



The NODS

The Class Newsletter published by the
National One-Design Racing Association (N.O.D.R.A.)

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N.O.D.R.A. - It's the Boat.... It's the People... It's the Fun !!! ®

2011 – 75TH ANNIVERSARY OF THE NOD SAILBOAT

Inside this action packed issue:

- 2011 Regatta Schedule
- Sail Trim
- Wooden NOD Update

2011 PARTICIPATION MESSAGE

75TH ANNIVERSARY OF THE NOD SAILBOAT

Through the ages, history has shown us humans that when something is done the “right way”, it usually stands the test of time. The things we build, and the relationships we form, are all better when we go about such endeavors in the **right way**. That simple truth also applies to the NOD sailboat and NODRA members. Designed 75 years ago by W. F. Crosby, the NOD sailing dinghy/sloop continues to impress with its classic grace, beautiful lines, and unique sail plan. It also is a sheer joy to sail, especially when on the wind and in-the-groove.

When the NOD debuted in the 1937 RUDDER MAGAZINE and on navigable waters around the world, it attracted a special type of following. Those enthusiasts then formed NODRA and created events to enjoy racing the NOD and sharing camaraderie. Our 2011 Event Schedule demonstrates that NODRA continues to do things the right way in the sailing world.

2011 is the NOD's Diamond Jubilee and a great opportunity for everyone to attend at least one NODRA event. We also need to encourage new participants. We are set to enjoy another great sailing season, and build on our camaraderie around “the bucket.” As always, we will all do it the **right way**. See you on the water soon.

Paul J. Sniadecki, Rear-Commodore

SAIL TRIM – SAIL MAKER INSIGHT

Rich Ogrentz's Jib Trim Notes from Rowland Sails (Edited by Sara Makielski)

Richie visited the Rowland sail loft in Ohio and obtained these excellent pointers after two generous conversations with the sail maker. These are presented with a minimum amount of editing and editor's notes. Well okay I made a moderate amount of comments.

Upwind

In light to high-medium wind leave the webbing tab snapped at top of jib but not around forestay. In heavy air snap the jib hank/webbing tab at the top of jib around the forestay.

In drifters sag the jib halyard off until jib looks full and powerful. This sag will open the slot up high between jib and main sail as the head of the jib will blow or sag out to leeward side.

As wind increases to 10 + up to 18 mph straightening the jib luff by tightening the halyard will loosen the leech of the jib and flatten the entry (Editor's note: I have markings at ½ inch intervals on the mast where the halyard exits which provides a gauge for replication and consistency with setting the halyard.)

Downwind

The halyard should be loosened a lot so the pole can pull the sail to windward getting the jib out from behind the main.

Float the jib forward by sheeting out while the pole is being used especially if the wind goes forward momentarily to a reach and snug up the jib halyard but not to the upwind tightness.

On the run this sail maker loosens his Snipe halyard 18". This lets the jib head move 14". (Editor's note: So in a National we loosen our halyard quite a bit also. In light air when we experience extreme motorboat chop the mast jumps around quite a bit. For decreased anxiety my crew will stabilize the mast by gripping a foot or so down from the boom vang pulling or pushing forward depending on if she is sitting on the forward deck or in the cockpit. I haven't had the mast jump of the step yet (fingers crossed). It's very unnerving but fast.)

To achieve jib sag you'll need a tighter forestay so the mast doesn't just lay aft as the halyard is adjusted. (Editor's note: We want to rake the mast rather extremely forward downwind in light air.)

Reaches

Loosening the jib halyard on reaches makes sail fuller-but only loosen 2 to 3 inches

On close to broad reaches the crew should use barber haulers but more importantly the crew needs to fly the top most telltales. The bottom telltales are not reading right but believe and use the top set on reaches

Sagging the forestay just an inch or 2 also makes the lower telltales more stalled. Don't use too much barber hauler because it takes away twist and makes the jib flatter. The broader the reach the more barber hauler you can use.

