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Sailing WORLD

How to WIN THE BIG ONE

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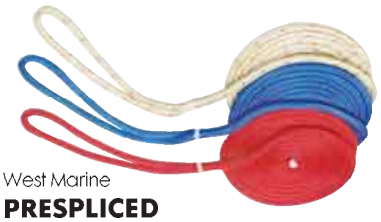

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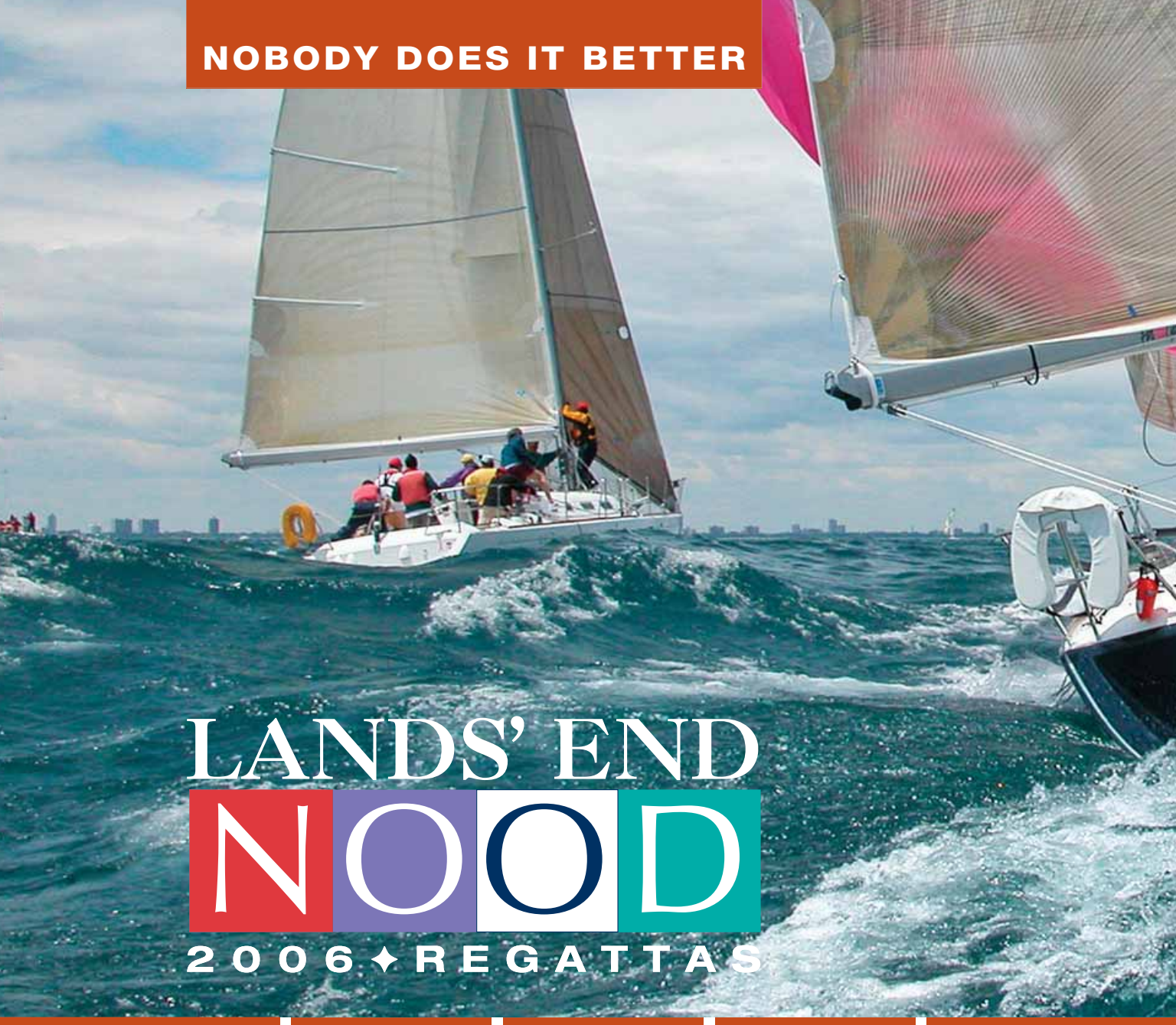

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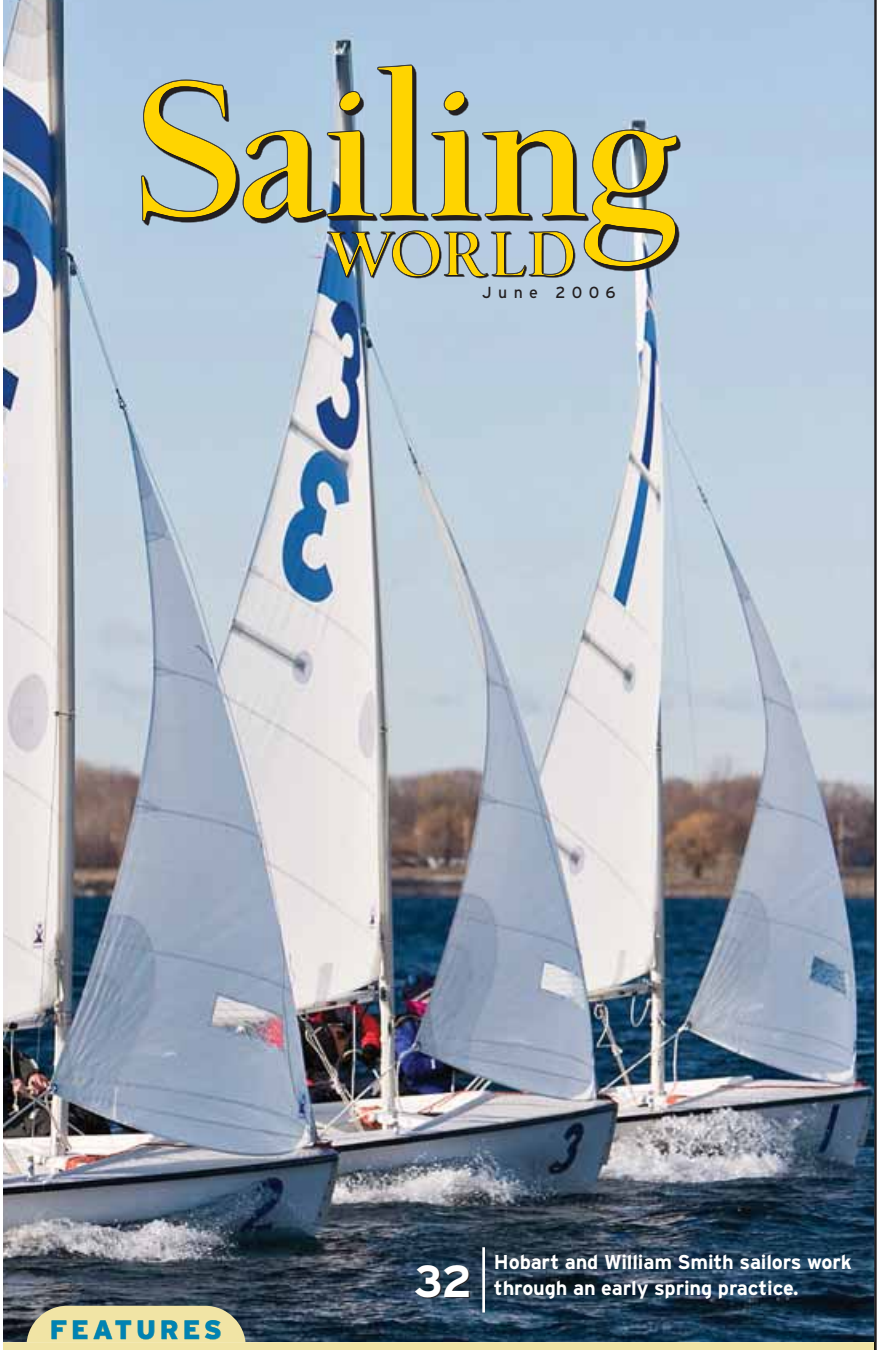

32 Hobart and William Smith sailors work through an early spring practice.

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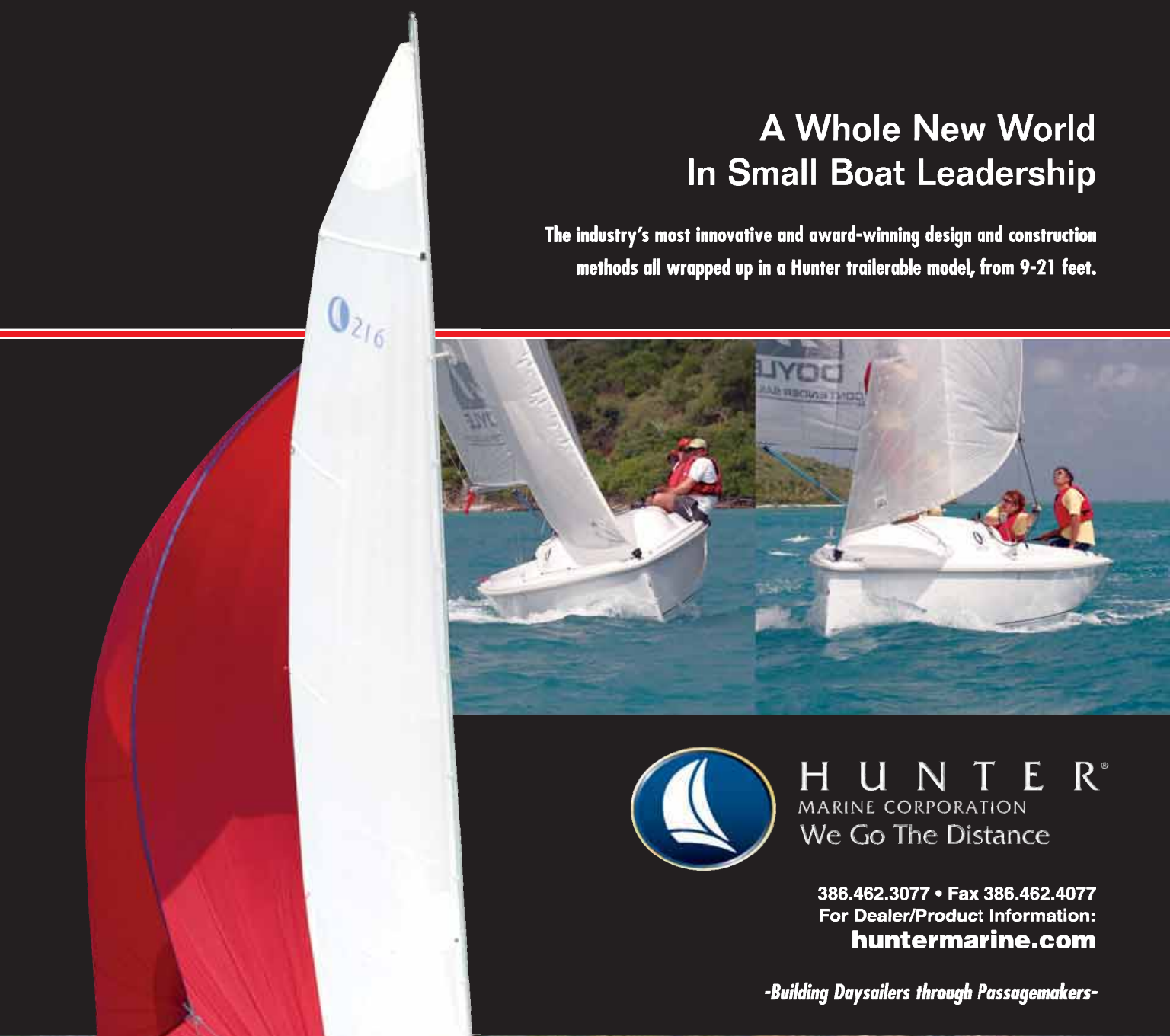

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EDITOR'S LETTER

More Than Just A Trimmer

I'LL BE HONEST, WHEN I WAS TOLD THAT Herb McCormick, one of our editors at large, was taking a job cross country in California, my first thought wasn't, "Wow, good for Herb." Instead, it was, "Damn. There goes our jib trimmer."

What nerve, leaving us scrambling to fill a key position so close to the start of the season. Yet filling his post is the least of our worries—anyone can pull strings.

Herb bought *Crack Of Noon* back in the early '80s with his high school buddy Ian and trimmed through season after season of mediocre results. When he gave up his half to Ian years later, he rightly retained tenure at the Harken Two-Speeds. Fit as a rock, even as the grays spilled out from beneath his Red Sox cap in his advancing years, Herb was always the master of his domain, rarely blowing a tack, no matter how many times he had to grunt that 150-percent genoa across the rig.

He never came forward of the companionway, except on the downwind legs, where he'd sit outboard on the cabin top, plant his hand on the boom to hold it out, and listen to us indecisively talk through our options. He rarely tossed in his two cents, knowing full well there were already far too many tacticians. But even when we talked ourselves from the front to the back of the fleet, we could always count on him to put the experience in perspective.

"It won't be the same without him, but at least we gave him one hell of a send-off."

"Well, that was fun. Can we do it again, Ian?"

I first met him when I walked onto the *Crack Of Noon* program 20 years ago at the impressionable age of 15. In the ensuing decades I figure I've sailed more than 500 races with Herb, and spent more weekends with him than my own father who lives in the same town. Over the years he taught me much about being true to oneself, of seizing opportunities, and of getting the most out of life and work. He instilled in me the importance of sneaking away from "the rock pile" at 4:30—deadlines be damned—to get our competitive fix.

Herb's leaving got me thinking about how easily, in sailing every Thursday, a teammate becomes your closest mate, without either one of you actually realizing it. You share a common desire to simply get out there, try like hell to win, and have fun regardless of the outcome. Along the way, you push each other to sail harder and smarter, you poke fun when the opportunity arises, and share in each other's triumphs and disappointments. In this way, Herb is much more than *Crack Of Noon*'s trimmer of 20 years. He is an essential part of the team's soul, and therefore irreplaceable.

So it won't be the same without him this summer, but at least we gave him one hell of a send-off. It was the final race of last year's series, and in a soft September southerly we started midline, in the front row with a clean lane. After short tacking the beach towards the Graveyard marker, giving Herb his normal workout, we rounded the weather mark first with that familiar lump in our throats. We'd seen this movie many times before, and the ending was never pretty, but lo and behold, for the first time in 20 years we didn't cough up our lead.

Rounding the leeward mark, we knew we had the race in the bag, and one tack later we were rolling towards the finish, sporting a rail full of grins. At the very moment we crossed the finish line and heard the airhorn's whimper, the sun, in its stunning autumnal orange hues, slipped behind the hills of Jamestown. No one immediately dove for the cooler. We were too stunned, dazed in our moment of glory, until Herb spoke up.

"Well, it's about freakin' time."

At that moment, we had no idea how right he was.

–DAVE REED

SAILORS' FORUM

editorial@sailingworld.com

Olympic Opinions

I've been reading Stuart Streuli's article about the Olympic classes [found at www.sailingworld.com] and fully agree. For your information, 12 years ago, Paul Elvstrøm (four-time gold medalist) suggested to ISAF more or less similar changes. The 49er was a result of his request for more athletic boats; since then, politics. I twice won the Yngling Worlds ages ago; it's not a boat with Olympic potential.

BO ECHWALD
DENMARK

I just read the articles and I found them rather inspiring. The only issue I found is that depending on your choices of keelboats, you could be spelling the demise of bigger sailors in the Olympics. The Finn class is the longest running dinghy in the Olympics and there are definitely enough people in its weight range to compete. I agree that the men's doublehanded dinghy needs to be more powerful. As far as keelboats go, I honestly think that the Tempest, maybe with a bigger spinnaker, would be a great men's doublehanded class.

Long established Olympic classes are stagnating the sport. How about keeping the Olympic classes a secret until a short time before the Olympics begin. There are more than enough classes out there that every Olympics could feature a new set of boats. The Star, Finn, and 470 were all great boats when they were chosen, but since then better boats have come around.

KEVIN BOOKER
HUNTINGTON BEACH, CALIF.

From One FNG to Another

Dave, your first issue is magnificent. As *SW*'s former publisher, I can't resist giving you my favorite FNG story. Once I was in Santa Cruz calling on Bill Lee, who'd finally become an advertiser. "It's Wednesday and we have our regular beer-can race," he said. "Would you like to come along?" Naturally, I said, "What time?"

The scene gave new meaning to the word "casual." There were maybe 35 people on Bill's 70-footer. He asked a series of questions like, "Who wants to do foredeck?" For each position, a half-dozen hands would go up, until, "Who wants to steer?" No hands. So I put mine up and steered while Bill sat in his deck chair on the fantail. At the finish, we were a length behind a Bill Lee 50-footer; I was a sorry skipper. Bill said, "Great work," to his guest. Then I looked at the 50-footer, which had only 10 guys as crew. I felt better as the FNG from the East Coast racing magazine.

One other: In about 1968 our founder, Knowles Pittman, talked his buddy Gary Comer into running a 16-page section of his brand new catalog in our boatshow issue. The catalogue was called Lands' End.

GEORGE EDDY
SAN FRANCISCO

My predecessor, John Burnham, tells me he's in possession of George's unpublished memoirs, of which he says there's, "maybe 200 pages, most of them true." Perhaps George will allow us to bring some of them to these pages. And, what the heck, if you have a great FNG story, send it along to editorial@sailingworld.com

–D.R.

