

BENETEAU FIRST 21.0/211 CLUB NEWSLETTER
FALL-2003
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3rd ANNUAL F210 RENDEZVOUS:

Eight F210 Owners sailed four Beneteau F210s (3 blue swing keel, 1 white fixed keel Classic) over the weekend of October 3-5, 2003 at Lake Lanier, Georgia. The weather was delightfully sunny and mild. We sailed 3 cruising courses on Saturday, totaling 22.5 miles and one course of 5 miles on Sunday. The boats averaged around 5.5 mph all day Saturday in the 10-15 mph Westerly winds. Sunday winds were light, variable and fickle. We ate like “kings” all weekend and were showered with Rendezvous goodies thanks to Club Beneteau USA, St. Barts Yachts, Inc. and West Marine. Results were:

1. Terry Ellis #58/Bob Truttman #88 - F21.0 Classic – 1, 1, 1, 1 - 4 pts
2. Ron Stephenson #34/Ken Poulsen #64 - F21.0 – 2, 3, 3, 2 – 10 pts
3. Jay Harrell #14/David Huggins #14 – F21.0 – 3, 2, 2, DNF – 11 pts
4. Niels Wade #44/Cliff Bates #33 – F21.0 – 4, 4, 4, DNF – 16 pts

We purchased a “SUV-load” of food for the weekend and ate heartily. Including guests, 10 people enjoyed the Saturday evening dinner with Grilled Beef and Salmon steaks, baked potatoes, Cesar Salad and Key Lime Pie. We had burgers Friday evening and leftovers Sunday afternoon with Continental Breakfast and sack lunches every day. After finishing the short courses on Saturday, we rafted up in a quiet cove for lunch. Then, we sailed the long, 13-mile course. Cliff Bates received a Lewmar winch handle pocket for being the newest member to join our Rendezvous, Ken Poulsen for traveling the longest distance (from Colorado), Ron Stephenson for being the oldest skipper and Bob Truttman, for being the most abused crew! In addition we all received F210 Club Tee Shirts, Club Beneteau Pennants and sun glass holders + framed Certificates of Participation. Terry Ellis retained the Club’s Perpetual Trophy. Thus, he must plan and organize next year’s Rendezvous. Details of this and prior year’s F210 Rendezvous Regattas are posted at www.f210.org.

OWNER REPORTS:

Tony Brookes, U.K.: Tony, who races his First 210 in England, reports: “We have had a reasonable season so far in the 210. We are still be-devilled by a new handicap rating

which has penalized us yet again, but we have managed a second overall in our first series and a win in our second attempt at the Round the Isle of Wight race. (can be seen on Islandsc.org) out of a fleet of 59. overall we were 10th out of 759 boats which we were very pleased with. You were right in saying that replacing the keel bearings would not stop the banging-it didn't but a new Sobstad jib did the business we can point a couple of degrees higher with no lack of speed with it." Tony asked how to lubricate the keel lifting gear without removing the keel. F210 Club Owners told him to simply pour a few drops of 30 wt oil down the hollow winch handle shaft a couple of times a year.

Jim McCann, Nashville, Tennessee: Jim recently purchased F21.0 Hull #12 which he sails on Percy Priest Reservoir (a large lake created by the Corps of Engineers in the mid sixties as a result of the damming of Stones River, a tributary of the Cumberland River. The lake is about two miles from the Nashville Airport). Jim reports: "...this is my third Beneteau (310, 370) and I have always liked the looks of the 210. I saw this boat when it was delivered new, all tricked out. I have coveted this particular boat since the first day I saw it in 1993. Now, it's mine, it will get an epoxy blister bottom coat/paint. I'll probably wet sand the blue gel coat to restore the shine. The toe rails also need attention. It has a 5 hp Nissan, Bi-Data and trailer. It is not the fastest boat around, but I think it will be fairly competitive. I have crewed some on a J/24 and a J 80, but have not raced a boat of my own. I flew an asymmetrical on the 310, so I have a little bit of an idea of what I'm in for there. I know I have a lot to learn, but have a few buddies that will help. My wife and kids bought an asymmetrical for me, which looks great (top 1/3 navy blue with white stars, bottom 2/3 red and white stripes) and is fun to fly. I had an asymmetrical on a 310 six years ago and have not worked with a pole. I wonder if I really need to buy a symmetrical?" See "Sailing Better", below for comments on spinnakers.

