport Regatta, Newport, RI

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14 year old Hoel Menard ripping around at the US Waszp Nationals in Charleston last month. *Photo Credit: Stefan Kuehn*

## Regatta Report - US Nationals

By Hoel Menard, USA 2136

My name is Hoel Menard, I am a 14 year old Waszp sailor from the San Francisco Bay Area; I sail for the Richmond Yacht Club. Erwan Menard (my Dad), Matt Svrcek, and I traveled as the SF Bay Team to the US Waszp Nationals this November.

Since we are based in California and the regatta was held in Charleston, South Carolina, we had to ship our boats across the country. When we first decided to come east (last May for the Waszp ACCs), we were a little unsure of how well the boats would ship. Packing the box so that everything fits perfectly can be a bit challenging - it's like playing Tetris - but the rest is pretty easy. The total time needed to pack up the boat is only about 90 minutes. We then use a freight company named SATURN that picks up our box and delivers it exactly where we are going. And the price is incredibly reasonable. Shipping your boat across the country is certainly a viable option.

Once we got to Charleston, we had two practice days followed by racing. For me, what makes the US Waszp class so amazing is because everyone tries to help the others, sharing experience and tuning advices. This is very important as the boat is fairly technical. Clearly everyone in the class is making huge progress event after event, and personally I am glad that more than 80% of my foiling gybes were successful at this regatta.

We had a bit of bad weather at the Nationals, unfortunately. The first day there wasn't much wind, so we hung on shore tuning our boats, comparing notes, and having a productive class meeting. The second day had plenty of breeze, but we had lightning storms in the morning. After the lightning passed, we were able to sail EIGHT really quality races before the deadline. Everyone went out and raced hard and was exhausted afterwards, but it was so much fun.

Racing the boat is probably the best of all racing I have ever done. With such a fast boat you can easily catch up but also lose a lot. There's lots of trading places. This makes the racing exciting and fun.

Overall the Nationals was a very chill and stimulating event which I was super happy to attend. It felt like sailing as a group of pioneers of foiling.

Conner Blouin - 1st Place

Reed Baldrige - 2nd Place

Ben Rosenberg - 3rd Place

Reed Baldrige and Conner Blouin in a close battle at the front of the fleet. *Photo Credit: Stefan Kuehn*

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## Big Foil Update & Travel Sock

By Clay Johnson, USA 2551

Colie Sails

As many of you may have heard, Waszp has decided to implement a new and larger foil. This foil will be approximately 22 cm wider than the existing foil, and it is even bigger than the cruiser foil.

There are many pros to this new switch:

- **Earlier foiling** - Sailors can expect to start foiling in lighter winds
- **Easier Maneuvers** - Gybing will be much easier and tacking will be a real possibility
- **More stable ride**

Waszp HQ has done a lot of research and due diligence before announcing this switch. They are really happy with their results, and everyone who has tried the new foil has loved it. This is going to be a game changer and really improve the overall performance of the boat.

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In a continued effort to keep the class a strict one design boat, the new foil will be mandatory equipment starting on July 1st, 2019.

Waszp HQ is rapidly making as many foils as they can. They anticipate sending foils to Colie Sails in February-March 2019 for distribution.

- For anyone who has purchased a new boat or a new foil (standard or cruiser) since October 1st, 2018, Waszp will swap out this foil for free for you. All you need to do is return your old foil.
- For everyone else, Waszp will be offering a nice discount on this new purchase. You can expect a 33% discount on the price of the new foil. Exact price TBD once finalized and shipped over.

No action on your part is needed now. We will send out another announcement when the new foils are in stock with specific instructions on how to swap or purchase.

### **TRAVEL SOCK**

Next, Waszp has announced a new product: the Travel Sock! This travel sock is perfect for covering your entire boat for car top or trailer transportation. Leave your box at home and protect everything during short trips. This will be a very useful cover. This cover will be ready for purchase from Colie Sails in early 2019.

Please send me an email with any questions!

Clay Johnson

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# Waszp Tips

By Conner Blouin, USA 2218

## *Rear Foil Settings*

A big part of getting your boat dialed in for racing or cruising around is getting the wand and the two foils set up properly for yourself and the conditions. Person to person there will be some variation in the set up, but these settings should get you in the general area.

The rudder foil is not the primary source of lift, but has a large impact on how the boat sails in a straight line. As you spin your tiller extension to move the rudder pin forward, you will increase the lift on the foil, raising the stern, and lowering the bow. As you move the pin back, you decrease the lift on the foil, lowering the stern, and raising the bow. The more rudder lift you have, you will see a marginal increases in boat speed, and incremental increases in instability and rooster tailing. This is a sign that your rudder is ventilating, and sucking down air. This will happen more frequently as water temperature increases, and if you are sailing upwind.

As you move your pin backwards, the bow will come up, and the boat will sail with more stability. Also, raising the bow, increases the angle of attack on the main foil, increasing the boat's ability to lift and point while sailing upwind.

The extent of your range in either direction is determined by the amount of spins out you have on your gantry. Most of the gantry's I have seen are wound too far in, with only 8 - 12 grooves showing on your gantry piece. This limits the range on your rudder pin, and will force you to keep the pin at the rear of the rudder box all the time (which may not be far back enough). Increase the grooves showing to 14-17. Play with it until you find the range that is best for you!

My setup:

Gantry: 16 grooves

Rudder pin position

*Upwind*

8-12: All the way back

13-18: All the way back

19+: All the way back

*Downwind*

8-12: 2-4 rotations from back

13-18: 2 rotations from back

19+: All the way back

### ***Main Foil Pin Position***

When you put your main foil down and go to pin it in place, you will notice three positions you have to choose from. The vast majority of the time, and any time you are unsure, you should put the main foil in the center position. There is a little bit of play in the setup that can make your experience much more enjoyable.

As you move to the back pin, you will increase the amount of lift and drag you have on the foil. This would theoretically serve you better in lighter air, and aid in getting up in the air, and maintaining that through lulls and maneuvers. As a disclosure, I do not ever use the back pin. I have tried it many times, and have not noticed any major benefits in the marginal conditions. It is still worth trying, if you have not already. Some other sailors in the class note that it helps them in the lulls and through the maneuvers.

The forward pin can be a useful adjustment as wind and waves increase. Moving to the forward pin reduces your base lift on the foil, and thus your angle of attack. In perfectly flat water, there is not much reason to move to the forward pin, unless you start to hit the early to mid 20's. Once the wind starts hitting such high speeds, you won't need the benefit of the increased base lift of the middle pin. However, as waves increase as well, the boat will be much more susceptible

to pitch poling. Moving to the forward pin will reduce this likelihood, and make the boat much more manageable to sail downwind.

My Setup:

Flat Water:

Upwind

8-20 knots: Middle Pin

21+ knots: Forward Pin

Waves:

8-15 knots: Middle Pin

16+ knots: Forward Pin