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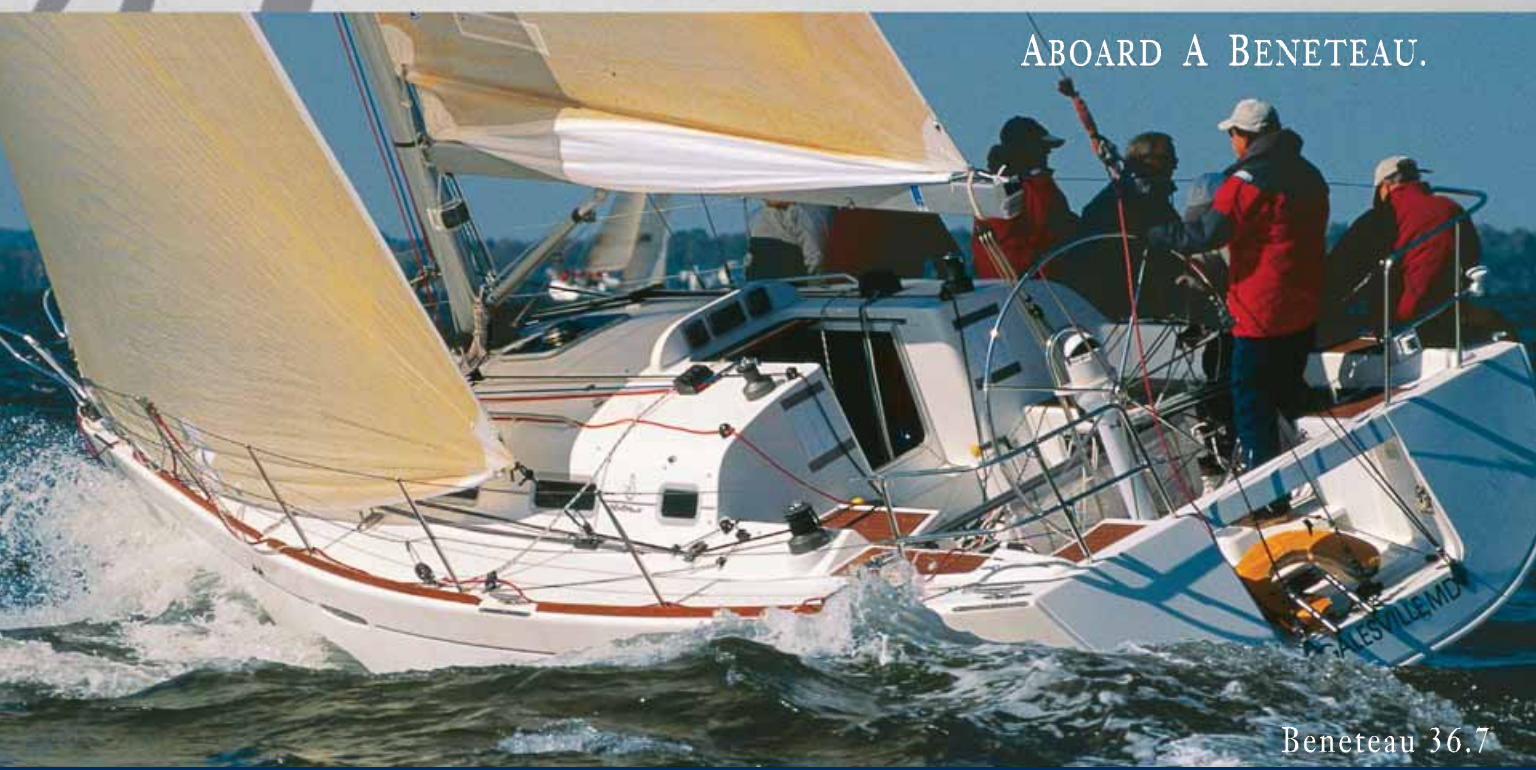

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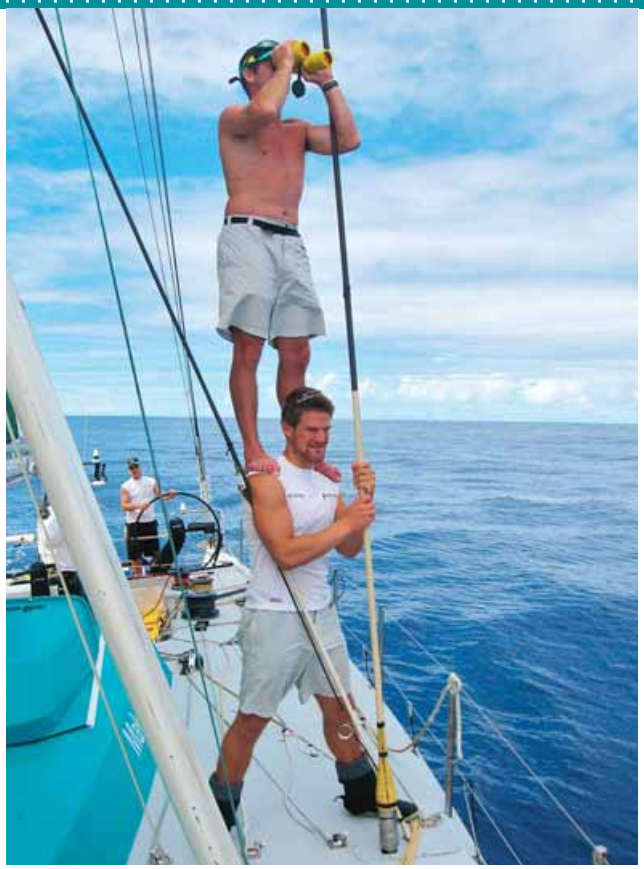
Fighting For the Bone

The Rio de Janeiro stopover in March was essentially the halfway point of the Volvo Ocean Race, both in terms of mileage, and the overall scoring scheme. If there was any hope of eventually chipping away at *ABN AMRO One*'s lead, it had to start with the Rio in-port race. However, *ABN One* notched its fourth in-port win in convincing fashion, devouring the first-place points once again and leaving four others to fight over the proverbial bone—a scenario that now seems to define the rest of the race.

At the start of the race's subsequent leg to Baltimore, the young squad of *ABN AMRO Two* knew its second-place standing was tenuous at best. Conditions would likely favor the narrower boats. Weighing into this was the reality that *Movistar* and *Pirates of the Caribbean* were finally getting their acts together.

This much was borne out when *Movistar* and *Pirates* sailed into Baltimore, respectively, on *ABN AMRO One*'s heels. "Second place is a good result for us," said skipper Bouwe Bekking after pulling into Baltimore's Inner Harbor. "Now we just have to wait and see how 'the kids' do, because if they finish in the position they're holding at the moment [last place] then we can take second place in the overall rankings."

ABN Two scored its worse individual leg finish, which dropped them to third in the standings, 1 point behind *Movistar*, and half of a point ahead of *Pirates*. "We would have liked to have been on the podium again, but you can't



INTO THE FINAL STRETCH

***ABN AMRO Two*, second overall at the start of the Volvo Ocean Race's Leg 5 to Baltimore, had its fortunes reversed when the fleet slipped away (skipper Sébastien Josse, stands on the shoulders of bowman Simeon Tienpont, looking for breeze). With a second in Leg 5, the Spanish entry *Movistar* continued its rise through the ranks and now stands second overall.**

have it all," said *ABN Two*'s trimmer George Peet. "We had our share of difficult sailing conditions. Tactically we knew it was going to be tricky, the people that got ahead were going to stay in front."

The Baltimore in-port, however, marked the tipping point for the race's underdogs. *Movistar*'s win in the light-air, 12-mile race cemented its place on top in the battle for runner up. A fourth-place finish behind *Brasil 1* and *Pirates*, respectively, dropped the youngsters another notch to fourth. "We are looking forward to this next sprint leg to New York and the following legs so we can work to regain a spot on the podium," said Peet. "We are still a contender."

With legs yet to sail to New York, Portsmouth (England), Rotterdam (Netherlands), and Gothenburg (Sweden) *Movistar*, having had its share of setbacks and playing catch up, is now in a position to play defense. "It's still anyone's race," says *Movistar*'s top driver, Stu Bannatyne. "We have the boat fixed and we can now concentrate on sailing it. From here on out, you can be sure if there's a split in the fleet, we'll go with the *Pirates*."

–DAVE REED

RUDIGER RETURNS

After an upheaval in the boat's chain of command in Rio de Janeiro, it was obvious something had to change onboard *Ericsson*. The fall guy, once the Volvo Ocean Race reached Baltimore, was navigator Steve Hayles.

Taking his place for the subsequent sprint leg to New York, and the transatlantic leg to Portsmouth, England, is Mark Rudiger. Two years ago, Rudiger was literally staring death in the face, having learned he had Lymphoma.

"It hit me hard," he says. Choosing a harsh, but more effective series of treatments, and maintaining a healthier lifestyle, Rudiger battled his way to health. He says he's 110 percent. "In fact, I'm in better shape today than I was when I learned I had the Lymphoma."

The 52-year-old Californian and father of one wasn't gone from sailing for long. By last summer he was back in the saddle, navigating Randall Pittman's *Genuine Risk* in the Centennial Transpac Race, and now he's full time with the top IRC program (*Moneypenny*, a Swan 601).

With Hayles on his way out, Ericsson's team managers sought Rudiger, who had offered his services on a consulting basis before the race.

"After the last time [1997-'98 Whitbread on winner *EF Language*] I made it clear that I wasn't going to do the race again, for personal and family reasons," says Rudiger. "But I wanted an opportunity to sail a Volvo 70. It's hard to say no to a transatlantic leg on one of these boats."

With addition of fellow American Ken Read as skipper for the next two legs as well, Rudiger feels *Ericsson* can put higher points on the board. "I've been watching this race very closely," he says, "and the one thing that's obvious, compared to the last time with the Volvo 60s, is that small differences in performance make for larger differences in mileage. With a better speed team in place they can finish this race off right."

–D.R.

WINDSHIFTS

➤➤ **US SAILING and the Canadian Yachting Association selected the 2006 Hobie 16 North Americans in Narragansett, R.I., Sept. 11 to 15, as their respective trials for the 2007 Pan Am Games in Rio de Janeiro. www.hca-na.org**

➤➤ **The 2005-'06 World Match Racing Tour schedule has been reduced from nine to eight events after organizers of the GKSS Match Cup (formerly Swedish Match Cup) were forced to cancel their event due to funding difficulties. www.worldmatchracingtour.com**

➤➤ **At US SAILING's spring meeting in Chicago, One-Design Class Council Chairman James Appel presented the Service Award for the John H. Gardiner Jr. Trophy to the J/105 class's Nelson Weiderman (Wakefield, R.I.); the Club Award to the Annapolis (Md.) YC; the Leadership Award to Linda Leader (Granger, Ind.) of the Sunfish Class; and the Creativity Award to Denise MacGillivray (Portsmouth, R.I.). www.ussailing.org**

➤➤ **The Morris Yacht & Beach Club (City Island, N.Y.) clubhouse was destroyed by fire in March. The Fordham University Sailing Team is collecting 12" x 18" yacht club burgees to be displayed in the new club. Burgee donations go to Coach Joe Sullivan, Lombardi Center, Fordham University, Bronx, NY 10458**

➤➤ **Russell Coutts' first major production design project, the RC 44, now has a class website, www.RC44.com**

➤➤ **National, North American, or world champions crowned since August 2005 are eligible to compete in US SAILING's 2006 Championship of Champions. The regatta will be sailed Oct. 25 to 28, in Y-Flyers at the Grande Maumelle Sailing Club in Little Rock, Ark. Applications will be accepted until Aug. 1. www.ussailing.org/championships**

Revitalized CORT Includes New Event

AFTER LAYING DORMANT FOR A couple of years, the Caribbean Ocean Racing Triangle was revived in 2006 with a slightly different look. This CORT now includes the Culebra Heineken Regatta, the St. Croix International Regatta, and the BVI Spring Regatta. While the others are longtime staples on the Caribbean circuit, the Culebra regatta is virtually brand new. But in just its second year, it's doubled in size thanks largely to its convenient location, emphasis on local classes, and solid organization. "We visited Culebra last year and talked to locals who said it's a race we have to go to," says Dave West, skipper of *Chippewa*, a Farr 395 from Wisconsin.

Located 20 miles from both Puerto Rico and the U.S. Virgin Islands, the island—part of the Spanish Virgin Islands—provides a unique setting for a regatta. The harbor side pool provided the perfect place for sailors to mentally prepare for the races, discuss strategy, and mingle with other crews. "Apart from the hotel, Costa Bonita, where the regatta parties are held, Culebra is undeveloped and provides one of the best anchorages because of its barrier reef," says Sergio Sagramoso, skipper of the Beneteau 40.7 *Lazy Dog* from San Juan, Puerto Rico. "It is a very special place for Puerto Ricans and for many it is considered their backyard."

A pair of local Chalanas class sailboats, Santos Munoz' *Jetzy* (left) and Carlos Marrero's *Malas Manas* (PUR 124) cross jibes during a light air run at the 2006 Culebra Heineken Regatta in the Spanish Virgin Islands.

Regatta director Angel Ayala accommodated the diverse fleet on four different racecourses. Lasers and Optimists raced inside the harbor of Ensenada Onda. The IC24s, J24s, native Chalanas, and Snipes raced in waters around Bahia Ensenada. Additional windward/leeward courses were set offshore for the multihullls, performance cruisers, and racing classes.

"Culebra is the most economical regatta in the Caribbean, very convenient, a beautiful venue," says West, "and they throw great parties. The race committee cared about getting it right. It was pure windward/leeward races unencumbered by geographical influences." West plans to return next year to defend his title with *Chippewa*, one of the few international boats to enter in 2006.

As the main harbor is limited, the keelboat portion of the regatta can't get a whole lot larger than the 72 boats that competed last March. But perhaps that will enable the Culebra regatta to retain some of the local charm that currently separates it from the larger, more commercial Caribbean events.

–JULIE SMITH

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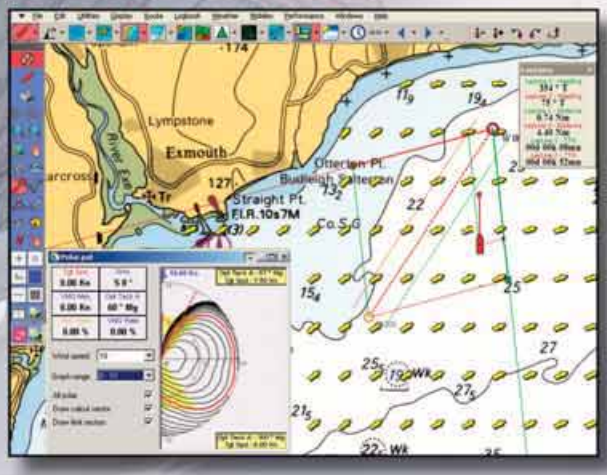

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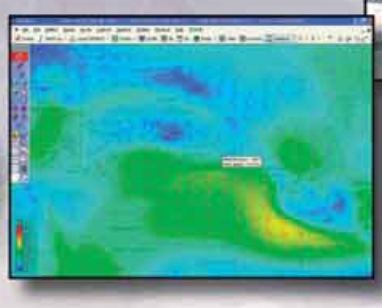

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COLLEGE RANKINGS

Determined by *Sailing World*'s coaches panel: Michael Callahan (Georgetown), Ken Legler (Tufts), and Mike Segerblom (USC).

Based on results through April 11.

COED	(prev rank)
1. Hobart/Wm. Smith	(2)
2. Tufts	(3)
3. Harvard	(4)
4. St. Mary's	(6)
5. Georgetown	(1)
6. Yale	(7)
7. USC	(9)
8. Hawaii	(12)
9. Dartmouth	(14)
10. Boston College	(5)
11. UC Irvine	(11)
12. Brown	(15)
13. South Florida	(13)
14. Stanford	(8)
15. Charleston	(10)
16. Navy	(19)
17. Rhode Island	–
18. Connecticut College	–
19. Old Dominion	(16)
20. Washington	–

Also receiving votes: UC Santa Barbara, Coast Guard, Eckerd, SUNY Maritime, Roger Williams

WOMEN	(prev rank)
1. Charleston	(1)
2. Yale	(3)
3. St. Mary's	(2)
4. Hawaii	(6)
5. Georgetown	(4)
6. Dartmouth	(8)
7. Stanford	(7)
8. Navy	(5)
9. Tufts	(11)
10. Boston College	–
11. Harvard	(10)
12. Connecticut College	(9)
13. South Florida	(12)
14. MIT	–
15. Old Dominion	(13)

Also receiving votes: UC Santa Barbara

QUEENS OF THE PRINCESS SOFIA

To no one's surprise, the American Yngling team of (l to r) Sally Barkow, Carrie Howe, and Debbie Capozzi won the Yngling division at the Princess Sofia Trophy in Palma de Mallorca, Spain. Barkow, Howe, and Capozzi entered the double-weighted trophy race with just a 2-point lead over second place and used their match-racing skills to stay between their rival and the finish and wrap up the title. Other U.S. sailors finishing in the top 10 included the Yngling team of Hannah Swett, Liz Filter, and Melissa Purdy (sixth), Amanda Clark and Sarah Mergenthaler (sixth in the Women's 470), Laser Radial competitors Anna Tunnicliffe (fourth) and Paige Railey (eighth), and Brad Funk (seventh in the Laser). www.trofeoprincesasofia.org

Larson Gets Back in the Harness

Morgan Larson is too laid back to use the cliché "unfinished business" to describe his 49er career. Yet part of what's pulled him back into the two-person skiff is the opportunity to finally fulfill the Olympic dream that propeled him through three previous campaigns. "I guess I've always wanted to," says Larson, 35, who finished second in the 1999 49er U.S. Olympic Trials. "But the commitment level these days is so high, I had put it behind me a bit and got on with trying to make some money."

As for the rest of the motivation: "Shoot," Larson says, "I just love dinghy sailing." After his contract with the OneWorld America's Cup syndicate expired following the 2003 America's Cup, Larson shied away from committing himself to another long term project such as a Volvo or Cup campaign and pursued interests outside the sport while doing enough professional sailing to make a living.

"Financially, it was probably a mistake," he says. "But a lot's happened in the past few years, which probably wouldn't have had I signed up for a long-term job."

Morgan Larson (left) and 2004 Olympian Pete Spaulding are the top-ranked 49er team on the 2006 U.S. Sailing Team.

At the top of that list is his relationship with his future wife, whom he plans to marry this summer. He also won the 2004 505 World Championship with Trevor Baylis. Then in the fall of 2004, when 2004 U.S. Olympic 49er crew Pete Spaulding called looking for a skipper for the 2005 Rolex Miami OCR, Larson was available. They won that regatta and sailed a few more events in 2005. "It wasn't until this January," says Larson, "that we decided to put other commitments aside and give it the time it needs to be successful."

This month Larson and Spaulding will test their talents at the 2006 49er Worlds, in Aix-les-Bain, France, June 4 to 11. Larson finished third at three previous 49er world championships in the late '90s. While the competition has only gotten better in the interim, his goals haven't changed. "We want to win," he says. "Whether we have what it takes yet, I guess we'll find out."

–STUART STREULI

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TEAM RACING

With a win at the U.S. Team Racing Association Midwinters in January, the Boston-based Route 3 Split team moves into second in the dinghy rankings. Just ahead of this rising team is the reigning world champs from Whishbone. By finishing second at the worlds last fall and making the semifinals of the US SAILING's Team Racing Champs (aka the Hinman) a few weeks later, Somerville Silver Panda stays in the top three. But close on its heels is Brad Funk's Team Trouble, which dominated the heavy-air Hinman regatta last October.

The summer dinghy season starts on both coasts in June with the 24-team Charles River Team Race in Boston—watch out for those fresh-out-of-college teams—and the Pacific Coast Champs at the San Diego YC, which will host the 2006 Hinman Trophy in September.

In the keelboats, Southern YC claims the top spot for the first time after trouncing the field at the Jackson Cup, hosted by Boston YC in Sonars. This regatta in early April saw some of the most competitive keelboat team racing yet as eight teams kicked off the season. The upcoming summer looks to be quite busy as the number of events across the country continues to grow. The top teams will be gearing up for two big regattas later in the summer, the Morgan Cup hosted by New York YC, and the Lee Trophy hosted at Seawanhaka Corinthian YC.

Spring 2006 Rankings, as determined by a joint USTRA/US SAILING Team Racing Committee panel of Gavin O'Hare, Holt Condon, Sean Doyle, Ken Legler, Dave Perry, Dean Brenner, and Colin Gordon.

DINGHY:

1. Cape Cod Whishbone; 2. Route 3 Split; 3. Somerville Silver Panda; 4. Team Trouble; 5. Larchmont YC; 6. Larchmont YC Ligers; 7. Mid-Atlantic McGnarly; 8. Tap and Go; 9. NYYC Amateur Hour; 10. SF Bay BGA.

KEELBOAT:

1. Southern YC; 2. Larchmont YC; 3. Seawanhaka YC; 4. New York YC; 5. Yale Corinthian YC.

Dawn's Team Lives to Fight Another Day

THE EARLY BIRD GOT THE WORM. However it took until just before midnight. After three years of struggling to find a title sponsor, Dawn Riley's French K-Challenge syndicate signed a $15-million sponsorship deal with Areva, the power company that backed Le Défi during the previous America's Cup.