Staying in the groove/Steering

Sail on the jib upwind in heavy air. Some people try to sail on the main and let the jib out so it doesn't affect the main so much. That is wrong. The wind coming off the jib helps stabilize the boat as it backwinds the main. (Editor's note: my dad would always say "The jib is driving the boat forward in heavy air. Don't let it out!" Well of course until you get to the capsizing danger moment then just let it all out and regroup as soon as possible.)

Use more backstay to flatten the main and more boom vang to flatten the tack of the main and keep the jib trimmed on a beat.

Fairlead position on track should be aft and where you get the best speed and pointing ability out of your jib. NOT where the top and bottom telltales break simultaneously.

Play the lower telltales going upwind. The windward telltale (close to the luff) can stream upwind and dance around as long as the one on the backside of the sail is streaming against the sail. If it lifts off the back side you need to let out the sail, head the boat up and trim the jib back in as the boat comes back up to the wind. Valuable feet can be gained if the crew can pop the jib out of the cleat and let out the jib to make the telltales stream against the sail. As the skipper heads up the jib should come back in to its previous cleated position.

The lighter the wind – drifters - . the further out or looser the jib needs to be. Mid-sail at the foot can be 3 or 4 inches outside the boat edge going upwind.

In light wind try to keep the boat going. Pinching is slow and if there are wind patches or thermals the moving fast boat gets to them before the pinchers

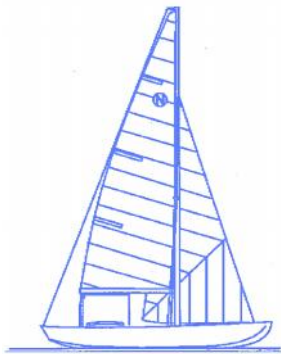
Some open bodies of water have no thermals and on those the pinchers get there just as fast as the (power up) footers.

The telltale on the leech of the jib must be kept flowing beating upwind. Too tight a sheet setting (jib over -trimmed) or fairleads too far forward and the leech telltale won't flow. If it is not flowing you have stalled your airfoil and that is slow.

YOUR FLEET CAPTAIN NEEDS YOU!

The NODRA By-Laws place a large responsibility on all NODRA Fleet Captains to ensure the *continued viability and functioning of NODRA* at the local level. Please assist them in their efforts and keep them updated with your sailing plans, addresses, etc. The 2011 Season Fleet Captains **were as follows:**

- SSYC - Eric Roberts, Captain
- ELSC - Jolly Booth, Captain
- HWSC - Herman Vargason, Captain,
- ALYC - Patricia Bishop, Captain
- IYC – Rich Ogrentz, Captain
- FLEET-at-LARGE - Paul Sniadecki, Captain



WOODEN NODS

For the last two years, THE NODS has been communicating with several people around the country about building and/or restoring Wooden Hull NODS. This article will highlight two interesting people and their interest in wooden NODS.

Originally built with wood planking, and later with marine plywood panels, Wooden NODS are stunning to view and classic to sail. About 600 wooden NODS have been built, many by garage/carport craftsmen.

At the current time, John Lowman of Prescott, WI (near Minneapolis) has begun work on a wooden NOD using top quality marine plywood. He has created some full-size patterns using acetate material. He "lofted the lines" from 8 1/2 x 11 size plans. John has built fine wooden boats in the past and always had the desire to create a NOD that way. It was a long, cold winter "up north" and John was not been able to warm-up his garage enough to do steady work. We have viewed his previous work and if "the past is a predictor of future success," we will soon see a museum quality wooden NOD on the waters of Minnesota, "home of 10,000 lakes."

Geoff Plante from Haverhill MA obtained an old wooden NOD that was in very poor shape and barely sea-worthy. He "floated" it once, but not for very long. Geoff is an auto mechanic by day, and a fine wood restoration expert by night/weekends. Geoff's NOD is now looking very much like the beautiful wooden NOD #592 sailed by long-time NODRA member Hermann Vargason. Geoff has the original "Egyptian Cotton Sails, and is looking for a sail maker to duplicate them, "color and all", with modern material. He is also looking for a wooden mast "that is not bent" as is the mast that came with his NOD. If you have one, please contact the Rear Commodore.

DOYLE SAILS ?

