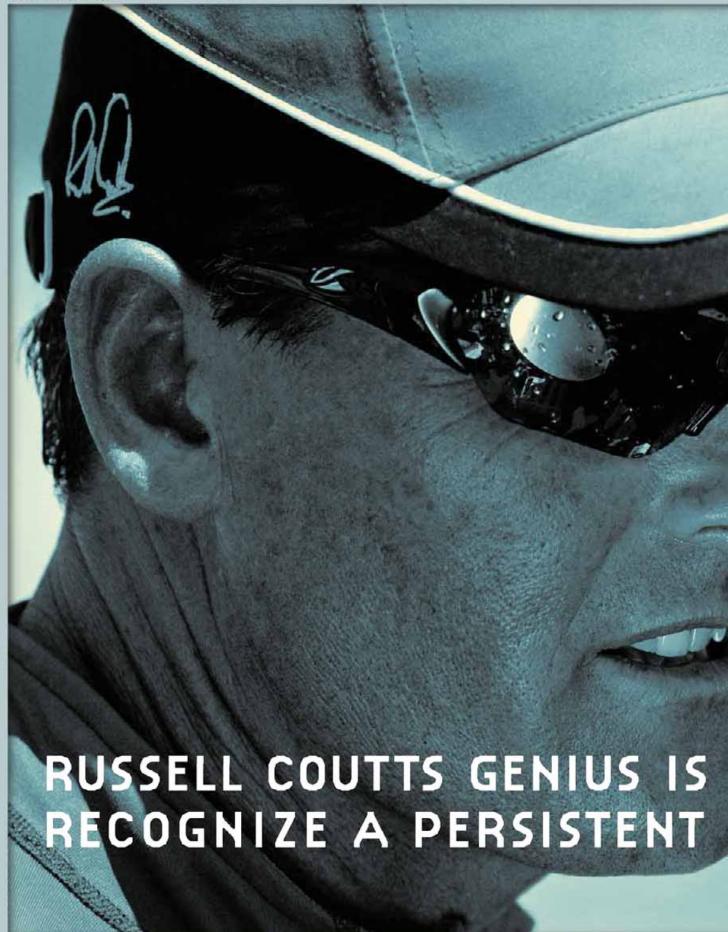
Fundamentals of Speed: Keelboat Roll Jibes p.66 Faster Furlers **Technology improves** your sailhandling p.52 Crew of the ORMA 60 trimaran Sergio Tacchini furl a headsail. Take a ride on the king's chariot p.76 Who is today's hottest skipper? p.42 \$4.99 Canada \$5.99





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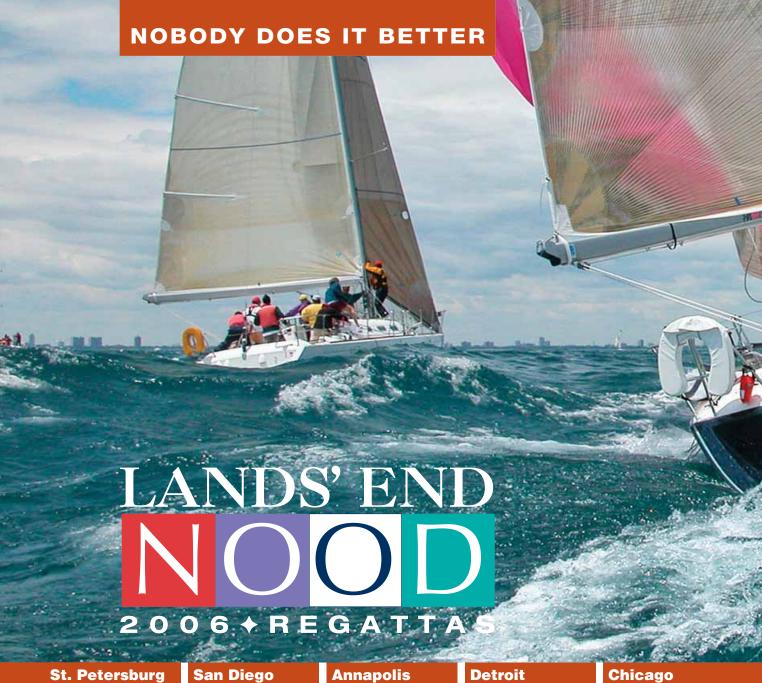
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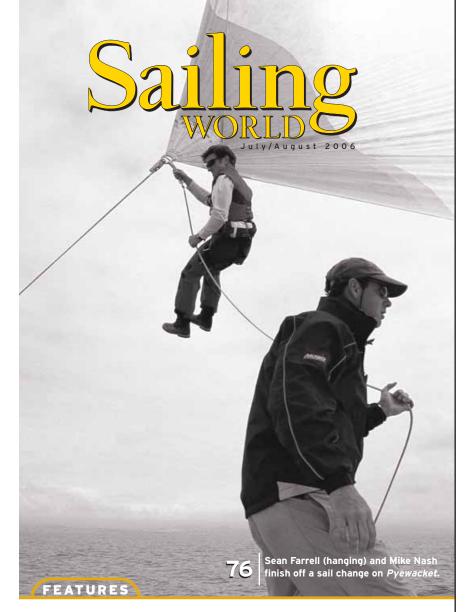


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The Castle by the Solent

From deep within the archives of England's Royal Yacht Squadron comes a better understanding of what makes this 191-year-old club tick.

By Steven Tsuchiya

Almost Famous

Mike Sanderson is this sport's greatest unknown sailor, even with his victory in the latest edition of the Volvo Ocean Race.

By Herb McCormick

Antigua Antidote

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The top teams from last year's Lands' End NOOD regattas bring their game, and sense of humor, to Antigua for the big sail-off.

Story and Photos by John Burnham

Cover Photo: Thierry Seray/DPPI

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EDITOR'S LETTER

Hello? Anyone Out There?

IT WOULD DRIVE MY MOTHER NUTS WHEN I didn't write from college. "You're supposed to be a writer," she'd say, "and what, you can't write to your mother once in awhile?" I'd shrug off her plea with the world's most tired excuse: "Ma, I don't have time."

In hindsight, I should've done it more often, if not to appease her, then to include her, and my half-dozen other siblings, in the experience. In starting the exchange, my mother, in turn, could've passed along some sage advice at the necessary times.

So, what does this have to do with you? Well, there's been a disappointing trend at our offices over the years, and that's the dwindling number of letters from our 50,000 readers. It seems the only people who take the time to write us are serving sentences in one federal penitentiary or another. Sure, they have time to spare, and they're mainly asking

for free subscriptions, but at least they write. Lately, even with the get-it-off-your chest, instant gratification of e-mail, letters from you merely trickle in.

Turn to the next page and check out

this month's "Sailors' Forum." Three letters. That's pathetic. I realize the art of letter writing is not as glamorous as it once was, and the outspoken among you can sound off in any number of online sailing forums. But still, there must be some of you out there who were either inspired, enraged, or thoroughly confused after reading a recent issue. Honestly, can Dr. Walker *always* be right?

As much as we strive to be, we aren't perfect. In fact, we do occasionally make mistakes, but based on the trace amount of feedback we get, you'd never know it. That's why we're grateful for readers like Brian Raney, who this month wrote to tell us we'd left out one manufacturer when we published our spray top round up in the May '06 issue. In addition to bringing this oversight to our attention,

he provided his own review of the spray top in question—now that's constructive feedback. I bet he was better than I was about writing to his mother.

If you're asking, "Why should I write?" consider the value of contributing a personal story, exposing a great local sailor, your class, your club, or even your team. Your input could do more than plant the seed for a future story; it could connect you with many other sailors.

To encourage you to tell us what's on your mind from time to time, we're going to try something many other magazines do—something we should have done long ago—bribery. Beginning with our September issue, we'll highlight one letter of the month, and for starters, reward it with an exclusive *Sailing World* T-shirt and hat. Who knows where the compensation will go from there.

So take a moment after reading Herb McCormick's profile of Mike Sanderson

"There must be some of

you out there that were

either inspired, enraged,

or thoroughly confused."

on p. 42, and let us know whether you agree that Sanderson is the hottest sailor on the water right now. And if not, who is? Brush up on your boathandling fundamentals with Mark

Ploch's step-by-step keelboat roll jibing instructional on p. 66, and tell us whether you think he's making it out to be easier said than done. Is there something you do differently on your boat? Do you have any remarkable (or comical) mark-rounding experiences that could've been avoided had you read Dick Rose's latest rules installment? I know I do. Check out Senior Editor Stuart Streuli's take on the America's Cup fleet as it stands today (p. 12), and opine whether you think the Alinghi empire can be brought to its knees, or are we looking at another Swiss defense in 2009.

Remember, this magazine is as much yours as it is ours, so please, write home and tell us about the experience.

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SAILOR FORUM

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There's more to the story

I was reading the interview with Bob Wiley (Grand Prix According To, June'06) and wanted to add something to Bob's account of the sinking of the One Tonner *Indulgence*. When it eventually came to the surface the divers found inside a cannon ball that had been scooped up as the yacht dragged along the ocean floor with the strong tides. Also, while the boat was sinking, when the coast guard asked the radio operator for his position he replied, "I'm standing on the companionway steps up to may waist in water." Sailors, even in times of adversity, like to have a joke.

Bob is an outstanding project manager who has a wealth of experience due to the many campaigns he has been involved with. The new guys who want to break into the scene need a never-give-up approach both on and off the water. This is not an easy sport to succeed in at a top level for 20 years like Bob and a handful of other professionals.

JERRY RICHARDS FLOWERY BRANCH, GA.

Duly noted, Mr. Sharpe

I RECEIVED MY COPY OF SAILING WORLD with my image in it from the 2006 Charleston Race Week (Finish Line, June '06). The image was credited "Sam Sharpe/The Sharper Image," but the correct photo credit should be, Sam Sharpe/The Sharpe Images. Using the other would get me in real trouble to say the least! I think you can see why. They don't like me, the Evil Empire that they are.

SAM SHARPE HUNTERSVILLE, N.C.

Missing a top?

I'M A DINGHY SAILOR, AND IN OUR WORLD, Sail Equipment Australia makes some of the best gear. I bought their spray top more than a year ago, and it's fantastic.

I can't speak to the fabric itself, but it feels solid without being heavy. I don't overheat when the sun comes out, and I'm not sweaty on the inside. It has a side open neck that's plenty big to put on while wearing a hat and sunglasses, and keeps the waves out. The pocket is massive with a wide opening. The opening is in the middle, but in dinghy-land, spray

tops go over PFDs, so that's not an issue. There is no arm pocket, but I've never needed one of those. The waist has a wide seal and keeps out the water no matter how bad the wipeout.

The only quibble I have is with the lack of adjustable wrist closures. The neoprene does a solid job in spite of this (and my bird-like wrists). And you can't beat it for the price. Given that you included some off brands and some brands with questionable reputations, I was surprised that an awesome brand like SEA was not included in your review.

-BRIAN RANEY, VIA E-MAIL

Not including Sail Equipment Australia's spray top was an oversight. We're aware of SEA's popularity among dinghy sailors, particuarly their hiking pants, but when compiling our sampling we focused on brands that are widely available in North America. This one slipped under the radar, but we'll get one into the hands of our testers.

-THE EDITORS

The other Chippewa

IN OUR REPORT OF THE 2006 BVI SPRING Regatta, (Finish Line, June '06) we got our *Chippewa*'s mixed up. Second overall at the BVI Spring was Dave and Kimberly West's Farr 395 *Chippewa*, from Bayfield, Wis.

This 395 team literally burst onto the scene last year, emerging as the hometown boat to beat after winning its summer and fall twilight series, and virtually every other regional regatta in which it sailed. Putting Bayfield's best amateur talent on the international stage in the off-season was the next step, so they brought the boat to the Caribbean, and came home with an armful of trophies. In addition to their second at the BVI Spring, they won their division at the St. Croix International and Culebra Heineken regattas, and finished fourth at the St. Maarten Heineken, Rolex International Regatta, and Rolex Antigua Sailing Week. To read the team's accounts of their Caribbean exploits, check out their blog, www.teamchippewa.blogspot.com

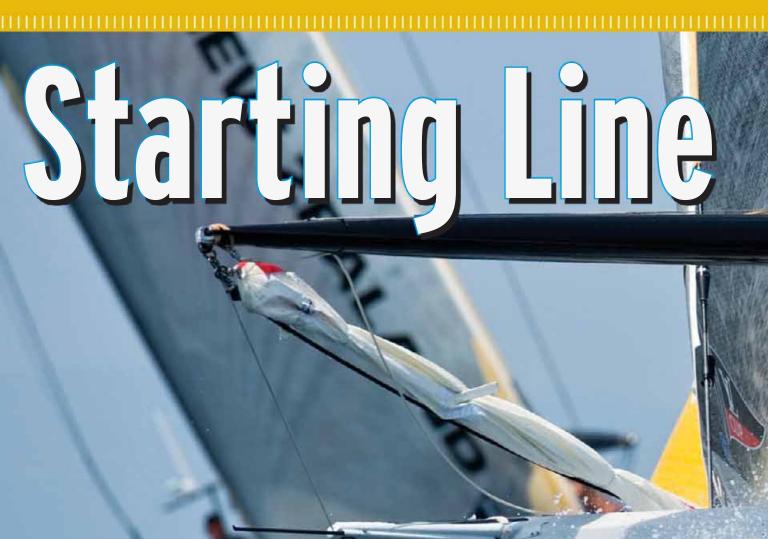
-THE EDITORS

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ADVENTURE TASTES BETTER WHEN SHARED





CUP WATCH AC Acts Readying Every Team for Big Show

AFTER A PARTICULARLY SUCCESSful day on the water in Act 10, Team Shosholoza sewerman Solomon Diperee took a moment to survey the overall standings in the Louis Vuitton Cup Acts, a series of regattas leading up to next spring's Louis Vuitton Cup.

In particular he focused on the fourth-place position, which equates to a spot in the LVC semifinals alongside the big three challengers, BMW Oracle Racing, Emirates Team New Zealand, and Luna Rossa.

"That spot," said Diperee, "belongs to anyone."

A year ago, the South African team would've been laughed at for aiming so high. In Act 4, in June 2005, they struggled to finish races within sight of the competition.

But on this day, they'd knocked off Areva by 14 sec-

onds and Desafío Español by 33. The latter is currently fourth in the overall standings.

With a lead of 10 points over fifth, Desafío Español should hold fourth through Act 13 next spring. However, the 2006 rankings show this advantage is based on a strong performance last year, while other teams were getting their bearings. In fact, Mascalzone Latino-Capitalia is fourth in the 2006 standings, with Desafío Español and the South African team tied for fifth two points behind, and Victory Challenge a further two points back.

No one should be happier about the progress of these middle-tier teams than America's Cup Management. A primary motivation behind the Acts—10 of which will count in a small way toward the LVC—was to give the smaller,

OUT IN FRONT BMW Oracle Racing's new USA-87 proved tough to beat in Act 10, winning 10 of 11 match races, including this 47-second win over Emirates Team New Zealand, with impressive speed and maneuverability. newer teams a chance to deing Alinghi," said United Inter-The three top challengers velop, and to produce a more net Team Germany helmsman are in a virtual tie for first in competitive regatta in 2007.

CUP QUOTES

"I think it's a good job as I understand. But everyone thinks that. If you thought you were building a slow boat, you'd probably build something different. You find out later [how fast it is]."

-+39 Challenge skipper lain Percy on the much-anticipated replacement for the Italian syndicate's 8-year-old ITA-59.

"What's good about sailing against these guys is they probably get it close to right most of the time. It just becomes so crystal clear when you race these guys that there are areas that you need to improve, and they actually show them to you."

-United Internet Team Germany skipper Jesper Bank after a 1:12 loss to Alinghi in Act 10.

"It's nice to finally have a boat that, if you do things somewhat well, keeps you in the race, instead of having to sail everything perfectly and just hang on to win. That's a reassuring quality of 84."

-Emirates Team New Zealand tactician Terry Hutchinson after sailing ETNZ's new NZL-84 to a 16-second win over Alinghi.

"The concepts are very different, but the performances are very similar. The box rule is working. The limitations on length, weight, draft, sail area, it works well. The options you still have are balancing hull shapes and stability against resistance under water. That's what's left."

-Alinghi designer Rolf Vrolijk on the three new boats in Act 10 and Version 5 of the America's Cup Class Rule.

"It was certainly a different race against Alinghi. We're conscious that they've got an old boat out there. The day they bring a new boat out they'll be showing a little more, and they can probably expect the challengers to show a little more, too."

-BMW Oracle Racing skipper Chris Dickson on whether they approached the match race against Alinghi's 4-year-old SUI-75 differently than some of the other races in Act 10.

Jesper Bank. "We saw Mascalzone close to beating Alinghi. I think the middle teams have gotten closer to the top."

But there's still a lot of work to do. The three big challengers, plus Alinghi, dominated Act 10, with BMW Oracle winning with a 10-1 record. In Act 11's fleet racing, Alinghi's SUI-75 won three of five races.

the LVC rankings. The team that wins will be rewarded with a one-point head start over the other two syndicates in the race to challenge for the America's Cup. While it may not seem like much, if the racing continues to tighten up like it has over the past year, it could be a crucial advantage.

-STUART STREULI

"We've seen Spain beating

Luna Rossa, Luna Rossa beat-

Compared with Act 4 last

June, the results in Act 10 were

significantly tighter. The num-

ber of matches decided by 30

seconds or less nearly doubled,

from 7 to 13, while the number

with a finish delta of greater

than 3 minutes was halved.

-Victory Challenge strategist Mattias Rahm on Race 3 of Act 11. The Swedish team started between BMW Oracle Racing and Alinghi and held its lane off the starting line. Alinghi won, BMW Oracle finished fourth, Victory took 11th.

"We were sort of bow to bow with them, but unfortunately we were on the [starboard] layline and they still really had us on the ropes. But they left the jibe a couple of lengths too late and gave us the opportunity to show them the high mode, and we did. The next thing you know, we're going over the top. It was one of those slow painful deaths for them and I bet they're kicking themselves. All they had to do was jibe a little earlier, and they would've beaten us for sure."

-BMW Oracle Racing pitman Jamie Gale on the final run of Act 11 when USA-87 was able to roll over Mascalzone Latino-Capitalia's ITA-77 and jump BMW Oracle Racing into fourth place for the regatta.

"We were shooting to maintain sixth. Probably could've pulled it off. But we didn't, so we still have a goal. It's good to set your goals high, if you set them low, what's the point?"

-Areva Challenge general manager Dawn Riley on the team's seventh-place finish-1 point behind Team Shosholoza-in Act 11.

"We felt very powerful and that was especially satisfying because we had 14 knots up the first beat and 13 up the next. I felt very happy because the boat was going very good upwind and down."

-Alinghi skipper Brad Butterworth on Day 2 of Act 11, when they won the first race.

CUP WATCH

Skirts Can't Cover All New Technology

WITH SKIRTING OF THE BOATS prohibited, and the teams shoehorned into temporary facilities, secrecy wasn't a primary concern during last summer's three-country America's Cup roadshow. This spring, the teams moved into secure compounds and shrouded everything possible from prying eyes.

Nonetheless, plenty of new technology was on display during Acts 10 and 11 of the Louis Vuitton Cup in Valencia. The three new boats, BMW Oracle Racing's USA-87, ITA-86 of Luna Rossa Challenge, and Emirates Team New Zealand's NZL-84, drew the most attention. The latter two looked fairly standard, while USA-87 featured the first bowsprit (see previous page) on a ACC boat since NZL-20 in 1992 and, in Act 11, was sailed with a jumperless rig.

The bowsprit received mixed reviews from other syndicates. The rig, which features an unsupported carbon tube about the hounds, was of more interest to the other teams, especially since Alinghi has built a similar rig.

"Not having jumpers means less frontal area," says Alinghi mast designer Dirk Kramers, "and windage is a big deal."

The lack of jumpers also makes it easier for the teams



New technology that came into view in Acts 10 and 11 included new boats for Emirates Team New Zealand and Luna Rossa, plus Alinghi's jumperless rig (right) and Mascalzone Latino-Capitalia's latticework boom.

to do inside jibes—quicker in lighter air—without catching the spinnaker on the rig.

One obvious drawback to these "naked" rigs is that they will make more difficult the job of the wind spotters, who use the jumpers struts for support while the boats pitch upwind. Ironically, Alinghi wind spotter Murray Jones has significant input into the team's rig development. "The job's hard enough as it is," he says, "and it'll be more difficult [without jumpers]."

While the jumperless rig is fairly new technology, the



same cannot be said of staysails, which virtually every team is now using downwind in light and moderate air. Staysails have been around for a while, but only came into vogue during the 2003 America's Cup campaign.

"Most of the fleet is pushing the usage of the sail down the range quite a lot," says Sandro Benigni, a sail designer for Desafío Español, which has a window in the luff of its staysail. "The trimmer, because it's such a narrow boat, cannot see the luff of the spinnaker, so a window is very useful."

Of course, the most interesting technological developments are often below the waterline. Those will only be made public if and when a challenger makes the Louis Vuitton finals next May.

-STUART STREULI



HRIS CAMERON/EMIRATES TEAM NEW ZEALAND, STUART STREULI (2)



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WINDSHIFTS

- Thomas Coville and his longtime sponsor Sodeb'o plan to build a 105-foot maxi trimaran designed to set solo records including the round-the-world solo record currently held by Ellen MacArthur. The boat will be launched in the summer of 2007. www.sodebo-voile.com
- >> US SAILING's next One-Design Sailing Symposium is scheduled for Jan. 20 to 21, 2007, in New Orleans. Send topic suggestions to LeeParks@ussailing.org
- >> Ilhabela, Brazil, will host the South American stopover of the Global Ocean Challenge Race in 2007-'08. The GOC is a 5-leg round-the-world race with solo and doublehanded divisions for 40-foot and 50-foot classes. www.gochallenge.net
- >> US SAILING and Nikon have extended their partnership agreement supporting the U.S. Sailing Team. Nikon will provide the team with binoculars and digital cameras, as well as additional support, through 2008. www.ussailing.org
- >> The second biennial Ida Lewis
 Distance Race will start Aug. 18
 at 3 p.m. This is the only offshore
 distance race that begins and
 ends in Newport, R.I. It offers two
 courses, the 231-mile Shinnecock
 and the Montauk at 160 miles.
 www.ildistancerace.org
- >> Roy E. Disney announced a film project for next year's Transpacific Yacht Race. The feature film, Morning Light, will document "the youngest crew ever to sail Transpac," from recruiting through the finish of the race. It is tentatively scheduled for release in 2008.
- >> Sir Robin Knox-Johnston, 67, the first man to ever sail singlehanded, non-stop around the world, announced his intention to compete in the Velux 5 Oceans, which starts from Bilbao, Spain, in October. Knox-Johnston's company, Clipper Ventures, manages the race. www.velux5oceans.com



All Hands On at SAS Seminar

On June 18 a record-sized fleet was expected to cross the starting line for the centennial Bermuda Race. By order of the race committee, no fewer than 30 percent of the sailors on each boat had to have completed a Safety at Sea seminar within three years of the start. Even after the rough 2002 race, when at least three crewmembers were washed overboard—and subsequently recovered—most sailors still view these daylong lectures as a necessary evil. The seminars are typically held in ballrooms and feature a menu of different speakers. They're usually a recipe for narcolepsy.

But this past spring, there was another option. In early April, the U.S. Merchant Marine Academy in Kings Point, N.Y., hosted a hands-on safety-at-sea seminar where attendees participated in seven different classes: live manoverboard recovery, life raft techniques (righting and boarding), medical emergencies, damage control (jury rigging), personal safety gear, fires and extinguishers, and visual distress signals (flares).

"The hands-on activities had a lot more impact, it was a lot more engaging," says Duncan Birch of Brooklyn, N.Y., who will compete in his first Bermuda race this year. Birch has been to lecture seminars before, but gave the hands-on



Safety at Sea seminars hosted by the U.S. Merchant Marine Academy at Kings Point included demonstrations of safety exercises such as lighting flares and boarding life rafts.

seminar an A-plus. "Boarding a life raft, I'd never done it. But our instructor had been in a life raft before and knew what he was talking about."

Like life raft instructor Eric Knott, who'd once spent three days in one, all of the instructors were highly knowledgeable in their fields: boatbuilder Eric Goetz, Landfall Navigation's Henry Marx, Steve D'Antonio of Zimmerman Marine, and two captains of fire departments, to name a few.

"After people did the course we changed their minds to want to do it, not have to do it," says Ralf Steitz, the director of the academy's offshore program and one of many organizers of the seminar.

Hands-on safety-at-sea seminars have been practiced in Australia and England, but this one was borne from a program developed for junior sailors by the Storm Trysail Club. Since 1997, the STC has run a hands-on seminar for junior sailors in boats between 34 and 45 feet.

During the two one-day seminars there were 600 flares set off, 78 fire extinguishers emptied, 78 man-overboard drills, 21 hoists of a storm trysail, and 202 of the 220 participants righted and boarded a life raft (the others didn't for medical reasons). Seventy people volunteered more than 1,600 man hours.

"It was the best instructional seminar I've ever been to," says Anne Hannon, who will be sailing her third Bermuda Race. Hopefully it won't come in handy. But if it does, she'll be glad they were able to grab her attention.

-SEAN McNEILL



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By crossing an imaginary line off the southwestern tip of England, on May 18, Dee Caffari joined the ranks of Ellen MacArthur, Naomi James, and Tracy Edwards as the latest in a line of record-setting, globegirdling, young Englishwomen. Aboard the 72-foot sloop Aviva, Caffari became the first woman to complete a ratified, non-stop, westward circumnavigation. The 29,100-mile trip began Nov. 20, 2005, and took 178d:3h:5m:34s.

Caffari, 33, sailed to weather for almost three months in the Southern Ocean, enduring winds that never got below 35 knots, and often blew 70. "I had absolute confidence in the boat," she says. "If I had stopped, it would've taken forever to get home, so I just hung on for the ride."

This confidence was due, in part, to Caffari having already sailed the same boat—then named *Imagine It. Done.*—around the world in the Global Challenge.