Brian Leddy (via Mike Smith) races his new First 211 in the U.K. Looks like he's doing pretty well, catching up with Smith and Brookes. In a message to Mike, forwarded to me, Brian Reports: "Glad to hear you're back on the water. We had some good sunshine and have done a bit of sailing. I set up the mast by eye and survived last year ...well just about. One problem I had was that the wire moving part of the backstay parted...on a nice calm day luckily enough. It came apart where it passed through the block at the end of the long wire part of the backstay. It seemed to me that the block metal sheave had very sharp edges and cut it. Anyway Beneteau sent me a new moving part and I got myself a new Harken block. My helm is very neutral, similar to yours, but when it blew a bit it produced some weather helm. I have also purchased a spinnaker. Untried as yet but I hope to get it up this weekend. We did a bit of racing last year and did well. However the boys with the spinnakers could always beat us. So I had to have one to be competitive. I sail with my wife and I was advised to get marriage guidance counseling before using the spinnaker! I'll keep you informed of events. One of the sailing club members bought a new lifting keel 311 last year. Looks a nice boat but he couldn't keep up with the 211 in light and medium airs. No spinnaker either. Had a bit of bother with the rigging too as I understand it."

Gordon Wray, crews on a F211 in the U.K. He asks: "A friend has just bought a 2 seasons old First 21.1 here the UK. I have been perusing the Beneteau Owners Club

website and found it very informative. We will be Club racing this boat but before we start to discuss the handicap with the powers that be, I thought we should get our facts correct beforehand. This is sometimes known as "getting the retaliation in first"!

In your newsletters, the references to PY are in the old nomenclature i.e. before multiplied by 10. This made me a little unsure about their applicability.

The First 211 does not appear in the official RYA list of Portsmouth Numbers.

We would be very interested in your comments and wondered if you had the Poole UK Members' email address." Here at Lake Lanier, the Performance Handicap Rating System is used, called "PHRF". The F21.0 is rated at a "base" of 195, adding 9 sec credit for <110% Genoa, the standard F21.0 races at a 204 PHRF "adjusted handicap". The F21.0 Classic gets a credit of 6 for shoal draft keel, giving it an "adjusted" PHRF of 210. At Lake Hartwell, here's what the PHRF Committee Chairman, Mike Harrison told me: "Thanks again for taking the time to provide such a detailed reply. Based on your input we'll use 195 as the base rating and assume that complies with the US Sailing definition of a standard boat. Here at WCSC we give a 9 second credit for a <110% genoa and a 12 second credit for no spinnaker. So for (Bob Field's) the boat in question we'll assign a rating of 216 (non-spinnaker and 204 with spinnaker)." The Portsmouth Handicap used here ranges from about 93 in winds over 12 knots and around 99 in winds under 5 knots, say an average of around 96. I believe the Portsmouth handicap is too generous while the PHRF handicap is too onerous. Portsmouth at around 93 avg and PHRF around 222 would be about right based on my experience. The Portsmouth is supposed to be adjusted based on actual recorded/reported races. I don't think many are reported under Portsmouth. The PHRF is to be adjusted based upon actual local racing. Usually, it is not adjusted until a bunch of owners "Appeal the Rating" to the PHRF Committee.

Erardo Herrera Martin sails a F211 "Pulce d' acqua" in Almeria Spain. He reports: "I live at Almería, Southeast coast of Spain, in the Med (no winterizing here but... most days "Pulce d' acqua" is the only sailboat at sea). I keep it at Roquetas de Mar marina, near home, and I'm sailing single handed regularly after work hours 2-3 times a week. I'm at this moment learning, and without racing interest. Maybe later...I think the F211 are selling well: mine was commissioned in early January (2001) with delivery in October. Good wind for all of us."