"We were down to the end," says Riley, adding that until they signed the agreement to become Areva Challenge, she wasn't sure the team would make it to the starting line for the 2006 America's Cup Class season, which commenced May 11 in Valencia, Spain.

Riley founded the team with the father-son duo of Ortwin and Stéphane Kandler in early 2003, announcing their campaign for the 32nd America's Cup before Alinghi even beat Team New Zealand to win the 31st. At one point there were three French syndicates. Loïck Peyron and Bertrand Pacé folded shop after being unable to land a sponsor and Le Défi switched flags to become China Team.

Even as the lone remaining French syndicate, the deal with Areva was far from a sure thing. "In terms of this current deal, it was all within a month," says Riley, the syndicate's general manager. "I don't even know exactly how it started, but all of the sudden we were talking and then we were sponsored. It felt like overnight."

Decked out in her new Areva livery, FRA-60 goes out for a spin off Valencia. K-Challenge signed a $15-million deal with Areva in the nick of time and will build a new boat this fall.

As happy as Riley was after the deal was announced, she also knows the team is facing a long uphill road, starting in the 2006 Acts, where they're sailing a 2000-generation hull (FRA-60) against new boats designed specifically to Version 5 of the America's Cup Class rule.

"Our goal is to start every day like we believe that we can win that race on that day," says Riley. "But I think you're going to see a lot bigger differences between the top teams that not only have new boats but have had some time and personnel to be able to get used to them and the teams like us."

Riley also has to build the team's base, find housing for the sailing team—a challenge since the Pope comes to town in July—and get the new boat under construction. And while she isn't planning on doing a lot of sailing, Areva Challenge is a small team and everyone wears more than one hat.

"I'm also back up for two sailing positions right now," she says. "If we have any injuries, I'm on the boat. But I've been doing this for 15 years, so I think I'll remember how."

–STUART STREULI

RECORD ASSAULT BEGINS ANEW

After a brief hiatus from the limelight, the mega-mulithulls are back chasing records around the globe. As we went to press, Ellen MacArthur and her 75-foot trimaran were cherry-picking records in Southeast Asia. This tour was MacArthur's swan song with long-time sponsor Kingfisher. Oliver de Kersauson's *Geronimo* was also making tracks in the Pacific, setting a San Francisco to Yokohama record of 14 days, 23 hours. Not to be outdone, Bruno Peyron's *Orange II* has moved to the East Coast of the United States in anticipation of a late spring run at Steve Fossett's 4-day, 17.5-hour transatlantic record. "The North Atlantic record is the most prestigious after the round-the-world voyage," says Peyron, "and the most difficult to beat, taking into account the high average speed that is needed." To top Fossett's mark, *Orange II* needs to average nearly 26 knots from New York to the Lizard.

Inset photo: Lee Whitehead Onne van der Wal

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JOBSON REPORT

BY GARY JOBSON

A Letter from Valencia

I'd never been to Valencia, Spain, the Mediterranean arena for the 32nd America's Cup Match, but when I arrived there in March to visit with BMW Oracle Racing, I was astonished to see that the waterfront of Spain's third largest city had been transformed from an unsightly port to a vibrant, buzzing Cup village unlike any I've seen. All 12 teams are located at the head of Valencia's large ship basin, and a new 800-yard canal allows the Cup yachts to be on the racecourse in less than 20 minutes. When an onshore breeze blows, as it usually does, the starting line will be close to the shore. There are also two new marinas, one for mega yachts, and a 400-slip facility for smaller boats. All this work has been achieved in only two years.

With this construction as a backdrop, Cup teams were busy themselves, putting the finishing touches on their bases, and in some cases, launching new boats, and more recently, ramping up their sailing in preparation for the 2006 Louis Vuitton Acts, which started in May. During my visit it was immediately obvious that the collective effort being expended is extraordinary, even by the Cup's lofty standards. The accelerated use of technology and continuous training and racing is unprecedented, and I sense that this 32nd Defense promises to be a huge spectacle that, in the end, will be uncharacteristically close. Larry Ellison, head of America's only challenging syndicate, came close in 2003 in his first campaign, and he returns with a full-bore effort.

GILLES MARTIN-RAGET/BMW ORACLE

In last year's Act 8, in Trapani, Italy, BMW Oracle Racing confirmed that it had its house in order and that it had elevated its game by defeating eventual Act 8 winner, Alinghi, in both teams' final match.

Ellison, who thrives on the challenge of a Cup campaign, once told writer Ivor Wilkins, "Sport has this finite, clear ending that is not present in business. That clarity between winning and losing is a dramatic difference. In business, there are more gray areas. In business, there are lots of winners. Being second is not so bad. In the America's Cup, there is no second."

He clearly understands what's at stake this time around.

The scope of changes in the America's Cup format, its venue, and the expense is mind-boggling, but when you peel back the layers, this event still comes down to a sailboat race, and, as with most sailing races, you can count on surprises along the way.

One challenge the teams will face is matching the design configuration of the boats to the anticipated weather. BMW Oracle's design coordinator, Ian Burns, says the average wind is good (15 to 18 knots), but there are many weather extremes in Valencia. In other words, luck could have a significant impact on the outcome of Louis Vuitton and Cup matches.

History is a helpful guide to what might happen in Valencia. In the past 30 years, the team that has spent the most money has not won the Cup. It's the fastest boat that always wins, and it's people that generate a boat's speed.

Thus, the success of BMW Oracle's campaign rests heavily on the shoulders

The addition of America's Cup veterans Peter Isler, BMW Oracle's newly recruited navigator, and tactican Bertrand Pacé, have given the team's afterguard a slightly different dynamic that appears to fit with skipper Chris Dickson's management style.

of CEO and skipper Chris Dickson, who is sailing his fifth Cup campaign. In 1986 Dickson steered New Zealand's *Kiwi Magic* to an impressive 37-1 record before falling to Dennis Conner's *Stars & Stripes* in the Louis Vuitton Cup finals 5-1. Dickson was 24 at the time, and is now the same age as Dennis Conner was for that very match. After being benched by Ellison's team for much of 2002, he was brought back at the 11th hour only to run into Alinghi in the Louis Vuitton Cup final for another tough defeat. Maturity and experience count for a lot in this game, however, so this could be Dickson's time. He's a tough character to say the least, hard on his competitors, his crew, and most of all, himself, and having never won the Cup, he's hungry.

John Kostecki and Gavin Brady left BMW Oracle late in 2005, but the team seems to be performing better without them. Dickson needs a supporting cast that understands his demanding style and temperament and navigator Peter Isler and tactician Bertrand Pacé, of France, are well cast for their respective roles.

All the pieces are in place for BMW Oracle to excel and the team exudes the impression that it's a smooth-running operation thanks to abundant, initial funding. Team engineers, working alongside engineers from BMW, are focused on what they describe as a "technology transfer." Professor Dr. Raymond Freymann, of BMW, is leading this effort, and he told me, "the inside of the hull is the most complex part of the construction." BMW structural engineering expertise is being integrated into the yacht design, and even the foul weather gear is customized for every different position on the boat.

Farr Yacht Design, based in Annapolis, Md., is once again teamed up with BMW, as is Juan Kouyoumdjian, of Argentina, the designer of the Volvo Ocean Race's runaway leader, *ABN AMRO One*. Bruce Farr is now on his seventh America's Cup campaign, and like Dickson, he's anxious to get his hands on the one prize that has eluded him so many times.

The amount of performance data being collected has clearly escalated this time around, and Burns explained how the research is conducted. "We start with experimenting in towing tanks, wind tunnels, and computers," he said. "Next, we spend time studying results using computational fluid dynamics. Out on the water we keep track of data using a Wi-Fi system. Finally, we analyze the boat's performance based on the perception of the sailors. It's important we customize our design for our team's sailing style. Alinghi needs a different boat because they have a different style."

"The question every team will wrestle with is when to sail their new boats against the opposition? In my view, early testing will make a big difference later."

BMW Oracle's compound is one massive operation. It includes a high-tech boatyard, a research lab, two boat bays, a mast crane (in 2005 their masts were taken out 170 times), a sail loft, an oven to bake boat parts, locker rooms, meeting rooms, rigging shop, two travel hoists, machine shop, fitness center, storage, electronic shop, weather studio, offices, and a huge hospitality center on the top floor with two bars, television screens, comfortable lounges, and a commanding view of the harbor. Team members spend long days at the base, and they move about with a purposeful style. During a rare tour of the facility, I found the sailors, designers, engineers, and workers were cordial, but extremely focused.

There's no substitute for time on the water and the Louis Vuitton Acts scheduled this summer will give the sailors and designers an opportunity to test their new designs. The question every team will wrestle with is when to sail their new boats against the opposition? In my view, early testing will make a big difference later. The ultimate winner will use their new equipment early. The most important thing that can happen is to develop a system where the team can quickly make improvements and changes.

Historically, America's Cup contests are one-sided matches (1920, 1934, and 1983 are the only exceptions), but the Cup in Valencia will absolutely feature close racing. The new America's Cup Class Rule calls for similar lengths, sail area, and displacement, so the premium will be on weight saving, sail shape, construction, and most of all, sailing skill.

Blending the knowledge of the sailors and the scientists is a tough task, but Ellison is used to merging the talents of many people in his businesses, and he has put all the pieces in place to do the same in the America's Cup. I'd be surprised if BMW Oracle Racing, Italy's Luna Rossa, or Emirates Team New Zealand do not reach the final to square up against the defender Alinghi. No matter what happens, it will certainly be fun to watch. ✦

GILLES MARTIN-RAGET/BMW ORACLE

Baja Sur

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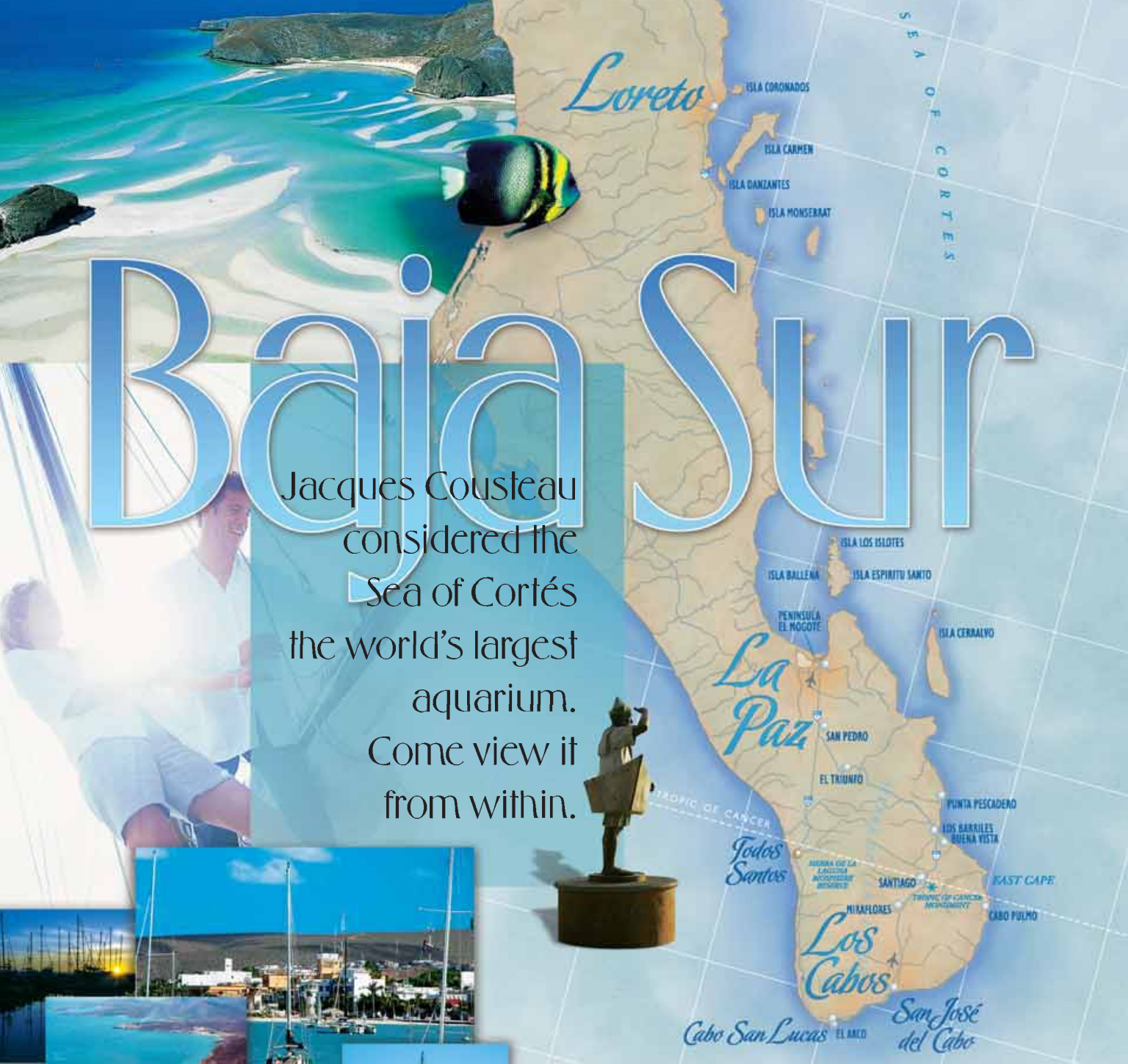

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FOR THE RECORD

INTERVIEW BY DAVE REED

For Scandone, There's One Clear Mission

At the Rolex Yachtsman of the Year luncheon in February, Nick Scandone paused to take a deep breath before turning to Olympic 470 gold medalists Paul Foerster and Kevin Burnham, standing to his left. The pause had the double effect of allowing him to catch his breath and to punctuate his closing statement. "I may not live to make it to the Olympics and win the gold like you guys," he said to the pair. "And if I don't, then this is my medal." At the root of Scandone's uncertainty is the unpredictable nature of Amyotrophic Lateral Sclerosis, the neurodegenerative disease that is progressively weakening his muscles, which has the 39-year-old 2.4 Meter world champion from Fountain Valley, Calif., wondering whether he'll have the strength to stay at the top of his game long enough to see action in the 2008 Paralympic Games. Today, he says, all he can do is look ahead.

I imagine your Rolex selection has changed things a bit.

Yeah, everyone keeps asking me for the time. It's been a little funny being recognized as much as I have been because, for the most part, you don't see that in sailing.

What's happening on the 2.4 Meter campaign trail?

I have a new boat on order, and I'm supposed to pick it up before the Worlds in Helsinki, Finland, this summer. But due to my progression I'm getting a self-tacking jib boom, which I haven't had to use in the past.

Is it disappointing to have use one?

Yeah, it does put a little emphasis on the fact that I'm not getting any stronger, and that my physical limitations are affecting what may happen in the future.

How do you anticipate your status for the Olympics three years from now?

I'm in a situation where I'm leaving my options open to go into the two-person boat they've designated for the Olympics. It's a different type of boat and the main requirement is that you sail with one woman, and that one person be what they consider severely or very severely disabled. The way the disabled sailing classification works is they rank you from 1 to 7, with being the least disabled and 1 being the most severely disabled. With the new boat, one person has to be either a 1 or a 2, and the other can be as high as a 7. I'm trying to keep my options open because if I start losing [2.4 Meter] races or events because of my physical limitations then it might be time to look into the secondary class. My goal is to get to Beijing, represent the country, and win a medal, and I don't care what boat I do it in.

Rolex Yachtsman of the Year Nick Scandone taught California's top youth sailors a few new tricks at last April's CISA Clinic.

RICH ROBERTS/UNDERTHESUNPHOTOS.COM

Where do you fall in that range now?

When I went to Miami in 2004 and sailed my first disabled event I was considered a 7, and then the next year I was a 3. When they test you for reclassification, it's a bit depressing because I'm not like a paraplegic where the number stays the same. It can be hard, mentally, to slide down the scale, but I'm going with the flow and enjoying the time I have to continue to sail competitively.

Were your formative years in dinghies?

I grew up in the Naples Sabot, and when I got into college I sailed FJs and Lidos 14s [He was an All-American at UC Irvine]. Then I started sailing the 470 with Chris Raab, but I had the typical issues with raising money and ended up hooking up with another guy that had a new boat and funding in line. We won the North Americans, but we had a falling out and didn't win the Olympic Trials. That's one of the reasons I'm hesitant to go to the two-person [paralympic] boat. It's a situation where you're dealing with another personality and it becomes a team thing rather than an individual thing.

Are you hard to sail with?

No, not at all, but I guess I have a concern that I have only one shot and I want to make sure it counts. First of all, you have to find a good woman sailor that's also disabled, and there aren't many out there, and I'm the one that's going to be closer to the 1, so I'd need a woman that was classified as a 6 or a 7, and the only ones that I know of in the disabled sailing scene today are 1s or 2s.

For more of this interview, and to learn what got Scandone to the top of his game, visit www.sailingworld.com

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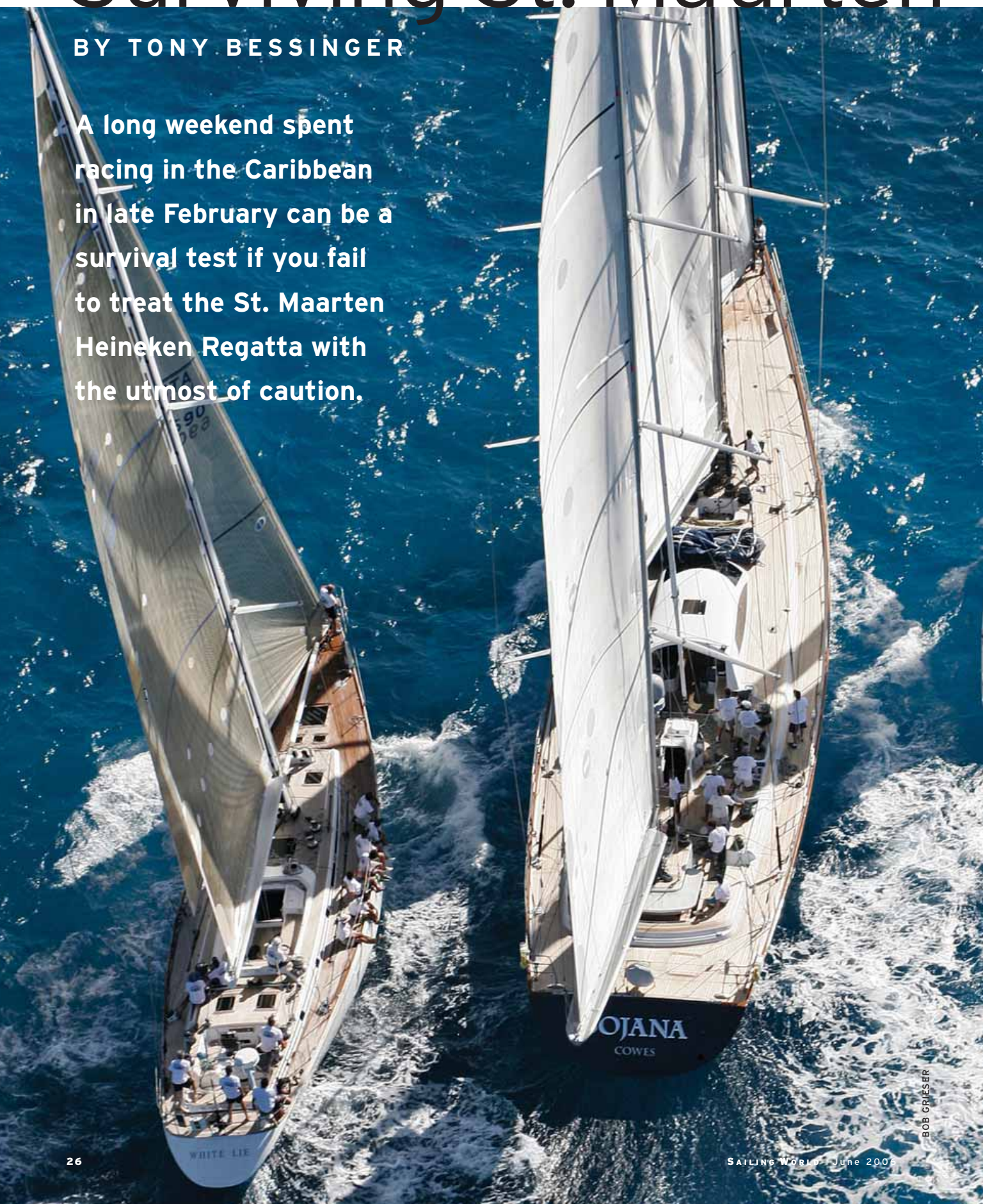
Surviving St. Maarten

BY TONY BESSINGER

A long weekend spent racing in the Caribbean in late February can be a survival test if you fail to treat the St. Maarten Heineken Regatta with the utmost of caution.