Nonetheless, the transition from crewed to solo ocean racer wasn't easy. When Aviva committed to finance her solo attempt, she had eight weeks to convert the boat. "On a boat this size, many of the systems are custommade." Caffari says. "We had no time to get that done so we had to find winches, etc., on boats sitting idle or on new builds that didn't need them yet."

The Dominos Fall In VOR's Leg Seven

When Simon Fisher, the Navigator of *ABN AMRO Two* engaged the man overboard button on the boat's GPS, at 0210 GMT on Thursday, May 18, it time stamped the start of a calamitous chain of events that would ultimately change the outcome of the Volvo Ocean Race's transatlantic leg, and the race itself.

The man swept overboard one minute earlier, in 25 to 30 knots of wind and 16-foot seas, was Hans Horrevoets, the amicable 32-year-old Dutchman who joined the two-boat ABN campaign as a member of a crew-selection committee before being cast as a trimmer shortly before the race's start last November. According to an account later provided by his teammates, Horrevoets was on deck trimming the spinnaker at the time. He was due to go below to retrieve his harness when the boat's bow stuffed into a wave, the remnants of which swept across the deck, taking Horrevoets along and depositing him in the North Atlantic, some 1,300 miles from Land's End, England.

Skipper Sebastien Josse, who was on the helm, initiated man-overboard procedures as the boat sped away from Horrevoets at nearly windspeed. *ABN* slowly made its way back to the MOB position under power as race headquarters diverted others nearby to assist.

In an impressive display of seamanship, the crew retrieved Horrevoets 40 minutes later. He was unconscious, and attempts to revive him failed. The news cast a somber mood across the fleet, and reinforced the risks of ocean racing.

"It was a very sad day out here," wrote *Pirates of the Caribbean* skipper Paul Cayard. "Words cannot properly address the emotions that we all have, nor the magnitude of this tragedy... It is a harsh world out here when it gets rough and these boats start doing in excess of 30 knots."

While ABN dealt with its tragedy, others who had diverted courses and endured hours of upwind pounding, were paying the price. Reports of damage to hulls, rigs, and sails were streaming into race headquarters. Worse among them was the Spanish entry movistar, which while jibing to resume racing after being told to stand down, destroyed its mainsail. "When I looked up I nearly got a heart attack," wrote movistar skipper

miles off the coast of England. *ABN AMRO Two*, which had been shadowing them, was pulled into rescue duty.

"It was unfortunate that we had to pick up *movistar*," said *ABN's* Simon Fisher, "but actually it was good for the crew to see friendly faces."

Once the *movistar* crew was onboard, *ABN AMRO Two* headed for a rendezvous point off the coast of Falmouth where the crew was transferred to a RIB. Then, Horrevoets' body was later transferred to the Royal Netherlands Navy Frigate *van Galen*.



Hans Horrevoets, 32, who died during the Volvo Ocean Race's transatlantic leg, leaves behind a wife, Petra, and a daughter, Bobbi.

Bouwe Bekking. "The mainsail had split horizontally. A horizontal split is the worse thing that can happen."

Two days later, however, Bekking experienced something far worse. While sailing in 25 knots with a heavily reduced sail plan, he heard a loud crack. After examining the keel system, he could see that the keel-pin had shifted sideways and was moving up and down. Unable to stop the ingress of seawater despite a makeshift repair, Bekking eventually made the call to abandon his 70-footer 200

At a press conference held in Portsmouth on May 22, ABN's young crew provided a detailed account, and paid tribute to their crewmate. "He was first to grab a bucket to bilge the boat out, first one to strap a bucket over a leak," said Andrew Lewis, of Honolulu. "If he didn't have time he would go up on deck in his thermals and get soaking wet and laugh about it later. None of us will forget him. Hans is the reason I am here, he was the one who felt we were good enough to sail with."

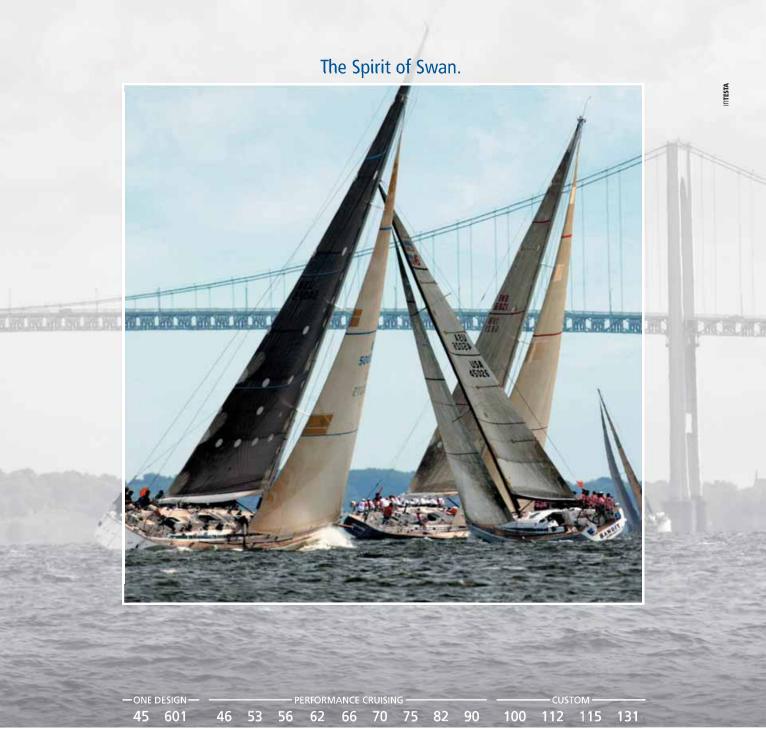
-DAVE REED



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In my travels I've visited many of these places, including, but not limited to Lake Dillon, Colo., White Bear Lake and Minnetonka Lake in Minnesota, Lake Carlyle, Ill.; Lake Travis, Texas, and Lake Murray, S.C. I've been to the Thunderbird Sailing Club in Norman, Okla., and Geist Reservoir in Indianapolis. Each has its unique character, but among them there's a common passion for getting the most from experiences on the water. Let's visit a few that caught me by surprise.

"We like to pretend we're racing here in the Land of Oz," laughs Dr. Andrew Craig, a founding member of the Ninnescah Sailing Association, based in Wichita, Kan. But this "crossroads of America" is one of the windiest parts of the country thanks to its flat topography. Cheney Lake, located in south central Kansas, lies within the North Fork of the Ninnescah River Valley.

"It can be very windy for days on end making sailing on our 10,000-acre lake a real challenge," says Craig. "In 1965 the Ninnescah River [a tributary of the Arkansas River] was dammed, and we suddenly had a reservoir to use. Fortyone people showed up for the first meeting to organize a sailing club. We're lucky not to have many powerboats here."

Enhancing Cheney Lake's prairie feel-

With its strong and steady prairie winds, Nebraska's Johnson Lake is an excellent venue for racing and recreational sailing. The Santana 23 fleet, shown here sailing a warm-up race for the 2005 Nationals, is a local one-design favorite. ing, is the absence of houses along the lakefront, which is important to keeping the water clean. Over the years, about 150 homes have been built in the area, but they're set back one quarter of a mile from the lake. Because of this, it's a pristine area in which to sail, with more than 5,000 acres of wildlife area and nearly 2,000 acres of state park. To keep things simple, the lake has two marinas and one yacht club.

"Our challenge is to get the weekend crowd to sail their boats," says Craig. "Too many spend their time in their slips."

In 1999 the NSA expanded its clubhouse to attract more people, and to encourage more of them onto the water more often they've been using a reverse starting sys-

tem for its PHRF fleet, so, as Craig says, "the bigger boats have to catch up to the small ones by the finish." The club seeks out major regattas to host, and in 2005 they held the district's J/24 championship. "In addition to hosting regattas, our biggest emphasis is on our youth program," says Craig. "We have Optimists and 420s." There's also an active Hobie 16 fleet, and Flying Scots are popular here as well.

In 1940, the U.S. Government created **Johnson Lake**, a water storage reservoir in South Central Nebraska, which covers about 2,500 acres. It's one of the most popular lakes in central Nebraska, and its oval shape stretches 3 miles long by 1 mile wide. Santana 23s and Mutineers are the area's most popular classes.

One of its top locals, Ernie French, a two-time Santana 23 national champ, settled in the area because of the lake's reliable winds. With a high concentration of powerboats, however, French says the lake was getting crowded so the Johnson Lake YC started an education program. "Sailors needed to understand what fishermen want, which is to be left alone," he



says. "We respect the fishermen and stay out of their way."

One highlight of the season is the region's Trans-Ran Race, on South Dakota's Lake Francis Case, which has 107 miles of navigable water. Using a reverse start-sequence, the race takes the fleet (which averages 15 to 22 boats) across the lake. "In the early years it was 62 miles of sailing, and we used to start at noon," says its founder and chairman John Gerber, a self-described old-timer who also owns a local sailboat shop. "There used to be night sailing, but some people wanted it shorter, so now it's 42 miles and starts at 9 a.m., which allows more socializing."

Johnson Lake YC, like many others around the country, has seen a decline in its numbers, a situation French says they must face. "We find that bigger boats require more crew, and this means fewer boats," he says. "We need to get more people on the water." Gerber, who says regattas would pull in 75-boat fleets back in the '70s, echoes French's concerns. "We're having trouble getting younger people into sailing—we've lost them to jet skis and other things. Part of the problem is we tend to teach sailing through racing,

and as it gets more competitive, inviting the neighborhood kid no longer cuts it."

Cowan Lake, located near Cincinnati, Ohio, is a man-made lake, which took four years to develop. It averages 35 feet in depth. Past US SAILING President Dave Rosekrans has spent his life racing Thistles with his family here. "All the land is public," he says. "Our docks are owned by the State of Ohio." In keeping to the area's rustic roots, many yacht club members camp in an adjacent park when they come to Cowan Lake. "When we host youth training sessions, all the kids camp out for several days," says Rosekrans.

"Sailing can be tricky on the lake," he adds. "There are patterns to the wind that are effected by the shoreline. At only 700 acres, Cowan Lake is small, but we have developed some good sailors," says Rosekrans. Most notable is Steve Bourdow, who won an Olympic silver medal in the Flying Dutchman in 1992.

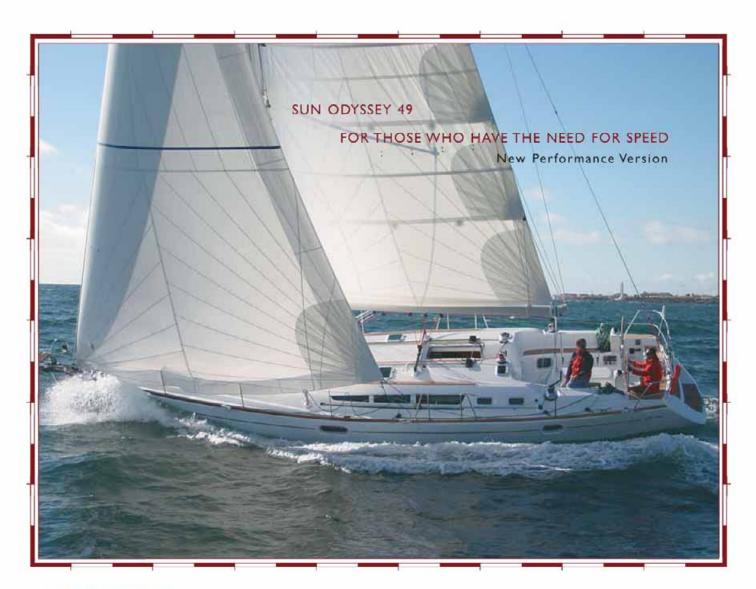
The Cowan Lake Sailing Association facilities include eight acres, which are owned by the membership. CLSA members maintain the grounds and buildings themselves, to keep membership fees low. There are seven sanctioned classes

on Cowan Lake, and it seems there must be a Scottish heritage because Highlanders, Flying Scots, and Thistles are the most popular. Ironically, Gordon "Sandy" Douglass designed all three.

Lake Hopatcong, nine miles in length and covered by 2,500 acres of freshwater, is New Jersey's largest lake. Unlike the others we've mentioned here, it formed naturally during the last ice age. "You can sail right up to the shoreline," says long-time Hopatcong sailor George Drawbaugh. "The lake has a steep bank, there is 64 miles of shoreline, and considerable public access." Drawbaugh describes the winds as irregular, and says "the high banks create geographic shifts, but there are always surprises."

There are two yacht clubs on the lake, The Garden State YC and Hopatcong YC. The Hopatcong YC, founded in 1905, is a vibrant private club that's run by its members, and as you'd expect there's plenty of dinghy racing to be found. The most popular boats seen racing here are Stars, E Scows, and Thistles, which use the venue for their district championships. The scene has recently been spiced up with a growing A Class catamaran fleet.





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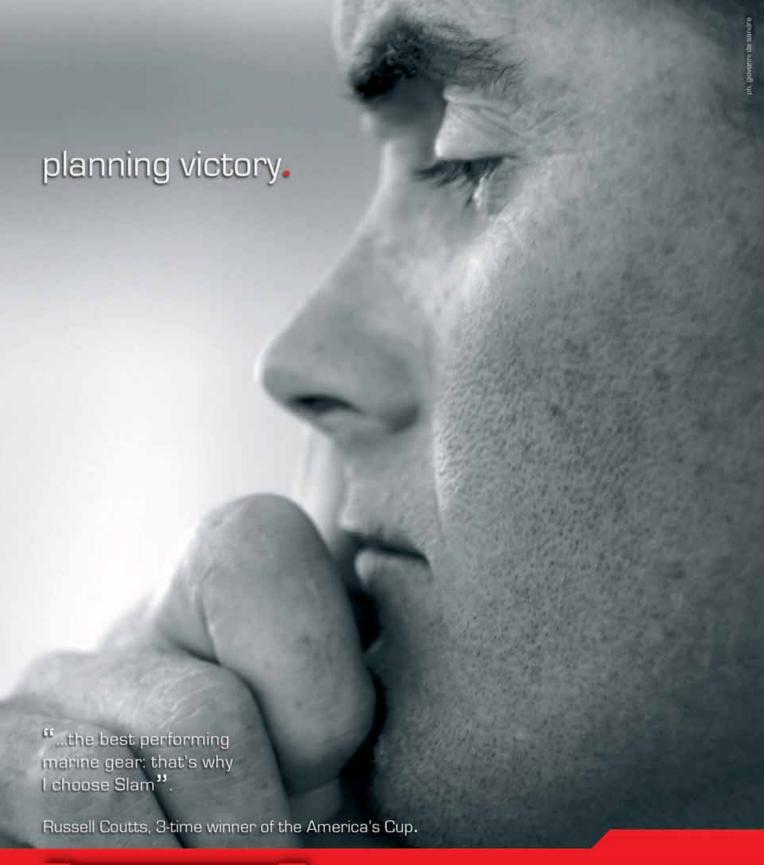
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INTERVIEW BY DAVE

For Burkhalter, It's A One-Shot Campaign

IN ORDER TO EARN ONE OF 72 ENTRY SLOTS FOR THE 2007 MINI Transat, the 4,500-mile solo transatlantic race from France to Brazil, by way of the Canary Islands, Clay Burkhalter, of Stonington, Conn., must follow an intricately intertwined regimen of mandatory ocean passages and qualifying races before the end of this year. Having built his 21-footer, and completed his qualifying sail, Burkhalter, 47, has taken his first steps down what is traditionally a multi-year path for Mini racers, but one misstep this summer, and he's on the sidelines in 2007.

What must you do to put yourself on the starting line for the 2007 race?

The race organizers have up to six wildcard slots [reserved to encourage foreign entries]. They're not first-come first-serve. When they open for entries in September for the 2007 race, you send in your plan of sailing, and they arbitrarily pick from the stack. They may only pick three or four. But, to take one of those wildcard slots, you can't be there [in Europe, racing Mini events and trying to qualify] the year before the race.

I'm going to try and qualify the normal way, which is by doing my qualifying sail early enough to get my name on the entry list like everyone else. What that means is that if I go over there this summer, and screw up or break my mast and don't finish enough events, I can't go into the fallback position and apply for a wildcard slot. It's one or the other.

This seems to be the more difficult way to get in; why not just go for the wildcard slot?

I'm 47, this is my best chance, and I

didn't want to have my entry be arbitrary. To qualify I have three races this spring: I have the Mini Fastnet [doublehanded], the Open Demi-Clé [a 900-mile doublehanded race off the coast of France], and a 2,600-mile solo race from Les Sables d'Olonne to the Azores and back. I'm holding a wildcard entry for that one, but first I had to do a 1,000-mile solo sail, which I've done, up to 500 miles in sanctioned Mini Class races, and one solo race. The only one left in the Atlantic this year is one starting May 26. They opened it up to 80 boats, and I'm No. 85 on the list. If I don't get in that race, I don't get in the Azores race, and then the chance of getting a spot for the Mini Transat in 2007 goes way down.

What happens if you don't qualify?

It's been a huge commitment thus far—bigger than I'd anticipated, so it would be a huge disappointment to not get into the 2007 event. I suppose now that the boat's built I could try for 2009.

To win something like this takes several attempts though.



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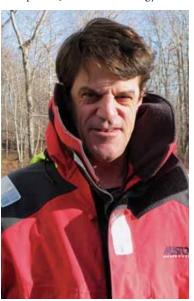
Yeah, unless you're Jonathan McKee [who in his first attempt, won the opening leg in the 2005 edition, and was leading the second before dismasting]. Most of the guys say that in order to be at the top you need to do the race a couple of times. Mine is essentially a one-shot deal.

Have you gotten much input from McKee?

I did talk to him when I first had the idea and we've discussed things like sails, water ballast, and swing keels. I've been wrapped up in the building side of things so I haven't discussed with him the mental and sleep aspects. I also have Brad van Liew [Around Alone winner], who is a second cousin, as a resource.

Where's the budget for this campaign coming from?

I put together most of the money for building the boat, which has gotten to be well over \$100,000. The rest has come in through private donations, and we've teamed up with a non-profit [Ocean Technology Foundation], which has helped



"Like any time you go to sea, the first three days are a bit of getting used to it, after that it all starts to blend together."

quite a bit. The entry fees, and all the little things like buying insurance and stuff add up. By the end of the summer we should be into it by a couple hundred thousand dollars. If I qualify and do OK this summer, we'll go hard after a corporate sponsor.

What was your first qualifying sail?

The qualifying sail went from Beaufort N.C., to the Bahamas, and then to Charleston [S.C.]. Before I'd done it, I'd spent only three hours in the boat.

Did the qualifier give you a chance to learn whether you really have the mindset of a solo sailor?

When I got out there and developed some confidence in the autopilot and my radar-detection system, it really didn't feel that much different than being on a crewed delivery, where a lot of times there are three people and two are off watch and sleeping. Like any time you go to sea, the first three days are a bit of getting used to it, and after that it all starts to blend together. It was 20- to 30-knot northerlies all the way down to the Bahamas, and big seas crossing the Gulf Stream—probably 18-foot seas crossing the western wall of the Stream. I got slammed around pretty well, and it was a good check of the integrity of the boat and its systems. After the Bahamas, I had good sailing with the chute up, close reaching in big breeze. At the end of the sail I didn't have any water below, which was a treat.

Do you feel you're self-sufficient enough to do this alone?

I have 95,000 offshore delivery miles so I'm used to stuff breaking, and making it work again. It's par for the course of going offshore.

Ed.'s note: To follow Burkhalter's progress this summer, visit www.teamacadia.org. For more on Mini Class racing, www.classemini.com



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tinely out-points and outperforms larger race boats with deeper keels. Her recent IRC class victories at 2005 Spi Ouest (France) and 2005 Block Island Race Week (USA) against well known IRC performers demonstrates that one need not a complicated boat to enjoy success on the race course.



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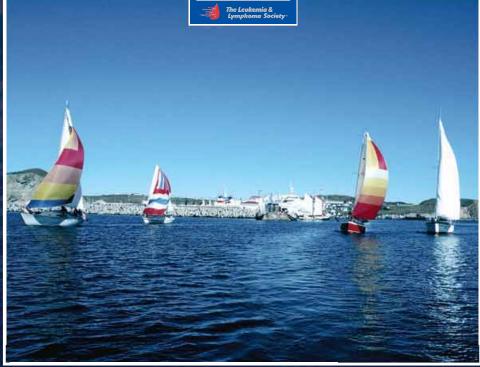
as comfortable in port as she is under sail. The varnished all-wood interior is offered in either a two or three cabin layout, with a large galley, sit-down nav station and central salon with full-length

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- - August 19 Sayville Yacht Club Blue Point, NY August 25-26 Chicago Yacht Club Chicago, IL
- September 3 Port Huron Yacht Club Port Huron, MI September 8-9 Washington Sailing Marina Alexandria, VA
- September 15-17 White Bear Boat Works White Bear Lake, MN September 16-18 Birmingham Sailing Club Birmingham, AL
- August 5-6 American Yacht Club Newburyport, MA
- August 18-19 The Herreshoff Marine Museum Bristol, RI August 18-20 Northeast Harbor Fleet Northeast Harbor, ME
- September 22-23 Gaillard Exposition Center Charleston, SC September 21-24 Savannah Yacht Club Savannah, GA



















AARON KURILOFF

Rebuilding From a Clean Slate in Mississippi

Months after the eye of Hurricane Katrina passed almost directly over the western half of Mississippi's Gulf coast, the bridge spanning the mouth of Bay St. Louis is still out. On the western shore, Highway 90 ends in a large warning sign. After that, the roadway drops into the water. Land passage between Bay-Waveland and Pass Christian yacht clubs, the heart of the coast's magnolia and Sazarac-scented summers since the region's first regatta in 1849, now requires a 45-minute car trek out to the interstate and around

the bay. By boat, the transit time is considerably shorter. But sailing?

"It's up and down," says Zack Fanberg, a Waveland member, New Orleans resident and winner of the past three U.S. SAILING Mallory Championships.

Along the beachfront stretch where both clubs once stood, sheltered from the roadfront strip malls by piney woods dotted with stately Plantation-style summer homes, little remains. Mississippi is debating rebuilding these towns with dramatic experiments in civic planning, but for now, residents are making do with whatever the storm left behind.

"In a way, it's fortunate that the water came in quick and deep," says Ted Dawson, Waveland's newly-elected commodore, who's tenure has consisted almost entirely of rebuilding work.

"We had minimal damage to our piers and wharves."

The pool, once cleaned, proved operable. And in the fall, workmen delivered two trailers and built a covered walkway between them. One contains a meeting room and storage. The other has locker rooms and a small bar.

"A must for any Gulf club," laughs Fanberg.

Pass Christian's 800 members also got a temporary facility in the fall, and both clubs expect to spend the next 18 months to two years planning and rebuilding their facilities. "Those are the fantastical numbers people pull out of the air down here right now," says Dawson. But there's plenty of local experience with disasters. The big storm of 1915 destroyed both clubs. And Camille destroyed PCYC again in 1969. Board members have consulted with clubs in Florida and north in Jackson, where members rebuilt after a fire several years ago.

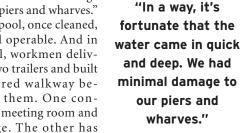
"As you know, it takes longer to get any-

thing done around the Pass, since Hurricane Katrina," wrote commodore Mimi Parker in an April letter to members. "It's the old 'hurry up and wait' story. We are at the mercy of subcontractors, as most of you are."

In the meantime, regattas have seen high turnouts. Waveland's Opening Regatta, with its review of boats, drew about 200 members the first Sunday in April. For a club where maybe a third of members lost their homes to Katrina, Dawson points out, that's an encouraging turnout.

Fanberg, who's renovating a first floor soaked in floodwaters in New Orleans' Mid-City neighborhood, and celebrating the reopening of a local grocery store, says racers are already gearing up for September's Lipton Championship, traditionally the most important interclub race on the Coast's summer season.

"People just need a distraction, you know?" he says. "It's nice to have a goal to look forward to. I think it will be a hell of a time."





Hurricane Katrina destroyed Bay Waveland YC's clubhouse, but the pool, many piers and wharves, and the members' spirit survived. A temporary structure (above) will serve as a clubhouse until a new one can be built.

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The Castle by the Solent

At my feet was a squat cylinder 15 inches in diameter, encased in worn canvas. It propped open a door in the clubhouse of the Royal Yacht Squadron. The club's archivist, Diana Harding, noticing my interest, informed me it was once a footstool belonging to King George V. She added that the king had such a special regard for the footstool that it was included in his portrait as Admiral of the club. Now it's a doorstop. Only a yacht club with such an intimacy with royalty and an abundance of history can get away with that. ¶ A few days earlier, I'd traveled

with great anticipation from my hometown of Cincinnati, Ohio, to London and taken a train to the south of England. By ferry, I crossed the Solent from Southampton to Cowes, a speck of a town on the northern tip of the Isle of Wight. It was a short walk to the western edge of town where the Royal Yacht Squadron's clubhouse, grandly known as "The Castle," commands a point overlooking the water.

Because I'm researching the history of the America's Cup, a visit to the Squadron

was a must: the club introduced international yacht racing in 1851 when it hosted the most celebrated yacht race in history: the schooner *America*, the lone foreign competitor, outran more than a dozen English boats in a race around the Isle of Wight to win what has become yachting's Holy Grail. The Squadron launched six challenges to win it back, nearly winning it in 1934. After the Second World War, when the Cup was in danger of extinction, the Squadron helped revive the event by challenging in

1958—ever since there has been no shortage of challengers.

The visit was also significant on a personal level. Growing up reading about yachting history and now an avid one-design racer on Cowan Lake in Wilmington, Ohio, I'd long wanted to experience firsthand the Solent and the Royal Yacht Squadron. After all, the latter is an ancient ancestor to all yacht clubs: it laid the foundation of many yachting customs and rules that govern sailboat racing today. And I always wondered what lay behind the windows of the oft-photographed exterior of the Castle.