The Detroit Loft of the DOYLE SAILS COMPANY contacted THE NODS recently. They are interested in improving their design so their "cut" is the absolute "GO FAST" version possible. We supplied our specs to them and are awaiting the outcome of their work.

Visit www.nodra.com for the Latest News

2011 NODRA DUES ARE DUE !!! NODRA Dues are payable April 1st of each year, and entitle members to full rights and privileges thru March 31 of the next calendar year. HELP N.O.D.R.A. G-R-O-W and become a member in "Good Standing" today. Membership Forms are available at the JOIN! page of www.nodra.com.

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REAR-COMMODORE: Paul J. Sniadecki, 49112 MI
PROMOTIONS DIRECTOR: Val McHugh, Washington DC

Editor, THE NODS: Paul J. Sniadecki
Webmaster (www.nodra.com) Paul J. Sniadecki,
(psniadecki@yahoo.com)

Please direct all correspondence to officers and addresses listed on our website, or clearly noted on THE NODS.

THE NODS is the official newsletter of N.O.D.R.A., and is targeted for publication on a frequency of: Mid-Winter, Spring, Mid-Summer, and Late Fall. Please send all articles to: Eagle Lake, 23949 North Shore Dr, Edwardsburg MI 49112.

2011 NODRA EVENT CALENDAR

<u><i>Event</i></u>	<u><i>Location</i></u>	<u><i>Date</i></u>
NODRA Mid-Winter Social & Planning Mtg	TBD	Postponed
Strictly Sail - Midwest	Navy Pier, Chicago IL	Feb 2011
Grand Rapids Boat Show	Devos Convention Center, on the Grand River, Grand Rapids MI	Feb 16-20, 2011
SAIL a National FREE & NODRA Open House Days	Various <i>NODRA</i> Sailing Clubs	May-June 2011
Berlin Yacht Club, 56th Invitational Regatta (NODS invited)	Berlin Yacht Club in North Benton, OH	TBC June, 2011
Great Lakes Championship	SSYC, Turkeyfoot Lake, New Franklin OH (Akron area)	*June 11-12, 2011
Canadian National Championship	Aylesford Lake, ALYC Nova Scotia, Canada	July TBA 2011
World Championship	Tawas Bay YC, Tawas Bay, MI	*Aug 11 - 13, 2011
W.F. Crosby Memorial Regatta (a.k.a. Old Timers)	Eagle Lake MI	<u>TBC Sept 2011</u>
Cave Run Grand Annual Regatta (NODS Invited)	Morehead, Kentucky	<u>*October 2011</u>



Race Start at 2010 NODRA Worlds Championship Regatta Held at ALYC, Nova Scotia



**JOIN US! National One-Design Racing Association
(N.O.D.R.A.)**

Just print out this page, fill in the blanks, and send in your check!

Information Form and 2011 NODRA Dues Statement

Print out and send page one of this form to:

Jolly Booth NOD#774
1225 East Bronson St.
South Bend, IN 46615

BOAT #: _____
BOAT NAME _____ FLEET #: _____
Owner's Name: _____
Address: _____ City: _____ State: _____ ZIP: _____
Phone #: _____
e-mail: _____@_____. _____
Crew's Name: _____

Some skippers pay associate membership dues for their crews to keep them informed and part of the NODRA family.
Address: _____ City: _____ State: _____ ZIP: _____
Phone #: _____
e-mail: _____@_____. _____

____ (#) Full Memberships at \$30* each: \$ _____ ** New Lower Price in 2011!*
____ (#) Associate Memberships at \$10* each: \$ _____ ** New Lower Price in 2011!*
Total: \$ =====

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Annually we update our roster of members and individuals interested in the National One-Design sailboat. For active members it is time for dues to be paid to the National One-Design Racing Association. NODRA maintains and promotes the class, protects the design, organizes area world championships, publicizes activities, seeks out and assists builders, and provides communications throughout the world. This activity requires hours of volunteer labor, postage, phone calls, letter writing, etc. For those who are not active on the racing circuit, but who maintain an interest in the NOD class, the **Associate Membership is recommended**. Please help us today!!!

Regardless of your continued interest, we request that you return this form. Thank you. *Please continue to print this form out and mail in. Thanks.*