BOB GRIESER

TIM WRIGHT/BOB GRIESER

Peter Peake, owner of the Henderson 30 *Slippery When Wet,* from Trinidad, may adhere to the belief that neon colors distract opposing helmsmen. Not only are the mast, boom, and hull accented with bright yellow, but so are his crew. His bowperson is the crewmember most committed to the distraction theory.

On the Spinnaker Class 2 starting line, there was one boat especially capable of blotting out both the sun and the wind. Peter Harrison's Farr 115 *Sojana* was always given a wide berth to leeward during starting sequences. Fall victim to its wind shadow then and you'd pay for the rest of the beat.

Hordes of mostly European charterers strip the region's bareboat charter fleets bare for the Heineken, as evidenced by 92 boats in five individual bareboat classes this year. Bareboat crews sail without spinnakers, and they're not allowed to unroll their headsails until five minutes before their start, but the racing has the intensity of the top spinnaker classes. The race committee makes all attempts to keep the bareboats and spinnaker classes separate, but chance crossings are inevitable.

BOB CRIESER

BOB GRUESER (3), TIM WRIGHT

A well-lubricated crowd at the St. Maarten YC welcomes racers into Simpson Bay Lagoon after racing on Friday and Sunday (on Saturday, racers finish off Marigot, on the French side of the island). A drawbridge spanning the Lagoon entrance only opens a few times a day. Missing the 7:30 a.m. opening means staying on the dock, finishing one's *café au lait* and baguette, taking a DNS in the first race, and waiting for the 10 a.m. opening.

Swan 68s *Chippewa* and *White Lie*, and the Swan 60 *Team Atlantic*, of Spinnaker 2, thunder upwind during Friday's race. Even with the relatively light breezes that prevailed at this year's Heineken, the overlapping headsails on these heavy-displacement boats chewed up and spat out even the toughest grinders. The rewards at the end of the day, however, especially the icy cold 9-ounce Heineken cans brewed specifically for the event, and the nightly entertainment, are worth all the hard work.

For the crews on big grand-prix boats such as Tom Hill's Reichel/Pugh 77 *Titan* (above), the Heineken presents technically challenging sailing. Windward/leeward courses were included for the first time this year in several of the Spinnaker classes, but most of the races were point-to-point. With turning marks scattered around the island, spinnaker peels and headsail changes occurred with exhausting regularity. *Titan*'s crew, veterans of this type of Caribbean racing, soldiered through and won all four of its races.

BOB GRIESER

Ouch! See what happens when you unroll the headsail and reduce the helmsman's visibility? Considering the size of the bareboat fleet, collisions like this are relatively rare occurrences. Wilbert van Patten's Moorings 51 bareboat *Wiesman GT* plows into an unidentified sistership's starboard side during the second day of racing. The incident earned *Wiesman GT* a disqualification, which landed them near the bottom of the 18-boat Moorings 51 bareboat class.

The St. Maarten Heineken is legendary for big breeze, but the last two years have been unseasonably light. After a brief postponement on the final day of racing this year, principal race officers Tony Blachford and Andrew Rapley pulled the plug on the bareboats, the cruising multihulls, and the open class. Thirty minutes later they put the rest of the racers out of their misery. This was the second time in the regatta's 26-year history that a day of racing was cancelled due to a lack of wind. The abandonment gave everyone time to recover before the final party of the regatta, the awards ceremony on Kim Shah Beach, which featured Grammy-winning world music band, Ozomatli.

TIM WRIGHT (2)

Hobart and William Smith got to the top of college sailing the old-fashioned way, by working harder and smarter than any other team in the land.

Investing in Sweat

Equity

BY STUART STREULI, PHOTOS BY AMORY ROSS

In the spring of 1994, Chad Corning headed out for the last B-division race of the America Trophy hosted by Old Dominion University in Norfolk, Va. It was the final race of his college career. The teams further up the standings were battling for one of four district berths at the spring nationals. For Corning's team from Hobart and William Smith Colleges in upstate New York, though, there wasn't much on the line save for pride, "It would've been as good a finish as we'd had in quite a while," he says.

Corning, sailing with Michelle Torrisi, won the race by a considerable margin, lifting HWS, led by first-year head coach Scott Iklé, into the position they'd set as the goal before the regatta. "Everyone was psyched," he says, "and Scott said, 'We're never looking back.' There was such a positive feeling that the team was going to move forward."

Over the next decade the team did exactly that, qualifying for its first InterCollegiate Sailing Association spring national championship in Iklé's third season at the reins, then finishing third in 1998 in the college coed spring championships, and second in 2000. Last spring, on Lake Travis outside of Austin, Texas, Iklé's squad of Statesmen (Hobart) and Herons (William Smith) won two of three spring championships, taking the coed dinghy title by a comfortable 37-point margin and the team-racing crown with 13-4 record.

To create a national sailing power in upstate New York, Iklé turned a former club team known more for its social prowess than its regatta results into one of the toughest, if not the toughest, collegiate sailing program in the country.

It's a reputation he embraces and downplays at the same time. Recruiting in college sailing is now very competitive, and he knows that other sailors and coaches will caution top junior sailors about the "no fun" program Iklé runs on the northern shore of Seneca Lake. But, on the other hand, it's not a reputation falsely earned. Coddled junior sailing stars who enroll at HWS expecting a cushy ride and preferential treatment are in for quite a shock.

The wavy and often-windy Seneca Lake is well-suited to Hobart and William Smith coach Scott Iklé's disciplined program, which includes sailing in all sorts of weather and rigorous physical training. But Iklé says the benefits of this approach apply no matter what the conditions.

When Corning arrived on campus in the fall of 1990, he found many of the building blocks for a competitive sailing team. "We had some fairly new boats, we had a nice location on the lake," he says. "We had a modest budget. The attitude was a bit of a problem; the team was a big social institution for a number of years."

Corning and a few classmates quickly assumed leading roles within the team, shouldering the bulk of the traveling. The next step was to get a coach. They found a local coach for the 1991-'92 school year, but it wasn't a very effective arrangement. "We needed to go a little further," he says. "We really harassed the president of the college and worked with the development office."

At the same time, Iklé, who graduated from Hobart in 1984, was finishing a stint as an assistant coach at the U.S. Merchant Marine Academy in Kings Point, N.Y. "The colleges had just gotten a new president and everything came up for review," he says. "I had lunch

Practice races are a rarity at Hobart and William Smith as coach Scott Iklé favors structured drills. However, he makes sure to utilize drills that have a "scrimmage element" to encourage competition.

with them and explained what college sailing could mean to the colleges. They said, 'Well, why don't we try it for a year and we'll go from there.' We had, by all accounts, a good first year and moved on from there."

That first year, Iklé landed two key recruits, current America's Cup (Luna Rossa) tactician Andy Horton, from northern Vermont, and Carter White, from Maine. The two would win four All-American skipper honors before graduating in 1998, quickly giving the team credibility.

It sounds very simple. Get a coach. Get talented sailors. Get results. However, in practice it was much more complicated. After many years of sailing and coaching, Iklé came to the Hobart and William

Smith campus with a clear picture of how he wanted to run a sailing program. It involved a strong commitment to mental and physical fitness, mandatory morning workouts and structured afternoon practices, and it didn't include regatta parties. The goal, says Iklé, wasn't to achieve a few good results—something that can be done by any school fortunate enough to land a few good sailors—but to build a program that elevated the skills of all the sailors on the team. He wanted to creat a work ethic that would produce consistently impressive results no matter what talent walked through the door of the boathouse. He couldn't put it all in place at once.

"If I had implemented everything we're doing today [that first year]," Iklé says, "there would've been a mutiny. It takes time to build a culture of excellence.

"The [morning] workouts were optional. We did some early mental training that wasn't optional. Probably the biggest thing we did was making practice three days a week mandatory. The next year it was four days a week. It was about

COLLEGE SAILING DIRECTORY 2006

School	D	C	B
American	MA	S	0*
Amherst	NE	S	13
Army	MA	P	20
Auburn	SE	S	4+
Babson	NE	S	0
Bates	NE	F	13
Baylor	SE	S	5
Boston College	NE	A	24
Boston Univ.	NE	A	19+
Bowdoin	NE	F	24
Bowling Green State	MW	S	1
Brandeis	NE	P	0*
British Columbia	NW	S	17+
Brown	NE	F	29
Cal Poly S.L.O.	PC	S	4
Cal State Long Beach	PC	S	9
Cal State Chico	PC	S	6
Cal State Monterey Bay	PC	P	9
Cal State Northridge	PC	S	N/A
Cal State Sacramento	PC	S	N/A
Cal State Sonoma County	PC	S	10
California Maritime	PC	F	12
Carleton	MW	S	5+
Charleston	SA	A	42
Chicago	MW	S	2
Christopher Newport	MA	A	18
Clemson	SA	S	8+
Coast Guard	NE	A	80+
Colby	NE	S	8
Colgate	MA	S	8
College of Marin	PC	S	4
Colleges of the Fenway	NE	S	0
Columbia	MA	P	14
Connecticut (Univ. of)	NE	S	7
Connecticut College	NE	A	18
Cornell	MA	S	31
Dartmouth	NE	A	48
Davidson	SA	S	9+
DeAnza	PC	S	6+
Delaware	MA	S	9+
Denison	MW	S	1
Drexel	MA	P	8
Duke	SA	S	6
Eckerd	SA	F	24
Embry-Riddle	SA	S	3
Emory	SA	P	4
Fairfield	NE	S	N/A
Florida	SA	S	15
Florida Atlantic	SA	S	6
Florida Gulf Coast	SA	S	N/A
Florida State	SA	S	11
Florida Tech	SA	V	11
Fordham	MA	F	10
George Washington	MA	S	5
Georgetown	MA	A	29
Georgia	SA	S	4
Georgia Tech	SA	S	12+
Hamilton	MA	S	4
Hampton	MA	F	22
Harvard	NE	A	26+
Harvey Mudd	PC	S	3
Hawaii	PC	A	30+
Hiram	MW	S	6+
Hobart & Wm. Smith	MA	A	30
Holy Cross	NE	S	16
Hope	MW	S	7
Illinois	MW	S	10
Illinois Tech	MW	S	8
Illinois Wesleyan	MW	S	N/A
Indiana	MW	S	17+
Indiana/Purdue-Indianapolis	MW	S	14
Iowa	MW	S	25+
Iowa State	MW	S	4+
Jacksonville	SA	P	16
John Carroll	MW	S	3
Johnson and Wales	NE	P	9
Kalamazoo	MW	S	6
Kansas	SE	S	11
Kansas State	SE	S	6
Kenyon	MW	S	3
Kings Point (USMMA)	MA	A	65+
Lake Forest	MW	P	N/A
Lehigh	MA	S	0*
Lewis and Clark	NW	S	4
Linfield	NW	S	N/A
Louisiana State	SE	S	5+
Loyola College (Md.)	MA	S	8
Loyola Marymount (Calif.)	PC	S	N/A
Maine Maritime	NE	F	26+
Marquette	MW	S	7
Maryland	MA	S	6
Maryland/Baltimore County	MA	S	7
Mass. Maritime	NE	A	30+
Massachusetts (Amherst)	NE	S	1
Massachusetts (Boston)	NE	S	5*
McGill	NE	S	15
Mesa	PC	S	N/A
Miami	SA	S	8

three years before we started our first mandatory morning workout."

Corning noticed a difference from Day 1. "I just never thought about sailing quite the way that he did," he says. "The mental part was big. The other thing that was big about Scott was we would train for a day and instead of telling us our mistakes, he worked it out so we'd come in and pretty much know."

Dave Smith enrolled at Hobart a year after Corning graduated. Though he was a successful junior sailor in Western Long Island Sound, he was planning to play for Hobart's fabled lacrosse team. "I got to Hobart and realized that I wasn't going to be big enough to play Division I lacrosse and I made a decision at the last minute," he says. "The sailing team was a much different team than it is now. It was all walk-ons, except for a couple of recruits."

The budget was small, and there was no real boathouse—just a small storage shed—forcing sailors to trek across campus in their sailing gear. Located 50 miles west of Syracuse, they had five to nine-hour drives to the major regattas sites in their district, one of the most competitive in college sailing. But, if anything, these hardships only helped imbed the first strains of Iklé's philosophy. "The team was really a meritocracy," says Smith. "There were kids on the team who had less talent but worked their tails off. He had no place for kids who didn't want to work hard. Our workout program rivaled that of a varsity lacrosse team. We were in the gym at 7 a.m. in the middle of winter working out as a team."

Hobart and William Smith

Location: Geneva, N.Y.
Enrollment: 859 men (Hobart) and 995 women (William Smith)
Sailing Site: Northern end of Seneca Lake
Coaching: Full-time head coach Scott Iklé ('84), assistant coach Jeff Sullivan ('04).
Boats/Facilities: Bozzuto Boathouse (left) is on campus; 18 420s, 6 FJs, and 6 Lasers.
Funding: Fully-funded varsity sport
www.hws.edu

Another thing they did as a team was abstain from alcohol during weekend regattas. While college sailing has become more serious over the last three decades, it's still a social sport and regatta parties are an unofficial part of many weekend events. "We got made fun of a lot," says Smith. "Sometimes we would go to the [social] events and not drink and it was always, 'Who are those losers from Hobart?' Because we did it together, it didn't matter."

In the years since, Iklé boundaries have become de facto laws for HWS sailors, and he no longer spends a lot of time enforcing them. "It's a cultural thing," says John Pearce, who graduated in 2004 and is now an assistant coach at Stanford. "When the seniors haven't been able to go to any parties, they're not going to let the freshman go. And they're going to let the freshman know how we do it."

This culture has caught the eye of his compatriots in the college coaching ranks. "One of the things Scott has done, he's looked at how does his program fit into Hobart and William Smith athletics, and college athletics as a whole," says Mitch Brindley, the head coach at Old Dominion University, a division rival. "He's done a great job making his sailors into a bunch of athletes."

Miami (Ohio)	MW	S	4
Michigan	MW	S	30+
Michigan State	MW	S	19+
Michigan Technical	MW	S	N/A
Middlebury	NE	S	7
Minnesota	MW	P	20
MIT	NE	A	57+
Mitchell	NE	P	6
Monmouth	MA	P	43
Navy	MA	A	102+
New Hampshire	NE	F	36
New Orleans	SE	S	6
North Carolina	SA	S	8+
North Carolina (Wilmington)	SA	P	8
North Carolina State	SA	S	4+
North Florida	SA	P	2
North Texas	SE	S	2
Northeastern	NE	S	4
Northwestern	MW	S	22
Norwich	NE	S	0
Notre Dame	MW	S	12
Oakland (Mich.)	MW	S	N/A
Ocean County	MA	P	43
Ohio	MW	S	4
Ohio State	MW	S	10
Oklahoma	SE	S	9
Oklahoma State	SE	S	11
Old Dominion	MA	A	33
Orange Coast	PC	F	14+
Oregon	NW	S	9
Oregon State	NW	S	4
Owens Community	MW	S	N/A
Penn State	MA	S	8+
Pennsylvania	MA	S	9
Pepperdine	PC	P	4
Portland State	NW	P	8
Princeton	MA	P	12
Providence	NE	P	12
Purdue	MW	S	16+
Queen's	MA	S	10
Rhode Island	NE	F	30
Rice	SE	S	4
Rochester (Univ. of)	MA	S	2*
Rochester Tech	MA	S	0*
Roger Williams	NE	A	12+
Rollins	SA	P	8
Royal Military College	MA	S	21
Saint Thomas (Minn.)	MW	S	2
Salisbury	MA	S	9
Salve Regina	NE	F	10
San Diego State	PC	S	N/A
San Jose State	PC	P	17+
Santa Barbara City	PC	S	0*
Santa Clara	PC	S	1
Skidmore	MA	S	N/A
Smith	NE	S	2
South Alabama	SE	S	10+
South Florida	SA	A	17+
Southern California	PC	A	23+
Southern Maine	NE	F	26
Southern Methodist	SE	S	5
St. John's (Md.)	MA	P	9
St. Mary's (Md.)	MA	A	46+
Stanford	PC	A	28
Stevens Tech	MA	S	8
SUNY Maritime	MA	A	29+
Syracuse	MA	S	0
Tennessee	SA	S	11
Texas	SE	S	20
Texas A&M	SE	S	14
Texas A&M Galveston	SE	P	30
The Citadel	SA	P	13
Trinity	NE	S	12
Tufts	NE	A	30
Tulane	SE	S	8
UC Berkeley	PC	S	15
UC Irvine	PC	A	28
UC San Diego	PC	S	8
UC Santa Barbara	PC	P	12
UC Santa Cruz	PC	S	20+
UCLA	PC	S	24
Vanderbilt	SA	S	8
Vermont	NE	P	18
Villanova	MA	S	8
Virginia	MA	S	12
Virginia Tech	MA	S	9
Washington	MW	S	4
Washington (Univ. of)	NW	P	22
Washington College	MA	F	21
Washington State	NW	S	6+
Webb Institute	MA	S	12
Wellesley	NE	P	12
Wesleyan	NE	S	6
West Florida	SE	S	10
Western Michigan	MW	S	12
Western Washington	NW	S	26
Wheaton	NE	P	18
William and Mary	MA	S	15
Williams	NE	P	10
Wisconsin	MW	S	69+
Wittenberg	MW	S	N/A
Worcester Polytech	NE	S	6
Yale	NE	A	34

D = district, B = number of boats (0* = use of another school's boats, + = fleet includes additional non-college boats), C = coaching situation (A = full-time w/assistants, F = full-time, P = part-time, V = volunteer, S = student).