As I approached the clubhouse, I thought, it's about time. It was a giant present waiting to be opened. The Castle's stone facade, slate gray in the shade and a brilliant tan in the autumn sunlight, was partially covered in ivy and veined with white pipes. At the base of the clubhouse stood a semi-circular battlement, an algae-stained vestige of the original castle built in 1539. Sitting on the ancient stonework was a pristine, glass-walled observation deck with a festive red and white striped roof.

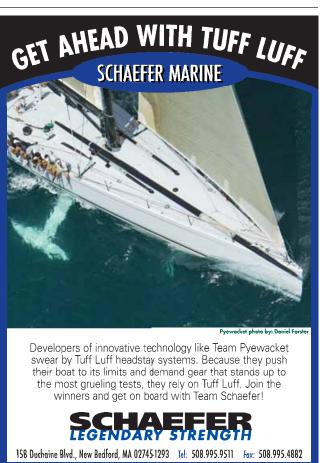
Beyond the black iron gate monogrammed in gold with RYS, a gravel path led to the double doors of the main entrance. The doors were locked and I couldn't find a doorbell. I discovered a side entrance, its door wide open, but I froze before stepping inside. A sign warned, "ENTRANCE FOR MEMBERS ONLY." With my feet planted on the gravel an inch from the black and white checkered floor, I shouted out, "Hello?" No one answered. Emboldened by an impending appointment, I eased inside.

I wandered down a dim hall lined with pastel sketches of the club's past com-

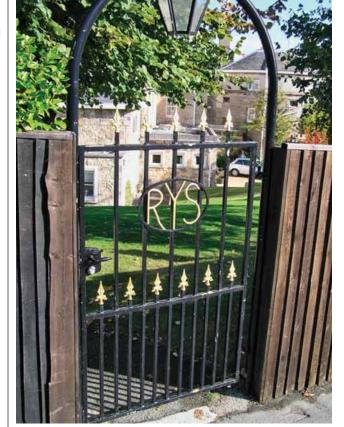
The Castle in Cowes has been the home of the Royal Yacht Squadron since 1858. The RYS is the only club in The United Kingdom permitted to fly the white ensign.







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The south entrance to the RYS grounds is slightly less formal than the one of the eastern side, but no less charming.

modores. I turned a corner and startled a short, stout woman with an apron. After I explained the reason for my intrusion, she said that Maldwin Drummond, my host for the visit, was expecting me. She led me to a bright and airy living room to wait for a few minutes. The room's expansive windows framed the Solent, the birthplace of international yacht racing. Looking across the strait, I pictured the *America* gliding to victory in 1851 to capture the silver trophy that now bears its name.

The Solent is quite narrow, a mile across in some places. I could see how the constricted space likely accelerated the development of yacht racing rules. The Squadron—which held its first official regatta in 1826—has popularized or invented many of the racing rules that govern the sport today. Of course, there's a good story behind the genesis of a number of the Squadron's contributions to the rulebook. During the early years of the club, its members would employ local workboats to serve as marks for races. On a particularly hot summer day, one of the Squadron's 125-foot cutters rounded a mark-boat so closely that the yacht's boom knocked off the mark-boat's awning, leaving its occupant to fry in the sun. After that incident, the club set forth: "Any vessel touching a mark shall lose the race."

Inside the Castle, it was more like a private home than a palace. There was no front desk to greet you, no boardroom; no effort was made to conceal the kitchen, and no trophy cases. The bar was a just a short counter in a drawing room. There was also evidence of practicality favored over aesthetics: for example, to prevent people from crashing through a clear glass partition, the glass was marked with several feet of duct tape.

After several minutes, the woman lead me to the library where Mr. Drummond awaited. Along the way, we walked past the Members Dining Room, which held several oil portraits of notable admirals and commodores of the club including the portrait of King George V and his pedestal. In the main lobby, silver models of *Britannia* and *America* adorned cubbyholes that were once windows. We climbed a red-carpeted spiral staircase to the library, where Drummond and Harding greeted me. The three of





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us sank into chairs alongside tilting tables with lamps on the verge of sliding off. Harding defended the combination of the room's fine appointments and the uneven floor as "shabby chic."

After we discussed my ongoing research for a history of the America's Cup, Drummond, a former commodore of the club and its honorary historian, described the Squadron's ethos and its history.

"The Club," Drummond declared, "would like to believe that it's for gentlemen interested in yachting. It was meant to be a collection of people like guests in a private house. They all knew each other. They knew how to behave to each other." The Squadron was founded in 1815 as The Yacht Club by 42 members of Britain's peerage and gentry. Within a decade of its founding, enhanced by royal patronage, the club became the leading arbiter of yachting; and because of it, other sailing clubs aspiring to be like The Yacht Club, or simply following convention, adopted its name.

"But because of the social mores of the day," Drummond reflected, "the club became introverted almost to the degree that it didn't matter what the outside world felt about what was going



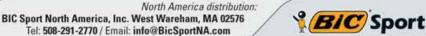
The front door to the Castle is flanked by a pair of cannon from the *Golden Fleece*, a former Squadron yacht.

on in the Squadron. The Squadron was the Squadron and that was enough. Yet, a lot of the advances in sailing that took place over the years between 1815 and the present day were achieved by members of the Squadron."

One of those members who advanced the science of sailing stared from an oil painting above the mantle: a wild-eyed man, with a devilish goatee, and a shock of gravity-defying black hair—the Earl of Belfast. Lord Belfast built and skippered *Waterwitch*, an exceptionally fast square-rigged yacht bristling with 20 cannon. Whenever *Waterwitch* wasn't trouncing other Squadron yachts, she loitered about the Solent stalking and out-sailing the Royal Navy's best. Eventually the Navy, tired of being embarrassed, bought Belfast's yacht and modeled a generation of brigs after her.

Lord Belfast "was bit of a difficult fellow," noted Drummond. During a King's Cup match in 1829, Belfast's 162-ton *Louisa* collided with archrival Joseph Weld's 127-ton yacht; both vessels became entangled. Belfast's crew used hatchets to cut his opponent's mainsail from her boom. *Louisa* finished first, but Weld protested. Even though Belfast was on starboard tack when the collision occurred, he was disqualified because his crew used hatchets, as





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CLOSE ENOUGH TO TASTE IT

hile mining the mountain of manuscripts I dug up useful gems for my project. A letter by T.O.M. Sopwith to RYS Commodore R. "Tiggy" Williams-Bulkeley reveals an unvarnished snapshot of his emotions after the 1934 match for the America's Cup. Sopwith, who sailed *Endeavour*, under the RYS burgee, nearly defeated Harold Vanderbilt's *Rainbow* in the closest contest for the Cup until the Australians won it in 1983.

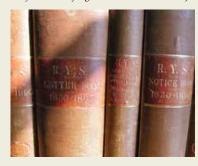
M. Y. Vita Newport R.I.

Sept 25

My Dear Commodore,

I fear this is a very hurried line written after the last race and in time for Nicholson to take back with him in Mauretania tomorrow.

I am sorry we have missed our chance. We have the better yacht but the odds have been a little too heavy. I well remember when you told me you would not trust these fellows a yard and I stood up for them. I regret to say you were quite right. Ralph Gore has been grand and kept our end up splendidly. He will tell you the details. Apart from meeting us with a yacht which is a travesty of the rules and sailing her in a way which can only be described as fouly—by expert members of her own "afterguard"—we were beaten by a run of bad luck and wonder-



ful organisation. I put them in this order as I think it is right. Without very bad luck we should have won our 4 races by now. Our amateur crew have come up to scratch marvelously. Never a grumble and hard work each and every day. We have only had one day off in 6 weeks, but however

well they have done it is impossible to expect them to compare on even terms with the Scandinavian crews here. Rainbow's men—or at any rate her key men have sailed together for 12-14 years. They are a wonderful machine and in my opinion far ahead of any British professional crew I have ever seen.

I cannot tell you how disappointed we feel. We should have been equally depressed if we had won. After Saturday's fiasco the stuffing was knocked out of it—whatever happened. V[anderbilt] and his syndicate could here be wrong. It has been a bitter disillusion. Junius Morgan has been terribly kind and I feel is with us but too weak to do anything. The public—ashore and afloat—have been wonderful and I still have hundreds of letters and telegrams waiting for answers. There seems to be something connected with Americas [sic] Cup which overrides any otherwise normal sporting outlook.

I am afraid this is a fearful ramble—written in a great hurry and Gore will explain far better.

Yours very sincerely, Thomas Sopwith

opposed to cutlasses, which were the legal implements to cut away rigging. Angrily vowing that he would "cut in two" any vessel that got in his way, Belfast proved to be a man of his word when he intentionally rammed a competitor in the following race.

For the next three days, I received royal treatment as I researched the America's Cup and the Squadron's history in the library: Harding delivered rare manuscripts from the archives stored in the Castle's cellar; while a servant delivered sandwiches on a silver platter from the kitchen.

The archive's club minute books were the basic building



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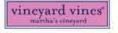














blocks of my research. The minutes dated May 9, 1851, resolved: "That a Cup of one hundred Sovereign value, be given to, be sailed for, to be open to Yachts belonging to the Clubs of all Nations subject to the R.Y.S. Sailing Regulations—course to be round the Isle of Wight...The R.Y.S. Cup of £100 on Friday, August 22nd..." Those simple words gave birth to what has become yachting's most prestigious regatta.

On the night of my visit to the Squadron, I attended an awards ceremony and dinner sponsored by the Jubilee Trust for the Windsor Cup Regatta. The event was held at the Pavilion, the Squadron's sleek new annex on the Castle's "Hallowed Lawn." Several oil paintings and a cluster of photos hung from its walls inside but the most conspicuous decoration was a model of a yacht paired with the steering wheel from the actual boat. The display didn't pay tribute to *Mari Cha IV* or *Britannia* or another accomplished Squadron yacht. Instead, it was a shrine to the club's most embarrassing loser—*Sceptre*, which lost horribly to *Columbia* in the 1958 America's Cup.

As I considered why give a dog such prominent display, Drummond's musings during our meeting at the library came



The annual Cowes Week regatta is by far the Squadron's biggest event of the summer, attracting many boats and spectators.

to mind, "There's always been this great British thing: the object isn't to win, but to take part," he said. "We made a habit of celebrating our defeats. We celebrated Dunkirk which was a major defeat during the War. We celebrated the 150th anniversary of the America's Cup, which we never won. It seems to be part of the spirit that the great thing is to be there and partake the best you could, and that was worth celebrating."

My visit to the Royal Yacht Squadron was first and foremost, a business trip; in that regard it was as successful as I'd expected. But what impressed me most about the club wasn't what I discovered inside the Castle, instead it was the club's ethos. Drummond and Harding spoke about it. The model of *Sceptre* and the duct tape revealed it. The Squadron is a practical club that continues to cherish the past as much as it embraces the present. But more importantly, they continue to remain a leader in yachting with their knack of bringing people together. The ever popular Cowes Week, which dates back to 1826, continues to expand. Several years ago, they hosted the America's Cup Jubilee, one of the greatest gatherings ever of international yachts and yachtsmen.

One can only imagine what would happen if they could ever bring the America's Cup back home.



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AND IT'S RIGHT ON YOUR DESKTOP









Almost Famous After skippering
ABN AMRO One to
a dominating
performance in the
Volvo Ocean Race,
Mike Sanderson has
taken his rightful
place alongside
sailing's biggest
names. But one
question remains:
How did the man
called "Moose"
fly under the radar
for so long?

Mike Sanderson cracks the bubbly after a winning leg of the Volvo Ocean Race, a recurring moment in this edition of the event. "I'll stay out there as long as it takes to get a better result," he says, "but once we're out front I'm ready for shore."

t the age of 34, Mike "Moose" Sanderson may well be the world's best allaround sailor. Stop and think about that one for a moment. Moose who? Best what? This is neither hype nor hyperbole. In fact, since breaking into the grand-prix scene in 1993 as a 21-year-old driver, trimmer, and sailmaker aboard the Whitbread Maxi New Zealand Endeavour, no one has accomplished more—across so many disciplines, at the sport's highest levels—than the affable, ultra-competitive Sanderson.

You want to discuss a sailing career? As they say on Sports-Center, let's go to the highlights.

We'll skip, for now, the national titles he won in skiffs and sportboats back home in New Zealand, and commence with round-the-world racing; as crew, he won in his first outing, in 1993-'94, then came back four years later aboard *Merit Cup*. At press time in May, in his first command as a Volvo skipper, he'd led his ABN AMRO One team to an insurmountable lead in the current edition of offshore sailing's grandest race.

Then there's the America's Cup. Sanderson's been in the thick of it many times: aboard *Tag Heuer* in 1995, as the mainsheet hand for Team New Zealand's invaluable back-up boat in its winning 2000







defense, and as the starting mainsheet trimmer for the 2003 Oracle BMW Racing campaign.

Back to the distance stuff: Sanderson was a key player onboard *Mari-Cha III* when it lowered the transatlantic monohull speed record in 1998. He played a much more prominent role in the development of the 140-foot schooner *Mari-Cha IV*, and was the boat's racing skipper in its string of record-setting performances, including another successful transatlantic assault in 2003, a dominating win in the 2004 Pacific Cup, and a victorious effort in the Rolex Transatlantic Challenge in 2005.

And just for the heck of it, in his first swing at singlehanded ocean racing, he finished third in the brutal 2004 Transat solo race across the Atlantic. If the daggerboard of his Open 60, *Pindar Alpha-Graphics*, hadn't broken, he probably would've won it.

Along the way, he's crewed aboard winning boats in the Cape Town-Rio Race, the Sydney Hobart, Kenwood Cup, and Admiral's Cup. In match racing, he's won the Congressional Cup, the Bermuda Gold Cup, and the 2002 Swedish Match Tour.

All of this in 13 short years of sailing. Sanderson has a brief take on it all, which speaks volumes of his character. "I guess you could say I've had a good little run," he admits.

Yes, he's humble, too.

Which begs the obvious question: Who the hell is this guy?

ike Sanderson was born and raised in the smallish New Zealand town of Whangarei, on the North Island. His father was an orthopedic surgeon, his mother a nurse. His two sisters also went into health care, but it was a career path that never much interested the family's lone son, who dropped out of private school to become a sailmaker with North Sails.

"My parents will tell people I was very young—about 6—when I began trying to work out how I could make a living racing yachts," he says.

He grew up in a sailing family, though

Sanderson's versatility is what makes him great. He was a key member of the development and sailing teams for the record-setting voyages of *Mari-Cha III* and *IV* (top), the mainsheet trimmer for Oracle BMW Racing in the last America's Cup (middle), and, in his first attempt at solo racing, almost won the 2004 Transat (bottom).

not a rabid one—his father's work was too demanding. But the five Sandersons thought nothing of taking off on a two-week cruise aboard their 25-footer, which they also raced at the club level.

Whangarei wasn't Auckland, but there were plenty of good, young sailors around, including future America's Cup stalwarts Robbie Naismith and Matthew Mason. "They were already legends," he says. By the age of five, Sanderson was sailing an Optimist, but he didn't take the traditional Kiwi step to the P-Class. Instead, he went directly to two-man skiffs.

"Those were my early days of enjoying the development side of the sport, where you're working on what's making the boat tick, and how to sail it faster," he says. "It started me down that road."

By his late teens, Sanderson had joined North and had also moved into a new sportboat class, the Elliott 5.9. After winning the 1991 Nationals, he attracted the attention of Whitbread veteran Murray Ross, who'd just raced around the world with Grant Dalton and was recruiting crewmen for Dalton's next campaign aboard *New Zealand Endeavour*. Over beers, Ross asked Sanderson if he might be interested. For a young Kiwi who'd been raised on the tales of Whitbread glory, this was an unreal offer. In fact, Sanderson didn't believe it. "I took it as bar talk," he says.

Two weeks later, Ross called: Why hadn't he contacted Dalton? "So I did," says Sanderson. "And I got aboard."

"I remember it quite clearly," says Dalton. "There were 14 on the boat and I'd probably selected 10 or 11 already. So there were 3 gaps. I remember that day, I'd done about six interviews and had six more to go, and Moose walked in. He stood out. A lot. He was the youngest but you could tell he was well educated, spoke well, was confident, and knew what he wanted. Even at that age. He would've been easy to reject, just by his C.V., because he was so young. You could just tell, there was something there."

Talk about an offshore apprenticeship. Many of *Endeavour*'s crew were grizzled veterans of Peter Blake's *Lion New Zealand* and *Steinlager 2* campaigns. Several had acquitted themselves well in New Zealand's first foray in the America's Cup, too, aboard the "plastic fantastic" KZ-7 in Fremantle, Australia. (The ability to excel inshore and offshore would become a trait of Sanderson's, as well.) "We had the likes of Dalts, Kevin Shoebridge, Glenn

Sowry, Mike Quilter, a full Kiwi line-up of the very best," says Sanderson.

"It was amazing. We did everything in that race that I'd been reading about in Whitbread books. We had extreme doldrums on the way down, the likes of which I haven't seen since. We got so far south the wind gear froze in the Southern Ocean and ice was hanging off the lifelines. Six months earlier I'd been launching my Elliott 5.9, and now I was steering a \$5-million sponsored boat, with the hopes of a nation behind us, and all the top guys, who used to be my heroes, trimming the chute." To top it all off, *Endeavour* won its maxi class.

Next up was *Tag Heuer*, with skipper Chris Dickson, in the 1995 America's Cup off San Diego. While the racing was would be a few more years before Sanderson sailed another round-the-world race, and then he'd be running his own show. And when Sanderson hears people compare it to a Dalton program, he takes it as a high compliment.

everal important things happened before Sanderson took command of the two-boat ABN AMRO campaign. In hindsight, they played substantial roles in his recent Volvo success.

First, he became highly involved in the *Mari-Cha III* and *IV* campaigns. His involvement, at first, was pure serendipity: Someone called the North loft in Auckland to inquire about sails for a 45-foot ketch. Because Sanderson had experience



The good guy always gets the girl: Sanderson's entire Volvo crew stood up for him at his marriage to British singlehanded sailor Emma Richards last May.

intense and interesting, Sanderson also received a close-up view of what it's like to wage a campaign with limited resources, another valuable lesson. More were learned in his next event, a winning effort in a race around New Zealand's North Island, which he sailed with his good mate, Brad Jackson, in a 50-foot, Greg Elliott-designed, wing-masted schooner. That experience would prove invaluable on a future project called *Mari-Cha IV*.

In 1997, Sanderson reunited with Dalton for the next Whitbread, this time in the two-boat Merit Cup Volvo 60 campaign. They ultimately finished second, behind Paul Cayard's *EF Language*. It

with the ketch-rigged *New Zealand Endeavour*, he drew the straw. Turns out, it was a 45-meter ketch. Welcome to the world of *Mari-Cha*. Sanderson arranged to help with wind-tunnel testing and sail development on *M-C III*, and was elevated to the design team for *M-C IV*. He brought Greg Elliott onboard and, together, they helped advance the concept of a towering split rig. Then he put his ideas into practice, with multiple crossings of the Atlantic and Pacific. It was an invaluable exercise in converting theory into reality.

Next, he trimmed main for Oracle BMW Racing for two years: "You're very much the throttle man, plus part of the performance team working on the design



No job is too big or too small for the skipper of ABN AMRO One, from commanding the helm, sweating over the handles with mate Brad Jackson (right), or to sponging every last bit of moisture from below.

of the new boat while trying to speed up the old boats." With each step, Sanderson—who was already a wonderful seatof-the-pants sailor—was adding new tricks to his development repertoire.

Finally, having recently begun dating British solo-sailing star Emma Richards, who'd finished fourth in the 2002-'03 Around Alone race, he delved into the world of Open 60s. For a while, the pair sought sponsorship for their own Volvo entry. Sanderson saw the Open 60 as a logical training platform. "Once the Volvo 70s were announced I sort of realized that the Open 60 was the closest thing out there at the moment to a Volvo 70," he says.

Sanderson and Richards acquired a well-used Open 60 and put it back together. By the time the 2004 Transat rolled around, Richards had announced her retirement from solo racing. "We had the boat," says Sanderson. "It would've been crazy if I hadn't given it a shot." So he did, thriving in his first solo ocean race, and earning a third-place finish in a demolition derby where two Open 60s were dismasted



and a third lost its keel. "I found it very satisfying," he says. "The mere fact that you had to deal with every problem yourself was good."

He also came away with important knowledge he would use in the very near future. Sanderson once believed that solo racers weren't playing with a full deck, but now he understood that there were skilled racers in its ranks, and that Open 60 features, such as twin-rudders, spinnaker snuffers, and hank-on sails, might be very useful on a Volvo 70—very useful, indeed.

hen Roy Heiner walked down the docks in Plymouth, England, just before Sanderson's Transat effort, he was a man on a mission. He was heading up a Volvo program for the Dutch bank ABN AMRO, and he needed a skipper. The forces in his universe were about to become aligned.

Sanderson and Heiner knew one another from the BMW Oracle campaign, where Heiner served as a coach, and skipper of the No. 2 boat. Before shoving off

on the Transat, Sanderson was waiting to hear from one more potential Volvo sponsor. By the time he reached the finish line in Boston, he knew that road was a dead-end.

Days later, he and Heiner were face-toface with the ABN's managing director in Amsterdam, and a few days after that, Sanderson had a new job. my previous two [Whitbread] laps had been with Farr, and every race since the 1970s had been won on Farr boats. But as soon as I got there and saw the path the design team was going down, and after I spent some time with Juan, I was instantly comfortable."

His first priority was to assemble the crew he'd take into battle. "The key thing



After fulfilling a long-time dream and skippering his own command to overall victory in the Volvo, Sanderson (right) plans to build an Open 60 and compete in the solo and short-handed arena.

Heiner, too, was a Volvo veteran, most recently as skipper of *Assa Abloy* in the 2001-02 race, when he was fired after the first leg. In accepting the ABN role, Sanderson saw Heiner's experience as a huge benefit.

"It's terrible to say, but one of the best things for me is that Roy had a tough time," he says. "Because right from the start, he vowed and declared that this campaign would not be run from ashore, that it would be sailor-driven. The sailors would be led by the skipper and that'd be the end of it."

That said, Sanderson inherited decisions that had been made, for timing's sake, before he'd signed on. The first regarded the design team, led by Juan Kouyoumdjian, a young yacht designer considered by many to be a bit of a maverick. "I'll be honest, I had to commit before I was comfortable with that," he says. "I'd just worked for three years with [Bruce] Farr [on Oracle],

is to get the best people around you that your budget can buy," he said. His first call was to Brad Jackson, with whom he'd circled the globe twice, and who was also slated to serve as the best man at his wedding to Emma Richards, at the May stopover in Portsmouth, England, following Leg 7. "He was a no-brainer," says Sanderson. "So the day after I got the job there were two of us. And we worked on getting a third, then we all set our sights on the fourth, and so on."

Once the team was assembled, they could concentrate on making sure he got the right boat for the job. Though Sanderson had a bit of input on the first ABN boat—*ABN AMRO Two*, known in-house as the "white boat" and campaigned by a select team of twenty-somethings—he said it was really "Juan's best shot at it with the time he was given."

The second, a black boat affectionately called "Black Betty," was a different animal altogether. "When we had all the people in place we could start working with Juan on what was going to be our baby," says Sanderson. "We were with that boat from Day One." And what a

boat it's proven to be, a powerful reaching machine perfectly matched to the conditions they've encountered around the world. It's not at all a stretch to say Sanderson had spent his entire young life preparing for this opportunity, and that everything he learned from the skiffs to *Mari-Cha IV*, was manifested in *ABN AMRO One*. When his moment came, he seized it.

Did Sanderson know from the outset, that he and his team had hit a home run?

"He said in the beginning that it was such a different boat than the others that they'd either be at the top of the board or the bottom of the board," says Richards.

Now, of course, we know how that turned out.

o, who then, exactly, is Moose Sanderson? ABN navigator Stan Honey, who's literally been at Sanderson's side throughout the Volvo race, probably has a better take than most: "He's a superb seaman, a fabulous sailor and sailmaker. He really knows how to tune and configure boats. But he's softspoken, and tends to sail with similar sorts of guys, which makes it a real pleasant and professional experience to sail with him. He doesn't have a degree in hydrodynamics or naval architecture but he's worked with guys who do and he knows all the principles. He's got the sort of confidence that if people can't explain it to him it probably doesn't make sense."

One asks Sanderson a similar question—why aren't you better known? Not surprisingly, he deftly steps around it. "I guess I just haven't been on the front line, in the limelight, as much as others so people are often quite surprised to know I've done as much sailing as I have," he says.

So let's recap. Moose Sanderson is at the top of his game, doing exactly what he loves to do. Following the Volvo, he'll return to the Open 60 game with a brand new boat, and with who knows how many offers to come. He's young, fit, and married to a beautiful woman who also happens to be a world-class sailor. So maybe we should just give Richards a chance to chime in. Is Sanderson the luckiest guy in the world, or what?

"Well, if you just say that, it assumes he's just been lucky," she says. "You'd just need to mention in there that the harder you work, the luckier you get."

Antigua ANTIDOTE



hen the PRO of the 32nd America's Cup writes in the Notice of Race, "Wednesday's racing is scheduled to be conducted . . . with the emphasis being on fun and frolic . . . " you know you're not in Valencia anymore. Nor in Chicago, St. Petersburg, or San Diego for that matter. When you meet Peter Reggio (a.k.a. "Luigi") at the skippers meeting, and he's barefoot and calling for a day of relay racing in 12-foot dinghies, it's time for an attitude adjustment.

The top dogs from each of the nine 2005 Lands' End NOOD regattas came to Sunsail's Club Colonna on Antigua last winter for the first Caribbean NOOD Rendezvous. Having earned their stripes in a variety of

keelboat classes, they now faced unfamiliar equipment and easterly trades that were blowing the sand off the beach. Luigi responded to the 30-knot winds by pulling nine injection-molded Topper Topaz dinghies from the club's armory of boats, and setting a reaching course 150 yards out of the harbor and back. Teams of three sailed their boat in succession, beginning with an exciting LeMans start. Easy as it sounds, tacking around the offshore mark was a hit-or-miss event, and boat exchanges were entertaining, especially for the spectators.