David Smith, sails in the U.K. He reports: "I have just put my 211 away for the winter having had a most enjoyable season. As you might remember this was the first boat I have ever owned and also the first time the family have ever sailed. My wife loves sailing and is becoming a competent crewmember; the children also love the whole thing from sailing to meeting new friends on the marina. Sailing the 211 has been real fun. We have been out a variety of conditions, which range from 30-35 knot winds when we recorded 10.5 knots downwind sailing under a fully reefed main alone to being totally becalmed for hours! When we gained confidence with the boat we started club racing and have been steadily improving all the time. What surprised me was how much my wife enjoyed the racing! We are now only about 40-50 seconds away from winning, and this is without a spinnaker, so next year we are going for it! One of my memorable moments was sailing single handed on the sea with an offshore wind of force 3, I was able to set the

boat on a close fetch and leave the helm completely, she is a beautifully balanced boat and pleasure to sail. Fair winds to you”

David Morris sails his F210 in Salt Lake City, Utah. He reports: “I have recently purchased a First 210 (blue hull, double rudder) and I have been very pleased with this exceptional sailboat. I keep her at the Antelope Island marina on the Great Salt Lake here in Utah and I must say, she has turned a lot of heads (Beneteau is extremely rare in my neck of the woods). I just wanted to say "thank you" for providing all the great info you have posted on the Beneteau owners web site. It has been extremely helpful. I also wanted to ask you a question regarding the first 210. My boat as you know has a swing keel and I occasionally hear what I think is the keel moving. It sounds like a big thump underneath the boat and it sends small reverberations through the boat. Have you heard of this before and if so, do you know if this may cause any damage to the boat? Another question: I have also noticed that when I have the keel raised (the Great Salt Lake is very shallow in areas) that I must have the tiller pushed to leeward slightly to keep the boat pointed on a straight course. This is especially true when I'm close hauled. Do you know of anyone else with this problem?” The keel clunking seems normal in a sloppy seaway, especially under motor power. You may need to align your rudders using the screws and bolts on the tiller to rudder steering gear to make adjustments. If the rudders are not perfectly plumb with the boat's water line, the boat will not steer straight and it will not sail fast. One owner found two starboard rudders on his boat and got a proper replacement for the port side from Beneteau USA. Note the starboard and port rudders are shaped differently.

Bruce Wilhelm sails his F210 in New Hampshire. He reports: “I've put my 1991 First 310 up for sale. I bought it December 1999 and have weekended on it at Lake Winnepesaukee (here in NH) for 2 seasons, but spent a lot of time and effort improving and updating it. We've recently purchased a cottage with a 21' max slip in a community dock area and have just bought a First 210 to sail next year after we get it fixed up.“

Francisco Cabrerizo reports from Mallorca, Spain: “hello Terry! I just wanted to wish you and your family all the best for this new Year and, very important, that nobody ever troubles the peace in your country. Myself? Everything ok except that i broke my foot end of November and I'm still dragging it around packed in gimps. But, to be positive, it has allowed me to stay at home with my family which is always nice, and sailed with my wife allowing her to do the physical work and me relaxing at the helm. One question Terry: Which is the stronger wind that you know that one of our beloved 210 has ever sailed with? I would like to know where the limits of the boat are (in the hands of a good skipper and crew). Thanks for your always welcomed tips and advices.” I've sailed mine in winds gusting to 40 knots...then under reefed mainsail alone. The boat went fast and was easy to control...also very dry. GoTo www.finot.com or www.beneteau.com and search for the boat's “STIX” rating (table of Stability Index). I think you will find the F210 STIX is something over 90 degrees heel...maybe 120? That is, the mast would be under the water...likely break before the boat would roll over. And it should pop back up again in any case. Also, the F210 has built in floatation for extra safety. In a blow, I always close/lock the cabin hatch.

Donald Menig reports on his F210 from Ft. Lauderdale, Florida: Hi Terry, Just wanted to thank you for taking the time and effort to put out this newsletter. I appreciate it. I had my F210 "Avalon" for sale for a while. My new job did not afford me the time to use it. This has now changed and in addition I'm going to be flying out of Ft. Lauderdale - a great place to sail. In short, I'm keeping her. She is too pretty and too much fun to sell.

Joaquim Osés sails his F211 out of Barcelona, Spain. He reports: "Hi Terri, I am a young lawyer from Barcelona (Catalonia) in Spain, mad for sailing. After sailing some dinghies (optimist, 420, Laser) i bought a wonderful First 211 on summer 2000. Since then, I have been sailing in the Mediterranean coast (paradise place), including a 9 days trip with my girlfriend. After having won a very easy regatta (non spin, non racing boats, heavy big boats...) this weekend I will take place in a more serious club regatta. I will see because I do not have racing sails and a genaker. As I have doubts about the mast trimming, I would ask you some questions (I must prepare them because of the sailing English vocabulary) I'm studying your interesting newsletters and advice. Thanks for your Know-How. Finally, just to tell you that in Vilanova (near Barcelona) we are waiting for the 4th 211 that will arrive soon, not bad." GoTo www.beneteau-owners.com and search the Library under F21.0 Factory Mast Tuning Guide. The same guide should be in your Beneteau Owners Manual that came with the boat, new. Follow it to the letter!