BUILD YOUR PROGRAM SCOTT'S WAY

Hobart and William Smith coach Scott Iklé is quick to correct anyone who thinks his sailors work more than other teams. "We only have 20 hours of contact a week with our athletes," he says, "and 20 weeks a year of competitions, outside of nationals. We want to make sure we're efficient. We work hard, but don't work longer than anyone else."

With that in mind, we asked Iklé, a former U.S. Olympic Committee Developmental Coach of the Year ('98) and Coach of the Year ('03), for some pointers on organizing a competitive sailing program.

ON SETTING GOALS: "Make sure everybody is sailing, every person on the team has their own challenge. We work hard setting not only program goals, but individual goals as well. If people have the vision of what they want to accomplish, then they can see the rewards of the time they invested."

ON THE VALUE OF PHYSICAL CONDITIONING: "I see it as positive self esteem; if you work hard you feel good about yourself. A lot of sailing is mental. If you feel good about yourself and you feel prepared, there is a good chance you can do well. Of course on a windy day, you might feel physically stronger, as well."

ON STRUCTURE: "You can have fun in a structured program, but if you don't have some structure in your program, you're getting left behind. That doesn't mean you have to have a coach, you need a graduate assistant or someone else, maybe an undergraduate, making sure people are going to practice, are committed, and pulling their weight."

ON PLANNING: "A successful practice is the result of careful planning. Good planning does not start an hour or two before practice. It starts before the season when you develop your yearly goals. Armed with this vision, a coach can then start to plan for the season knowing what the team needs to accomplish during each step of training. To design and run a successful practice, a coach then needs to develop both a weekly plan and a daily plan."

ON PRACTICE COMPOSITION: "We maybe race once a week. We spend a lot of time focusing on speed work so we do a lot of windsprints and blender drills. Each week we focus on a different aspect of a race: the start, first beat, reach, run, etc. We then design drills around what we want to work on. We typically do some speed work that leads into two tactical drills. The first drill uses a smaller group, incorporating six to eight boats, and the final drill incorporates the whole team and has a scrimmage element."

ON FAIRNESS: "In the fall our ranking goes up and down because we're giving everyone a shot. If you're doing a good job in practice, I'm going to send you to regattas. I'm not afraid to see where you stand at a big regatta. In the spring we become more focused. After 14 to 16 weeks of practice, you know who are your top players."

ON HIS RESPONSIBILITY: "One of the beautiful things about coaching is you've got a captive audience, they're willing to work hard for the program if the coach works hard for them. It's a two-way street and I've got to be at the top of my game. We're not recycling practice plans from last year. We're always looking for an edge." –s.s.

This may be because many of his top sailors weren't great sailors when they matriculated, but were athletic, driven, and coachable. Pearce, for example, grew up in Ithaca, N.Y., an hour from Hobart and William Smith and wasn't a decorated or particularly traveled junior sailor. He wasn't surprised that the conditioning requirements were similar to those he'd experienced as a high school lacrosse player. By his junior year, Pearce was starting intersectional regattas—the big inter-district events that usually draw each team's top sailors—and he won B division at the spring dinghy national championships at the end of his senior year.

"The program's not really set up to manage great sailors coming in," says Pearce. "It's more set up to create a lot of competition and improvement within the team. He asks so much of you that if you're able to do most of what he asks, you're going to improve a ton."

Sailors that don't put in the effort fall by the wayside. Corning says there were members of the team that didn't fully buy in to Iklé's plan that first year and left. Every fall since the program has slowly weeded out sailors, occasionally talented sailors, that don't fit the mold.

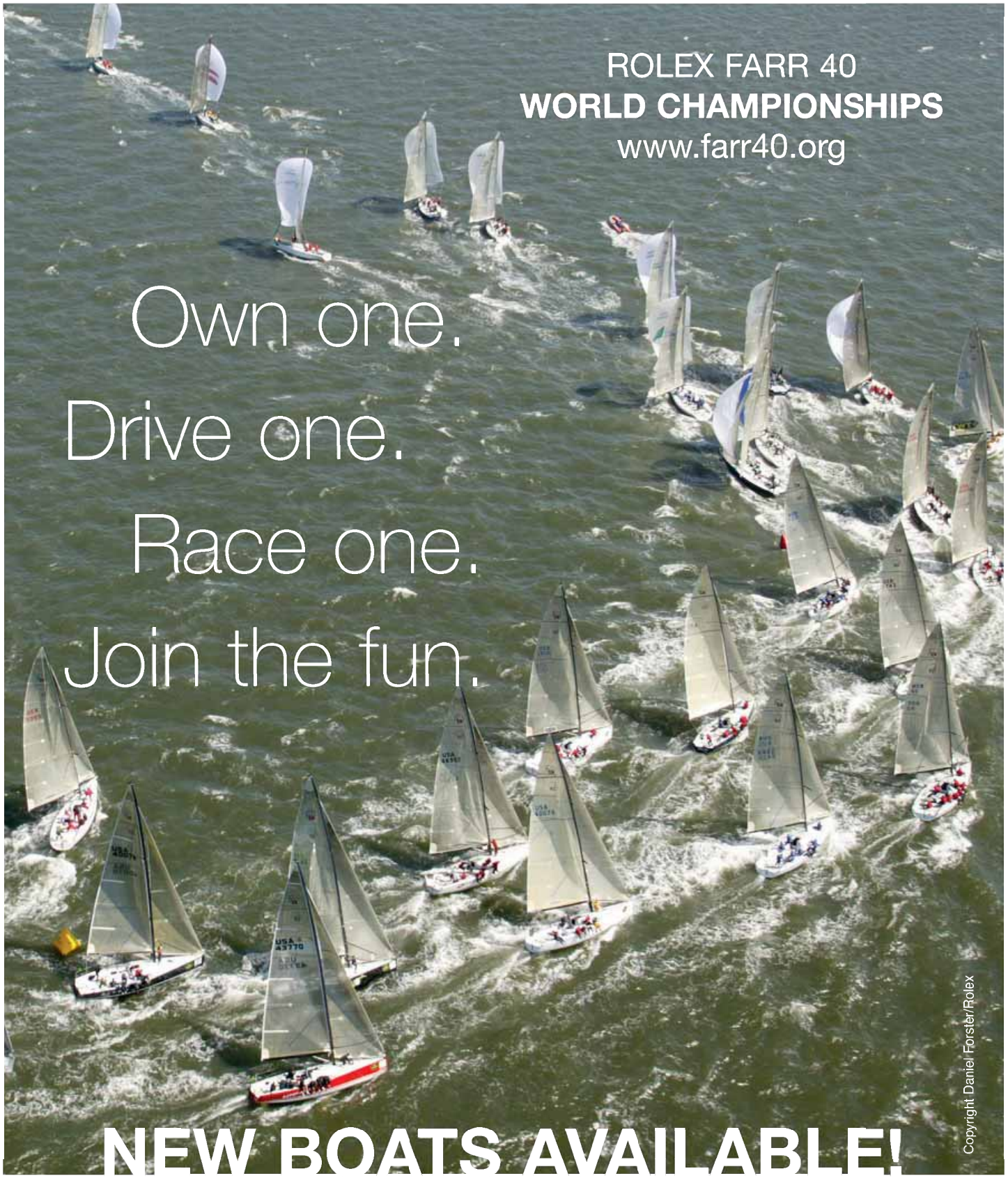
"Every year there'll be 40 some odd people on the dock the first day of practice," says Pearce. "By the thick of the season it's down to 25. A typical class goes from 10 or 12 as freshmen to a maximum of five or six, sometimes only two or three. The people you stick it out with, and graduate with, become your closest friends."

Eleven years after Corning headed out for his final collegiate race, hunting for some respect for an upstart program, John Storck and five teammates sailed out to the starting line for their final race in 2005 ICSA/Layline Team Racing Championship. After losing their first two races, the Hobart and William Smith team had run off 10 straight wins, and carried a 2-point lead into the final four-boat round robin. While the other three teams in the final four worked through a complicated protest that could possibly ensure them the championship with a race to go, the Hobart and William Smith sailors prepared as if they needed one more victory.

"We sailed around the starting line for 20 minutes," says Storck, from Huntington, N.Y., who is now an assistant coach at Dartmouth. "Finally the other teams left the docks and Zach Brown from Yale sailed by Mandy and I and congratulated us on winning Nationals. But we decided not to tell [the other HWS sailors] so we sailed the race with them under the impression we had to win. We were actually losing and came back to beat Yale."

Three days later, the team added its second championship, and no one was happier than Iklé. "He didn't even have to say anything," says Storck of Iklé, "you could see it on his face, years of hard work finally paid off."

Despite what he said 11 years earlier about never looking back, Iklé took some time to reflect on the long road to the pinnacle of college sailing. "The win is the culmination of a lot of hard work over the years," he said at the time, "and the title belongs to the entire program—including past members of the team." ✦



FARR 40 ONE DESIGN

2006 New York Yacht Club, Newport, Rhode Island, USA September 6-9
2007 Royal Danish Yacht Club, Copenhagen, Denmark September 29 – August 1

STAGG YACHTS

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Tech Review

RIGGING UPGRADE BY BRIAN FISHER

Match Your Sheets to Your Sails

TRIMMING AND SHAPING SAILS, AND SEEING the resulting gains in performance, is one of the more rewarding aspects of our sport. But with the wrong cordage, a sail will forever change its shape with changes in wind speed. When the sail changes shape, you lose power. If you've recently upgraded your sail inventory, but neglected to upgrade your sheets as well, you're selling yourself short—match your ropes to your sail material and the power in the wind will be turned directly into boatspeed.

Let's first look at the most important sail and sheet combination, the headsail sheet. The headsail sheet is generally not on a purchase, so 100-percent of the load from the clew is transferred to the sheet. The headsail sheet also has a long run to the winch, especially on a boat with non-overlapping headsails, and the loads are high. The sheeting angle on these non-overlapping sails is more vertical, which means the sheet is also used to keep the leech in a consistent shape.

THE PERFECT MATCH: From Dacron to carbon sails, use progressively lower-stretch sheets.

If your headsail inventory consists of only Dacron sails, you probably assume a polyester sheet will suffice, since the stretch characteristics of the polyester in the sail are similar to those of the rope. As the wind increases, however, a Dacron sail will readily change shape and require adjustment. If you have a polyester sheet,

MARIANNE GROSZKO

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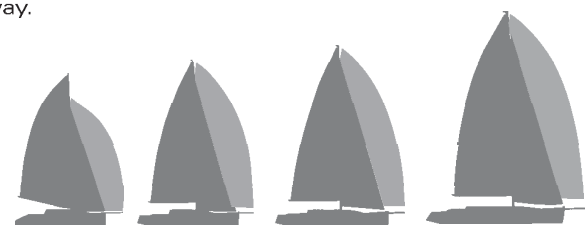
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it, too, will stretch, resulting in the need for further adjustment. A polyester sheet will also tend to be of a larger diameter than preferable, which limits the number of wraps on a winch drum, and it will be heavy, especially when wet.

Instead of polyester, I'd recommend a Spectra or Dyneema sheet. With one of these materials, the sail won't ease itself, dumping the power you want every time a gust hits. A Dyneema sheet is also easier to handle in the cockpit, and doesn't gain weight when wet.

On a bluewater cruiser/racer that may be using Spectra or heavy Dacron sails, the benefits of a Dyneema sheet would also be important. This durable line is lightweight and stores easily compared to polyester line. For example, one 40-footer may have 3/4" diameter polyester sheets to provide the adequate working load. If the headsail's sheeted in tight, the line laying in the cockpit would weigh 8.1 lbs. With a Spectra or Dyneema sheet, this same boat could use a 7/16" diameter sheets, which would weigh only 2.7 lbs. The polyester sheet could gain as much as 40 percent more weight when soaked with water, while Spectra or Dyneema may gain 5 percent due to the polyester cover itself absorbing water.

Let's say you upgrade this Dacron headsail to a laminate for your summer weeknight series. You're clearly looking for a performance increase. These sails are made of a variety of materials, including Spectra, Technora, and Kevlar, and all of these materials have low stretch percentages ranging between 0.7 and 1 percent. Using a stretchy polyester sheet would negate any performance gain from your upgrade. A Technora/Spectra blend would be an appropriate choice for performance and budget. This type of line may have a stretch number of 0.8 to 0.9-percent and perform well with a laminate sail. Of course, a sheet with even better stretch characteristics would be an improvement here, but the Technora/ Spectra blend is sufficient.

What if your headsail upgrade includes a carbon sail? If so, you're out to get the best performance out of your boat and willing to trade some longevity for added performance. Carbon fiber has negligible stretch, and a carbon sail holds its shape when a gust of wind hits. The clew of a carbon sail should be "locked" into position once sheeted.

Many boats are designed so the clew sheets nearly all the way to the sheet block. This eliminates virtually any stretch issue for the sheets. Unfortunately, this is true for boats with overlapping genoas, and most carbon sails today are used on non-overlapping headsail rigs. The non-overlapping sail presents two chal-

COVER THOSE SHEETS

There are many new cover material options, in addition to the standard polyester cover, that offer durability in the areas where the sheet sits on the winch drum, as well as improving the handling. Made of Kevlar, Technora, Vectran, PBO, or a blend of these fibers and polyester, these covers add to the cost of the line, but they improve durability. Mainsheets and jib sheets need a cover that resists a high-load release, while spinnaker sheets need to combat a continuous higher-speed, lower-load easing. Generally, a Technora, Kevlar, or Vectran cover will give more grip and hold up longer for the jib and mainsheets. On spinnaker sheets, you don't necessarily want a high-grip cover; in this case PBO works well. A good overall cover for both applications is a Technora/polyester blend like Yale's VMG.

-B.F.

SHEET CHOICES BY FIBER

POLYESTER
Gleistien–Cup, Tasmania
New England Ropes–Sta Set and Sta Set X
Samson–XLE
Yale Cordage–Yale Yacht Braid

TECHNORA/SPECTRA BLEND
New England Ropes–T-900
Yale–Aratech

VECTRAN
New England Ropes–V 100
Samson–Validator 2
Yale–Crystaline

DYNEEMA
Gleistein–Dyneema
Maffioli–DSK 78 Race
Marlow–DR2
New England Ropes–Endurabraid
Samson–Warpspeed
Yale–Ultrex Plus

PBO
Yale–Pobon
Samson–Progen

lenges to the sheet. One is that the length of the working sheet can be as long as 12 feet on a 40-foot boat. The other issue is a non-overlapping headsail brings increased loads to the clew as a result of the high-aspect shape. In a non-overlapping sail, even a small change in sheet position results in a large change in the sail shape as the leech open and the foot of the sail rounds. Therefore, a Vectran sheet or a Dyneema heat-set (preset under load) would be a smart investment for a carbon sail. These materials are the best you can get for matching the qualities of a carbon sail.

What about varying headsail sizes in your inventory—does it make sense to change sheets when changing sails? If the material is the same, then no, you can use the same sheets. The loads on all sails of the same design are basically the same. The load that it takes to tip over the boat never varies, so the load on a No. 1 tipping the boat over 20 degrees is the same as the load on the No. 3 tipping the boat over 20 degrees.

Most boats will have a varied sail inventory. On a 35- to 40-footer, one owner may have a suit of Spectra sails for recreational sailing, and a set of carbon sails reserved for the season championships. For cruising, a set of sheets that are slightly larger in diameter are easier to grip and hold. These sheets could be a Technora/Spectra blend or a Spectra-cored line.

For racing with carbon sails, you want to have a set of Vectran sheets, as recommended earlier, to match the low-stretch characteristics of these sails. These would be the smallest diameter that the required breaking strength would allow, while still allowing good handling. On most 35- to 40-footers this would be 3/8" or 10 mm diameter. These sheets would also be equipped with a shackle that could be quickly attached and removed, allowing for quick headsail changes. A composite cover on these sheets would also increase their longevity and improve handling. Many of the Technora or Kevlar covers develop a nice "fuzzy" texture, making them easier to grip and pull.

Matching your mainsheet

The mainsheet setup varies, depending on the boat's size and deck layout. Some boats will have the mainsheet rigged on a purchase system where the line will only take a percentage of the load, depending on the amount of purchase. On a boat with a purchase mainsheet system, the line's ease of handling, and its

CORE MATERIAL	DURABILITY/ LIFESPAN	HANDLING EASE	PERFORMANCE	COST
Polyester	long-lasting	soft, supple	low	low
Technora/Spectra blend	long-lasting	good, but heavy	good	medium
Spectra or Dyneema	longest lasting	good	high	med high
Vectran	long-lasting	good	high	med high
PBO	short lifespan	good	best	high

Vectran will stretch 0.8 percent, Dyneema 1 percent, and polyester as much as 7 percent

ability to run freely, are both important. Choices for this application could be polyester for a daysailer and club racer, or a Spectra or Dyneema line for a seriously campaigned boat. I wouldn't recommend a Technora/Spectra blend for this application because it can get heavy on the cockpit floor, making it hard to ease. On a boat with dedicated winches for the mainsheet, and a 2-to-1 purchase, the performance of the line becomes more important because the mainsheet has a long run between the block on the boom and the winch.

The length of the loaded part of the mainsheet when sailing upwind can be as long as 90 feet on a 40-footer. In this situation, even a small percentage of elongation in the line can result in noticeable upward movement of the boom end every time a puff hits the mainsail. This change in shape will spill power out of the leech. An America's Cup boat will use a PBO line, which gives the least amount of stretch possible, and use it with a system to reduce the length of the loaded line. However, on a grand prix 40- to 50-foot raceboat we'd use something more practical and more durable, such as Dyneema or Vectran. This would also be a good application for a heat-set Dyneema.

Your spinnaker sheets should match up, too

Spinnaker sheets also have to perform as well as the sails. Modern-day spinnaker cloth is much stiffer than it was 10 years ago, and asymmetric spinnakers are designed with a more "fast forward" sail shape that allows you to sail much closer to the wind than with a symmetric spinnaker.

Asymmetrics also pull harder on sheets, especially in hard-reaching conditions. Since modern asymmetrics look and behave like genoas, they should be sheeted like genoas. Spectra or Dyneema line is a excellent solution for spinnaker sheets on many different designs. Vectran or Technora blended lines wouldn't work as well, because they're heavier and become even more so if they get wet.

One final, but important note on sheet care: salt crystals are highly destructive to the high-tech fibers of which modern sheets are made, so a long rinse or soak in freshwater at the end of the day will go a long way in keeping them fresh. Stowing unused sheets out of the sun is always a smart move as well . ✦

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BOAT REVIEW BY CHUCK ALLEN

What A Ride: The Musto Performance Skiff

THE MUSTO PERFORMANCE SKIFF COULD possibly be the coolest dinghy we've tested over the past few years. It's so aesthetically pleasing that just seeing it on land stops you in your tracks, and it's a relatively simple boat to sail, enabling the helmsman to concentrate on its all-out speed, which requires some finesse to get.

I first saw the Musto Skiff at the U.S. Sailboat Show in Annapolis last fall. There was quite a crowd of interested sailors in the parking lot outside Fawcett's Boat Supplies, eyeing the MPS, which was fully rigged on its trailer. The boat is 15 feet long and has a beam of 4'5", which becomes 7'8" when its hiking racks are extended. When you first look into the cockpit and see all the colored-coded rope, it looks a bit overwhelming, but once you look it over and hear more about the boat, it all makes sense. Control lines are double-ended and led to the racks for quick adjustment on the fly. I remember asking myself whether I could sail this thing. I got the chance to find out a few days later during the boat test phase of *SW*'s 2006 Boat of the Year contest.