Afterwards, a few sailors were willing to go on the record about their inversions:

"I took a couple of detours," said Bob Broderick, J/105 crew on Damian Emery's Larchmont team. "Once the boat turtled, it wasn't easy reaching the daggerboard."



Breeze gusting over 30? Time for the first-ever NOOD relay race in doublereefed Topaz dinghies at Sunsail's Club Colonna on Antigua (left). Teams at the Caribbean NOOD represented the nine NOOD regatta sites.



In 25 knots, aboard Sport 16s (above), **Detroit's David** Holme leads over teams from San Diego and Texas. Holme's Thistle background helped against such keelboat teams as Ben Miller's (orange shirts), which won at the Texas NOOD in a Star.

Off the line these NOOD racers seem to know how to make their Hobie 15s go (left), but that didn't seem to stop the subsequent pitchpoling.



Peter Reggio, event PRO (right), meets with the skippers and stays focused on the "sailors' fun meter." How about Team St. Pete's graceful boat exchange in the Topaz relay?





"The shark at the mark was huge," complained David Wolanski, of David Holme's Detroit winner, a Cal 25. "He knocked my bow over, and then I capsized."

Technique, as always, was important: One skipper had his board up a little too far on the broad reach and was swept up on the breakwater in front of the resort's lunch crowd. Another team gave its boat such a big push off the beach that the skipper toppled overboard, and the Topaz gradually sailed out of the harbor with him swimming in its wake. Richard Reid, Beneteau 36.7 champ from Toronto noted, "The 'dogs off the chains' breeze left many an ego shredded to bits, but hey it's just a race."

With the wind down to 25 knots the next day, Luigi rolled out the Sport 16s, a British design that three could sail. These were sailed without their asymmetrics, so this was collegiate-style racing. The following day, with the wind a mere 20 knots (and the Sport 16s nursing a few wounds) it was the Hobie 15s, a European-built, boardless fiberglass catamaran that sails quite well and punishes the inattentive with an occasional pitchpole. For the wrapup, in 10 to 15 knots, the Sport 16s were sailed with spinnakers.

Each day of racing occupied only a couple of hours, so

sailors could sleep late, go for a bike ride, windsurf, read a book, go into St. John's, and gain as much weight as they wanted at the buffet. Emery's Larchmont team joined the Club's waterfront staff at local watering holes in St. John's, and made the mandatory 2 a.m. stop at the local bakery for fresh bread.

Meantime, the Toronto team staged an epic evening of Texas hold 'em. This poker game had a lot of sugar on the table, and it turned out there was a professional in the group. Or maybe he was the only sober one. In any case, Luigi went home with his pockets stuffed with most of Club Colonna's sugar packets.

Although he didn't play poker, it was Detroit's Holme who hit the jackpot: his seven-year-old son Jack had such a good time that he asked if he could trade next year's trip to Disney World for a return trip to Club Colonna.

When it was all said and done, the Melges 24 sailors who'd triumphed in St. Pete stole the show. Chicago, Marblehead, and Detroit winners followed, respectively, and then came Toronto, San Diego, Texas, and Larchmont—all of whom stepped off the island determined to work on their dinghy techniques.







TECHNOLOGY BY GREGORY O. JONES

Faster Furlers: Technology Goes Continuous

HEADSAIL HANKS ARE PROVEN TECHNOLOGY, ironically finding favor once again on a few of the Volvo 70s. But there's another way of attaching and flying headsails, and for simplifying things on the foredeck. We're talking continuous-line roller furlers, hardware once exclusive to singlehanded and crewed ocean racers, America's Cup boats, and large multihulls. In textbook trickle-down fashion, these simple (in concept) furling systems have found widespread applications on smaller boats with usage on loose-

luff reaching sails like Code Zeros and staysails, asymmetric spinnakers, and more recently, upwind sails as well.

While the ultimate convenience of any roller-furling headsail is a given, for racing sailors there are a number of disadvantages with traditional drum-andfoil furlers—line snags in the drum, extra weight at the bow (contributing to pitching), and a less-than-perfect headsail shape as a result of the tack being attached at the top of the drum.

KARVER CONTINUOUS-LINE furlers on the Open 60 *Bonduelle* show the versatility of this new furling technology.

But today's continuous-line furlers are lightweight, most require no luff foil, the low-profile "drums" (spools) can be mounted closer to the deck for a better sail shape, and with furling units permanently attached, certain sails can be quickly deployed or stricken when the weather surprises.

From a need came a solution

A traditional drum-furling system, with a single furling line running aft from the drum, rolls the sail around the luff foil (or tube, depending on the make). This system works well for upwind headsails, especially for reefing, but when offshore racers in the Open 60 class began experimenting with drum furlers for their offwind headsails (winding them directly around the sail's luff wire), they found that the required length of furling line varied. When there was more wind, it would take more turns of the furling drum to roll the sail properly. From this handicap, the continuous-line furler was developed. The



HARKEN CURRENTLY OFFERS a Code Zero continuous-line furler for reaching sails; the smallest unit is designed for boats in the 20- to 30 foot range.

concept is simple: a continuous line is led forward, around a large-diameter spool, and back to the cockpit.

It's not perfect. The furling line on the spool must have sufficient grip to roll the sail. Another disadvantage is having two furling lines running aft (rather than one as with drum furlers). But once the sail is furled, the halyard can be released, the sail dropped to the deck, disconnected from the furler's spool, and then stowed as one long "sausage." Think of the time saved not flaking between sail changes. There's also the consideration of getting the right amount of tension when the sail is flying, and for this, there's typically a 2-to-1 purchase somewhere in the system, either aloft at the halyard swivel, or at the base of the furler.

Several manufacturers currently offer continuous-line furlers—Equiplite, Facnor, Harken, Karver, Precourt, and Profurl.

The majority of them offer units designed to work with free-luff sails, such as staysails and Code Zero-type sails. At press time, Facnor was the only manufacturer offering a continuous-line furler designed specifically for upwind headsails. These models make up the Facnor RC line. The system uses an aluminum extrusion as the luff foil. The foil itself rotates around the headstay as the sail is rolled. John Killeen, sales manager for Facnor USA (Charleston Spar), which imports the Facnor units from France, says continuous-line furlers like these are likely the future. "I wouldn't say the days of the drum furler are numbered," says Killeen.

"There are guys who have always had a drum furler and it has always worked."

Whether one uses a

continuous-line furler with a luff foil like the RC, or with a free flying sail, the advantage, says Killeen, is that the larger diameter of the spool gives greater leverage than a drum furler. He does, however, offer one caveat: "The trick, if you can call it that, for a continuous-line furler is that the drum is designed to use a specific, constant-diameter [furling] line. The furling line is made using a splice that maintains the line's diameter and strength. People are now

Facnor's continuous-line furler for Code

working on a better splice."

FACNOR HAS TWO models of continuous-line furlers; the RC (above) and the SDG. The RC furlers work in tandem with a luff foil (permitting upwind headsails and reefing). The SDG units (not shown) are meant for free-flying sails.

Zero and gennaker applications is the Facnor SDG model—which is used on a wide range of boats, from 21-foot Mini Transat designs to a Baltic 147. On the larger SDG units, the furling line's entry and exit points feature funnel-shaped openings that provide a fair lead into and out of the line driver. The intricate machining of the aluminum spool, says Killeen, contributes to the high cost of these units, but the engineering of the machining influences how the spool grips the furling line when the system is put under load.



PROFURL'S LARGER NEC continuous-line furling units are designed for boats in the 50-foot range. The smallest NEC model works with light headsails up to 350 sq.ft. in area.



EQUIPLITE UNITS ARE used for free-luff sails on boats 30 to 100 feet. All furlers, including the 10 FS (above, for 60 footers and larger) use soft loops, at the drum and swivels, which contributes to its light weight (the 10 FS weighs 3 lbs.)

The SDG range goes from its smallest furler, the SDG 1000 PC (engineered for 20 to 35-footers, and a maximum sail area of 430 sq. ft.) to the SDG 8000 PC (60footers on up; max. sail area 3,444 sq. ft.). Everything else above the 8000 is a custom unit. www.facnor.com

Last year, Euro Marine Trading, based in Newport, R.I., began carrying the French-built Karver line of continuousline furlers, lightweight marvels of

engineering that, according to EMT's Katie Ambach, can be used for small jibs to asymmetric spinnakers. Karver makes furlers with working loads ranging from 1,650 pounds (their model KF0.75, which is used on smaller sportboats and multihulls for jib and spinnaker applications), to its KF12, which has a working load of 26,000 pounds). The KF0.75 weighs slightly more than 10 ounces, and the 12T weighs in at nearly 8 pounds. Karver's KF1 units are widely used on TP 52 staysails, and the KF5 for TP 52 Code Zeros.

Karver furlers have been the popular choice among elite racers in Europe for several years, and several engineering details demonstrate how refined these units are. For example, the design allows the furling line to be quickly fed onto the spool (rather than taking the unit apart). A protective rubber ring around the spool protects it from being damaged or bent, which would prevent it from rotating properly. These furlers tend to remain attached to the sail when it's dragged belowdecks, so the ring also protects a boat's deck and interior finish.

ProFurl, another French manufacturer, offers two types of continuous-line furlers. One is its NEC model, which has titanium components, and an optional, integral 2-to-1 swivel fitting at the head, and the other is its NEC ST, which they describe as a "Stayfurler." With the NEC ST, the existing rod or cable stay is replaced by a Kevlar line, which makes the furling system itself a structural part of the rigging. This is in contrast to most other systems in which the furling system is not structural, fitting over the stay. ProFurl claims the benefits include weight savings and a longer luff length. The Stayfurler system is available with either drum (with a single line) or continuous-line furling.

ProFurl's continuous-line luff furlers will fit a wide range of boats, from 27 feet to 70 feet for heavy sails, and 30 to 120 feet for light sails, www.profurl.com

Harken has one continuous-line furler, its Code Zero Furler, which is designed only for free-flying, reaching sails. The Unit 00, which weighs less than a pound,

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tech' means just that. We use heatis designed for boats in the 20to 30-foot range, and at the upper end is their Unit 4, which has a 14-inch diameter spool, for the 85- to 125-footer. The Code Zero furler has a spring-loaded button that allows you to quickly disconnect it, and it has arms that open to allow easy threading of the furling line.

The line driver on this unit is machined with eight "facets," which provide the line grip. And, because luff tension is critical with lufffurling sails, a 2-to-1 adapter

is available. According to Harken, the adapter is best rigged at the head to prevent halyard twisting, and to allow the tack to be as close as possible to the deck. www.harken.com

Equiplite, which is perhaps better known for its widely used soft loop shackles, introduced its own Code Zero furler three years ago. Equiplite makes stock sizes ranging from sizes from 1.5-to 16-ton safe working load. The furlers can be used on any sail from Code Zero



PRECOURT FURLERS ARE gaining use among the 30 to 40-foot trimaran racing set, and new units are in the works.

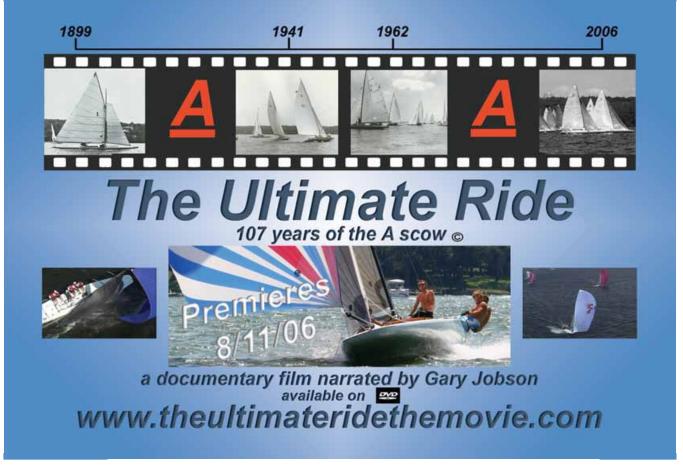
to staysails or spinnakers, especially asymmetric.

Using the same loop shackle technology for attaching the furler, says Equiplite's Don Churchod, makes them, "70-percent lighter than traditional furlers." The furling line is secured to the aluminum and composite spool with a Velcro-secured loop

over the composite framework. The loop doesn't contact the furling line, which exits the spool cage through two small sheaves, which are integral to the frame. As a testament to the durability of these units, both ABN AMRO boats in the Volvo have used them throughout the race. www.equiplite.com, www.hallspars.com

New to the continuous-line furler scene is **Precourt**, a Canadian operation, which has been working a series of prototypes installed on Farrier trimarans. Their 4T furler

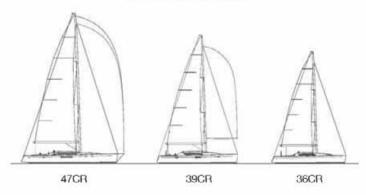
(four tons, named for the unit's breaking strength; safe working load is half that) went into production in mid-June, but at press time there were no firm distribution contracts for the U.S. market. Erik Precourt, the company's eponymous owner, said his company is, "working to make the furler very lightweight, all of titanium and carbon fiber." In addition to the 4T model, Precourt said he is prototype testing and developing a 2.5- and a 1-ton furler. www.precourt.ca



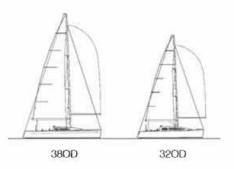


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X-35 OD Launches A New Generation



WORSHIPPERS OF PERFORMANCE BOATS HAVE always held Danish builder X-Yachts in high regard for its boats' winning ways and high quality. Continuing the overhaul of its model palette, the Danes are launching two new one-designs, the X-41, scheduled to debut in 2007, and the X-35, which hit the water late in 2005 to replace the successful X-99, which enjoyed a 17-year production run from 1985 to 2002.

Billed as sporty and simple, the X-35 vies for attention from owners who are interested in upgrading (e.g. from a Mumm 30), crossing over (perhaps from a J/105), or downsizing (likely from a Farr 40). Its one-design future already has begun in Europe, where national class associations exist in six countries. Although X-Yachts also pitches the boat for the "active family during weekend or holiday cruising," it is patently clear that a smoking barbecue on an X-35's stern rail and an inflatable bouncing along in its wake will be a rare sight.

Construction methods are fairly traditional, balancing stiffness, weight, and affordability. For the hull, X-Yachts uses biaxial E-glass over Divinycell foam core, and vinylester resin in the outer skin. Structural bulkheads are marine plywood and liners are used in the cabin top and for furniture support. X-Yachts' customary galvanized-steel grid laminated into the bottom of the hull takes up rig loads and serves as internal keel support. It also adds stiffness, which is welcome for upwind performance.

The X-35's interior is plain and functional, with white surfaces contrasted by mahogany trim. Surprisingly commodious for a 35-footer, the cabin has 6'4" headroom and sleeps eight in the doubles aft, on the two settees in the saloon and in the V-berth forward. The settees also make decent sea berths that can be widened by folding up the backrests. Four opening ports, two skylights, and a foredeck hatch provide light and ventilation. If working space is needed, the salon table, with two foldout leaves, can be quickly removed by lifting it from its anchor rail. The galley, to port of the companionway, has a twoburner propane stove, small stainless-steel sink and assorted drawers.

Opposite is the nav station, which has a simple fold-down seat at the foot of the

With an open transom, crew-friendly cockpit, and powerful sail plan, X-Yachts' newest model, the X-35 OD, is ready for IRC and one-design racing.

	X-35 OD
LOA	34'10"
Beam	10'9"
Draft	7'1"
DSPL	9,780 lbs.
SA (u/d)	797sq. ft. /1,570 sq. ft.
Design	X-Yachts /
Price	\$220,000
IRC rating	1.057
www.xyach	tsusa.com,
www.x-35.c	com

steps. The top-loaded cooler has a home there too, which might not be practical for the cook, but welcome by the navigator, because it adds to his counter space.

The DC switchboard controls above and the AC panel below are clearly marked and positioned for easy reach. A 120-amp gel cell house and the 55-amp spiral cell starter battery live forward under the starboard settee. The enclosed fiberglass head/shower compartment with a manual Jabsco head forward of the saloon deserves the label "compact." The boat is equipped with

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There's plenty of room below for a sail inventory when racing (top). Halyards and sail controls lead aft to the X-35's cabin top (left). The hot-galvanized steel frame inside the hull absorbs the loads from the keel and rig (right).

pressure water, and a hot-water system with heat exchanger is optional. Fuel and water tanks are installed under the settees and have a capacity of 13 and 26 gallons, respectively. Engine power comes from a 20-hp Yanmar diesel with saildrive and a two-blade folding propeller. Cruising speed under power is approximately 6 knots, sound insulation is effective throughout the interior, and there's 360-degree access for maintenance work.

A survey of the deck and the cockpit layout leaves no doubt the X-35 wants to be ridden hard. The anodized aluminum double-spreader mast and boom are supplied by Nordic Masts; standing rigging is discontinuous rod. There are no runners, but there is an ultra-effective mechanical backstay with X-Yacht's proprietary Power Wheel under the cockpit floor, which makes tweaking mast bend a cinch. Traveler controls and mainsheet

winches (manual Harken B40.2 STA) put all the essential mainsail controls in the hand of the main trimmer whose station is just forward of the partially recessed 5-foot diameter steering wheel. On the test boat, the wheel's hub was a bit loose, an out-of the-box issue that's easily resolved. The emergency steering tiller fits on top of the tapered aluminum rudderstock, which is accessible along with the shore-power connector and the steering quadrant, through two hatches in the cockpit floor behind the wheel. The primaries are two manual Harken B48.2 A winches without self-tailers, but there are cam cleats on the cockpit coaming, which favor quick releases. All control lines and halyards are led aft on the cabin top to a pair of manual Harken B40.2 STQs, a battery of swivel cleats, and Spinlock rope clutches.

The mainsheet is rigged grand-prix

style, and leads aft under deck to keep things neat. Curiously though, the jib and mainsheets can cross and chafe if the jib car is set all the way aft. The jib-sheet inhaulers, which were not rigged on the test boat, also live "underground" on the cabin top and emerge next to the companionway with cam cleats hidden at the end of the duct.

We sailed the boat in a puffy San Francisco Bay breeze that ran into a 3-knot ebb for good measure. The test boat was equipped with a brand-new racing wardrobe that consisted of a North 3DL Kevlar main and a 107-percent 3DL carbon jib. It should have been just the right sail area for the prevailing conditions; alas the test crew was more than a few pounds short of the maximum crew weight of 1,320 pounds, as specified by the X-35 one-design rules. Quite logically, more weight on the rail translates into better performance and easier handling, especially in breezy conditions.

The 7-foot-1-inch keel, with approximately 3,750 pounds of ballast, makes the boat go to weather nicely, but inattentive, slow-witted driving is immediately felt. In puffs, the X-35 wants to be feathered, lest the angle of heel becomes unhealthy and is followed by a slowdown as the boat puts its nose into the wind. The standard symmetric chute was not available for the test sail, but on a jib reach the GPS reported 9 knots, which was already a discount number, courtesy of the swift ebbcurrent west of Alcatraz.

The tested boat was the first hull sold in the United States to Doug Taylor, from Hawaii, who has previously raced a Mumm 36 and a Farr 40. "I immediately liked the boat's simplicity, layout, and compact size and the fact that she's built for breeze," he says, describing his reasons for choosing the X-35.

Michael Frank, president of X-Yachts USA, expects "to get things rolling with a few boats in the Northeast, Chesapeake, and San Francisco for spring 2007," and hopes to have the next X-35 in Annapolis for the U.S. Sailboat Show in October.

The X-35 has seen early success in handicap racing in Europe, winning the 26-boat IRC 2 class in the Warsash Spring Series in England, with a 1.057 IRC rating, but with 36 boats sold at press time, the bulk of racing in Europe will likely happen on the level playing field of one-design.

Although during our test we were far from pushing the X-35 OD to its limits, it was a swift and agile ride, or as the Danes would put it: Lyn hurtig [lightning fast]. ◆

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This Modern Classic Will Turn Your Head



BEFORE JAY CROSS, PRESIDENT OF THE NEW York Jets pro football franchise, became involved with sports as a business, he was an aspiring Olympic 470 sailor and International 14 designer. His passion for boats and design never waned; it was quietly simmering on the back burner while he built stadiums, worked in sports marketing, and became president of the Jets in 2000. A few years ago, a friend turned up the heat.

"He was restoring a NY 30, and I thought, 'Well, they're nice, but they're heavy because of their age and construction,'" says Cross. "I began to wonder what it would be like if we took a classic design and built it using modern materials like carbon fiber so that it would go faster than its original designer had ever imagined possible."

After researching designs, Cross decided a 30-square meter, such as those designed by Uffa Fox and Knud Reimens between World Wars I and II, would work well, and he searched for a designer.

"I wanted someone who would value the commission, be keen, and give it a lot of attention," says Cross. "When I began speaking to Marcello Botin and Shaun Carkeek, they'd only done about five or six IMS boats, but it was clear to me that they were the hot young team in Europe. I liked the work they did, and I liked the fact that they were innovative."

Botin and Carkeek not only bought into the idea, they also convinced Cross to take his design ideas one step further, and give the boat an underbody that bears more than a passing resemblance to an America's Cup Class boat. A skinny foil with a trim tab supports a torpedo-shaped T-bulb, and well aft of it is a high-aspect rudder.

When choosing a builder for what he hopes is the first in a line of production carbon-fiber classic designs, Cross turned to his close friend Peter Johnstone, who builds the Gunboat line of catamarans in South Africa.

"The builders were really good with the carbon and the wood, but we discovered that it's almost like building two boats," says Cross. "You build this whole boat out of carbon and then you get to start over and build a wooden boat."

The result is a 48-footer with impossibly long overhangs, which make it look as though it was built in the 1930s, until you get close and see the highlights of clear-coated carbon. Cross started sailing the boat in the fall of 2005, but didn't race it until this spring, when he competed in an



IRC divison in the American YC's Spring Series on Long Island Sound, carrying a 1.140 IRC rating. "The steering is great, but takes a little getting used to," says Cross. "The boat has such a long overhang on the stern that when you tack, the boat turns on a dime, but the stern seems to go careening through the water. It's a much different sensation than sailing a Melges 24 or a International 14, both of which have no stern whatsoever. The trim tab on the keel makes the boat absolutely beautiful upwind; it gets into a groove and stays there."

Cross plans to race the boat in events in the Northeast this summer, and to do some cruising with his two daughters, despite the boat's spartan interior. "As long as you don't want to stand up, it's fine down below," says Cross. "We've got four



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bunks, a two-burner stove, and proper electric marine head. On deck we have a freshwater shower with hot and cold water. It's like cruising in the 1930s, where if you were wealthy and could build any boat you wanted, you would still be,

in the end, roughing it. The fact is that

there's not a lot of room below, but we've

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Cross is in the process of designing an 88-foot version as well. www.waterwitchyachts.com

got everything we need,

appeals to me. It's like get-

Production tooling has

been made, and AR

Yachts, in Cape Town, will

build sisterships. If 48 feet

is too small, don't fret,

ting back to basics."

The tried-and-true Sydney 36 design is now offered in cruiser/racer format.

The Sydney 36 CR is the third iteration of this versatile 36-foot design by Murray, Burns & Dovell for Sydney Yachts. Gone are running backstays and overlapping headsails of the original Sydney 36, which was designed to the IMS rule in the mid '90s. In its place is a rig with swept spreaders and non-overlapping headsails, an increasingly popular choice among sailors who need a dual-purpose ride. Fresh design changes include a walk-through transom, improved access to the quarter berths, and an increase in interior volume. There's nothing revolutionary about the construction of the Sydney 36 CR, just the tried-and-true method of laminating biaxial and double-bias fiberglass with vinylester and polyester resins, a process with which Sydney Yachts has had great success. www.sydneyyachts.org

New Products

Let's face it, most of the stuff we use to keep our boats spic-and-span aren't all that good for the environment. We'd like to use the "natural" products, but they don't get the job done as well as the caus-





tic chemicals in most commercial brands of cleaning products. A company based in Vermont, Latitude 43, has come up with what they call the only certified Organic Boat Soap. Made from coconut, jojoba, olive, lemongrass oils, along with aloe vera, and rosemary extract, the soap is non-toxic and biodegradable, and it reportedly cleans most everything found on a

Organic Boat Soap

boat, even dried blood and mildew. www.lat43.com

The **Timex Ironman OVA** (optimal viewing angle) is like no other sports watch in the world for one simple reason. Instead of being worn on the top or bottom of the wrist, it's been designed to sit on the side of the wrist. Although it's designed for runners, it's a perfect fit for racers, because it puts the display in your natural line of sight; no more twisting your wrist to check the

countown. The Ironman OVA comes with all the goodies a racer needs, including running countdown, interval timers for time-on-time handicap racing, and Timex's excellent night viewing technology, Indiglo. There are eight models of the OVA in differ-

ent sizes. \$60 and up, www.timex.com

Electronics manufacturer Tacktick has introduced its **Mast Rotation Transmitter**, a wireless, solar-powered masthead sensor, which compensates for the movement of a rotating mast to ensure

Timex Ironman OVA



accurate apparentwind angle readings no matter
which way the mast
is rotated. The Mast
Rotation Transmitter is used in
conjunction with
the Tacktick's Wind
Transmitter, Compass Transducer,
Hull Transmitter,
and Wireless Display.