Jay Harrell sails his F210 on Lake Sinclair, East of Atlanta. He reports: "Last weekend I won four out of four races and always crossed the line ahead of everyone except the Harmony (and even beat him raw once). And the Harmony rates in the 80's. You are correct that the sailboat harbor near the dam is the sailing club (<http://www.osyc.net>). Some time when you are up for a little trailering, you should come on down for a race. We expect to have a good crowd for Halloween Regatta complete with a costume contest and dinner."

(As for this year's F210 Rendezvous) "Once again we have pulled off an outstanding (Rendezvous) event and provided everyone involved with a great time. Last year the logistics were a big improvement over the first year and this year continued the trend by spending even more time as a group and operating on our own schedule. The ramp and the dock space were easy and super convenient. I loved getting to sail the beautiful lower end of Lake Lanier and we couldn't have had better wind on Saturday. Ken came through again with best regatta food in the world."

Bill Lorimer bought his F210 in Florida, sailed there, then trailed it back to his homeport in North Carolina. Bill's First First 21.0 Adventure with "Celine" went like this: "We went to Ponce Inlet FL to sail Celine and to trail her back to NC. The first difficulty came with raising the roller furling jib- the "messenger line" halyard was not up to getting more than 2/3s up, so we decided to sail under main alone. The day was beautiful-70,sunny, 10 knots wind. We reached for a few minutes and I began to winch the swing keel down as I had done on the sea trial 2 months earlier-and suddenly the keel fell into the full down position. The keel raising system would not engage at this point; our berth at the marina was a shallow one--we dropped sail and motored to the nearest boatyard where, on Christmas Eve, Celine was lifted from the water and deposited on her new trailer. The keel raising screw device was removed to enable the keel to fold on the trailer. I suspect

worn/stripped threads—We left Celine to the mercies of the best local rigger. The trailer seems fine with some straightforward adjustments--thanks for your help.” Bill, did you get everything fixed? Other owners have experienced these same problems. As I recall, the repairs were neither time-consuming nor costly. Ask other owners through our Web Site. They usually have “been there before”. I think we’ve now “seen it all”!

Jean Marie Finot, designer of the Beneteau First 21.0 and 211 Spirit, reports from France: “Dear Sir, Thank you very much for your communication. It is always nice to know the owners enjoyed. Best regards.”

SAILING BETTER:

Here are “observations” from this year’s Rendezvous, by Terry Ellis and Jay Harrell:

OBSERVATIONS ON 2003 BENETEAU FIRST 21.0 RENDEZVOUS

By Terry Ellis, First 21.0 Classic Hull #58

Synopsis of Racing

October 3 and 4, 2003, we sailed 30+ miles-4 courses. Sat 10-15 mph west wind (4, 5 and 13 mile courses totaling 22.5 mis.); Sun 0-5 mph wind from W/N/E/S then W (1 race of 5 mi.). On the final, 13 mile course Saturday, winds 10-15+, we averaged 5.6 mph...4.8 knots. We averaged 5.5 mph for the 22.5 mis sailed on Sat. Sunday's 5 mi course took 3 hours.