The Musto Skiff was originally conceived by Joachim Harpprecht, a German designer, in 1999. It went to Victor Boats for prototyping, and to Ovington Boats for finishing and production. All these groups have had success in the past, assuring top-of-the-line quality. Musto came on board as a backer, and that, coupled with strict class rules, helps protect the one-design aspect, which will help promote the growth of the class worldwide. In 2000 the boat was brought to the International Sailing Federation for consideration as an Olympic Class, and it was the fastest monohull at ISAF's singlehanded dinghy selection trials.

A great feature of the MPS is its quick rig and de-rig time. In 30 minutes, or less with practice, the boat is ready to sail. Victor Boat's Ron Radko, who imports the skiffs into North America, walked me through the set up, and it was as easy as rigging my Laser. One important tip was about hoisting the main; you have to make sure all the battens are on the same tack (bent the same way), or you'll have one hell of a time pulling it up. A supply of dry lubricant would be necessary for this boat, especially in and around the spinnaker tube. I'd also encourage Sailkoting the spinnaker because it will be wet most of the time.

The mainsail, which is made by Hyde Sails, is similar to a Mylar windsurfing sail. Tears can be fixed with Mylar or Dacron tape, or in a pinch, even duct tape. The batten ends, especially the

Musto Skiff

LOA	14'11"
Beam	4'4" (7'9" w/racks)
Weight	176 lbs.
SA (u/d)	123 sq. ft./289 sq. ft.
Design	Dr. Joachim Happrecht
Price	$11,500

www.mustoskiff.com

WITH THE SPINNAKER FLYING on a tight reach, the Musto Performance Skiff planes down Chesapeake Bay.

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THE MUSTO SKIFF'S large sail area is tamed courtesy of hiking racks. The vang (below) is rigged above the boom.

inboard ends, will see some wear after a few events, but that's typical and they can be easily repaired. The main also has a storage pocket near the tack for stashing extra lines and halyards. The vang bar on the MPS is mounted above the boom, and it allows for plenty of de-powering when necessary, and plenty of power for acceleration, such as when starting.

Sailing the boat is, in a word, incredible. I've only sailed a few skiffs in my time, and the Musto Skiff is one of the most balanced I've ever sailed. A newcomer will need a quick lesson to understand the basics, and it does take a while to find your bearings because you'll initially lbe sailing with your "head in the boat," when you'll need to be watching forward for pitch and balance issues. One false move and you're in the drink. But, after practice, the sail controls become second nature. Upwind sailing

WALTER COOPER; TONY BESSINGER

is fun and I was able to find a nice groove. When I felt underpowered, all I had to do was bear off just a click and the boat accelerated. The key is to always have the mainsheet in your hand—it's tied to the trap handle so it's close. It's also all too easy to dip the weather rack if you're not careful, and flipping to weather is not what you want to do, especially with the kite up. Tacking the boat takes practice because the boom is lower than you think, and you're coming off the wire and the rack, making a bee line to the opposite wire and rack.

After dialing into the basics—like tacking and sailing balanced—you'll graduate to things like reaching in from the trapeze to adjust luff tension, but you'll need to take it one step at a time. Downwind is sensational sailing. The kite is large for a boat this size and weight. On my first set, I pretended I'd just rounded a weather mark to get the sequence down properly. It goes something like this. First, head down a bit, bringing weight in towards the spinnaker halyard. Then, cleat the main, grab the spinnaker halyard and hump that baby to the top (it's on a purchase system, so it doesn't take long), let the kite luff for a second until you snag the spinnaker sheet, then pull in slowly, and off you go. Weight needs to be well aft on the rack so you can better see if the spinnaker needs any trim and to keep the bow up. I learned to set the main in order to concentrate on driving and spinnaker trim. The boat sails into the

THE SKIFF'S SYSTEMS ARE SIMPLE, allowing for a rig time of 30 minutes after some practice. The port and starboard racks are easy to remove, and they stow inside the boat for transport.

high teens with ease and just rips right over and through waves—they're no match for this dinghy—unless you forget to put your foot in the footstrap.

Jibing is tricky; I left the main set, bore off while easing the kite, came in, unclipped, and made haste for the opposite side. In the jibe, you need to make sure the battens tack, locate the new sheet, sheet in, and go. With a little practice, sailing the MPS will be non-stop fun.

In photographs from Musto Skiff events, you'll see guys wearing protective gear like kneepads and shin protectors. I highly recommend doing the same, as you're guaranteed to get some shin bruises. I think a full-length, thin wetsuit would be perfect for sailing the MPS, along with some thin kneepads. A lifejacket is a must when sailing this boat, or any other dinghy for that matter, and don't forget some water, you'll need it. ✦

TONY BESSINGER

A Swiss-Made Sportboat Heads West

FOR A LANDLOCKED COUNTRY, SWITZERLAND has a considerable, technologically advanced boatbuilding industry. It may be because they're the present defenders of the America's Cup, but the more likely reason is its annual speedfest, the Bol d'Or Geneve, in which legions of cats, trapeze-equipped monos, and other over-canvassed rocketships race the length of Lake Geneva. The latest offspring from this scene, and one that will fit right in at the 2006 Bol d'Or (June 17 to 18), is the **Esse 8.50**. This one-design dayracer looks to us like a pleasing mix of Melges 24 and Wally yacht, especially with the optional teak flooring in the cockpit.


Esse 8.50

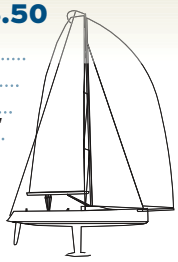
Designed by Umberto Felci, who's known in Europe for his Dufour, Grand Soleil, and Mini 6.50 designs, and built by Schachter AG, the 8.50 is constructed traditionally, with fiberglass and polyester resin and PVC/Airex core. The rig and boom are aluminum, while the sprit, which retracts on the starboard side of the bow, is carbon fiber. All sheets, halyards, and control lines run aft under the 28-footer's deck, as does the roller-reefing line from the recessed Bartel roller furling unit. Designed for simplicity, the Esse 8.50 can be sailed singlehanded or with a crew of three to four. The class rule sets the crewweight limit at 595 pounds.

The Esse 8.50 has been raced in Europe for the past two years, winning both the European Boat of the Year award from 11 European sailing magazines in 2005, and the European Sportsboat Championship in 2004.

The boat can be purchased bare, with no engine and interior acoutrements, for around $60,000. You can also go whole hog and order the Esse 8.50 with options such as the lifting keel, saildrive unit, aft pulpit, cushions, teak-appointed interior and exterior, and VC17 bottom finish; it all adds up to another $33,000. The Esse 8.50 has a PHRF number of 57, for comparison, PHRF New England lists a Beneteau 40.7 at 54. www.esse850.com

Gottifredi Maffioli, Italian manufacturer of high-end sailing ropes, was the first to use Dyneema fiber, SK 78, in its sailing products. Dyneema, which is made of polyethylene, is known for its light weight, strength, resistance to stretch, and the fact that it doesn't absorb water (it floats). The latest permutation

Esse 8.50



LOA	28′
LWL	28′
Beam	7′3″
Draft	(u/d) 4′7″/6′6″
DSPL	2,590 lbs.
SA (u/d)	506 sq. ft./ 1,172 sq. ft.
Design	Umberto Felci
Price	From $60,000

www.esse850.com

COURTESY ESSE 8.50, SHANNON CAIN

On Test: Suunto M3 Watch

Digital watches use to come with a small set of instructions, which was promptly tossed in the garbage since virtually all digital watches worked the same way. I thought back to those simple days when I was first introduced to the M3. Like most of Suunto's watches—sorry, wristop computers—the M3 comes with a thick User's Guide.

I relaxed somewhat when I learned that the instruction manual was printed in eight languages; the English portion of the book occupying 20 pages. I would nonetheless strongly advise against throwing it away. The Suunto operating system isn't necessarily intuitive.

The M3 provides the essential features for sailing: a timer, a stopwatch, an alarm, and a rotating bezel.

The timer is one of the best I've ever used. It displays the time remaining in large numbers and the time can be jumped to the nearest whole minute with the press of a button, allowing sailors to re-sync the time mid-sequence. The countdown can be set for a single or repeating sequence and, in either mode, will keep the elapsed time of the race. Anyone competing in time-on-time handicap racing will appreciate this feature. For tracking the competition at marks or the finish, the M3 stores 10 split times.

For mathematically-challenged sailors, the rotating bezel, which is printed with a compass rose, is handy when determining the favored end of a starting line—a compass is required—or the compass bearing for an upcoming leg of the course. The M3 is bulky, especially for a fairly straightforward watch, but on the whole it has everything a competitive sailor needs and nothing more. $200, www.suunto.com

–STUART STREULI

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Stuart Streuli (top), courtesy of The Moorings/Sebastian Laugier

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- This trip has an optional add-on.

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of SK 78 fiber has been used to create DSK 78 Race and DSK 78 Ultra, and boasts significant improvement in stability under static load (creep), and longevity in extreme conditions. Both products are enhanced by Maffioli's proprietary HTR treatment. DSK 78 Race is a double braid with a number of cover options designed to suit different applications. For halyards or sheets, you'd choose a polyester, polyester/Cordura blend, or Kevlar/Cordura blend. The Cordura is good for handling, and the Kevlar or Polyester add tenacity for holding in stoppers. For high-load applications such as runner tails, spinnaker sheets, or afterguys, where the line might get hot from frequent trimming on the winch, you'd choose Zylon/polyester, Kevlar/polyester, or pure Zylon. DSK 78 Ultra is a single braid (no cover). It combines the HTR treatment with a polyurethane coating to protect the strands from UV and abrasion. DSK 78 Ultra is ideal for lashings, strops, high-load purchase systems, backstays, and tapered halyards (covered only where handled, using one of the Cordura blends). The sole U.S. distributor of Maffioli rope is Hall Spars & Rigging. www.hallspars.com

Gottifredi Maffioli's latest racing rope is made from Dyneema SK 78 fiber.

Industry News

For those who think the Farr 40 phenomenon is on its way out, think again. **Goetz Custom Boats** and **Waterline Systems** are collaborating to build four new Farr 40s for owners in Italy, Germany, and the United States. These four boats will be the first Farr 40s built in 18 months—the last was *Evolution*, built by US Watercraft, which won the 2004 Farr 40 Worlds. The four new boats will be delivered with rigs built by new Farr 40 mast licensee Southern Spars at their South African facility. www.staggyachts.com

Pains Wessex Safety Systems issued a product recall on white collision warning (MK7) hand flares, Lot number: 2045 and 2046 and product number: 52651 with the expiration date of 12/2008. The recall is the result of a horrifying accident in England this spring.

A Yachtmaster Instructor demonstrating a white handheld flare suffered severe burns, broken bones to his hand, and serious internal injuries when the flare detonated, sending a portion of the aluminum tube through his abdomen. As a result, West Marine, Boat US, and Landfall Navigation, all of which sold the flares in the United States, will either refund or replace affectedunits. If you are unable to return a recalled flare to its place of purchase, e-mail recall@pwss.com.

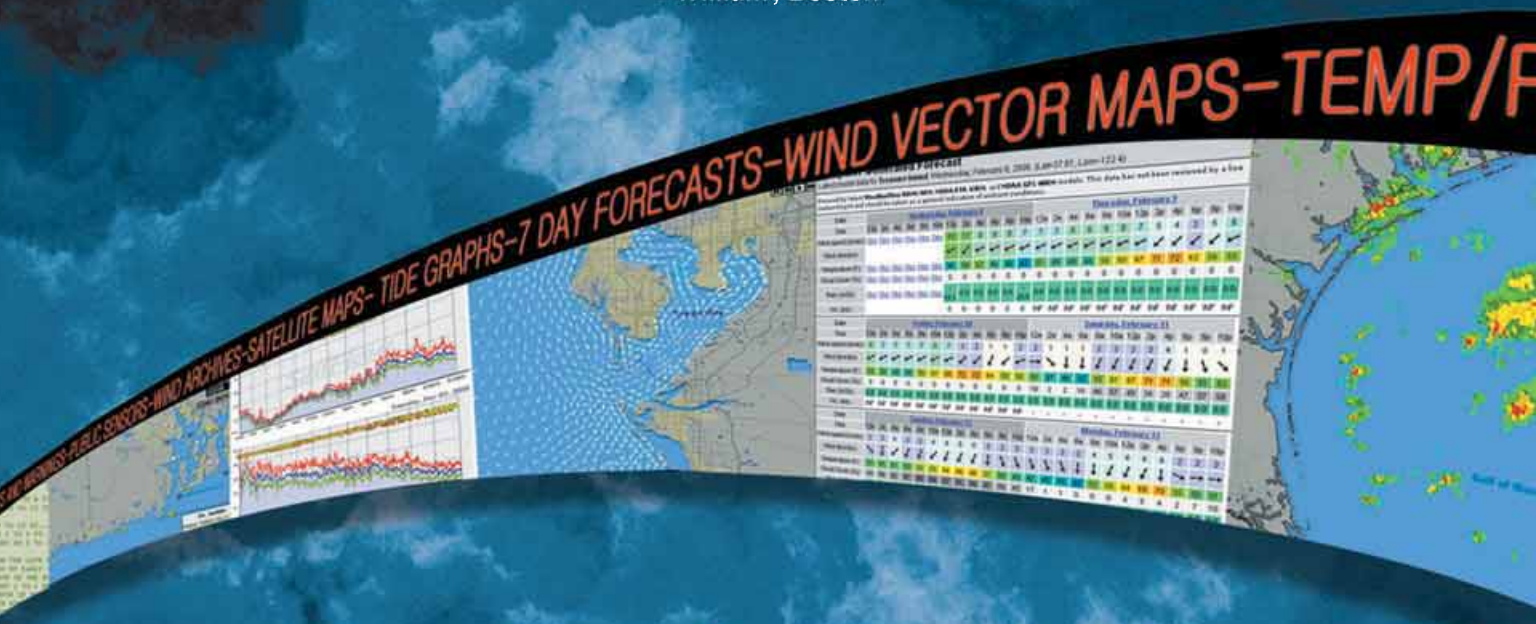
For more info: www.painswessex.com, www.westmarine.com, www.landfallnavigation.com, www.boatus.com

–TONY BESSINGER

SHANNON CAIN

"I NOW CLICK TO ONE WEATHER SITE AND GET IT ALL."

– William, *Boston*



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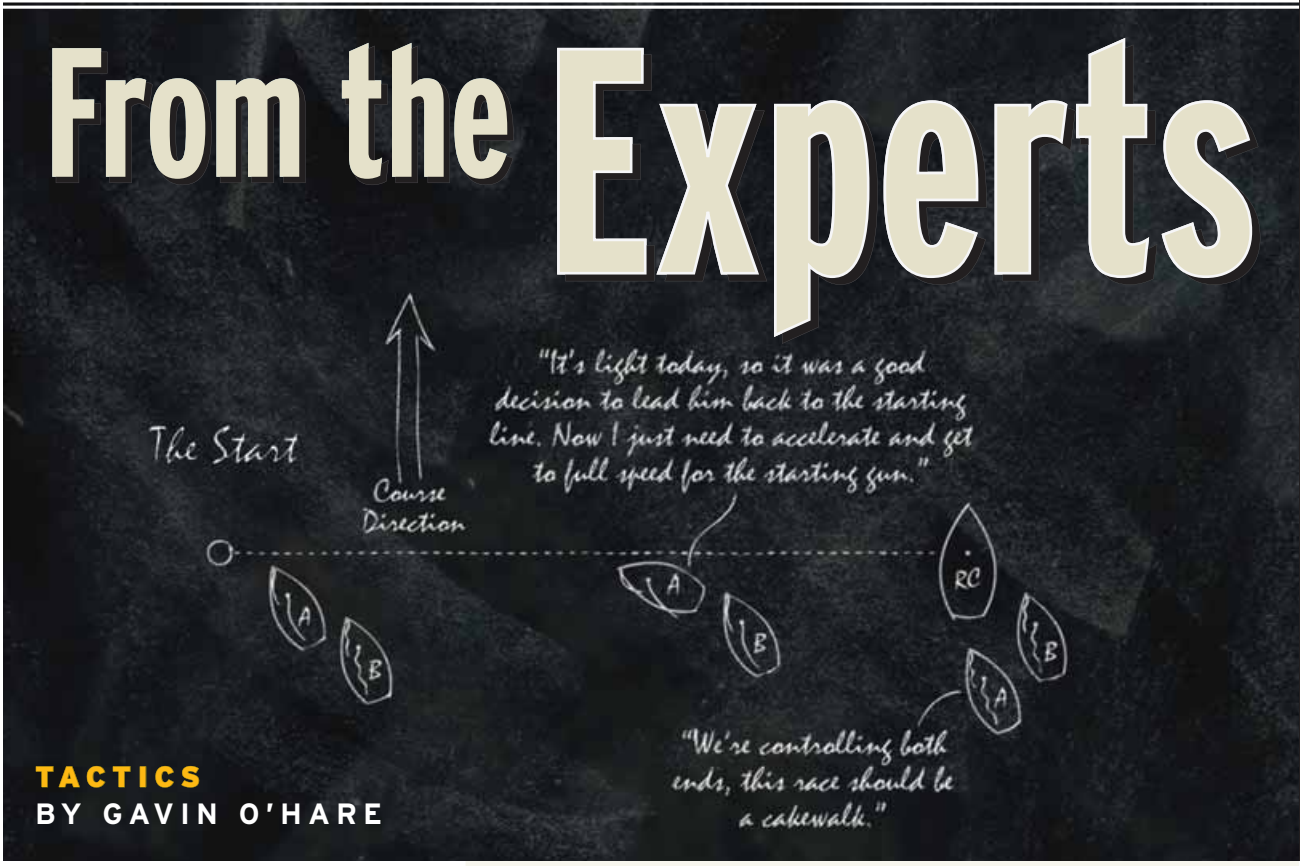


TACTICS
BY GAVIN O'HARE

Team Racing the Digital N

THE LATEST TWIST ON THIS SEGMENT OF THE sport is the growth of team racing in keelboats. To its growing fandom, this sport combines the strategy of chess, the suspense of gambling, the thrill of the Kentucky Derby, and puts it all in a sailboat in which all ages can be competitive. Yacht clubs have endorsed keelboat team racing as a means to attract younger members as well as something new for fleet-racing veterans. Several keelboat classes have embraced the discipline, including the Sonar, Ideal 18, J/105, and Cal 20.

Team racing typically pairs two opposing teams of three boats. The goal is simple: to cross the finish line with fewer points than the opposing team. In three-on-three matches, a tie is impossible. In two-on-two, or four-on-four matches, ties are broken in favor of the team that didn't finish first. The strategy is often more complex, with teams seeking to either build a winning combination from a losing one, or turn a fragile winning combination into one that's more stable.

For many years, team-racing courses were similar to fleet-racing courses, although the race duration was usually quite short, less than 30 minutes. However, in the last decade, the Digital N course has become popular in team racing. The course involves a beat to a windward mark, which is rounded to starboard. A beam reach is next, followed by a dead run. The next mark is left to port. Another beam reach, and then a beat to the finish complete the course.

The basics remain the same, but the Digital N brings new thinking. To look at key aspects of this specialized layout, and the tricks to racing in heavier keelboats, I solicited the advice of Ramsey Key and Dave Perry, two veteran team racers.