1 tock

Mast Rotation Transmitter

www.tacktick.com **B&G**—the Performance
Sailing Division of Simrad Yachting—has recently put extensive research
and development into its
flagship range of racing instruments, the h2000. The
result is a new processor,
which provides improved

connectivity and calibration functionality. While we tend to enjoy reading about technical advancements in electronics gear, we understand that we're in the minority, so here's a précis of what's new in the h2000 system. Multihulls with two speed sensors need only calibrate one of them, the system will automatically calibrate the other. Updating the h2000's software is easier with a new service port, which can receive software updates when linked to a PC. A new input sensor processes depth data from two transducers (think very large yachts and multihulls), and you can import and export data to and from multiple chart plotters and GPS instruments. www.BandG.com

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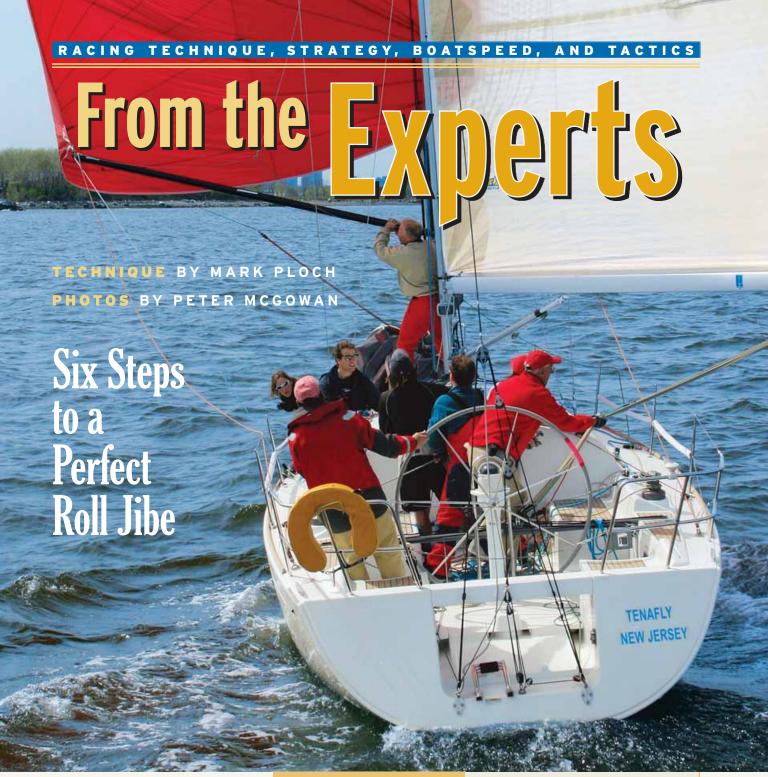
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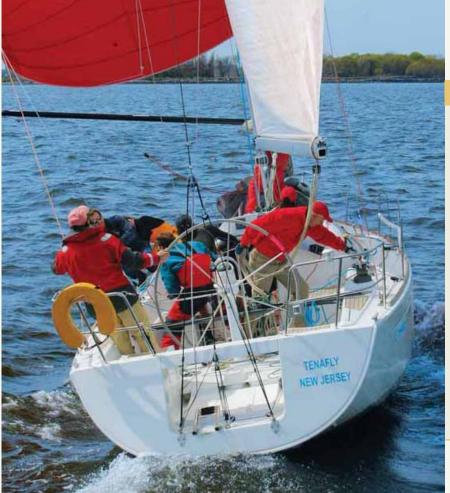


As KEELBOATS HAVE GOTTEN LIGHTER AND faster, roll jibing has become an essential boathandling tool that, if done right, allows you to maintain your speed through the maneuver. Perfecting the roll jibe—or any maneuver—requires practice, preparation, and making sure each person knows his or her job. Coordination is vital as well, and the key to this is the helmsman, who must keep each turn consistent so the crew can do their jobs at the right time and the right pace. Let's take a look at how it's done in a moderate breeze.

1. ROLL INTO THE JIBE

>> Before you go into a jibe, it's important to have each crew situated near the job to which they're assigned. This eliminates unnecessary movement in and through the cockpit before and after the jibe, and allows it to happen with minimal time loss. The spinnaker trimmer should be standing in the cockpit with easy access to both sheets. On the Beneteau 36.7 we use lazy guys, which allow the bowman to jibe the pole without fighting the sheet or spinnaker. Once there's a call to jibe, the spinnaker trimmer (above, wearing black shirt) takes the slack out of the lazy sheet. The bowman should have the lazy guy in hand, and the tail should be set on the cockpit primary winch to a pre-set mark that ensures the bowman has enough slack for the jibe.

>> As soon as the cockpit and bow teams are set, the spinnaker trimmer calls, "Ready." The helmsman then calls, "Jibing," at which point the bowman goes to the mast with the lazy guy in hand. The mainsheet trimmer grabs the sheet at the purchase, and the rest of the crew shift weight outboard to heel the boat to windward.



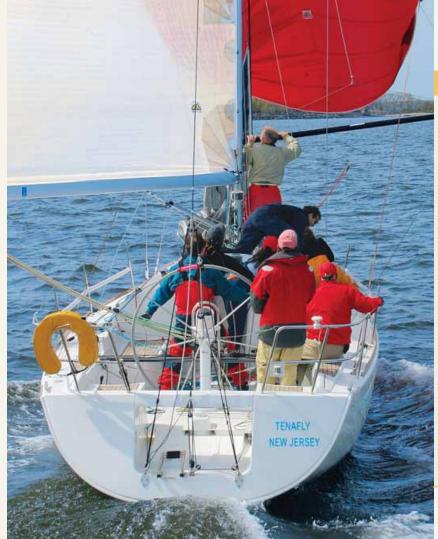
2. SQUARE THE CHUTE

- Here, as the boat starts its turn, the spinnaker is squared back by briefly pulling on the port sheet while easing the starboard sheet. This action allows the sail to cleanly rotate around the bow and the headstay. Once the bowman trips the pole (when he sees the guy go slack), the spinnaker is flying only on the sheets.
- Note the pink band on the wheel, and how little it travels as the boat is jibed. With an aggressive roll to weather, the boat will naturally bear away, requiring little movement of the rudder, which we all know is fast.
- The mainsheet trimmer throws the main across as the helmsman turns the transom through the wind. One note for the main trimmer is to delay jibing the main as long as possible through the turn; doing so makes it easier for the spinnaker trimmer to keep the sail full.

3. JIBE, SAIL HIGH TO FILL

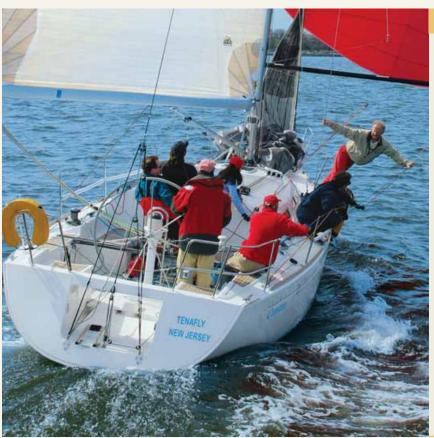
- >> As the main swings over, the bowman pushes the pole forward once the starboard guy is clipped into the jaw. The rest of the crew should stay to leeward. Once the main is on the new jibe, the boat is turned to a new course slightly above the final VMG downwind angle.
- >> Carrying the turn slightly high is important because if the turn is stopped with the wind very far aft, the spinnaker would be trapped behind the mainsail's windshadow. Continue to trim the spinnaker with both sheets. Once the main trimmer has finished with his job, he moves to man the handle on the guy winch.
- >> On boats with confined cockpits, it's tough for the guy trimmer (blue shirt) to move across the cockpit without getting a black eye from the sheet trimmer, so It's better if he stays near the leeward winch and tails the new guy into place. He will have more room to tail the slack with full-arm extensions. The mainsheet trimmer should assist with spinning the handle if necessary.





4. GUY TO THE POLE

- which means the pole is on the mast, the crew rolls the boat to windward, the boat is turned down slightly, and the new sheet is eased, which allows the spinnaker to roll to windward, making it easier to pull the starboard clew to the pole. The new guy is trimmed to the end of the pole, taking the load off the starboard sheet. The pole should return to where it was set on the other jibe. In most cases, the foreguy is not released or changed during a jibe if it's on the center.
- >> If the foreguy is offset, it will need to be adjusted, and the pit person must watch to see that the pole squares back only as far as it was on the other jibe, or a few inches less to help the new guy run through the end.
- Any crew available on the high side can help pull the starboard clew to the pole by tugging on the guy. But always pull from forward of the guy block. If the sheet is led directly to the winch, pulling from behind will cause an override that could get your guest pass pulled. And always pull back the guy slower than the boat is turning down; faster will cause the spinnaker to collapse.



5. ROTATE THE CHUTE

- The rotation of the spinnaker is critical, and it must happen at the same speed as the turn. A fast turn (usually lighter air) requires a faster rotation. In heavy air there's less of a course change, so there's less rotation. Regardless of the amount of rotation, the spinnaker must be full before the jibe-if not, it will wrap around the headstay.
- because the turn causes the apparent wind to go forward, and when you slow the turn after the jibe, the apparent wind is on a tighter angle that you really are. In this case, the helmsman must adjust the course to prevent the apparent wind from going too far forward and causing the spinnaker to collapse.
- >> Light-air jibes must also start off by squaring the pole and then giving a hearty roll to weather, which prevents the spinnaker from falling to leeward once the pole is detached. After the boom comes across, and the stern passes through the wind, the turn must slow to allow the apparent wind to move aft, and the spinnaker to rotate around with it. This is where the helmsman can make the best bowman look bad.

6. CLEAN UP AND PREP FOR THE NEXT

>> Once the jibe is complete, the crew should ease back to their positions for the wind conditions, and prepare for the next jibe (or maneuver). The bowman takes up the slack in the lazy guy and holds it, the pit lays out the topping lift and vang tails, the cockpit trimmer organizes the sheets and piles them so they will run freely during the next jibe. Having the weight concentrated together is as important downwind as it is upwind, so everyone should sit huddled together, arranged so that no one has to cross another to do their job.



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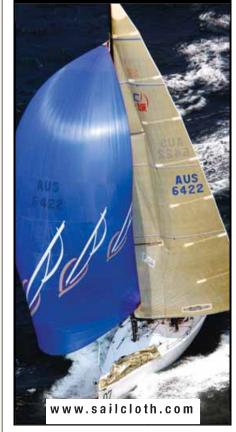
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Marcus Eagan, Flying Scot Midwinters

THE PAIR OF MARCUS AND MARC EAGAN IS A tough two-generation team to beat in the Flying Scot. They've dominated many of the class's major championships of late, and this year's Midwinter Championship was yet another. Not only do they somehow sail the boat extremely fast, but they do it time and time again. We checked in with the younger Eagan to learn what's at the root of this father/son team's rise to prominence in the Scot class.

So Marcus, what is it that makes you guys so good?

We spend a lot of time making sure the boat and all of its rigging is in working order. It is important to eliminate any variables so that we can concentrate "outside" the boat while racing. Since we usually have good boat speed, our sailing style as a whole can be very conservative and I feel that pays throughout an event, especially when there's not a throwout as in most Flying Scot regattas.

Perhaps one of the most impressive things about your sailing, and your victories, is the fact that you have done it all with your father.

We have a lot of fun sailing together as well as being with one another at the regattas. My father, in his own right, is a great sailor and it's always good to get out of the office together and have some fun doing something we both love.

Together you guys fall at the light end of the weight range, so what do you guys do with your boathandling and tuning in order to be as competitive as you are in bigger breeze?

There are only so many options for depowering in the Flying Scot. The first and most critical de-powering tool is the vang. As the wind increases, the boat always seems to sail faster, and more controlled upwind, as you apply more vang.

The next adjustment is to move the jib lead aft. This flattens the foot and also opens the leech. I recommend doing this in small increments, as the leads are already placed well aft in the Scot. Another area we also play with is the amount of windward sheeting on the jib. While windward sheet tension in the breeze will help increase power and pointing in the Scot, too much can make the boat harder





Marc Eagan, above helming at the 2005 Flying Scot North Americans, and at left, is perhaps the greatest Flying Scot sailor of all time. He's described by his peers as patient, consistent, and an exceptional tactician traits he has apparently passed to his son Marcus, who steered at this year's midwinters.

to steer and rob the boat of forward speed. We gauge windward sheet tension by the angle of the top batten and make sure the batten is always angled open in breeze when we are overpowered.

You two have always demonstrated excellent boatspeed in the Scot, no matter what boat you sail. What areas do you guys focus on to be sure a boat is set up and prepared properly?

As we approach every event we make sure all the small things are taken care of. For example, before Midwinters we put on a new [centerboard] gasket and made sure the bottom was as fair and smooth as we could. We set our boat up to the standard North Sails rig-tuning guide. Our rake was 28'5" and we had close to 80 pounds of tension on the forestay.

We also try to arrive at the regatta a few days before the event so we can practice and experiment with a few minor adjustments just to see how they work. The great thing about a Flying Scot is that it is still a Flying Scot . . . and there are only so many things you can do to the boat. The Class Rules are tight, which maintains close competition.

You guys did have an exciting moment the last race where the regatta win was in jeopardy; what happened and how did you save it?

We definitely had a bit of father-andson bonding in that last race. Before the race we said to ourselves that we just had to be safe in everything we did. We were in good shape points-wise and just needed to be careful. We rounded the top mark in the breeziest race so far in the series in second and were very pleased. However, as soon as the chute filled the boat rounded up and we flipped over. Once a Flying Scot has turned over and swamped it is quite a project. After about 5 minutes, some serious bailing and losing about 15 boats, we finally got back on the racetrack. We

SUE BODYCOMB/YACHTSHOTS.COM, GREG FISHER

rounded the bottom mark in 15th and were able to claw back to ninth by the second weather mark. We held this position to the final bottom mark, where they shortened the race due to the increasing wind. It was an exciting time for us, and after the race my dad mumbled something about his driving at the next event.

Both you and your father grew up at Bay Waveland YC in Bay St Louis, Miss., a club that has produced many champions. What is it that makes you all so competitive?

Our club has developed a racing format that encourages eight boats to sail six races every weekend. There are a bunch of people, very talented sailors, who take advantage of this competition. At the end of the season there's a club championship. Throughout the weekend series, many people of all skill levels come out and race and enjoy the experience of sailing with each other. When you have so many good sailors sailing against each other every weekend it brings everyone up a level.

We know Katrina devastated many of the Gulf Yachting Association clubs. How did Bay Waveland YC fare?

The only thing left of BWYC is the

parking lot and the members' spirit. After the storm, everything was wiped off the lot—the devastation was total.

Are there plans to rebuild the club and sailing program?

The club currently has two mobile trailers joined by a large deck. Hopefully within the next two years we can rebuild a new club similar, or even bigger than what we had before. On the other hand, the sailing program was running as of April 1, and the yacht club has many new Flying Scots on order.

Your family has a summer home a few hundred yards from Bay Waveland YC and one in New Orleans a few miles from Southern YC. How bad was your damage?

We didn't fare too well; our summer home in Mississippi was leveled. The only thing left was the stairs leading to the front door. In New Orleans, our home had 8.5 feet of floodwaters that approached the second floor. We lost three cars, but worse, a lot of memories.

You were a three-time All-American at College of Charleston, arguably one of the most competitive schools around. Do you think that has helped your sailing? Do you have suggestions for those

considering collegiate sailing?

I was very fortunate to sail far Doc Wood and the College of Charleston. The program that he has developed throughout his coaching career at COC is extraordinary. Sailing at a top-notch program like we had gave me the opportunity to grow in my sailing career. College sailing has definitely improved my sailing in a way that makes me feel more comfortable in tight situations, such as at mark roundings or starts. In collegiate sailing the race comes together at the top fourth of the upwind beat, and this experience every weekend is great.

Have you considered an Olympic campaign? What kind of boat would interest you the most?

While an Olympic campaign would be exciting, I just don't have the time or interest at this point in my life. But recently I've been sailing an A Class catamaran. That type of sailing is a "bit" different than Scot racing. I haven't gotten my Dad out on it yet. I 'll be doing some weekend races throughout the summer as well, and crewing for my brother, and maybe we'll even sail the Flying Scot North Americans together in Marblehead.





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Recognizing the Fight or Flight Reaction

We were racing in a moderate oscillating westerly, with shifts ranging from 270 to 300 degrees, which had been predicted to shift to the northwest later in the day. We finished the second race of the day in a wind at about 280 degrees, and while awaiting the start of the third, my crew called my attention to the fleets racing inshore, which seemed to be sailing in a patchy wind at about 320 degrees. Upon seeing this, I decided that this represented a coming persistent shift and that we should start on port so as to be the first boat to reach the advantage to the right.

Because the wind was in a backed phase

alized he was also planning to start on port. This was an unhappy revelation, as being one of two boats planning to start on port is a condition to be avoided.

With about 40 seconds to go he tacked and headed back toward the line. I thought this was a little early and opted to pass astern, tack in his wake, and keep between him and the mark as we passed it going back. With 25 seconds to go he was heading down 50 feet to leeward of the mark. I awaited his luff, hoping he would wait too long, and I had just decided to luff when he abruptly did so, too, he trapping me to weather. I tacked away and

allowed the boat to fall farther to leeward, we'd really be hurting. I wanted to tack away—I could sense the compulsion building—but knew I shouldn't. We were heading toward a progressive persistent shift and the wind was still 10 to 20 degrees shy of what we were expecting. I could see the boats beyond Jeff, a mile away up in the harbor, and they were at least 15 degrees below our heading.

I told myself I shouldn't tack away, that I should just follow Jeff and stay close to him—I could pass him later if I stayed close. I knew we would drop back three, or at most four, boatlengths if I stayed in his bad air, but I would lose 10 or more if I tacked away. No loss from dirty air could equal the loss that would result if I tacked and sailed away from the shift. But still, resounding in my brain, was: "Tack away! Tack away!"

I was determined to resist the temptation to tack away. I tried another luff. But the situation was getting worse. We were falling even farther aft and the boat felt "loggy." I thought of easing the leech a bit and converting the dirty air into more drive. But I knew I needed to stay as high as I could. I should tack away.

I was uncomfortable; the boat was too upright. I wanted to tack away, but I had made up my mind that I wasn't going to do so. I knew, as we staggered along in the dirty air, that the crew was wondering why I didn't tack. But I knew that going right was the only thing to do and I was going to show myself (and them) that I could resist the temptation to tack.

And then we got an even bigger header and we were falling below Jeff's line. I anticipated him tacking before we did and being several boatlengths ahead and to windward on the lifted starboard tack—and felt that I had to tack before he did.

"Ready about!"

I tacked, despite my certainty that I would not.

Well, there should be an oscillation back; perhaps we'll get one and turn the tables! Jeff tacked on our hip, and in the progressive veer lifted away. Then we did get a little header—I thought for a moment that we would catch him—but when we tacked to port and he tacked directly ahead, we were about eight lengths



The first few minutes following a start can test a sailor's patience; those who know an advantage looms ahead will resist the temptation to tack away for clear air.

at about 270 degrees when the 5-minute gun sounded, the port end of the line was upwind and we decided to start there. We hung around the starboard end to disguise our intention, and with a minute to go passed to leeward of the pin buoy on starboard. We were surprised to see that Jeff Connolly, with whom we were tied for the series lead, was also holding out on starboard ahead of us. At first I presumed he would head back to make a starboard approach, but then abruptly re-

tacked back to cross the line at the pin a few seconds late. Meanwhile Jeff was motoring away a boatlength to leeward.

Well, I thought, he did a nice job controlling me, but we're in clear air and we'll soon get him back. When the first of the veer arrived, we fell down into Jeff's track and could feel his dirty air. I pinched to stay above him and fell back a boatlength. Then the wind—just as I had expected—veered more. Now we were really in his dirty air. And this was only a veer to about 300 degrees with a potential of going to 320 degrees!

The disturbed air was obvious; the jib luffed when I held to Jeff's heading. If I

astern, just as I had told myself we would be. And, as Jeff tacked on us every time we threatened to get to his right (until he reached the starboard layline), it only got worse from there on.

I know that tacking to the obviously wrong tack happens all the time; I know that sailors can't stand sailing in dirty air. I regularly tack in front of my opponents so as to force them to the wrong tack—and they tack. I've always presumed that although "they" can't resist the temptation to escape from dirty air, I can. But in this case—even knowing better—I had been unable to resist that insistent demand to tack away.

Competitors are endowed with certain behavioral requirements—certain commands that they cannot resist: They cannot not compete, they cannot not attempt to win, they cannot not show-off their competence, and they cannot admit they are defeated. They cannot accept being

"If we place our opponent in a situation where he feels helpless and controlled, he will reject the rational solution, which, when a significant advantage lies ahead, is to continue until the situation improves."

beaten, they cannot hold a position astern in dirty air, and they cannot simply accept an opponent's coming up under them and forcing them back, or tacking on their leebow and stopping them in their dirty air. If there's any possibility of escape, rather than admit they've been beaten, they will tack away, or undertake some other irrational move.

This dogma, which dominates competitors, has been passed down to us from our primitive ancestors. Although surrender—an admission that one is beaten may have been acceptable within the friendly confines of the pack, it was totally unacceptable when the opponent was a human from another tribe or a dangerous predator. Any escape, no matter how adverse the consequence, was better than surrender. Escape meant survival so one could come back to fight another day. The men who survived were those who sought escape; they became our ancestors; and it is they who have transmitted this dogma to us. Faced with clear-cut evidence that we are being defeated, we sense the same intolerable vulnerability sensed by our ancestors, and we respond with the same compulsion to escape.

Much of sailboat racing is based in the power of this dogma. If we place our opponent in a situation where he feels helpless and controlled, he will reject the rational solution, which, when a significant advantage lies ahead, is to continue until the situation improves, and instead, he will seek to escape. In exchange for freedom from an obvious defeat, he will deliberately increase his loss.

Watch what happens when the helmsman of a boat that is heading in the "right"

direction finds an opponent on his leebow, or when the helmsman of a boat on the lifted tack in an oscillating wind has another boat tack on his leebow. We know what the helmsman of the windward boat should do—I knew what I should do and I've belabored myself for my lack of mental toughness ever since—but we also know what he will do. I tacked away and so will he. We have within us many compulsions, the responses to which impair our competitive performances.

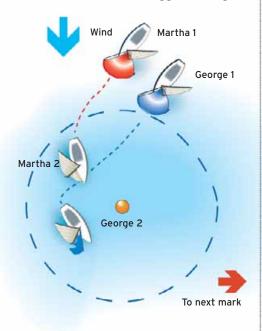


Gambling at Marks and Obstructions

IMAGINE THAT YOU'RE APPROACHING THE JIBE *mark* and you have a small outside *overlap* on the boat just ahead of you. You see the inside boat having trouble with her spinnaker, leaving an enticing gap between herself and the *mark*. Should you take a chance and sail into that gap even though you know you're not entitled to *room*? I will discuss four different gambles of this sort. For each one, I'll spell out the rules and the risks involved, so that you can knowledgeably decide on a course of action.

The first diagram (below) shows this little drama at the jibe *mark*. At position 1, Martha must *keep clear* (Rules 11 and 18.2(a)) and, while she and George are *overlapped*, give him *room* to round the *mark* (Rule 18.2(a)). Before he jibes George must not sail farther from the *mark* than his *proper course* would take him (Rule 18.4).

After Martha becomes *clear astern* of George between positions 1 and 2, and if she is *overlapped* inside George at position 2, Rule 18.2(b) applies. It requires



When George has spinnaker troubles, preventing him from rounding the mark properly, Martha, carrying no rights, may be tempted to sneak inside, which she may do only if George is unable to luff and prevent her from doing so.

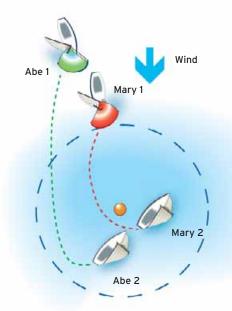
Martha to continue *keeping clear* of George and to continue giving him *room*, and it states that she "is not entitled to *room*." Note that Rule 18.2(b) does not prohibit Martha from taking *room* if George gives it to her. Rule 18 continues to apply until the *mark* is astern of both boats, and during that time Rule 16.1 does not apply to George when he changes course to round the *mark* (Rules 18.1 and 18.4(d)). Of course, Rule 14 applies to both boats at all times.

So, under what circumstances would Martha break a rule if (after position 2) she sailed into the gap between George and the *mark*? If George luffed very close to Martha before she left the *mark* astern, and thereby demonstrated that he had to curtail his luff to avoid contact with her, Martha would break Rule 18.2(a). However, if George is unable to tame his spinnaker in time to luff close to Martha, then she breaks no rule by sailing between him and the *mark*.

The second diagram (top right) shows a common leeward *mark* situation. It differs from the first situation in that Rule 18.2(c) applies and Rules 18.2(b) and 18.4 do not. Mary and Abe are about to round from a run onto a beat. After Mary reaches the *two-length zone clear ahead* of Abe, Rule 18.2(c) requires him to *keep clear* of her while she rounds the *mark* and, if later he becomes *overlapped* between her and the *mark*, it states that he is not entitled to *room*.

Just as in the incident involving George and Martha, Rule 16.1 does not apply to Mary as she luffs to round the *mark*. However, if Mary were to turn past head to wind Rule 18.2(c) would no longer apply, and Mary would be required by Rule 13 to *keep clear* of Abe (see Rule 18.2(c)'s last sentence).

Here is the risk that Abe faces if he sails into an inside *overlap* between Mary and the *mark*. He breaks Rule 18.2(c) if, before he leaves the *mark* astern, Mary has to curtail her luff in order to *keep clear* of him. However, if Mary cannot luff that high that soon, or if she does so after Abe passes the *mark* and Abe *keeps clear*, then Abe does not break Rule 18.2(c). And, if Mary turns past head to wind and as a



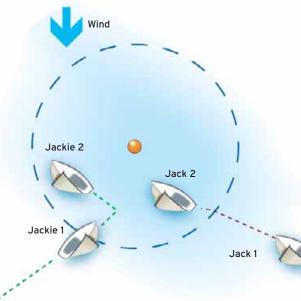
Abe should only poke his bow between Mary and the mark if he's confident he can keep clear if Mary luffs to head to wind.

result Abe has to take action to avoid her before she reaches a closehauled course, then Mary breaks Rule 13.

The third diagram depicts a situation in which Jack, on *starboard tack*, and Jackie, on *port*, converge near a windward *mark*, which is to be left to starboard. Jackie tacks to *leeward* and *clear ahead* of Jack. At position 1 when the first of the pair enters the *zone* Rule 18 does not apply because the boats are on opposite *tacks* on a beat to windward.

When two boats are on opposite *tacks* and Rule 18 does not apply, they are never said to 'overlap' or to be 'clear ahead' or 'clear astern' of one another (see the last sentence of the definition Clear Astern and Clear Ahead; Overlap). For these reasons the conditions under which Rule 18.2(b) or 18.2(c) would apply are not met and, therefore, neither of those rules apply. In addition, Rule 18.3 does not apply here because Jack was not fetching the *mark* when Jackie completed her tack inside the *two-length zone*.

