

President's Report

By Reed Baldrige, USA 2

Ahoy fellow foilers,

It is almost time to go back to the hardware store to stock up on Loctite and Tef-Gel to get your boat ready for a busy spring and summer season. Many gears have been turning in preparation for the upcoming season, and many thanks to all that have been hard at work getting organized for some upcoming events.

Looking forward, our first regatta that is a "must-go," is the Waszp Atlantic Coast Championship. As a class, we really need this regatta to be well-attended to show the kind of numbers we can muster for a larger regatta in the future. For media presence, we will have Ollie Hartas of Hartas productions on site. Ollie is the videographer for all of the major Waszp international events such as the Europeans and the Waszp Games, so don't miss out on having some awesome footage taken of you and the fleet. Toms River always runs a nice event with great racing, prizes, and hospitality. Most importantly, though, some of the foiling elders, like Sam Blouin and myself will be at the regatta site earlier in the week to sail and share as much information as possible to anyone who wants to come hone in their skills and shake off the winter rust with a relaxed-clinic setting. Don't miss out!

Below we have some great material from Clay Johnson about installing the new larger foil, which will be first raced with at the upcoming ACCs. Looking to nail your foil gybes? Conner Blouin gives us some insight with his tips. Matt Svrcek explains why shipping your boat is so easy, and he even provides you with his contact in the shipping world. No excuses not to attend an event anymore! Finally, we check in with our favorite red-headed sailor, Ben Rosenberg, in the first of a series of Sailor Spotlights.

We hope to see you all in Toms River, NJ, May 18-19 or earlier for the 2019 Waszp ACCs. Spring is here!

Reed Baldrige
USA Class President

2019 Regatta Schedule

- April 27-28, Fort to Battery Race, Charleston, SC
- May 16-17, Waszp Clinic, Toms River, NJ [REGISTER HERE](#)
- May 18-19 Waszp ACCs, Toms River, NJ [REGISTER HERE](#)
- June 8-9, Wickford Regatta, North Kingstown, RI [REGISTER HERE](#)
- July 5-7, Newport Regatta, Newport, RI [REGISTER HERE](#)

More events will be added as they are confirmed.

[Complete Waszp Schedule](#)

SHIPPING SUBSIDY!

On the fence about coming to the ACCs?

Live too far away to drive?

The US Waszp Class WANTS YOU THERE! And we're willing to help...

The Waszp class is offering a **\$200* subsidy** for individuals participating in the 2019 Waszp ACCs in Toms River, NJ, from May 18th – 19th who are shipping their boats and traveling separately to the event.

The subsidy will be offered to a maximum of 5 competitors who meet the following criteria:

1. The individual must be registered for the 2019 Waszp ACCs, and

2.The individual must make the US Waszp Class aware of his or her transportation plans in writing (email)

For those individuals who qualify, the subsidy will be provided on a first come first serve basis. Once accepted, the subsidy will be provided once proof of shipping costs are submitted to the US Waszp Class Association.

*If shipping costs are less than \$200, the US Waszp Class Association will match the amount.

For more information or to apply for your subsidy,
email WaszpClassUSA@gmail.com

Shipping Your Waszp

By Matt Svrcek, USA 2064

In case anyone is interested in coming to the ACCs (or any travel event)-- but is intimidated by the aspect of getting your boat to the event-- I thought it might help to share that shipping is easier than you might be thinking. I've shipped from California a few times already and am doing it again this year. It's really not bad - the Waszp was designed specifically with shipping in mind.

What's involved:

- Pack your boat in the box: Takes ~1.5 hours, maybe 2 if you haven't done it before (see below for details)
- Drive to a local shipping center: I drove in with my usual trailer and the people working there helped load it into the warehouse.
- Wait 1 week (or less): One way trip from California is 1 week or less if you're closer
- Your boat arrives in New Jersey: Clay has offered to receive my shipment at his shop, Colie Sails, which means people are there to unload your boat even if you're

not yet

- Unpack and rig: Again ~ 1.5 hours.
- Go sailing with lots of awesome people.
- Reverse the process
- Pay ~\$550 total (or less): Round trip from California is ~\$750 (so less if you're closer, which you probably are), and the class is generously throwing in a \$200 stipend

Shipping company:

I (and my fellow Californian Waszps, and I think most of the U.S. Moth fleet) use Matt at Saturn Freight. [FYI: [Colie Sails uses Saturn Freight to ship boats to customers too. They are really easy.](#)] He's familiar with our boats and generally the best deal:

Matt Pearlmutter

mpearlmutter@saturnfreight.com

Saturn Freight Systems

858-586-9901 Office

Packing/unpacking the boat for shipping:

If you haven't done this before, it really does only take ~2 hours - it's not at all the same as fully taking your boat apart as there are a couple 'tricks' that make it super simple. If anyone is unsure of how to do this, please just email and ask. Anyone in the fleet would be happy to help in more detail.