Perry offered advice about dinghy team racers moving to lead-ballasted craft: "The biggest single difference, and the one that causes the most difficulty for dinghy sailors, is that the darned things don't slow down very fast, and take even longer to get going again." "Another major difference, he says is that you can't rely on kinetics to get you out of trouble. In a keelboat, if your opponent has you trapped, you're trapped."

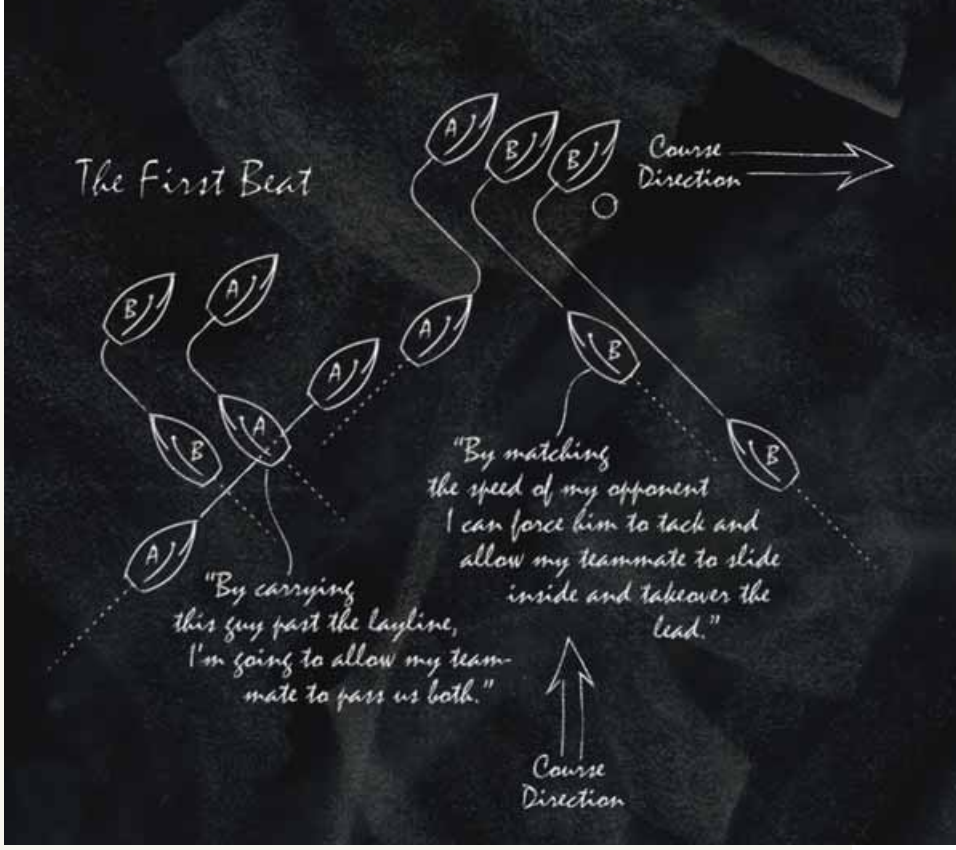
THE START—Control the ends

The goal of the team racing start is to control the two ends of the starting line—which leads to controlling those respective sides of the course—and have your third boat get a good start in the middle. The start often involves a number of one-on-one battles, three separate match races, if you will.

"Decide whether to lead or trail an opponent back to the line," says team-race vet Ramsey Key. "In light air, lead back. In heavy air, trail your opponent." Key adds that because keelboats don't accelerate or stop as quickly as dinghies, it's important to think ahead and avoid getting yourself into a compromised position. "Timing and positioning are much more critical in keelboats. When you are in a bad position, it's very difficult to escape. Unlike a dinghy, double-tacking or jibing to escape are generally not options."

Finally, he says, make sure to have some speed at the gun. Even the best positioning can be for naught if a boat is dead in the water when the starting gun sounds. "It's easy to lose track of this aboard one of six keelboats jammed onto a short starting line."

HENRY HILL



THE FIRST BEAT– Use the edges to pass

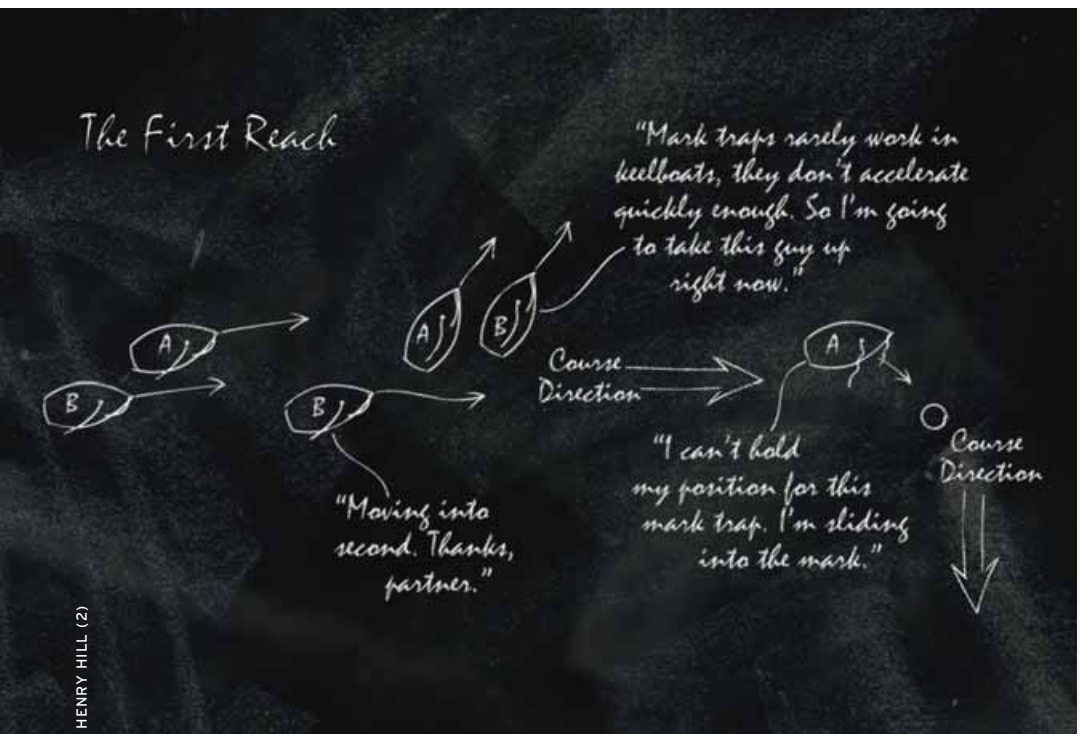
A solid strategy for the initial leg of the course is to win both sides and then corral the competition to the windward mark. When an opponent lies between two teammates, a pass-back should be performed to create a more stable combination, i.e. turn a 1-3 into a 1-2. The basic philosophy of a pass-back is for the lead boat to slow down the middle boat—from the opposing team—to allow for the trailing boat to pass at least the middle boat, and often times both boats.

"In dinghies you can quickly slow an opponent to make this happen," says Dave Perry of this classic team-racing maneuver. "Keelboats, however, are much more difficult to slow down, and it takes more time, so speed pass-backs, where you sit on the opponent's wind and luff the jib, are much less effective. It's better to pin an opponent and prevent him or her from tacking."

In fact, Perry adds, using the main instead of the jib can be more effective in keelboats. "Upwind, to slow a boat that is to leeward and slightly back, pulling the boom to windward is extremely effective, more so than merely luffing the jib and over-trimming the main. If you're behind, try to lure the opponent into a tacking duel."

At the top of the windward leg, the starboard rounding offers a lot of opportunities for savvy team racers.

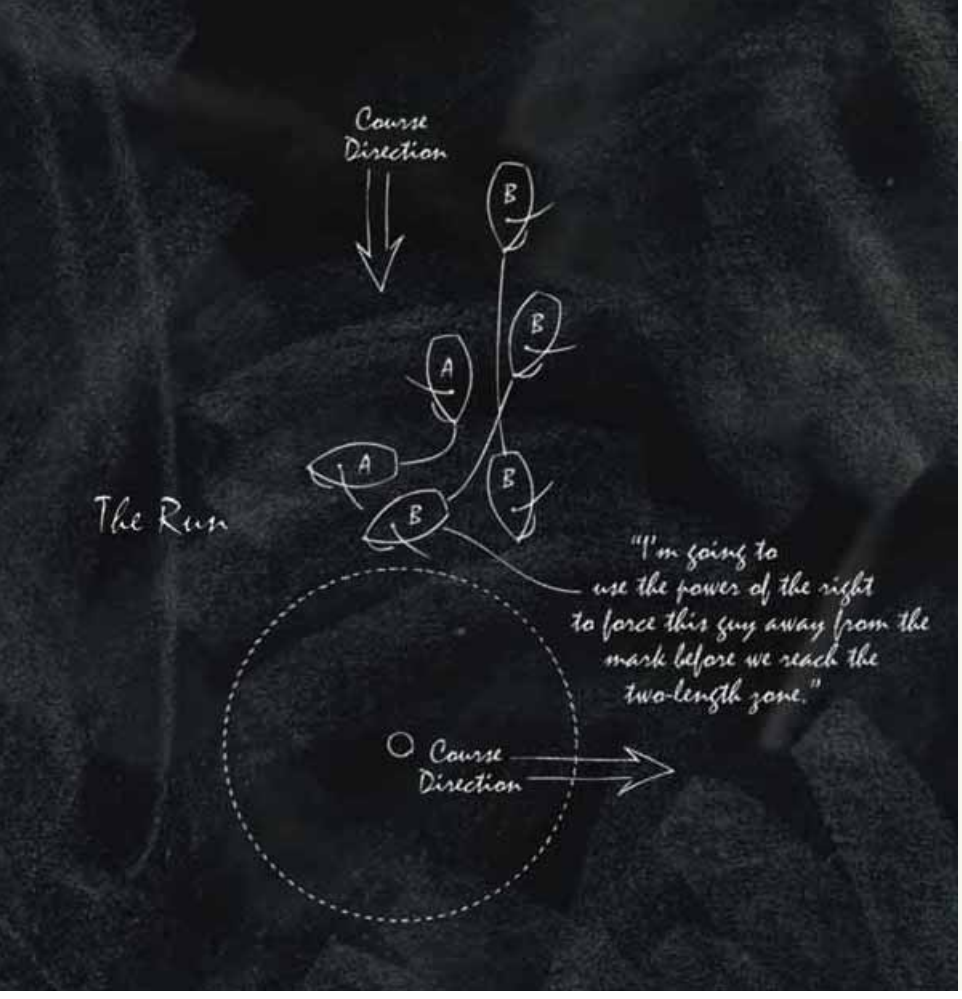
"Get to the inside starboard layline to control the starboard rounding," says Key. "A starboard-tack boat can act as the 'gate keeper' using its rights under Rule 10 [port-starboard]. When the port opponent approaches, match his speed so that he is forced to tack to leeward or duck you. A port-tack opponent may attempt to duck, so be prepared to lee-bow them on port so you round ahead. With a starboard opponent ahead, try to get inside on their starboard quarter and prevent them from tacking around the mark."



HENRY HILL (2)

THE FIRST REACH– Make your move before the mark

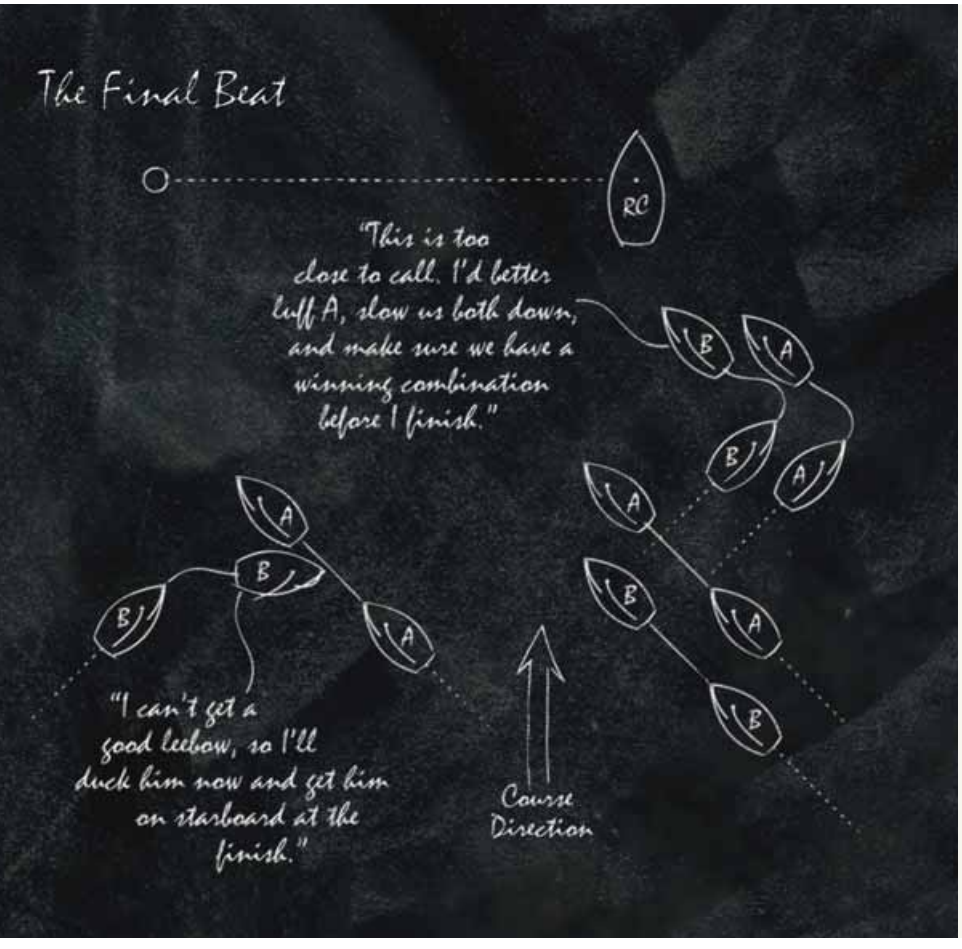
Because competitors will be sailing along the rhumb line to the reach mark, this is a good leg to execute a pass-back and stabilize a winning combination. Dinghy team racers may be tempted to wait until the two-length zone and perform a mark trap. However, the game is different for keelboats. "Mark traps at the windward and reaching marks are very difficult to sustain because of the rapid leeway and loss of control the boats encounter," says Perry. "It's vital to have your opponent right on your stern before setting a trap."



THE RUN–
Attack from behind

Having now rounded two marks, one team will be in a winning combination. However, with the boats going dead downwind, this is a great leg for a trailing team to try to take over the lead before the next mark.

"To pass an opponent ahead, get to their port side and jibe onto starboard and gain the advantage of starboard tack," says Key. "Once the opponent jibes, you will also be the leeward boat. To keep an opponent behind, keep them on your starboard side. This typically leads to lots of jibing and aggressive steering. Get your weight forward and roll-jibe the keelboat. There is usually a lot of chaos at the bottom mark; it's often possible to sail around the outside of all the boats by not slowing down and avoiding the scrum close to the mark. Opponents ahead and on the inside, who have slowed down, may have a tough time matching a boat that rounds wide and fast."

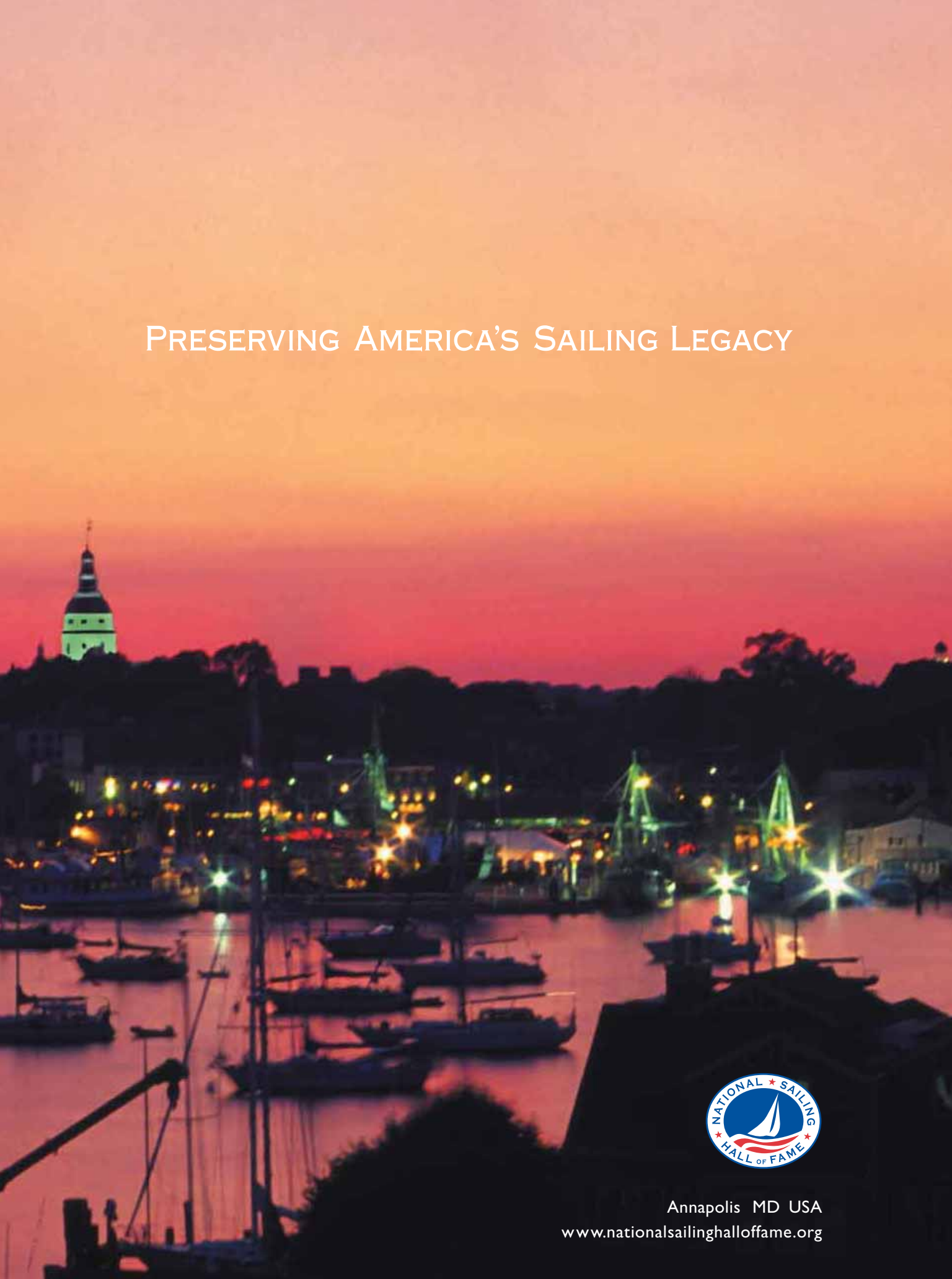


THE FINAL BEAT–
Secure a winning combination

The finish is in sight and time is running out. In contrast to the first beat, it should be obvious from the outset of the leg which team is winning the race. The trailing team must challenge its opponent and hope to create mistakes of which to take advantage. As you approach the finish line, understand your team's relative positions. If you plan to pin an opponent, keep in mind that you should do this only long enough to allow a teammate to catch up, then make sure you both finish ahead of the opponent. Keeping an eye on both sides of the final beat is critical to make sure the scores are tipping in your favor as both teams approach the finish line.