Unlike Martha and Abe, Jack can sail into the gap between the other boat and the *mark* with little risk of breaking a rule. Jackie has right of way over Jack under Rule 12, but he can easily *keep clear*. Moreover, if she tacks before he has rounded the *mark*, she



Jack can safely sail into the gap between Jackie and the mark. Rules 18.2(a), 13, and 10 offer him protection.

into a gap-but this time the gap is between a rightof-way boat and a continuing obstruction—a river bank. Hillary and Bill are both on starboard tack running in light wind. They are trying to stay as close as possible to the shore to escape the effect of a strong

contrary current. The rules that apply in this case are

quite different from those in the three other cases we have considered. While boats are passing a continuing obstruction, Rule 18.5 applies and

While Bill is *clear astern* of Hillary, Rule 12 requires him to keep clear. The rule that applies if Bill sails into the gap between Hillary and the shore depends on whether or not at the moment an overlap between the boats begins there is room for Bill to sail between Hillary and the shore. If there is, Bill may blanket Hillary and obtain an inside overlap. He will then have right of way under Rule 11 and the right to room under Rule 18.5's second sentence. However, if there is not enough room, then according to Rule 18.5's last sentence, Bill is not entitled to room and must keep clear of Hillary even though he becomes the leeward boat.

Rules 18.2(b) and (c) do not.

This is definitely a case in which Bill is gambling if he goes between Hillary and the shore. If he manages to sail for a couple of lengths in a seamanlike manner without touching the bank, the bottom, or Hillary, then he wins the gamble by demonstrating that there was indeed the room required by Rule 18.5. In that case he is within his rights to remain between Hillary and the shore, and Hillary is obligated by Rule 18.5 to give him room and by Rule 11 to keep clear of him. Otherwise he breaks Rule 18.5. (This situation was discussed in detail in the March '06 issue.)

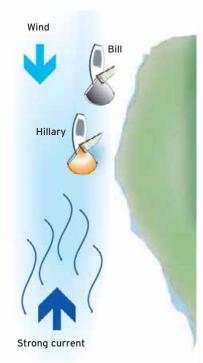
In the next issue I'll discuss more situations in which boats sometimes gamble while passing a *mark* or *obstruction*.

E-mail for Dick Rose may be sent to rules@sailingworld.com.

will very likely break a rule. Here's why: If Jackie luffs up to head to wind, the boats will become overlapped and Rule 18.2(a) will require her to give Jack room, and if she turns past head to wind, Rule 13 and then Rule 10 will require her to keep clear of Jack. Jack must remember that, after he obtains right of way (when Jackie turns past head to wind), he must not change course in a way that deprives Jackie of room to keep clear (Rule 16.1).

The fourth diagram shows yet another situation in which a boat would love to sail

Bill may sail between Hillary and the shoreline only if, at the moment the boats become overlapped, there's room for Bill to sail between Hillary and the shore.









The People's Army Takes

hen Roy Disney retired from grand prix yacht racing following the 2005
Transpac, he donated his most recent Pyewacket, an 86-foot canting-keel Reichel/Pugh design, to the Orange Coast College School of Sailing and Seamanship, in Newport Beach, Calif.

"When I first heard about it, I thought, 'How are we going to handle this?" says Brad Avery, the school's director. "But the

donor was very concerned with our ability to handle it and basically said, 'Let us know what you need.' We went back and forth for a couple of months to outline a program of how we could put the boat to use. It was very carefully done."

The only remaining question was where to find the necessary manpower. Hiring the dozen or so professional sailors Disney and longtime sailing master Robbie Haines brought on board for each race—they sailed with 18 to Hawaii and more for buoy events—was finan-

cially out of the question, not to mention a bit off target for a teaching institution. So Avery and skipper Keith Kilpatrick, a Volvo veteran, placed a news brief into the Dec. 20, 2005, edition of Scuttlebutt's e-mail newsletter. "Great sailors wanted," it said.

More than 200 people responded. There were also plenty of local acquaintances from the Southern California sailing scene that personally contacted Kilpatrick or Avery, enough to staff the boat. But that wasn't the plan. "We wanted to



the Reins

include people who wouldn't usually get a chance to sail on this boat—a guy with an Express 37 or an Olson 30," says Avery. "We view ourselves as a community sailing program."

So they culled through the applicants, each of whom was asked to provide a brief sailing resume. Some they knew, but many they didn't. "We wanted people who have raced offshore on boats 30 feet and above," says Avery, "And we looked for an activity level that indicated a passion."

From the initial 200 they chose three

Comfortably in front of all 453 starters in the 2006 Lexus Newport to Ensenada Race, the crew of *Pyewacket*, led by skipper Keith Kilpatrick (left), aims for Mexico.

dozen for tryouts. Most were from the local area. But there were a few willing to travel lengthy distances, on their own dime, just to sail on *Pyewacket*. Ryan O'Grady lives in Connecticut, and sails regularly on big boats out of Newport, R.I. This summer he's sailing on the 77-foot *Harrier*. But the lure of the canting-

keel rocketship was enough for him to schedule West Coast business trips around the tryouts, practices, and races.

Ashley Perrin lives in San Francisco where she maintains and races on a Farr 40. Last summer, she went transatlantic as bowman on the 80-foot *Tempest*. Many sailors with Perrin's credentials—she was Bruce Schwab's shoreside manager during the last Around Alone—might have considered it beneath them to apply for an unpaid position, but she saw a unique opportunity to expand her sailing horizons.

"You can be a really good sailor and not be given the opportunity," she says of sailing on boats like *Pyewacket*. "If you don't like to sit at the bar and talk yourself up, you're not going to get a ride. I'm not good at that; I don't even drink."

But if Perrin lacks the gift of the gab while seated around a bar, she's not short of confidence on the water. During the introductions that kicked off her tryout, Perrin volunteered to do the bow, a particularly grueling position considering the size and weight of some of the sails—the Spectra Code 3 reaching spinnaker, for example, takes four to six people to carry comfortably.

"Keith and I looked at each other, because she's a diminutive gal," says Avery. "But we got out there sailing and she did an incredible job. At the end of the day we were amazed at how good she was."

After the two tryout sails, which were conducted in mid-March, Avery and Kilpatrick pared the list of crew candidates roughly in half and announced a crew for the 2006 Lexus Newport to Ensenada Race in late April.

At 125 miles in length, the Ensenada Race is almost too short to be considered a true offshore race—the course record is just 10 hours, 45 minutes. But what it lacks in length, it makes up for by crossing a border and attracting a mammoth fleet. The race annually draws more than 400 boats; the record of 675 was set in the early '80s.

For many Southern California sailors, the race is an annual event. Tom O'Keefe first made the trek to Ensenada when he was 13; he's now 44 and can add up on one hand the number of races he's missed. A lot of those races have been on quick boats, but none as quick as *Pyewacket*. "I've been sailing sleds since 1983," he says. "*Pyewacket* has always been the top program on the West Coast. When I found out that the Orange Coast College was the benefactor of this program, I called up Brad and said, 'How do I get on?'"



he Ensenada-bound Pye-wacket team—O'Keefe, Perrin, O'Grady and some 20 other lawyers, businessmen, college students, and Olympic hopefuls—assembles the day before the race for a practice. For most of the crew it's only the second time they've sailed on the boat. For some, like this reporter, it's our virgin trip.

In some respects, the 86-footer is just another boat; most of the systems are familiar. But there are a few exceptions. There are four grinding pedestals on deck, and with the right combination of 17 foot buttons, it's possible to use all four pedestals—a maximum of eight grinders—to drive any of seven winches,

Pyewacket crew Erik Klopfenstein, John Peschelt, Tom O'Keefe, and Brian Janney (left to right) hoist a headsail just before the start of the Ensenada Race.

from the two rear winches used for the runner backstays to the utility winches used for halyards. Some of the buttons connect the winches to each other, while others engage a turbo gear for maneuvers like jibing where speed is essential. Keeping the right buttons up and the right ones down at any given time is no simple task; one mistake can paralyze the entire system.

Other aspects of the boat are impressive merely because of the scale. Located near each running backstay winch is a strain gauge. Even in light air the runners

are routinely tensioned to 20,000 lbs. The maximum, according to Gregg Hedrick, Disney's longtime boat captain who is onboard for the race to lend his expertise, is 30,000 lbs.

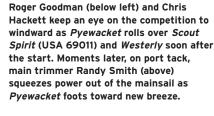
Nonetheless, Avery was convinced the first time he took the boat out for a practice sail—a simple reach out and back—that he and Kilpatrick could sail the boat with a volunteer crew.

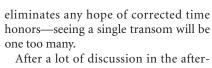
Practice largely bears this out. In between meeting each other—there's a lot of, "what was your name again?"—the crew runs smoothly through a handful of sail changes, checking out a few reaching sails in a light onshore breeze.

Overnight, the breeze backs to the southeast. While it's expected to veer to the more traditional southwesterly direction during the afternoon, the start will be upwind, a rarity for this race.

The fastest monohulls start first, which is slightly disappointing as I'd been looking forward to starting last, passing 450 boats and finishing first. Since we're the scratch boat in the Maxi A fleet by a whopping 87 seconds a mile—the rating, left over from a more powerful configuration of the boat, is a sore subject and







After a lot of discussion in the afterguard, Kilpatrick decides to go for a midline start, which he gets with surprising ease. There are a couple of boats below us, and a pack to windward, but we have more than enough space. Within a few minutes we have the room we need to tack and follow *Windquest*, a fixed-keel 86-footer, and *Magnitude*, a canting-keel 80-footer, both of whom are already on port, toward the new breeze.

It's not long before the big right shift everyone is expecting moves in and we tack back to starboard with both our rivals situated on our windward hip. Together we separate from the rest of the Maxi A fleet.

Initially, the gains come in spurts. After an hour or two, *Windquest* goes for a headsail change from a 100-percent jib to



a larger reaching sail. It proves costly as the new sail doesn't allow the crew to sail as high, and they fall into less breeze closer to the coast. After a few hours, it's just a speck on the horizon. Even a change back to the original sail is too little too late.

Magnitude is tougher to shake, but eventually Doug Baker's crew changes to a flat reaching spinnaker. Kilpatrick has sailed many miles with Magnitude and he knows this sail well. "I convinced them to buy it," he says with a laugh. He's sure it's the perfect choice for these conditions, but it doesn't seem to help and soon Magnitude, like Windquest before it, is sliding toward the horizon.



How do you feed an army of 26? Even for an 125-mile race, it takes planning. A platter of sandwiches is always a great start. New Englander Ryan O'Grady, the furthest traveled of the regular *Pyewacket* crew, makes his choice.

With a rookie crew, Kilpatrick is a little more judicious with the sail changes. But as the wind backs, we switch to a rollerfurled masthead genoa and then, late in the afternoon, the 1A reaching spinnaker.

In a light breeze that occasionally tops 10 knots, sailing the boat is quite easy, almost too easy with 26 people chomping at the bit to contribute in any way, to prove they deserve to be onboard. But in this breeze, on a fetch, the most active crewmember is the diesel engine, which

revs up anytime the angle of keel cant is changed. The boat has a sweet spot around 10 degrees of heel and in the puffy breeze, the keel moves often.

Our boatspeed is rarely less than the windspeed. In fact, we spent most of the race doing between 125 percent and 150 percent of the windspeed. In 8 knots of breeze, we're hitting 12 knots. It's nothing near the high 20s the boat can hit surfing through the Molokai Channel to finish a Transpac. But for a group of neophytes, it's thrilling to sail this fast in what would ordinarily be quite marginal conditions. We also know that over the northwestern horizon are plenty of poor souls struggling to maintain 4 knots.

Our average of between 9 and 10 knots inspires a few dreams of a midnight arrival. Hedrick, however, knows that in this race the math usually lies. Many early arrivals have been delayed when the breeze dies away upon entering La Bahia Totos Santos, or as Hedrick says with a laugh, "La Bahia de los Muertos."

As expected, the breeze lightens overnight, but it doesn't die completely. Nonetheless, the Bahia lives up to it's nickname to some extent, though it's largely our own doing. Early Saturday morning, we're in the midst of a sail change, from the masthead genoa to the 1A spinnaker, when something goes wrong.

The genoa won't unroll all the way, and when we try to pull it down we find out it won't come down either. Only when the halyard for the spinnaker is eased does the genoa start to come down. It's a bad sign.

As we struggle to get both sails down, I can sense the back of the boat starting to boil over. It's late, or actually early, but either way, it's that time of the race when lack of sleep makes everyone's fuse a little short. Kilpatrick and tactician Craig Fletcher take turns yelling out directions from the back while a dozen eager amateur sailors scramble around the deck looking for a solution.

"That door can shut so quickly in that bay and we happened to be in a little bit of breeze," says Kilpatrick later. "I just wanted to get across the finish line. You could see me looking over my shoulder all the time, expecting to see running lights."

It takes what seems like an interminable amount of time, but eventually we sort the halyards out. It turns out the roller furling unit at the head of the genoa caught the leech line of the spinnaker and then sucked the halyard into the roll when we tried to furl the genoa. Just

when we thought we were getting the hang of it, *Pyewacket* reminds us just what we're dealing with.

We crawl across the finish line in pale pre-dawn light. It's slightly anticlimactic. We all wanted to see and feel Pyewacket really light it up; we wanted to be pushed a bit and prove that we were up to the challenge the boat presents.

Half of the crew is staying in Ensenada for the weekend. A water taxi ferries them to shore, and not 45 minutes after finishing we're waving to the race committee boat as we pass them on our way north. We're an hour out of Ensenada before we catch sight of *Magnitude* reaching toward the finish line. *Windquest* is still no where in sight. It's then that it starts to dawn on me. We beat a pair of 80-footers by three hours over 125 miles.

We pass boats all the way up the coast. With each one, I smile slightly wider than I did when we passed the previous boat. This is the first time I've taken line honors in a distance race, much less one of the most popular distance races in the world.

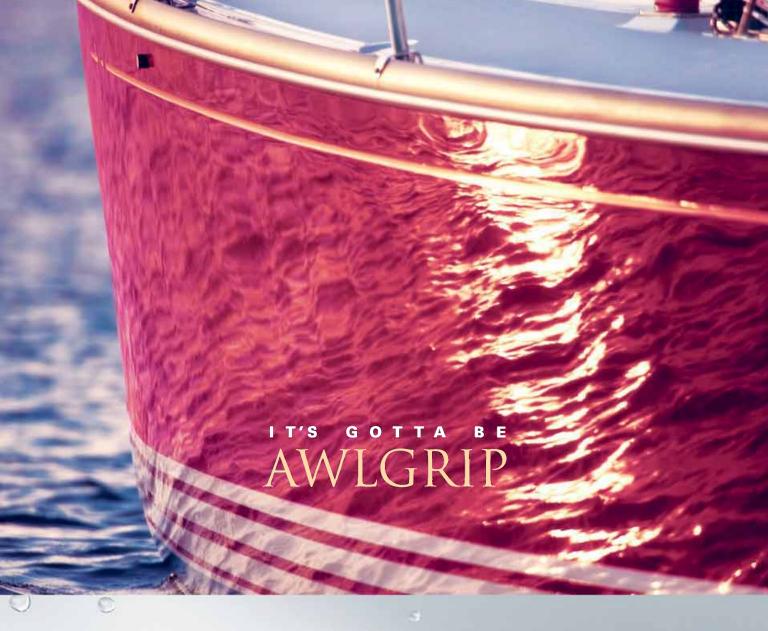
By noon we're rolling into San Diego Harbor. Even here, we're still passing boats, spinnakers sucking whatever they can out of a light seebreeze, bows pointed toward a party in Ensenada that they'll be lucky to make.

Just before I jump ship and grab a rental car back to Newport Beach, I speak with Val Stephanchuk. While it would be impossible to determine who among the volunteers has the most sailing experience, figuring out who had the least is easy. Stepanchuk, a 24-year-old OCC student with a loose, toothy smile and scraggly beard, showed up for Thursday's practice wearing a foam-front baseball cap, sneakers, and what could best be described as a nylon duster.

He's part of the OCC rowing team, which shares the seamanship center's facility, hence his connection and presence on the boat. He is planning to enter a transatlantic rowing competition in 2007, but he'd never really been sailing until he joined an OCC crew sailing in last summer's Long Point Race.

"This is the second race I've race in," he says of the Ensenada Race. "It was absolutely amazing. I know not a lot of people—maybe 5 percent of the sailing world—get to sail on something like this.

"It did get overwhelming at times. The main thing was figuring out the grinding system and how it works, plus a lot of sailing terms. But I loved it. I've sailed on the *Pyewacket*. It's under my belt."



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JIM MADDEN FLASHED A SHEEPISH GRIN AS THE DUBOIS 90 *GENUINE Risk* flew by his J/160 in last year's Cabo San Lucas Race. He knew he would soon have a canting-keel raceboat of his own—a 66-footer from the design office of Reichel/Pugh.

"My initial discussions with Reichel/Pugh specified a grand-prix style boat between 66 and 70 feet with a simplified rig capable of taking on all the Mexican races with a crew of 12," says Madden. "Then, I started to read more and more about the 66-footer *Wild Oats*, and the more I read, the more I liked its size and performance. The concept was to build a similar boat, but optimized for my program." *Stark Raving Mad III* is the result. At 66 feet, it's manageable, but still possesses the significant speed potential of canting keel boats.

Aware of the alarming structural and ram failure rate of the Volvo Ocean 70s, Madden had the boat's structure and systems made extra robust. "We wanted to over-engineer the boat, so Reichel/Pugh and SP Systems beefed up the internal structure," says Madden. "We wanted her bullet proof."

The entire package came together at Westerly Marine, in Southern California. Westerly built the all-carbon boat on a

male mold. *SRM's* styling is like many of its breed; long and narrow with a dolphin-striker bowsprit and spacious racing cockpit. Below the waterline is an almost 15-foot deep canting keel, a conventional rudder, and an articulating forward daggerboad. The daggerboard is hydraulically controlled and moves through a very small axis, which makes it more of a trim tab.

Belowdecks, the keel box dominates the middle of the boat, and the hydraulic plumbing and electronics necessary to control the boat's systems. Madden specified a hot and cold water system, as well as a proper galley, complete with refrigeration to make distance events "a bit more comfortable." An enclosed head, pipe berths. and a large centerline nav station complete the boat's interior.

SRM sports a swept spreader carbon rig from Hall Spars with Future Fibres PBO standing rigging. Curved spreaders (four sets) allow tight sheeting angles and roach in the boat's non-overlapping jibs. All halyards have locks, which reduce compression on the mast. Hydraulics control both backstay and headstay tension, and checkstays are used when the boat is flying staysails.



The boat's winch package has a dual-mode electric-drive or pedestal-driven mainsheet winch, and pedestal-driven primaries. The main trimmer has foot pedals on each side of the cockpit allowing trimming from the rail. The headsail trimmer has hydraulic controls for luff tension, jib lead, and athwartship car positions. Downwind, the mainsheet pedestal is linked to the primaries for jibes. In addition to McConaghy wheels, both helm stations have controls for keel-cant angle, and the forward daggerboard's angle of attack. A separate control pod aft allows independent control of these functions.

Electrical switch failure forced SRM to retire from a day's racing at this year's Acura Miami Race Week, and then a hydraulic valve problem hobbled the keel's ability to swing quickly through tacks and jibes on another. Stark Raving Mad, however, showed potential in Miami, regularly pushing through 20 knots of boatspeed downwind and demonstrating good speed and height while sailing to weather. SRM will be based in Newport, R.I., this summer as it sails the Bermuda Race and other East Coast events before returning home to California in the fall.

-CHAD CORNING

TECHNICAL HIGHLIGHTS

LOA 66' LWL 60'2" Beam 14'1" DSPL 26,500 lbs. SA (u/d) 2,745/5,845 sq. ft. Draft 14'8" Design Reichel/Pugh Yacht Design Builder Westerly Marine Sails North Paint systems Imron Mast/rigging Hall Spars/Future Fibres Instruments Ockam Deck hardware Harken Winches Lewmar Keel hydraulics Central Coast Engineering S.P. Technologies Project management Mick Harvey IRC rating 1.568		
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Project management Mick Harvey	Keel hydraulics	Central Coast
	Engineering	S.P. Technologies
IRC rating 1.568	Project managem	ent Mick Harvey
	IRC rating	1.568

SAILING WORLD July/August 2006

Grand Prix

Bill Alcott



"I can't see not having a boat. What I have now is a boat that's a rocket downwind. It's never going to win that much around the buoys, but we take it anyway."

SINCE THE EARLY 1950S, WHEN HIS FATHER bought him a used Lightning, Bill Alcott has been racing sailboats. Originally from St. Claire Shores, a suburb of Detroit, Alcott, 69, has become a fixture on the Great Lakes and in the Caribbean, where, over the past two decades, he has campaigned a series of boats, all named *Equation*. Last year, with his Andrews 68, he beat the 254-mile Port Huron to Mackinac Race record by more than 5 hours (25h:29m:46s).

What was the first boat you bought?

A Cal 20, but I couldn't stay on it. I just had to sail on bigger boats, so I convinced my wife we needed to sell it and buy a Cal 25. I had the same disease, I couldn't get my mind off bigger boats, so I bought a Cal 33. I've had about twelve boats; I'm an expert at losing money on them.

What's been your favorite?

The 50-foot Reichel/Pugh boat I had 10 years ago.

It had a punishing rating, didn't it?

I built that boat with the idea that ratings would prove themselves to be changeable. I wanted a boat that would be competitive on the water and not worry too much about the rating.

Do you still feel that way?

These days the money game is so big that it's tough. At some point you've got to say: "I can't get bigger, I can't even get this big because the cost goes up exponentially." But I can't see not having a boat. What I have now is a boat that's a rocket downwind. It's a great boat. It's never going to win that much around the buoys, but we take it anyway.

Do you prefer buoy or distance racing?

I have a mongrel boat because I never could figure that out.

Why did you start racing in the Caribbean?

It's Stu Argo's doing. He talked me into going one year, and I've never stopped. It's the best two months of my life every year. I go every winter and just stay; I've even found a dentist and a barber. I really do think that God goes there to vacation. It's so beautiful, and the atmosphere is so laid back. From a pure sailing point of view, where else can you go where there's always wind, where there's the blue-green water, and there's always a cold beer around the next bend? It doesn't get any better than that.

What's been your most memorable win over the years?

We've had a lot of luck with my boats. We had three straight overall wins at Key West Race Week and a couple at SORC. Breaking the record at last year's Port Huron to Mackinac Race was probably the most pleasurable. The conditions were perfect. We got there on the leading edge of a storm and were going close to 20 knots.

Are you still driving the boat as much as you used to?

When I get into a tough competition, like Key West was this year, I've got to admit that, at my age, there are other guys on the boat who can drive better than me. This year, I had Ron Sherry drive, and he did one hell of a job. I think it's better for the boat, and better for the attitude. I love to drive, but when the competition is as tough as it was in Key West, I've got to put the best person I can on the wheel.

Has most of your crew been with you for a long time?

Most of the guys have been in the program for 15 or so years. The problem is the boat races so much, and not many of them can take off all the time our schedule demands. We have a group of 40-to-

50 guys who like each other so much they kind of brought themselves along. I don't think we really recruited anybody.

What is it you look for in your crew?

Compatibility is number one. Attitude is everything. I give credit to Stu Argo because we got that from him. Everything this program's turned out to be is really a product of him teaching all of us, including me. It's been great, and as a matter of fact, things I learned from him about relationships had a lot to do with the success of the business I used to run [health care provider]. When we're on a boat, it's the same as being in business. There is no you, or them; we're all in the same boat.

What's your take on the state of rating rules in the United States right now?

I think the problem with rating rules is that when prospective owners build a boat, they know they're running the risk of having the rules change right out from under them before they even take delivery. As long as there's no stability to a rule, that problem exists. I was disappointed in IMS, but so far, IRC hasn't treated us all that badly.

It's a difficult problem, but it's important to remember that it's a damn good thing we have a rule at all. If PHRF were administered well, it would be the best solution because every boat could be adjusted to keep it competitive. That's where the U.S. isn't doing such a good job. We should be trying to keep old boats on the water, and not worry too much about new boats.

What advice do you have for someone who'd like to run a big program like you have with *Equation*?

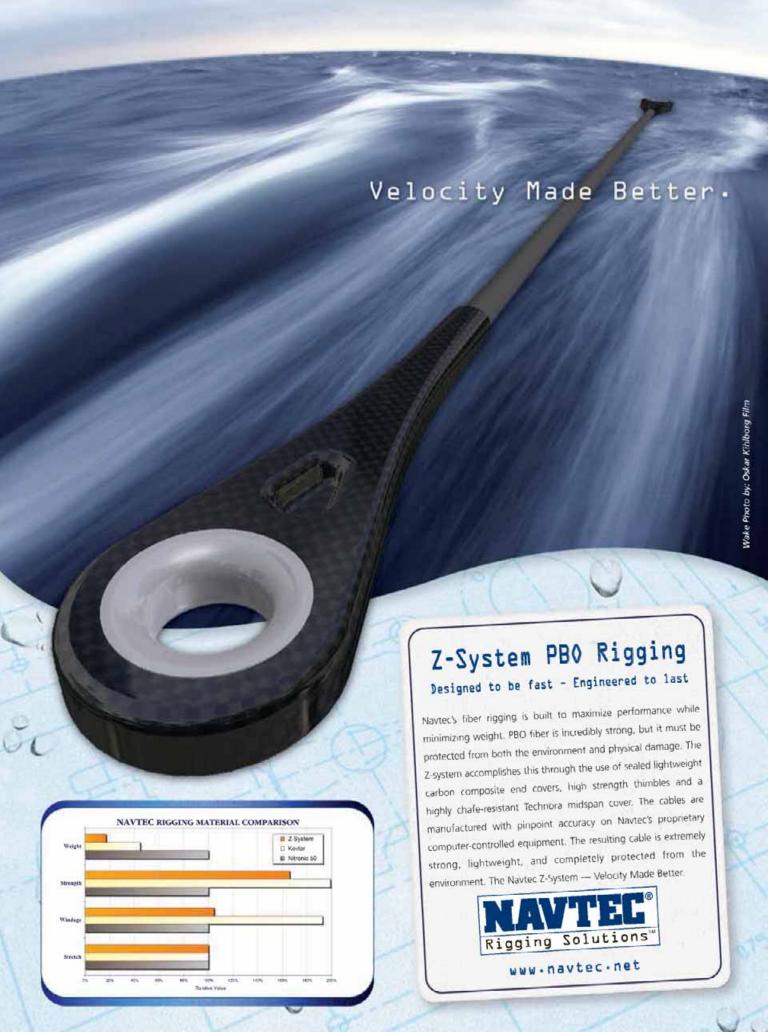
The most valuable lesson I've learned is to make it a fun program. If you do that, there's no trouble in getting good people and all the help you need. The emphasis is on fun; fun on the water and fun off the water, and let people be what they want to be.