1. Overall Results: 1. Ellis#58/Truttman #88-4pts; 2. Stephenson #34/Poulsen #64-10pts; 3. Harrell#14/Huggins #14-11pts; 4. Wade #44/Bates #33-16pts.
2. Tactics: All boats were sailed very well. There were no big differences in terms of tactics on the courses.
3. Boat Preparation: There were 3 First 21.0s (blue hull/swing keel/twin rudder) hulls plus my First 21.0 Classic (fixed keel/single rudder) in this Rendezvous. All had smooth bottoms/keels/rudders with masts tuned about the same. I noticed Jay Harrell’s and my boat sat lower to the water in the bow by about 4” than Ron’s and Niels’. Jay and I have lighter Outboard motors, which could explain that. In general, Jay and my boat were faster to windward, which I believe is due to less stern bustle drag. Niels had 3 crew/the most crew weight, then Bob and I, then Ken and Ron then Jay and David, lightest. I don’t believe crew weight makes as much difference as distribution and balance of the weight. I feel the F210 needs weight forward and outward sailing close hauled to windward. Down wind, I move crew weight aft and centered. I like one crew standing on the step in the cabin hatchway. Extra crew also helps in spinnaker sets and jibes. Bob and I could have used a couple extra hands to “tame” the spinnaker in the gusts.
4. Sails: Ron Stephenson had the best sails: a nearly new North Dacron racing sail with a big IMS roach, a skirted/loose foot and maximum length luff/foot; a custom 106% Doyle jib and a ¾ oz nylon Star Cut/Radial symmetrical spinnaker. I flew North Dacron “club race” main and jib plus a ¾ oz nylon Radial head spinnaker. Jay and Niels flew original Doyle Factory sails plus ¾ oz

asymmetrical (pole-less) spinnakers. In stronger winds, all boats got to the windward mark at same time. However, on beam and broad reaches, the boats with symmetrical spinnakers poled out were faster. I feel the boat's short J and long I dimensions keep asymmetrical spinnakers from flying well; whereas the pole gets the symmetrical spinnaker out/up and away from the back wind of the main sail. Once you get over "spinophobia", you find handling the pole is a "breeze". The boat is very, very stable, the pole is short and access to foredeck from cockpit is easy due to the wide beam of the boat. I simply launch/retrieve the spinnaker from/to the cabin hatchway. I fly the jib while launching/retrieving the spinnaker to render the chute "powerless" until I want to fly it. This also keeps the jib furler/halyard from fouling on the spinnaker halyard (they exit within 4" of one another at the forestay tang on the mast!).

5. Sail Trim: The First 21.0 is highly sensitive to proper sail trim. Not trimmed correctly, the boat will "stall", slide, round up, yaw and/or hobby horse...all creating a significant reduction in boat speed. If you are "fighting" the tiller, you're doing something wrong. If the boat will not "point high", you're doing something wrong. If you're "dragging tail" down wind, you're doing something wrong. In addition to crew weight distribution (mentioned above), the main "culprit" is SAIL TRIM! This is, I think where "novices" think the boat is "slow" while experienced sailors think the boat is "fast". The boat is heavy so it needs a lot of sail power in all but the strongest winds. It needs all the sail power you can give it going down wind in most any wind. You must trim the sail for every increment or decrement in wind velocity...trim out/deeper draft in lighter winds...trim in/flatter draft in stronger winds. Doing that, our boat averaged 5.7 mph on the race in winds at 5-10 mph, then 5.6 mph on the race where winds were 12-15 mph+. Also, the boat pointed around 27-30 degrees apparent wind in both races. Yet, in light wind, the main and jib were trimmed out with some moderate draft in both and minimal luff tension/backstay tension. Another thing is to not put excessive tension on the main sheet. This will over tension the leech of the main sail, causing it to "cup" the wind. In light or strong winds you want the leech to twist off, not cup. You don't need a traveler on the boat. I never sail it with the boom "centered" on the keel line. You sail it more like a dinghy than an ocean cruiser. The power is from the Mainsail/not the jib. I have a tell tale attached to the leech of my mainsail at each batten pocket. If these are not all flying aft, I trim the main until they fly. Sometimes, it "feels wrong" so I use a combination of main sheet tension, main luff tension, main foot tension, mast bend and vang tension to get the boat going fast. After racing, I sailed with Ron to see what he was doing wrong. We discovered that Ron's main sail luff tension was too tight for light winds/too loose for strong winds. In lighter winds, I sail with some slight wrinkles in my mainsail and with the forward 1/10th of the main luffing a little. Also, he did not make the main and jib deep enough when sailing down wind (he needed to "help" the main slide in on the boom to create a deep draft off the wind...just loosening the outhaul line is not enough as the clew slug is under tension from the main sheet). And too, Ron did not loosen the mainsail halyard/Cunningham enough for sailing off the wind; nor, did he slide the jib fairlead blocks forward on beam reaches to increase the draft of the jib sail. He