- Remove the foils: you just have to undo the foil joiner bolt on each, plus the flap connection on the main foil
- Don't de-rig any control lines. Just un-string the tramps, remove the front and rear wing bars, leave the wing supports in place, leave all the rigging in place, and roll everything up in the wing tramps like two burritos on top of the hull (again if you haven't seen this in person, just ask, people can help!)
- Unscrew the 4 bolts holding the gantry on - you can leave the whole gantry/rudder box/tiller assembly together (it will barely fit on top of the hull if you angle the gantry the right way)
- Separate the wishbone boom end
- Remove the wheels and axle from the dolly - Load it all in: there's a trick to

hooking the boom under and over the hull. The boat and dolly go in together, foils, axle, wheels fit under or on the side by the bow, mast and sail go on top of the hull, tiller/gantry assembly on top near the rear. I also throw in my life jacket, helmet, wetsuit, some spare parts, etc. - just less stuff to carry on the plane.

Below is a picture of my boat packed for reference, if that helps. Note I made this box myself, and I went way overboard trying to make it lightweight - this time I'm just screwing together some 1/2" plywood. Ideally you already have a fiberglass box or the shipping crate it came in, but if you have to make a box and are reasonably handy it's not too bad. It took about a day for this complicated one.

That's it! Shipping your boat is much easier than most people think. If you have any questions please ask someone in the class. We want to see more people traveling to these awesome regattas!

Big Foil Update

By Clay Johnson, Colie Sails

The big foil is here, and it looks awesome! I've already reached out to some sailors who were early on the wait list about their foil. These are in the mail on the way to the sailors now. The good news is the second batch of foils is already en route to the US and should be here very soon. If you haven't already, please let me know if you'd like to order one.

Because the new foil is wider with more force further out than the shorter foils, there can be a little wiggle/slop in the connection between horizontal and vertical. We want to minimize this play by securely fastening the horizontal foil to the vertical with the Foil Joiner Bolt and with some epoxy. Check out the below important steps for more information about install.

When installing your new foil, please be mindful of the following steps:

1. Make sure your foil is clean. This applies to your new big horizontal foil as well as your vertical foil. Wipe away any sand, salt, or other residue. Take some acetone and give the area a good once over before you continue. This will help ensure the best fit possible.
2. Fit the new horizontal foil onto the vertical. Make sure there is a snug fit between the two. We want this fit to be really tight so that there is not undue pressure on the Foil Joiner Bolt. This foil is larger than the previous foils so there is more likely to be some wiggle with added forces to the far ends of the foil.
3. Once you're satisfied that things are lining up correctly, remove the horizontal foil.
4. Mix up some epoxy and wait for it to thicken. You don't want it to be too runny.
5. Apply a light coat of epoxy to the outside of the socket that sticks out of the vertical. You can spread the epoxy in front of and behind the epoxy, but be very careful not to get any glue near the flap or hinge!
6. Apply a small amount of epoxy inside the horizontal foil too. We really want to make sure the two are attached!
7. With a rubber mallet, tap the horizontal foil into place on the vertical foil. Attach a new Foil Joiner Bolt with an Allen key and snug up very tightly.
8. Wipe away any excess epoxy from BACK to FRONT. We want to keep all epoxy away from the flap!
9. Next you need to verify that the length of your pushrod is correct. Put the tip of your pushrod into the dimple of the horizontal foil. You no longer need to thread the push rod in; the push rod now goes further in and with the upwards pressure on the flap of the horizontal foil, it should not come out. This makes set up and breakdown much easier as threading the push rod was a pain!
10. At the top of the vertical foil, confirm that your push rod is in the right spot. When your flap is at max open, you want the bell crank to hit the rear end of the plastic case. The bell crank will not be able to move back and further, and we will limit the load on the push rod and flap.

11. Remove the grub screw connecting push rod to fork very carefully. Twist the push rod so that the threaded end is poking through the fork by approximately 2.5mm. **When the bell crank is all the way back and the flap is all the way down, the hole for the grub screw will line up perfectly!** Screw grub screw back in. Only apply loctite to just the last few threads to make sure the grub screw is bonded to the fork and not the bell crank.

You are done! Enjoy the new foil!

Here's a great video from Waszp HQ about properly installing your new foil.

Sam Blouin crosses the boat mid-gybe during the 2018 Waszp Nationals. Notice how flat his boat is and how tight his mainsheet is throughout the maneuver.