What's the atmosphere usually like onboard the boat?

It's amazing how quiet the boat is. We have two rules, and nobody pays much attention to the second one anymore. The first rule is no shouting. Who needs it? If somebody shouts, there's got to be a damn good reason, and then we've all got to pay attention. The other one is you've got to show up with a hangover. That used to be true. But it's not anymore.

-TONY BESSINGER

Ed.'s note: For more from Alcott, see www.sailingworld.com





2006 TRIMARAN NATIONALS Three times the hulls equals three times the leeward-mark pinwheel. Competitors at the Trimaran Nationals off Fort Walton Beach, Fla., get into a tangle. Thirty-three tris in five classes sailed in the four-day event. SAILING WORLD July/August 2006

2006 TRIMARAN NATIONALS-CORSAIR 28R ONE-DESIGN CHAMPIONSHIP

Fort Walton Beach, Fla., was the place to be last April for trimaran racers. Five Corsair fleets-28Rs. 24s and Sprint 750s, 24 One Designs, 31Rs, and an Open Classsailed an eight-race series. Each fleet declared its winner, and all entries were scored using PHRF to determine an overall winner. The new class of Sprint 750s crowned its first class champion, Don Wigston, sailing Malbec. Robert Remmers and Robert Onsgard's Corsair 28R Fifty-Fifty won its class, as did Bruce Kuerten's Corsair 24 OD Farfalla. In the Open division, the F-25 Panther, skippered by Tony Hammer, of Canada, reveled in the warm water to take his series. Randy Smyth eeked out a win in the Corsair 31R class, beating Peter Frendenberg's Condor in a tiebreaker. Wigston's Sprint 750 was named the event's overall winner, www.corsairmarine.com

SAN DIEGO YACHTING CUP After a Friday afternoon race for

the Leukemia Cup, which raised \$80,000, 125 boats in 14 class-

es sailed five races for San Diego YC's Yachting Cup in May. On the West Ocean Course, Paul and Laura Sharp's R/P 68 Taxi Dancer made do with a -69 PHRF rating to win its class after scoring four firsts. Robert Youngjohns' DK 46 Zephyra won five races to sweep Division 2, and Randy Reynolds sailed his Reynolds 33 Cat Attack to victory in the five-boat Reynolds 33 class. In the nine-boat J/120 fleet, TamaJama, skippered by Steve Harris, won the tiebreaker with Chuck Nichols' CC Rider. The Beneteau First 40.7 French Toast, co-skippered by Mike Dorgan and Jim Wright, started hot with three firsts, and won its eight-boat fleet. www.sdyc.org

MELGES 24 NORTH AMERICANS

In May, Brian Porter from Winnetka, III., and his Full Throttle crew of Harry Melges III, Dave

Navin, and John Porter won the Melges 24 NAs by 1 point over Dave Ullman, of Newport Beach, Calif., sailing Pegasus 505 with Bill Hardesty, Brian Hutchinson, Casey Smith, and Shana Phelan. With windless conditions on the final day, only six of a possible 10 races were sailed, but that was enough to crown a national champion. Third overall was Seadon Wijsen's Pareto Optimal. www.melges24.com

MALLORY TROPHY

The 2006 High School Double-Handed National Championship for the Mallory Trophy was held at the Grosse Pointe YC, in Michigan, last May. In their first visit to the event. Antilles High School, from St. Thomas, United States Virgin Islands, won, while Newport Harbor High School (California) placed second, and Severn School (Maryland) placed third. Newport Harbor received a DSQ in a protest decision that knocked them out of first place by 1 point and created a tie for second place with Severn, but the tie fell in favor of NHHS. Following Severn in the top 10 were: Point Loma HS (Calif.), Tabor Academy (Mass.), Naval Academy Prep School (R.I.), Milton Academy (Mass.), the Hotchkiss School (Conn.), Corona del Mar HS (Calif.), and Pine View HS (Fla.) www.highschoolsailingusa.org

FARR 40 EAST COAST CHAMPIONSHIP

The first four races of the Farr 40 East Coast Championship, held in Annapolis, Md., last May, were ugly for Jim Richardson and his team on Barking Mad. In the 12-boat fleet, they scored an unimpressive 4, 9, 6, 5. But in onedesign racing, especially in the competitive Farr 40 class, nothing's written in stone until the final race. Barking Mad rallied in the second half of the event and never looked back, scoring two firsts in the final two races to win the event by 1



Salsi's Swan 45 DSK-Comifin (above) made the best of it, finishing second in the Racing III division. Roger Sturgeon, of San Francisco, notched another win as he and his crew on the evergreen TP 52 Rosebud took First in Class, First in Fleet, Best American Yacht, and Best Ultra Light Displacement Yacht. www.sailingweek.com



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media partner Offshore

point over the Australian Farr 40 Ichiban, skippered by Matt Allen. Jeff Siegal's Appreciation was third overall. www.annapolisyc.org

AMERICAN YC SPRING SERIES

One-design big-boat racing seems to be healthy on Western Long island Sound. At the annual American YC Spring Series, held over two weekends in late April and early May, 10 of 13 classes were one-design. The J/105 class had the biggest turnout with 16 boats. Damian Emery's Eclipse topped that fleet with no finish lower than third place after throwing out an eighth. Eleven J/80s raced, with local sailmaker Kerry Klingler's Lifted taking the top spot, 9 points ahead of Mark Gorman's Raritan. In the nine-boat J/109 class, Stephen Tedeschi's Tastes Like Chicken finished on top. One of the longest-lived classes on the sound, the J/44 class, boasted eight boats, and was won by William Ketchum's Maxine, which won four races in the six-race series. Other one-design classes included Swan 45s, with five boats, Farr 395, also with five, six Viper 640s, five Beneteau 36.7s, and three Farr 40s. www.americanyc.com

I-14 PACIFIC RIM CHAMPS

Going into the final race of the I-14 Pacific Rims, sailed on Hawaii's Kaneohe Bay, Tina and Trevor Baylis were 2 points behind Zach Berkowitz and Mike Morten, but the Baylis team capsized as the result of a collision with another boat just as the starting gun went off. It took some time to get untangled, but they found a favored side of the course and clawed back to third. Berkowitz and Morten sailed a clean race, finished second, and won the A division by 3 points. Stewart Vickery and Richard Argall, won B division. www.international14.org



The turnout for the Lands' End Annapolis NOOD, held in late April, was strong, with 279 entries. Big-number classes included the 36-boat J/105 class, won by Tom Coates' Masquerade, and the 14-boat Star class, won by Henry Filter, who never finished out of the top four. Bob Fleck and his crew on Horizon handled the strong ebbing tide and squirrely breeze to win the 14-boat S2 7.9 Midwinter Championship on a tiebreaker with Denny Manrique's Island Flyer. Class stalwart Rolph Townshend and his crew on Skybird won the Alberg 30 Maple Leaf Trophy. The largest fleet at the regatta was the 37-boat J/22 class, and from that group came the regatta's overall winner, Greg Fisher. Fisher and his crew-wife, Joanne, daughter Martha, and Jeff Eiber-won a spot at the 2006 Lands' End NOOD Caribbean Rendezvous in Tortola, British Virgin Islands, in November. www.sailingworld.com



with 103 points. Teams from Stanford and University of California Irvine were tied going into the

final races, but Stanford's sailors delivered and beat Irvine by 4 points. www.collegesailing.org

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At **J** World you'll spend twice the time learning on the water than you do at other sailing schools. That is precisely why our racing students are so successful on the race course. It is also why we were the only sailing school to receive a 100% satisfaction rating in a survey by Practical Sailor.

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ESIGN

THE FLYING SCOT

The Flying Scot is one of North America's leading one-design classes. Designed in 1957 by Gorden K. (Sandy) Douglass, this 19 foot, stable centerboarder is easy-to-sail, forgiving and fun. The large cockpit holds eight, making it ideal for gunkholing and family daysailing, while a crew or two or three can put this popular boat through



its paces for tight, tactical racing. Selected for the American Sailing Hall of Fame in 1998, the Flying Scot has been used for many US Sailing events including the Mallory, Adams and Sears Cup Championships.

2650

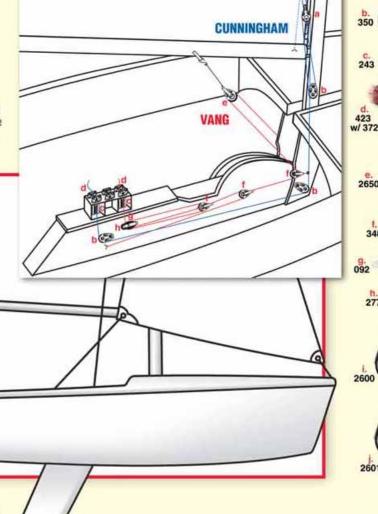
For more information on Harken hardware for the Flying Scot, visit www.harken.com

CUNNINGHAM

This 6:1 cascading system cleats on the centerboard trunk and provides plenty of power to play the cunningham from either side of the boat.

RACING VANG

Built of lightweight 40 mm Carbo blocks, this free-running system provides a powerful 12:1 mechanical advantage for fast sail adjustments. The vang terminates on the centerboard trunk and cleats to a Harken Cam-Matic® with X-Treme Angle fairlead for easy cleating/uncleating on either tack.



57 MM CARBO MAINSHEET SYSTEM

This efficient 3:1 system features an automatic loadsensing Ratchamatic® block mounted to a swivel base that rotates to face the trimmer. The ratchet mechanism can be set to increase holding power in big air or turned down so the mainsheet runs freely when the wind is light.

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Ideal 18 is the safe, fun, and comfortable two-person keelboat. Find out why new fleets are forming throughout North America. Become an Ideal sailor.

IDEAL 18 CLASS ASSOCIATION

40 Marina Drive, Rochester, NY 14617 (800) IDEAL18 • Fax (585) 266-4722 www.shumwaymarine.com

LOA	17' 10"	SA168 sq. ft.
Draft	3' 3"	I19 ['] 0"
		J7' 0"
Ballast	700 lb.	HullFiberglass



THE DAY SAILER ▼

Designed in 1957 by George O'Day and Uffa Fox, the Day Sailer combines the ease of sailing with the challenges of racing. A strong, family-oriented class continues to thrive, with over 40 fleets nationwide. Come join us and sail the Day Sailer. Builder: Cape Cod Shipbuilding, Wareham, MA.

DAY SAILER ASSOCIATION

Pat Skeen, DSA Class Secretary 1936 Danebo Avenue, Eugene, OR 97402 (541) 689-2190 • www.daysailer.org

LOA16' 9"	Disp575 lb.
Beam6' 3"	SA (main & jib)145 sq. ft.
Draft up/dn9"/3' 9"	SA (spin.)96 sq. ft.



The exciting tunnel-hulled, spinnaker-equipped, high-performance racing scow. Designed by Buddy and Harry Melges. Competitively raced by two, the M20 is sailed by mixed crews and families.

M20 CLASS ASSOCIATION

Steve Smith, 1400 W. Buckingham Dr., Muncie, IN 47303-9302.

Email: r.s.smith@comcast.net • http://m20-scow.com

LOA	20' 0"	SA (main & jib)175 sq. f
		Spinnaker 250 sq. 1
Weight	595 lh	.,



ULTIMATE 20 ▼

Popularity is still growing for this exciting sport boat. Easily trailered, rigged and launched with a fully retractable keel. National and local one-design activity, great club racer and daysailer. Friendly, fun and fair best describes this enthusiastic class. One sail is all it takes to be hooked.

ULTIMATE 20 CLASS ASSOCIATION

7914 Cottsbrooke Dr., Huntersville, NC 28078 Email: U20class@bellsouth.net • www.U20class.org

LOA20' 11"	Disp. (sailing)1350 lb.
LWL18' 0"	Ballast450 lb.
Beam8' 4"	SA (main & jib)305 sq. ft.
Draft up/dn8"/5' 0"	Asym. Spinnaker 452 sq. ft.

TASAR ▼

A couple can sail for fun or be competitive at any level in this strict one-design. A light, planing hull, efficient rig, and fully-battened main deliver exciting performance without spinnaker or trapeze. High-caliber fleets in western US and Canada offer club and bush regattas.

NORTH AMERICAN TASAR ASSOCIATION

Richard Spencer, (604) 263-9793 Built by: Alvis Marine, (888) dinghys (Toll Free) www.tasar.org • www.alvismarine.com

LOA14' 10"	Draft up/dn6"/3' 0'
Beam5' 9"	



Y-FLYER ▼

The Y-Flyer is an easily-sailed sloop-rigged scow with a planing hull. It's raced by two people, often by family and women. Over 325 U.S. members in 20 fleets. Six Canadian fleets. Plans available to build competitive hulls from plywood. Fiberglass boats available. We celebrated our 50th year in 2001.

Y-FLYER CLASS ASSOCIATION

7349 Scarborough Blvd. E. Drive, Indianapolis, IN 46256-2052 (317) 849-7588 Email: yflyer@juno.com • www.yflyer.org

LOA18' 0"	Draft up/dn6"/4' 0"
Beam5' 8"	SA (main & jib)161 sq. ft.



WINDMILL V

One of the fastest one-designs for the price. This lightweight, rapid responding, performance sloop is quick to plane. Strong support nationally and internationally. Whether new, used, wood, fiberglass or composite; the Windmill promotes compatibility, competitiveness & camaraderie. \$1000+ used, \$5000+ new, or home-build.

WINDMILL CLASS ASSOCIATION

1856 Runneymeade Road Winston Salem, NC 27104-3110

Email: achauvenet@triad.rr.com • www.windmillclass.org

LOA15 Beam		
Draft up/dn6"/		

505 ▼

Experience the high of the white-water perma-grin that other fleets can only try to imitate. Come race in a fleet where some of the best sailors in the world openly share tips and tricks with each other and where a 20-year old boat can still win a World Championship. It has been cutting edge for 50 years and still continues to grow. Come check it out!

INTERNATIONAL 505 CLASS YRA

Tyler Moore, President, American Section, tylerwmoore@verizon.net (757) 897-2127 Jeff Nelson, Vice President, American Section, jeffnelson20032003@yahoo.com, (714) 623-0019

LOA16' 6"	SA (main & jib)178 sq. ft.
Weight280 lb.	SA (spinnaker)200 sq. ft.



Very fast trailerable racer. Sportboat speeds of 16+ knots. Many active fleets across the country and growing. Strict owner/driver rules. Numerous regional championships. 1st 2005 & 2003 KWRW. 1st 2002 BIRW, 1st 2002, 2003 & 2005 YRA LIS Competitors Trophy. 2005 NA's November 2005 @ Lake Norman, North Carolina.

J/27 CLASS ASSOCIATION

Peter "Louis" Johnson, Class President, 58 Old Farm Rd., Orchard Park NY 14127 (716) 435-5944 ukbuffalo@adelphia.net • www.j27.org

LOA27' 6"	Beam8' 6"
Draft4' 11"	Disp3.800 lb.

MARTIN 242 ▼

The M242 is a 24-foot, high performance, day sailor/racer. 250 were built between 1981 and 1993, and they are now in production once again. Total sail inventory consists of a main, roller furling jib and spinnaker. Designer: Don Martin

INT'L MARTIN 242 CLASS ASSOCIATION

MG, Marine, Inc, Marina del Rey, CA 90295 (310) 645-0196 Hm/Off • (310) 645-0542 Fax sales@m242yachtsusa.com • www.m242yachtsusa.com

LOA	24' 2"	Ballast	930 lb.
Beam	8' 0"	Sail Area	280 sq. ft
Displacement	2500 lb.	Headsail	110%





BLUE JAY ▼

Competitive, exciting, and an excellent step in Jr. training, this two-person boat boasts active racing schedules, main, jib, spinnaker design, good resale value, and an excellent builder. Plans: Sparkman & Stevens, NY, NY. Builder: Allen Boat Co. Buffalo, NY.

INT'L BLUE JAY CLASS ASSOCIATION P.O. Box 651, Mantoloking, NJ 08738 (732) 295-0238 • Fax (732) 295-0238 www.sailbluejay.org

LOA	13' 6"	Draft up/dn	5"/3' 9"
		Weight	
Roam		(dii 3 nicm) A2	



INTERNATIONAL J/22 CLASS ASSN▼

The best combination of stability, handling ease, speed, trailerable weight, and all-weather comfort in sailing. There are over 1,500 boats sailing in three

J/22 CLASS ASSOCIATION

Christopher Howell Executive Secretary 12900 Lake Ave., #2001, Lakewood, Ohio 44107 (440) 796-3100

Email: classoffice@USAJ22.com • www.j22.org

LOA	.22' 6"	Draft	4' 0"
LWL	.19' 0"	Disp	1,850 lb.
Beam	8' 0"	SA (main & iib).	242 sa. ft.



STAR ▼

The Star Class offers world-class racing at its best! Olympic Class since 1932. Winter racing in Miami. Cutting edge technology. More than 2000 racing

INTERNATIONAL STAR CLASS YACHT RACING ASSOCIATION

1545 Waukegan Road, Glenview, IL 60025-2185 (847) 729-0630, Fax (847) 729-0718 office@starclass.org

LOA22	7' Weight	1479 lbs.
Beam5	.7' Sail Area	285 sq. ft.
Draft3		





BONGO ▼

The all-new singlehanded sport boat can also be sailed by two smaller people or one adult and child – a great family boat that will bring smiles to all!

BONGO CLASS ASSOCIATION

174 Kehoe Street Ottowa, Ontario, Canada K2B 6A5 (613) 828-9294 www.sailabongo.com

LOA	15' 2''
Beam	6' 6"
Draft (lifting keel).	3' 11"
Weight	

SA (main & jib)....131 sq. ft. SA (Asym. Spin)..147 sq. ft. Ballast Bulb100 lb.

LIGHTNING ▼

After 60+ years and 15,100 boats, the International Lightning offers the toughest competition in onedesign sailing. Join us and compete at the International level or fleet race in 500 chartered fleets worldwide.

INT'L LIGHTNING CLASS ASSOCIATION

Jan Davis, ILCA Executive Secretary 7625 South Yampa Street, Centennial, CO 80016 office@lightningclass.org • 303-325-5886 www.lightningclass.org

LOA	19' 0"
Beam	6' 6"
Draft un/dn	5"/4' 11"

1	Weight	700 lb.
1	SA	177 sg. ft.
1	Designer	S ['] & S



HOBIE 33 ▼

The Hobie 33 is a highly competitive one-design /PHRF ULDB racer with an active national class. Easily trailerable with a retractable keel and deckstepped mast. Back in production, to buy one call (949) 661-8231.

HOBIE 33 N.A. CLASS ASSOCIATION

Rich Brew, 3705 Darnell Place Jacksonville, FL 32217 Email: info@Hobie33.com • www.Hobie33.com

LOA33' 0"	Draft5' 7"
LWL30' 6"	Disp4,000 lb.
Beam8' 0"	SA429 sq. ft.





FLYING SCOT ▼

Design, quality, and service have built the Flying Scot into a large national class, with over 5,700 boats built and over 110 active fleets. Size and stability have made the Flying Scot a favorite family daysailer/racer for 49 years.

Boat Information • (800) 864-7208 Fax (888) 442-4943 • www.flyingscot.com F.S.S.A. (Fleet Information) • (800) 445-8629 Fax (803) 765-0860 • www.fssa.com

LOA19' 0'	' Disp85	50 lb.
Beam6' 9	' SA (main & jib)191 s	sa. ft.
Draft up/dn8"/4' 0		



CATALINA 22 ▼

Celebrating 35 years of family-oriented racing. New Catalina 22 Sport being built to encourage more competitive racing in established fleets, regional regattas, and National Championship Regatta. 15,000 boats built since 1970.

CATALINA 22 NATIONAL SAILING ASSOCIATION

Ted McGee, Secretary/Treasurer 3090 Post Gate Drive, Cumming, GA 30040 Phone: 770-887-9728

secretary@catalina22.org • www.catalina22.org

LOA	21' 6"	Beam	7' 8''
		Displacement	2380
Draft up/dn	1' 8"/5' 0"		

J/80 ▼

J/80 is fast, stable, and affordable. It's fun to sail, planes in 15 knots of breeze, and is easily trailered and launched. With over 800 boats sold, the J/80 is a competitive and growing one-design class.

J/80 CLASS ASSOCIATION USA

Jason Balich, Treasurer 1440 Goodrich Ave St. Paul, MN 55105 Email: info@j80.org www.j80.org

LOA26' 3	" Draft	4' 11'
LWL22' 0	" Disp	3.304 lb
Beam8' 3		



FLYING DUTCHMAN ▼

For those sailors looking for high-performance in a stable, technically challenging boat, the Flying Dutchman should be at the top of the list. It is the ultimate planing dinghy that constantly tests your knowledge of sail shape, rigging, wind and water. New carbon masts make it competitive for lighter crews!

INTERNATIONAL FLYING DUTCHMAN CLASS ASSOCIATION OF THE UNITED STATES

Website: www.sailfd.org/USA/ West Coast: Zhenya Kirueshkin-Stepanoff Email: zks7@sbcglobal.net Tel: (408) 316-1091 East Coast: John Sayles, Secretary Email: ifdcaus@comcast.net Tel: (610) 429-1681

LOA19' 10"	SA Main110 sq. ft.
Beam5' 8"	
Weight364 lbs.	SA Spinnaker226 sq. ft.





Sailing WORLD

THISTLE ▼

The Thistle is a high-performance racer and the TCA plans events with families in mind. Designed in 1945 by Sandy Douglass, The Thistle is still going strong 4000 hulls later. Instruction video available. We're celebrating our 60th year.

THISTLE CLASS ASSOCIATION

Patty Lawrence, 6758 Little River Lane, Loveland, OH 45140 • (513) 583-5080 Email: secretary@thistleclass.com www.thistleclass.com

Beam6' 0" SA (main & jib)191 sq. f	LOA17' 0"	Weight515 lb
Draft up/dn6"/4' 6" SA (spin.)220 sq. f	Beam6' 0"	SA (main & jib)191 sq. ff



JET 14 CLASS ▼

Quick to plane, easy to handle, very fun and very affordable, this two-person dinghy is perfect for husbandwife, parent-child and junior teams. Come sail with us—the competition is excellent and Jets built in the '50s remain very competitive with our newest glass boats!

JET 14 CLASS ASSOCIATION

Joy Shipman, Class Secretary 40 B Narragansett Ave., Jamestown, RI 02835 (401) 423-1050 • www.jet14.com Builders: Vermilion Fiberglass • (440) 669-9071 Jibe Technology • (401) 683-0484 • www.jibetech.com

LOA=LWL14' 0"	Weight285 lb.
Beam4' 8"	SA main & jib113 sq. ft.
Draft up/dn4"/4' 2"	

INTERNATIONAL J/24 ▼

The World's most popular one-design keelboat features quality construction, strict one-design rules, and low cost. Nearly 6,000 boats sailing in 30 countries attract both Grand Prix and Club racers. Join the fun that is the J/24 Class, now over 25 years old.

INTERNATIONAL J/24 CLASS ASSN.

Eric Faust, Executive Director 7793 Burnet Rd., #15, Austin, TX, USA 78757 (512) 266-0033

Email: director@j24class.org • www.j24class.org

LOA	24' 0"	Draft	4' 0"
LWL	20' 5"	Disp	3.000 lb.
Beam			





FORCE 5 ▼

The best singlehanded one-design for the enthusiastic weekend sailor! A fast, versatile rig that allows for competitive sailing in a wide range of wind as well as helmsman weight and age. The Force 5 Class Association is friendly and welcoming, with a diverse race schedule and an active builder.

FORCE 5 CLASS ASSOCIATION

www.force5.us

LOA13' 10"	Weight145 lb
Beam4' 10"	SA91 sq. ft.

ENSIGN

"2002 Inductee, The American Sailboat Hall of Fame". Classic daysailer/class racer with large cockpit. Regional and national quality competition in 50 active fleets. By far, the largest class of full-keel one-design sailboats in the United States. New boats by Ensign Spars, Inc.

ENSIGN CLASS ASSOCIATION

Elizabeth Brincklow, Commodore 736 Scotland St, Dunedin, FL 34698 (727) 734-1837 • www.ensignclass.com

LOA	22' 6"	Draft: full	3' 0
LWL	16' 9"	Disp	3,000 lb
Beam			



TRANSFUSION 15.5 ▼

Light, stable, family daysailer. Great trainer, yet sensitive and challenging flying chutes around the buoys with a two-man crew. Highest quality epoxy/foam/glass construction: no maintenance and longer life. Centerboarder, comfortable for 3 adults. Class racing is tight and growing fast. Now keelboat, too.

T 15.5 RACING CLASS ASSOCIATION

30-B Mitchell Road, Ipswich, MA 01938 (978) 356-1764

www.transfusionboats.com

LOA LWL Beam Disp	15' 0" 6' 4"	SA (main & j SA (spin.)	40 lb. ib)175 sq. ft. 140 sq. ft. Rob Darling



SOVEREL 33 ▼

Inspired by the desire to create a yacht completely unhampered by handicap rules, the Soverel 33's single design criterion was to excel under all conditions and all points of sail. An exhilarating One Design or handicap racer for the most accomplished and aggressive skipper yet safe, easy to sail, and comfortable for the whole family.