- had pulled the mainsail headboard up/above the masthead “band” vs. hauling it only to the band, then using the mainsail Cunningham to adjust luff tension. In the beat to windward with winds building to 15+ mph, all but Jay had too much draft in our sails. As Jay was starting to catch me, I tensioned the mainsail outhaul and Cunningham, the backstay and the jib luff/Cunningham while I moved the jib fairlead block back a notch. This flattened and put leech twist in the sails. Then, we regained our lead on Jay. I also “crack” the mainsail in the powerful gusty winds to keep the boat on its feet/preventing leeway (more pronounced with the shoal draft keel). In winds over 10 mph, I sail with a slight luff in the fwd section of the main...luffing it up to 2/3rds of the sail as the wind increases up to 20 mph. That is faster than reefing the mainsail and does no harm to the mainsail. I think around 18+/- mph, I would put a reef in the mainsail. Jay and Niels’ “flatter” Factory sails did okay in Saturday’s stronger winds; however, in Sunday’s light/variable winds Ron and my bigger/deeper custom racing sails appeared to be much faster. Now, the deep keel/twin rudder F21.0 is stiffer in strong wind than my Classic. Still, cracking the main will make the boat go faster and point higher in winds from maybe 12 mph and up.
6. Social: We enjoyed around 10 hours on the water and an equal time on land. We ate wonderful food all weekend long, thanks to “Chef Ken” cooking it all for us. Rather than eat out, we went to COSTCO and bought a truckload of food/drinks/fixings for dinners, lunches and breakfasts. We made sack lunches and rafted up for lunch on the water...that was fun. By sharing our boat experiences we all learned something: sail inventory, mast tuning, keel maintenance, cabin refurbishing, gel coat shining, trailing, painting, etc. This causes our friendships to continue throughout the years and helps other owners.
 7. Return on Investment: This was a “no cost” affair. For a donation of \$20 for the weekend, each owner “got back”: all they could eat, free dockage, Club Beneteau Rendezvous Pennant + sunglasses case, F210 Club Tee Shirt and framed Certificate of Participation. On top of this, 4 owners got Lewmar Winch Handle Holder Pockets as “door prizes”. Ours is the “best regatta deal” you’ll ever find!
 8. Sponsors: We sent Certificates of Appreciation to Beneteau USA, St. Barts Yachts, Inc. and West Marine for their gracious support of our little band of sailors. It’s something they really “don’t have to do” yet always do!
 9. Next Year: 2004 will be our 4th F210 Rendezvous. Every year, we improve it. Next year, we’ll make it even better. Ideas include, swapping skippers and/or crew from boat to boat, sailing both spinnaker and non-spinnaker courses and having Chocolate Cake and Vanilla Ice Cream in stead of Key Lime Pie and Cherry Pie Ala Mode...and Filet Mignon vs. Sirloin Steak... “ooolala”!

Overall, I think we were all impressed with our little “Baby Bens”. The First 21.0 is a “do everything” boat: pretty, pretty fast, pretty affordable, pretty comfortable/safe/dry, pretty fun/sprightly, pretty easy to trail/launch/maintain and “pretty perfect” for novice or expert alike. I, personally, love to sail my First 21.0 down wind under spinnaker. In the slightest of wind, it really “takes off” and when the whitecaps are rolling, it surfs yet is never out of control...the boat is just right for me. I want to thank Jean Marie Finot for

designing this, my favorite sailboat of all. I hope more F210 owners will come next year. I'd like to see at least 6 boats and 12+ owners.

I thank all who: cleaned house, cooked food, launched/retrieved boats, maintained our web site at www.F210.org, gave advice to owners during the year and who "entertained" Sassy, the F210 Club's Labrador Retriever Mascot!

Terry Ellis
October 10, 2003

OBSERVATIONS ON 2003 BENETEAU FIRST 21.0 RENDEZVOUS

By Jay Harrell, First 21.0 Hull #14

Synopsis: Friday- boat launching and not enough wind to sail around to Terry dock. Great ramp, great dock space Saturday- some of the best sailing conditions a person could imagine. A few whitecaps, but mostly just strong wind, mild temperatures, and smooth water. We sailed about 34 miles according to my GPS log. Dinner was made extra good by the tired muscles. Sunday- no wind. We sailed a race anyway. I decided to finish at mark T to save energy for packing the boat up while the local boats Terry and Ron sailed a second lap.