Photo Credit: Stefan Kuehn

Waspz Tips - Foil Gybing

By Conner Blouin, USA 2218

There are three major pieces to mastering a good foil gybe in the Waszp. The first is the setup. Before you go into the gybe, it is important to ***be going as fast as possible***. This will keep the apparent wind on the nose of the boat and give the boat enough speed to make it through the turn smoothly. In lighter wind, heating the boat up a few degrees to get max speed before the turn can make your gybe. Once you are at max speed, you will want to simultaneously tuck your front leg under your body, steer down, and move your back foot down firmly in the center of the boat. This will give you a good balancing position to enter the turn and cross. It's important to trim the mainsheet in a lot, especially as it gets breezier. This will help to maintain stability. **[Look at the picture of Sam gybing above. Notice how tight his mainsheet is.]**

Once you are set up, you enter into the most challenging part of the gybe, the turn and cross. The most important thing with the gybe (very different from the tack), is to ***take your time***. Unless you are dealing with super light air, or big chop and waves, there is little hurry in your rate of turn. ***Try to keep your boat very flat throughout the maneuver too.*** Get low, sweep the tiller extension under the sail, lead with your head and shoulders, and

follow with your legs. Spread your body wide and low to maintain balance on the foils as you turn. The most common discomfort is that ***you will actually cross before the sail switches sides***. Because you are going so fast, the wind has switched sides of the boat, but the apparent wind holds the sail in place a little longer than in non-foiling dinghies. Sync your body's movement across the boat with the speed of your turn, and most importantly, ***DON'T GET CAUGHT IN THE MIDDLE!*** Get out to the other rail smoothly, and use the turn to keep yourself from falling in the water. At this point, your new front leg should be tucked underneath your body, your new back leg should be slightly bent with your foot pressed firmly on the noodle in the middle of the boat. Your hands should still be un-switched. Now you are ready for the big finish!

If you have done the first two parts well, the finish should be easy! ***Give the mainsail one to two smooth and long pumps***. This will get the battens to pop, and will give the boat a quick, and sometimes much needed, power boost. ***If you need more power, don't be afraid to head up onto a tighter reaching angle***. This will keep the boat in the air, even in the toughest light air conditions. Once you have done that, you should have time to switch hands, and continue flying freely on the next gybe!

Reed Baldrige coming out of his gybe. Notice how he's crossed the boat before his sail and his hands are still "un-switched." This picture is between steps 2 and 3 as Conner outlined above. *Photo Credit: Peter Slack*

Reed Baldrige demonstrates good form during his foil gybes.

- Sailor Spotlight -

Ben Rosenberg

What does Ben Rosenberg really think about having red hair? [Read](#)

below for his answer.

Photo Credit: Peter Slack

Ben Rosenberg shows good gybing form at the 2018 Waszp Nationals in Charleston, SC, last fall! *Photo*

Credit: Stefan Kuehn

Name: Ben Rosenberg

Age: 17

School: Rocky Hill High School

Yacht Club: East Greenwich Yacht Club

Wasp Class: Ben, what's drawn you to the Waszp class? Why do you like sailing the boat?

Ben: I am drawn to the Waszp class because of the foiling one design racing. As a student in high school I love being able to just show up at my boat and be on the water in 15 minutes. The racing is great because all of the boats are the same so I don't have to worry about having the latest and greatest gear. The boat is always a blast to sail because you can always work on getting faster!!

Wasp Class: I've always been impressed by the fact that you sail a lot of different boats. What other boats are you competing in right now? Do you think your experience in the Waszp helps your ability to sail other boats or vice versa?

Ben: Right now I am competing in the Nacra 15 and Nacra 17 classes as well to the Waszp. Sailing the Waszp has definitely helped me with foiling on the Nacra 17 as the goal is to sail the boat dead flat and on the Waszp you need to sail flat or with windward heel in order to achieve stable flight. As well, the Waszp has enhanced my understanding of apparent wind and foiling.

Wasp Class: You're young and hip and run with the "in" crowd. Do you think your peers like the Waszp? How can we get more junior sailors to come to our events and clinics?

Ben: My peers love the Waszp!! I have not had one person sail my boat and not want more! I got one of my friends so hooked he actually bought a boat! To reach

more youth sailors and have them attend our events the members need to take youth out on the water for an afternoon. I know that if I did not try out the boat at The Foiling Week, I would have never bought a boat.

Waszp Class: You've been to a few different Waszp regattas the past few years. If you were to encourage a friend to come sail a regatta, what would be the number one selling point? Why should more people come race with us?

Ben: The number one selling point would be the class's atmosphere. Everybody is very open about sharing information and having some fun racing! It is really enjoyable for me to be super relaxed while sailing with everybody!

Waszp Class: Do you think having red hair helps or hurts you in the grand scheme of things in life?

Ben: It's funny you bring this up. At my school we have affinity groups that focus on different characteristics of a person such as ethnicity and common interests. I recently started a group for people with red hair. During meetings we discuss how having red hair has affected our lives. In the grand scheme of things I think red hair has helped shape my personality. I am not a shy person for those who don't know me!