SOVEREL 33 CLASS ASSOCIATION

Erik Will, Class President dwill@rochester.rr.com • (315) 573-4485 www.soverel33.com

LOA33'	Draft5.83'
Beam11'	Disp5,800 lb.
SA (Upwind)766 sq.ft	

EL TORO ▼

One of the largest one-design classes in the U.S., originating in the 1930s. Excellent youth boat for beginners to advanced junior-sailing programs. Active and competitive racing class for sailors age 7 to 80+ years! Call or write for info, a list of builders, or plans to build your own.

EL TORO INTERNATIONAL YRA

Steve Lowry, Class Secretary 1014 Hopper Avenue, #419, Santa Rosa, CA 95403 (707) 526-6621 • www.eltoroyra.org

LOA	8' 0"	Weight	80 lb.
Beam	3' 11"	SA	49 sq. ft.



SUNFISH ▼

Join the United States/International Sunfish Class Association and you will join one of the all-time "red hot" racing classes. Races are held nationwide and internationally, virtually every week of the year. Competitors range from ages 8 to 80.

U.S./INT'L SUNFISH CLASS ASSN.

Peg and Terry Beadle, P.O. Box 300128 Waterford, MI 48330 • (248) 673-2750 Fax (248) 673-2750 • Email: sunfishoff@aol.com www.sunfishclass.org

LOA13' 10"	Draft up/dn 7"/3' 4"
	SA75 sq. ft.

REBEL ▼

The rebel was designed in 1948 to be durable and forgiving. It remains a popular boat that appeals to both daysailing and racing families. The association's activities are all planned with the family in mind.

REBEL CLASS ASSOCIATION

Leon Nowak, 2470 Glenngarry Rd., Jackson, MI 49203 • (517) 787-5920

Email: lee.n1@juno.com • www.rebelsailor.com

LOA	16' 1"
LWL	15' 10"
Beam	6' 6"
Draft up/dn	6"/3' 4"

Weight......700 lb. SA (main & jib)..166 sq. ft. DesignerRay Greene





J/105 ▼

The J/105 Class was again the largest one-design class represented in many of the nine 2005 NOOD regattas. We have twenty active local fleets across the continent. Upcoming North Americans in Marina Del Rey (2006) and Annapolis (2007).

J/105 CLASS ASSOCIATION

Nelson Weiderman, Class Secretary, 127 Schooner Dr. Wakefield, RI 02879 (401) 595-4071

Email: nelson@j105.org • www.j105.org

LOA34' 6"	Draft6' 6"
LWL29' 6"	Disp7,750 lb.
Beam11' 0"	SA577 sq. ft.



MELGES 24 ▼

The Melges 24 is built with carbon-fiber so she's light, fast, fun, and easy to tow. Over 600 of these hot, new one-designs have been built. Chosen as Sailing World magazine's "Boat of the Year."

MELGES 24 CLASS ASSOCIATION

Andy Burdick, Class Coordinator P.O. Box 1, Zenda, WI 53195 (262) 275-1110 • Fax (262) 275-8012 www.melges.com • www.usmelges24.com

LOA24' 0"	Disp1,783 lb
Beam8' 2"	SA (main & jib) 380 sq. ft.
Draft (keel down)5' 0"	

NORLIN MARK III 2.4mR ▼

The Norlin Mark III, International 2.4mR Class, competes on five continents, including the US & Canada. Poweredup and safe by design, it needs no crew. All its sophisticated sail controls are at your fingertips. It is the perfect single-handed keelboat - a BIG boat in a Small package. It is competitively raced by all types of sailors.

U.S. 2.4mR CLASS ASSOCIATION

John W. Kruger, 596 Glenbrook Road # 21, Stamford CT 06906 • (203) 327-7414 Email:gaviayachts@aol.com • www.gaviayachts.com

LOA	13' 8''	Disp	572 lb.
Beam	2' 8"	Ballast	400 lb.
Draft	3' 3"	SA (main &	jib)81 sq. ft.



ALBACORE ▼

A great boat for racing and teaching. Lots of interior space and a stable hull shape, yet light enough to plane in a moderate breeze. Not overly technical, it's also very popular for recreational use. Check us out!

U.S. & CANADA ALBACORE ASSOCIATION

U.S.: Joanna Beaver • us8026@yahoo.com Canada: Barrie Farrell, info@albacore.ca www.albacore.org/usa • www.albacore.ca

LOA15' 0"	SA (main & jib)125 sq. ft.
Beam5' 4"	DesignerUffa Fox
Hull Weight240 lb.	•

BULLSEYE ▼

Excellent for the novice sailor and racing enthusiast, the Bullseye is exceptionally seaworthy and easily trailered with an active class, annual national championships, and a quarterly newsletter.

BULLSEYE ASSOCIATION

44 River Street Rehoboth, MA 02769 (508) 252-3442 • www.bullseyeclass.org

LOA	15' 8"	Draft	2' 5"
LWL	12' 7"	Disp	1,350 lb.
Beam		.,	,



THUNDERBIRD

Over 1200 boats with active fleets in the U.S. Canada and Australia. The Thunderbird is a timeless design that sails extremely well in light or heavy air. International and regional championships.

INT'L THUNDERBIRD CLASS ASSOCIATION

P.O. Box 1033

Mercer Island, WA 98040 USA www.Thunderbirdsailing.org

LOA	.25′ 12″	SA(main & jib)	.308 sq.ft.
LWL			
Draft	4′ 9″	Disp	3,650 lb.



J 44 ▼

This fast cruiser/racer presently enjoys the best "bigboat" one-design racing in the nation. The classowned racing sails help maintain fleet parity. The J/44 is also a great family cruiser!

J/44 CLASS ASSOCIATION, INC.

565 5th Avenue, 29th Floor NY. NY 10017 (516) 790-7498 • www.j44.org

LOA	44′ 9″	Disp22.	000 lb
LWL	39' 0"	SA/Disp	2
Beam	13′ 8″	Disp./Length	152
		Over 65 delivered	

THE SWEET 16 ▼

The Advance Sailboat Corp. of Independence, MO, built many classes of one-design dinghies, including the Sweet 16. The Sweet 16 class is experiencing resurgence due to its sturdy and stable design, while still affording the more advanced sailor an optional spinnaker experience for family fun or racing.

THE NATIONAL SWEET SIXTEEN SAILING ASSOCIATION

Website: www.s16.org • Email: s16@s16.org Don Montgomery, Class Commodore Email: DLMONT2@aol.com • Kansas City, MO

LOA16' 0"	SA(Main)84 sq.ft.
LOL12' 3"	SA(Jib)44 sq.ft.
Max. Beam6'	SA(Spinnaker)200 sq.ft.
Min. Weight450 lbs.	Mast height23'

CLUB 420 ▼

The Club 420, with spinnaker and trapeze, is the most versatile youth sailboat in the US and Canada. Over 4,000 boats are registered in more than 300 yacht/sailing club fleets. US SAILING uses the Club 420 in the Bemis Cup, the Ida Lewis Cup, and the vouth champs.

THE CLUB 420 ASSOCIATION

Wes Durant, Secretary, 247 Highland St., Berlin, MA 01503 (978) 562-7620 • Fax (978) 562-7988 www.club420.org

LOA	13' 9"	Draft up/dn	6"/3" 2
LWL	13' 2"	SA main & iib	110 sa. ft.
Beam		, , , , , , , , , , , , , , , , , , , ,	



MC SAILING ASSOCIATION ▼

One of the fastest growing classes in the country. Over 80 fleets across the country, from coast to coast and border to border, with over 50 regattas per year. Sail singlehanded or take a crew. Age classifications for the more experienced sailors.

MC SAILING ASSOCIATION

Herman van Beek 2816 Biscayne Dr., Plano, TX 75075 (972) 596-9524 • Fax (509) 692-3503 Email: secretary@mcscow.org • www.mcscow.org

LOA16' 0"	Hull Weigh	it 420 lb
Beam5' 8"	SA	135 sq. ft





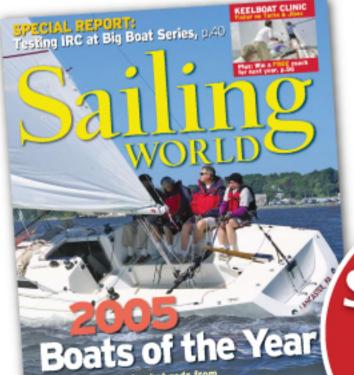
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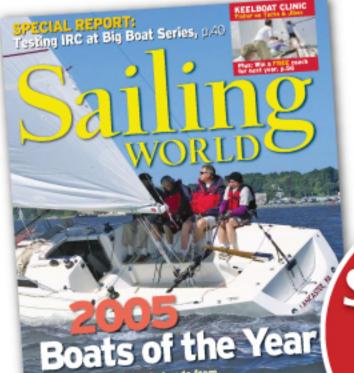
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COLGATE 26 ▼

The undeniably fast Colgate 26 combines safety, durability and FUN at a remarkably affordable price. One of the fastest growing one-design classes in America winning PHRF competitions nationwide, the C26 offers outstanding performance in both light and heavy air. Virtually unsinkable, the C26 is CE certified -Level B. With a comfortable oversized cockpit and berths for four this boat is a big hit with family and friends, Who says you can't have it all?

COLGATE 26 CLASS ASSOCIATION

16731 McGregor Blvd., Ft. Myers, FL 33908 (866) 842-4355

Email: info@Colgate26.com • www.Colgate26.com

LOA25' 8"	Draft Std./shoal.4' 6"/3' 6"
LWL20' 0"	Disp2,600 lb.
Beam8' 6"	SA283 sq. ft.



Fast, powerful, exciting, the 30-foot 210, after 50 years, is still state-of-the-art in keelboat fun and is still growing with 10 active fleets. Great people, great events, great boats.

210 CLASS ASSOCIATION

Sean Sweeney, 808 Willard St., Unit F4, Quincy, MA 02169 (617) 549-0394 Email: eseansweeney2000@yahoo.com www.210class.com

LOA	29' 10"	Disp	2,300 lb.
Beam		SA (main & jib	
Draft	3' 10"	SA (spin.)	400 sq. ft.



High-performance, elegant lines, and simple setup make the Etchells the premier one-design racer. This three- or four-person keelboat with 55 fleets in eleven countries offers exciting sailing and quality competition at both the club and international levels. Come join us!

INT'L ETCHELLS CLASS ASSOCIATION

P.O. Box 676, Jamestown, RI 02835 (401) 560-0022 • Fax: (401) 560-0013

Email: etchells@att.net • www.etchells.org

LOA	30' 6"
LWL	22' 0"
Beam	6' 11.5"

Draft	4' 6"
Disp	3,325 lb.
	iib)291 sa. ft.



Being the strictest one design, two person dinghy, on the market, the JY 15 has become the most popular family racer around. Husbands and wives, parents and kids are having a great time in over 100 fleets. Easy to sail with just a main and jib, yet fast enough to keep the blood moving, the JY 15 is a great family addition to any family.

JY 15 CLASS ASSOCIATION

jyprez@jyca.org • secretary@jyca.org www.jyca.org

LOA	15' 0"	Weight	300 lb.
		SA (main & jib)	
Draft un/dn	611/31 UII	Designer Pod	Inhastona

FIREBALL

Remarkable performance, moderate cost – the Fireball appeals to sailors of all ages and size. Speed unequalled by boats of similar waterline length. Active racing circuit in the U.S. and Canada. Easily lifted, trailered and launched by two people. Building plans available. Visit www.fireball-international.ca

FIREBALL CLASS ASSOCIATION

Secretary Eric Owston • (514) 457-6236 300 Victoria, Baie D'Urfe, Quebec, Canada H9X 2J2 eric.owston@videotron.ca

LOA16' 2	" Weight	175 lb.
Beam4' 8	" SA	263 sq. ft.



BUCCANEER 18 ▼

An enduring design, with planing hull, spinnaker launcher, and furling jib keeps this two-handed dinghy racing in North America. Friendly and growing class sponsors an active online community. Buy new Nickels, or affordably maintain your older boat.

BUCCANEER 18 CLASS ASSOCIATION

Scott Laundry, Commodore • (607) 299-4627 info@buccaneer18.org • www.buccaneer18.org www.nickelsboats.com

LOA18	0"	Weight	500 lb.
LWL161	' 8"	SA (main & jib)	175 sq. ft.
Beam6	' 0"	SA (spin.)	178 sq. ft.
Draft up/dn7"/3'	10"	Mast Length	23′ 5"



1D35 ▼

The 1D35 is a manageable, trailerable, affordable racer well suited to both class and non-class racing. The 1D35 has active fleets across the USA with 48 boats built to date. In addition to Class racing the 1D35 has successfully competed in a number of inshore and offshore handicap events.

1D35 CLASS ASSOCIATION

P.O. Box 69, Rocky Mount, NC, 27802 1d35@1d35.com • www.1d35.com

LOA	35' 0"	Disp	6.550 lb.
		SA (Upwind)	
Beam	10' 9"	SA (Downwind)	1690 sq. ft.
Draft	7' 7"		

YNGLING ▼

3

Fast, responsive, and unsinkable: the International Yngling is a happy mix of planing dinghy and keelboat. The Yngling features a self-bailing cockpit, a finely balanced helm, an easily adjustable rig, and a realistic crew-weight (3 crew, 400-500 lb. total). Olympic status; 27 countries; 4,000 boats: Join us!

UNITED STATES YNGLING ASSOCIATION

79 Marlborough St., Boston, MA 02116 (617) 424-6107 • Email: usa-president@yngling.org www.yngling.org • usa.yngling.org

LOA20' 10"	Draft3' 5"
LWL15' 5"	Disp1,422 lb.
Beam5' 8"	SA (main & jib)150 sq. ft.



SNIPE ▼

Serious Sailing, Serious Fun® is what you can expect from the International Snipe Class. The Snipe's design allows for a wide variety of two person teams, from couples, to parent/child. Try the Snipe Class, no matter what your sailing abilities and become part of a worldwide family.

SNIPE CLASS INT'L RACING ASSN. USA PO Box 83866 • Lincoln, NE 68501 (402) 796-2505

direx@inebraska.com • www.snipeus.org

LOA	15' 6"	Draft up/dn	6"/3' 3"
LWL			
Beam	5' 0"	SA (main & iib))128 sa. ft.

J/30 ▼

The best true racer/cruiser one-design available. Great racing, fast boat, and comfortable cruising accommodations. The National Class maintains strict one design rules to assure outstanding parity. Active one-design fleets can be found on the Chesapeake Bay, Narragansett Bay, and Long Island Sound, as well as in Chicago and New Orleans. The J/30 offers the best bang for your big boat racing dollar.

J/30 CLASS ASSOCIATION

Carl Sherter, 170 Grandview Ave Waterbury, Ct 06708 • Ph (203) 759-3666 www.j30.org

LOA	29' 11"	Draft	5' 3"
LWL	26' 0"	Disp	6500 lbs
Beam	11' 2"	SA (main & jib)443 sq. ft.





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RHODES 19 ▼

Exciting, economical and competitively raced nationwide, the Rhodes 19 popularity is growing among families, couples and individuals as a comfortable daysailer and racer for all levels. Visit our website for class activities, FAQ, new and used boat listings, fleets, R19 message board and more!

RHODES 19 CLASS ASSOCIATION

Dick Callahan, (781) 749-8323 • dickc3@comcast.net www.rhodes19.org

Builder: Stuart Marine (207) 594-5515

LOA LWL Draft	17' 9"	DispSA (Main & jib)	175 sq. ft.
DI GIT	5	5A (5piii)	



S2 7.9 ▼

Great boat, great class, great racing. Big boat 'feel', trailerable convenience. One-design events include St. Pete, Annapolis, Detroit, & Chicago NOODS - other regional events & National Championship regatta. G&S design + terrific S2 quality. Retractable centerboard and deck stepped mast. 30 minutes from trailer to launch. 545 hulls built. Fast, but stiff and stable!

S2 7.9 CLASS ASSOCIATION

4820 Northern Rd.,

Deep Haven, MN 55331-5252 • (952) 470-5935 www.sailingsource.com/s279

LOA25' 11"	Draft up/down16"/5' 0"
	Disp4,250 lb.
Beam9' 0"	SA(main & jib)329 sq. ft.



A timeless Sparkman & Stephens strict one-design with active, competitive, elite fleets in major racing centers coast to coast. Newport, RI is home to over 60 boats with Hull #257 delivered 4/05.

SHIELDS CLASS ASSOCIATION

c/o Michael A. Schwartz, Sec., 186 South Deere Park Dr., Highland Park, IL 60035

partycpw@aol.com • www.shieldsclass.com

LOA	30' 2"	Dsnl	4.600 lbs
LWL			
Beam	6' 5"	SA (main 8	ijb)360 sq. ft.





ELLIOTT 770 ▼

Speed combined with ease of handling makes the Elliott 770 an outstanding sport/cruiser. A spacious cabin and wide-open cockpit accommodate both the racer and performance cruising sailor.

ELLIOTT 770 CLASS ASSOCIATION

Chuck Weaver 6315 Holland Drive, Cumming, GA 30041 (770) 781-2823 Email: cweaver770@aol.com www.weaverboatandrv.com

LOA25' 0"	Disp2.400 lb.
LWL23' 6"	Ballast850 lb.
Beam8' 2"	SA (main & jib)414 sq. ft.
Draft up/dn1' 7"/5' 8"	,

HOLDER 20 ▼

The Holder 20 is a stable high-performance family one-design. The lifting bulbed dagger keel allows for easy towing and ramp launching with your family car.

HOLDER 20 CLASS ASSOCIATION

Chris Winnard, US Fleet Captain 21507 4th Ave W. #A-53, Bothell, WA 98021 (206) 234-3737 • www.holder20.com

LOA20' 4"	Disp1.160 lb
Beam7' 10"	
Draft up/dn12"/3' 7"	SA (main & jib)215 sq. ft



FRERS 33 ▼

Fast, fun, affordable, & comfortable to cruise. This German Frers designed racer/cruiser was *Sailing World's* Boat of the Year in 1987 and remains competetive today. One-design racing at Sail Newport's Annual Regatta in July, and Sailing World's NOODs at Larchmont and Marblehead.

FRERS 33 CLASS ASSOCIATION

c/o Kurt Hudson, 24 Hartford Street Medfield, MA 02052 • (617) 908-3244

kurthudson@lc-anderson.com • www.frers33.com

LOA	33' 3"	Draft	6' 3"
LWL	26' 6"	Disp	9,000 lb.
Beam	11' 3"	SA	560 sq. ft.



INT'L ONE-DESIGN ▼

Conceived by sailing legend Corny Shields this golden age sloop was the first ISAF registered Classic Yacht Class. Ten fleets in Europe, Bermuda and both US coasts compete annually with strict sail purchase plans to ensure one-design competition.

INT'L ONE-DESIGN WORLD CLASS ASSN.

Danielle Ames, VP 33 Angela Ave, San Anselmo, CA 94960 Email: dannie@bbocs.com www.IODClass.org

LOA33	3' 5"	Draft	5' 4"
LWL2	1' 5"	Disp	7,100 lb.
Beam6			

MUTINEER 15 ▼

A great day sailer/racer that can carry one to four adults comfortably on a leisurely cruise, or it can be raced competitively by a crew of two in One-Design and Portsmouth fleets. With over 6000 built, and many available at reasonable prices, the class is enjoying a resurgence. Fleets are forming across the country. Come join us.

MUTINEER 15 CLASS ASSOCIATION

c/o Rey Garza

111 North Hill Circle, Leander, TX 78641 (512) 259-0549 • www.mutineer15.org

LOA15' 0"	Disp410 lb.
LWL14' 1"	
Beam6' 0"	SA (spin)166 sq. ft.



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1986 C&C 35 Mark III \$55,000 New Orleans LA



2003 Beneteau 36.7 \$138,000 Jacksonville FL

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2000 Beneteau First 40.7 \$199,000 Buffalo NY



2005 Beneteau 36.7 \$169,500 Annapolis MD



1985 Beneteau First 42 \$82,000 Rhode Island



2005 Wauquiez 40 Centurion \$249,000 Connecticut



1984 36' Frers F3 \$60,000 Massachusetts



2000 Beneteau First 40.7 \$176,900 Rhode Island



1984 C&C 41 \$58,000 Houston TX

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Beneteau 36.7



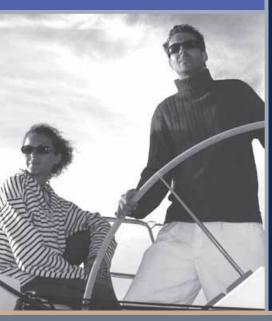
Beneteau 40.7



Beneteau First 47.7



Beneteau First 10R



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Cruise

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water, loaded/cruise
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41' Beneteau 40.7 '01, "Collaboration 2" Loaded, Race Ready, Proven Winner!



35' 1D35, '00, "Yankee" Navy bleu hull, black anodized pulpit & staunchions, faired bottom, good sails, extensive upgrades



39' C&C Northeast, '85, Loaded Race/Cruise, Good Condition above and below



39' CML 1200, 95, Nelson Marek Design, Unused Main, Upgraded salls, Ockarn

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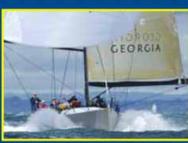


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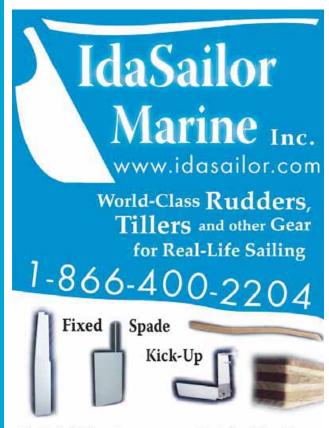
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CONTRIBUTORS

GREG FISHER

Fisher, 51, a sailmaker with North Sails, got into Flying Scots in the mid-'80s, and that's where he met Marc Eagan, and later his son Marcus, the Flying Scot midwinter champs he debriefs on p. 70. "We go back a long ways," says Fisher, of Annapolis, Md., a four-time class champion. "I've had a number of close regattas with them, and



they usually come out ahead." Fisher says the father-and-son combination is lethal because they're both cool under pressure. "I saw them capsize at the Midwinters and thought, 'Well, they're done,'" says Fisher. "But somehow they got right back into it."

GREGORY JONES

"My first furling unit was bronze, which is a good indication of my age [60]," says Jones, who writes about the latest in roller-furling technology (p. 52). A self-described skeptic of "anything that's not simple and functional," he says traditional drum furlers have gone as far as they can go. Without a doubt, he says, the future is in continu-



ous-line furlers. "It's here where the most development is happening, both in methodology and materials," he says. "We're seeing them used for an increasing variety of sails, and in 10 years, I'm sure we'll see it as the furling system of choice."

HERB McCORMICK

"It's unbelievable, really," says McCormick, 50, who profiles the Volvo Ocean Race's winning skipper Mike Sanderson (p. 42), "the guy has done so much, and until now he was completely an unknown." McCormick embedded with Sanderson's ABN AMRO One squad as it trained for the Baltimore inport race in April, which afforded him



an excellent backseat view. "They blew one spinnaker take down, and Sanderson turned to me with a grin and said, 'A bit rusty, eh?' It was great to see that even these guys at the top of their game make mistakes like the rest of us." McCormick is now the editor of the San Francisco Bay area sailing magazine, *Latitude 38*.

STEVE TSUCHIYA

Within the next few years, Tsuchiya plans to publish a history of the America's Cup, the project that took him to Cowes, England, and spawned this issue's Inside Story (p. 31). The 33-year-old from Cincinnati, Ohio, says he's about 80 percent done. The access to private letters presenting unvarnished emotions is one of the best parts of the



research. "It's fascinating," he says. "One document was from Charles Nicholson, the designer of *Endeavour*, intimating that the America's Cup, and the way the New York YC handled it in the early 1930s, wasn't very sportsmanlike."



My crew isn't normal. In fact, with everything he does, he always insists on doing it "differently." I used to think it was an endearing quality, especially on shore, but now it's really starting to bug me. He claims to have invented a new derivative of the sport, which he calls "catrobatics." The goal, he says, is to never do a maneuver the same way twice. He has exhausted his windward-mark repertoire, and I fear what may come next.

-SLIPPING IN SAUGATUCK

DEAR SLIPPING,

I'll admit that there's nothing like a little "out of the box" thinking to spice things up on the racecourse, but there's a right time and place. It seems your crew is better suited to a Cirque du Soleil troupe than a speedy catamaran, so give him that hint, and if he doesn't bite, you better start packing a crash helmet. Or maybe it's time to erect a floating grandstand and start selling tickets to watch your mark-rounding spectacles.

-DR. CRASH



On the Starting Line with Farr 40s, Optimists and the US Youth Champs.

34z owners remain dedicated to sailing and are right in there where the action is. As Race Committee boat with 188-Optimists at the U.S. Team trials in Bellport NY (CRICKET). With 12 - Farr 40s at the East Coast Championships in Annapolis MD (STAR). And, among 150+ contestants at the US Sailing Youth Championships in Grosse Pointe MI (BUNDABOA). Their friends are there. Maybe even the kids and grandchildren. They're flying their yacht club burgees with pride and making a difference. Their hearts are in it.

The hearts of their boats are, too. 34z was created by J Boats' Bob Johnstone, designed by Doug Zurn and built by Mark Lindsay of Boston Boatworks with technology more like an America's Cup racing sailboat than a motorboat. Wet pre-preg, Kevlar/E-glass/epoxy/Corecell, vacuum-bagged and oven post-cured. Lighter and stronger than any other power boat of its size. A timely breakthrough, 34z burns half the fuel of other motorboats. Whether sipping 1 gph at racewatching speed of 6.5 knots or burning less than 12 gph at 25 knot cruise, 34z is fun to drive, comfortably dry and a great sea boat. When diesel hits \$5 per gallon, it will be clear which boat had the best start toward retaining long-term asset value for its owner. Maybe that's why smart money is already on the line with a 34z.



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