Tactics: Starts were "interesting" with a pretty long line and only Terry knowing the mark locations with much certainty. But by the end of the day I had been around enough times that I was getting them all down pretty good. Upwind there was always enough power and sometimes too much. We tried to keep crew on the rail and really could have used another person hiking. Downwind we were moving good, but usually looking for power, usually with weight leeward and forward to keep the transom on of the water. If I was going to race this group more than once a year I would certainly have to buy a chute. Given the informal nature of the races, David and I decided to swap our normal roles and he took the helm for the first two races, thereby gaining some high quality tiller time.

Boat Prep: My boat is pretty neglected this year, but it is dry sailed so at least the hull is in great shape. We all noticed by boat looking more bow-down at the dock. But was that because my keel was full down and Ron and Niels had to pull it up some for thin water at their docks? I do have a 30 lbs Honda 2hp and I don't store anything in the back of the boat. I was carrying full interior cushions, table under the cockpit, and 2 anchors, a tool box and a battery just ahead of the keel.

Sails: I still have the original factory Doyle Sails and they are somewhat "blow out". In ghosting conditions they carry a huge belly that makes them pretty slow, and in medium conditions the draft is too far back, but once the wind hits about 12 mph I am able to get them plenty flat and they work well. I have a roller furled jib with a UV strip and the top 1/3 is just about useless.

Sail Trim: On Saturday I ran the main halyard, outhaul, and backstay very tight. I sheeted the jib very flat on the bottom and tried to ignore the flapping top third. I feathered the boat to windward in the puffs to gain height and spill wind and I used the main sheet to depower if we couldn't handle the puff with feathering or we were starting to slow down too much. The feathering mode upwind allows me to leverage the heaviness of the boat and point very high, but the trick is to keep the boat moving about 5.5 mph. I keep the main sheeted very tight in these conditions, but have to be ready to dump it instantly if the boat starts to slide at all. If the wind lulls the sail must also instantly come out a bit to add power. I left the vang loose to allow the mainsheet to control leech tension. My extreme mainsheet tension goes counter to Terry advise, but it works for my sails in slightly overpowered (and up) conditions. I do keep the leech telltales flying and am very careful to watch boat speed, driving something of an "S" course focused on climbing the boat to weather. Oh yeah, we pretty much leave the jib trimmed tight in order to keep weight on the rail.

Social: I didn't get to enjoy all of the socializing because I had to get home to my kids (2 years and 3.5 years old) each night. My one comments is that it is impossible to say enough good things about the food Ken prepares. Thanks a bunch Ken.

ROI: Let's see. A small ramp fee, free dock space, food all weekend for \$20. Nope, there is no event anywhere this cost effective and this much fun. If you haven't been yet, you really don't know what you're missing.

Respectfully submitted,
Jay Harrell
October 11, 2003

ANNUAL CLUB MEETING:

Jay Harrell, Secretary and Web Master for www.f210.org, called the meeting to order at 9 pm, October 3, 2003. There was no Old Business. New Business included recognizing Cliff Bates as our newest member and most recent attendee at our Annual Rendezvous. Terry Ellis said the Rendezvous Cost was around \$300: \$220 for food, \$50 for awards, \$30 for miscellaneous expenses. Income was \$380, leaving a balance of \$80 to be carried forward to next year's Rendezvous. Everyone thanked Jay Harrell for creating and maintaining the F210 Club web site. Being no further business, the meeting was adjourned at 9:30 pm. After the meeting, we celebrated another successful year by eating freshly baked Cherry Pie with Vanilla Ice Cream ala-mode!

FSBO:

Niels Wade is offering his 1993 F21.0 "ZAFU" for sale at \$10,500 including trailer and motor. He's recently refurbished the interior and refinished the mahogany toe rails. The boat is now located in Atlanta but will soon be relocated to Jacksonville. Niels is transferring to a job there. He wants to build an ocean catamaran and go blue water cruising!

Jonathan Barrett has his 1994 F21.0 Classic for sale in Jacksonville, FL for \$11,500 OBO, including motor and trailer. It has been dry sailed and is in pristine condition.

F210 CLUB WEB SITE:

This newsletter, pictures, articles, upcoming events and a roster of F210 Owners are on the Internet at www.f210.org. Jay Harrell maintains the web site. It has a link to the Beneteau Owners Web Site at www.beneteau-owners.com, plus links to other sailing organizations. We think it's one of the best "one-design" web sites going!