"Always think about ducking starboard tackers," says Key. "Only lee-bow in light air when you're guaranteed to come out ahead. To do this you must finish the tack to starboard almost completely in front of the opponent. If an opponent attacks and tries to pin you past the laylines for the finish line, tack out before it's too late."

HENRY HILL (2)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WINNER'S DEBRIEF BY DAVE REED

El Ocaso Double Dips At Key West and Miami

EVERYTHING RICK WESSLUND AND HIS CREW on the J/120 *El Ocaso* do on San Francisco Bay is simply honing their skills for the big game known as Acura Key West Race Week. This, he says, has been their *modus operandi* for the last four years, and it all came together at Acura Key West and Miami Race Weeks, where they won their division and snatched PHRF Boat of the Week titles at each event—the first team to ever do so.

What was the magic this year?

Those were our conditions in Key West—it's what we're used to in San Francisco—but we did have to overcome a lot of adversity. Our tactician sliced his hand while we were practicing, I missed the first day of racing because I got food poisoning, and on Wednesday, the real heavy-air day, my tactician separated his shoulder. This was our fourth Key West, and fourth was the best we'd ever done, but every year we keep coming back and pounding away at it to get better.

What did you focus on specifically this year that made a difference?

It was cumulative, really. We focused on very aspect; from the boat, to the team, to getting the right people sailing together well. This year I got everybody from my regular crew, except one person, down to Key West. That was a huge step forward. I really placed more emphasis in recruiting; on having the right people on the team and telling them from Day 1 that they had to be available to go to Key West. That gives them time to plan and get the time off they need.

And what about the boat?

What made a big difference was having the right sail inventory—having fresh sails—the right rigging, a lot of the things I didn't have in the past. This year I had my rigger, and one guy in Key West, coordinating the rigging of the boat so when we showed up it was ready to sail. Having it ready allowed us to practice Thursday, Friday, and Saturday before the regatta, allowing us to work out the cobwebs.

What did you focus on, specifically, in these practices?

We cover all the basics. We bring marks and set up short windward/leeward courses and work up and down the course, covering every aspect of getting our upwind speed, and working on our tacks to make sure they're efficient. We work on rounding marks wide and tight, and on our starting routine.

What's your starting philosophy?

I'm a firm believer in hitting the line on time with speed. It absolutely trumps being in the right position. The important thing is to think about where you'll be one minute after the start. You might be in the right spot on the line, but if you're going 4 knots and not 7, the guy who is going 7 will be ahead in one minute.

How do you make sure you're at speed and on the line?

With a heavier boat like the 120, you need a huge amount of runway and to know where you need to be with speed at a predetermined time—our start revolves around that. We have a conversation among the tactician, main trimmer, and me, and we talk about what we're seeing and agree what side of the course we want to be on. Once we're in agreement, we pick our spot and target speed and go from there.

On the J/120 *El Ocaso*, this winter's hottest PHRF program, no one leaves the rail until the offset leg.

How do you avoid being distracted by other boats?

It's my responsibility to be at that spot, and we don't tip our hand by showing where we want to be. We lurk elsewhere until we start making our way to that spot. In Key West we didn't have a lot of problems with other boats. Our starts weren't our best, but we had good conservative starts.

A lot of teams were struggling in the windy conditions, but you guys seemed to handle it just fine.

Sailing upwind in heavy air, this boat is all about the main and the main trimmer; he has to be aggressive with it. We focus on boatspeed and angle of heel, and he's

Team El Ocaso

Bow	Tom Warren, Keith Love
Mid-bow	Dawn Beachy, Chris Chamberlin
Mid-bow	Lesa Kinney
Mast	Tate Lacey
Float	Heather Noel, Alexandra Parr
Pit	Russ Mabardy
Trim	Pete McCormick
Trim	Chris Sheperd
Main	Tad Lacey
Tactics	Adam Sadeg, Bill Melbostad
Helm	Rick Wesslund
Shoreside	Mike Caldwell, Janice Minnehan

TIM WILKES PHOTOGRAPHY

STARS & STRIPES

July Star

TRAVIS WILHITE
CHICAGO, ILLINOIS
SAILOR & CANCER SURVIVOR

FIRST SAILED:
Age 6, Lake Travis, Austin, TX

JOINED LEUKEMIA CUP REGATTA:
In 2005, after being diagnosed with non-Hodgkin lymphoma

PROUDEST MOMENT:
Sailing in Antigua with America's Cup winner Gary Jobson in the 2005 Leukemia Cup Regatta Fantasy Sail

FIRST YEAR FUNDRAISING:
Raised $32,000 for lifesaving cancer research

The Leukemia Cup Regatta Stars & Stripes recognizes exceptional efforts by sailors who raise funds for lifesaving cancer research, bringing help and hope to thousands of patients and their families. Join us and be a Star! Call 888.HELP.LLS or visit www.LLS.org/regatta.

THE LEUKEMIA CUP REGATTA
The Leukemia & Lymphoma Society

UPCOMING LEUKEMIA CUP REGATTAS

July 7-9 Fishing Bay Yacht Club Deltaville, VA • **July 8** Lake Winnebago Oshkosh, WI
July 16-18 Houston Yacht Club Houston, TX • **July 21** Beachwood Yacht Club Beachwood, NJ
July 21-22 Mystic Shipyard Mystic, CT • **July 21-23** Cleveland Yacht Club Cleveland, OH
July 28-30 Sheboygan Yacht Club, Brotz Regatta Sheboygan, WI • **August 5** City Island Yacht Club City Island, NY
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 • **August 19** Sayville Yacht Club Bayport, NY
August 25-26 Chicago Yacht Club Chicago, IL

burping the main all the time, adjusting the traveler one inch here and there. To do this requires anticipation and seeing the puffs, and this comes from one guy calling the puffs from the rail, which allows us to be sailing ahead of where we actually are.

You mentioned you work on making your tacks efficient; what do you mean?

Our tacks are fast, especially with the No. 3. The tactician calls the tack and counts down, "3-2-1," to the tack. The cutter comes down off the rail to release, watches it to the point where it's just starting to backwind, cuts, and I bring the helm over consistent with the way the grinder and tailer are bringing in the sail. I'm watching where they are in their trim before I press on it as I come out of the tack. Once the sheet is on the self-tailer, the tailer goes to the rail, and the grinder finishes the trim. The main trimmer calls for them to "nail it" when we're at the speed we want to be and we bring the trimmer back up to the rail after it's locked. Usually our target coming out of the tack is 6.5 knots, and we'll go for a minute or so before having the trimmer go back down and do a fine tune.

Advice on rounding the weather mark?

In heavy air we band [tie with wool] the spinnaker. We find that as the tack goes out you can easily lose it if the bottom of the kite fills with water or wind. Having it banded helps on the pre-feed to the end of the pole so we're ready to hoist at the offset. If it's banded you can also cheat up the halyard before the offset. Another thing we do as we're going up the beat is watch closely for any reason to jibe set. So many people automatically assume they're doing a bear-away set when the gains can be huge by doing a jibe set. I don't understand why more teams don't watch for it.

Hit The Road

Many owners consider traveling to events a daunting undertaking, but that shouldn't be the case. The first time I did Key West I worried about everything, but now it's a real snap-fit program. Here's what I've learned after four years of hauling my program cross country to Key West.

1. Get your crew pumped up and make Key West (or any other event for that matter) your goal, your destination. You want to get to wherever it is as a team. It's a reward to work toward, and it keeps motivation high during the season knowing you're going to the most competitive event in the country.

2. Plan early. For Key West, the first week of July is the time to start getting things in line—your trucking company, the boatyard you'll use, your slip, and your meals and accommodations.

3. Find a reliable rigger. My rigger travels with the boat. It's trucked to Florida in December and the rigger goes down early to put it together. You can share the cost of the rigger with other teams, especially teams with similar boats because the rigger knows what needs to be done.

4. Get reliable local contacts who know the area, the services, and the people. The first time you go, take the time to meet these folks.

5. Get a slip early.

6. Spread the cost by having crewmembers pay for their airfare, and have them contribute to the housing and meal budgets.

–RICK WESSLUND

What's your preference with jibes, inside or outside?

In light air it's always inside, but in heavy air with the 120—and not everyone agrees with me on this—outside jibes work best. Doing the inside jibe in heavy air you're basically trying to invert the darn thing. It's this huge kite that's loaded with 30 knots of breeze, and we found it would take four people to tractor it around and that's got to slow the boat down. When you go outside, it floats around. You have to pull a ton of sheet, but it doesn't put the pressure on the boat, you're not trying to invert the kite, and you're not battling the thing.

With the mixed spinnaker types you had in your PHRF fleet, how did you play the fleet downwind?

For us it's less of an issue because we've really learned how to sail the boat deep. To do so comes down to communication between the downwind trimmer and the driver and using the speed to push the bow down as often as possible. You need someone calling the puffs so you can push the boat down and rotate the sail to weather when they hit. On the 120, it can be scary for the trimmers because when you press down so far it looks as if the kite's going to collapse, but it will fill again so you can keep rotating it deep. Plus, the kite on the 120 is huge [1,776 sq. ft.], so with a lot more sail area we can go faster downwind than most symmetric boats in a PHRF class.

We also look to get the starboard advantage as we get down to the gates. We try to get left and come in really hot; it's a nice way to attack the symmetric boats. It's intimidating to them because all of a sudden they have a freight train coming at them at this hot angle. You can watch the reaction on their faces—at least for the first couple of times.

Once we're at the mark, our focus is to get the turn wide and tight. We want the crew on the rail and hiking as we turn up on the mark—when we pass the mark we want the crew almost kicking it. This is another place where we've made huge gains. I've found it really easy to turn up inside a lot of other boats because they can't get on the wind right away; they come out really wide and you can get inside. With that said, we typically go for the gate that gives us the clearest air.

How did you make sure you didn't lose momentum after Key West?

Miami was a big change because the team was different, and I was only able to get in a half-day of practice. Plus, the fleet had really improved; the other 120s had done a lot of work between Key West and Miami to bring up their programs. The best thing to come out of Miami was our port-tack start. We were set up for the start and all of a sudden we saw the shift coming through. Luckily we were near the pin at 3 minutes so we changed plans and port-tacked the fleet. We were actually late, but everyone else was bunched up fighting for the boat. We were all alone at the pin.

I understand you nearly lost in Miami.

We were halfway up the final beat, in position to win the regatta, and all of sudden a lifeline broke and two crewmembers went into the water. The natural tendency is for people to go dark and start thinking about how we'd lost the regatta, but we turned around to pick up the crew, screaming for them to swim and get on the boat because we were still racing. We were dead last, but managed to finish fourth after all. It was classic example of never say die. ✦

STRATEGY BY DR. GAVIN DAGLEY

Think Ahead to Get Ahead

AFTER A DAY ON THE WATER, THE GOOD DOCtor usually finds himself dishing out off-the-cuff counseling to his competitors and mates, but recently a top dinghy coach cornered him in the dinghy park. Turns out she was having a difficult time teaching one of her young disciples the essentials of strategy, and as always, the doctor knew just the trick.

Doc: Hi Clare. It's been a while since I've seen you around these parts. How's the coaching game going?

Clare: Fantastic! I've been spending a lot of time with the new youth squad recently. Some of these kids are really sharp. Actually, you could be just the person I need a word with. Have you got a moment?

Doc: Sure.

Clare: You see, the problem is this: There's this young guy in the squad, Luke, and he's a genius in a small boat. He has this remarkable natural talent to make a boat sail well. He seems to have pretty good wind sense too, you know, picking the way the wind will move or where the next puff is coming from. So, as a result, he wins easily in club fleets, but in competitive fleets he's hopeless.

Doc: I'll bet you both find that really frustrating.

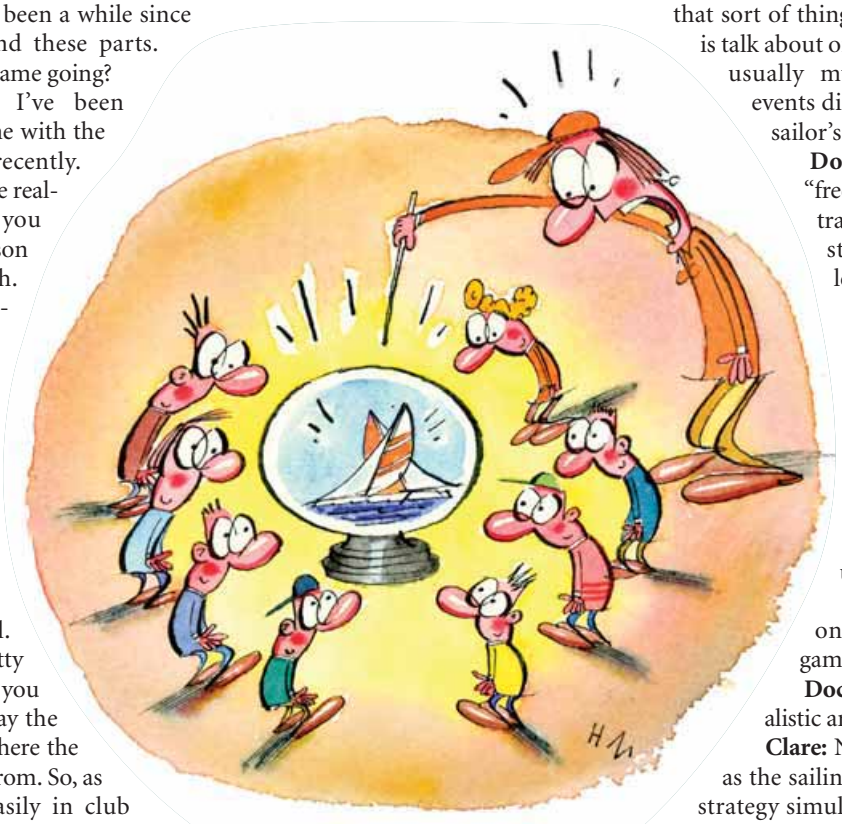
Clare: Exactly. And we've tried and tried to work on his strategic skills. He just seems easily overwhelmed. I mean, when you get down to it, this is a very complex sport. Well, that got me to thinking about how I go about coaching strategy, not just to young sailors, but also to anyone else.

Doc: How do you do that now?

Clare: It's dawned on me that we, as coaches, don't have a lot in the way of options. I know of only three ways: Give them a good book, stand up and lecture them about the same material they read in that good book, or review tactical and strategic decisions at the debrief after the race.

Doc: That makes sense to me. So what is the problem?

Clare: It's hard to put my finger on it. Obviously, any top racer needs to have a large knowledge base, and reading and listening to people talk about strategy certainly builds that. But it's not enough. For example, a sailor can read everything there is to read about a good roll tack, but if she has never actually done one … well, you get my drift. Somehow I have to find a way of teaching sailors how to apply that knowledge, and when to apply it.



"'What is going to happen next?' By focusing on that question the sailors are forced to look further up the course. They start to anticipate situations rather than simply react to them."

Doc: I presume that's what the race debriefs are about?

Clare: You would think so. But an hour and a half after the race has finished, when the boats are unrigged and everyone has had a shower…

Doc: … and is heading for the bar.

Clare: Not my youth squad! But, yes, that sort of thing. The most you can do is talk about one or two incidents, and usually my recollection of the events differs markedly from the sailor's.

Doc: What you need is a "freeze button" on the racetrack. "All right, everybody, stop where you are and let's talk this through."

Clare: Exactly. It's a shame, but sailboat racing isn't built that way. Even holding a conversation for more than a few seconds on the water is really difficult.

Doc: What about doing some sort of simulation?

Clare: You mean using one of those computer games?

Doc: I suppose I do. How realistic are they?

Clare: Not very. Well, not as far as the sailing goes. But some of the strategy simulators aren't too bad. At least you could talk about decisions as they happen. At least they have a "freeze button."

Doc: So what are you trying to achieve? What would be your objectives from training like this?

Clare: I want them to learn how to apply their knowledge, to work out what the priorities are in any given situation. I want them to work out what is important in any particular decision—and they need to do it fast.

Doc: Sounds like quite a mission. How do really good racers do it? Actually, how do you do it?

Clare: I've never really thought about it. It almost seems intuitive, I guess. In the heat of the moment, I don't think I'm

ILLUSTRATION BY HAL MAYFORTH

thinking very much. I just sort of do it—do you know what I mean?

Doc: You mean your decision-making has an automatic feel to it?

Clare: I guess so. But that doesn't really help when I'm trying to coach young sailors.

Doc: There is some interesting research that contrasts the athletic performances of experts and novices when making rapid decisions. I wonder if that would be of some use.

Clare: Can't hurt. Let's hear it.

Doc: Well, the short version is that experts are no different from novices in terms of their visual perception or their reaction speeds. But experts have two advantages over novices in making high-speed decisions. Firstly, they have a larger knowledge base concerning the options available and the probable outcomes.

Clare: Well that's not exactly rocket science. What's the other difference?

Doc: Experts seem to use different and earlier reference information when making their decisions. For example, a novice tennis player will watch the ball as it comes off the racket to judge where the ball is going to go. The expert might look at the position of the hand and the racket before the ball is hit to make a judgment. That is, experts have more time because they recognize the situation earlier.

Clare: Now that I can use. I can use it, can't I?

Doc: If you want to train the sailors to use earlier cues automatically, they will need to do it mechanically first. What sort of questions might help a young sailor recognize those important cues?

Clare: So rather than telling them what to look for, ask them what they notice?

Doc: That makes sense. A really good standard question for strategy training is, "What is going to happen next?" By focusing on that question the sailors are forced to look further up the course. They start to anticipate situations rather than simply react to them. Every few seconds, as the race or the simulation changes, push the freeze button and ask the question. They really start to get it after a while.

Clare: Hey, that's really good! But isn't there more to this than just recognizing what is going to happen. You said that experts have a larger knowledge base. But they also know how to apply it. I want my sailors to work out what's important in any situation—where the priorities lie.

Doc: That sounds like another good question to me.

Clare: How do you mean?

Doc: Something like, "What is the important outcome here?" or "What's my preferred option or direction here?" Again, it's a question that has the sailor thinking about options before he must make the decision. The most common form of this is whether to tack or hold in a crossing situation upwind. An entire conversation can flow from the question, about which is best and why. But in the end, if the sailor has worked out ahead of time that he wants to hold, then the decision becomes a lot easier.

Clare: It seems like you're talking about a constant monitoring process. All the time the sailor is looking up the course and saying, "What's going to happen next?" and "Where do I want to be going?"

Doc: Certainly sounds like a coaching option anyway. Is that what you do when you race?

Clare: You have a remarkable ability to sound smug! ✦

Make A Plan And Stick With It

THE BEST OPPORTUNITY TO PASS A COMPETITOR is when you can capitalize on their mistake. So when the opportunity to force a foe into making one presents itself, take it. After all, that is the name of the game, right? In this month's sequence, we see how one team coughs up its controlling position, puts themselves in a hole, and allows two others to reap the rewards.

In PHOTO 1, two starboard-tack boats are approaching a port tacker, which appears to be making gains as it approaches the finish line from the right-hand side of the course (looking downwind). As the three converge, the leading leeward boat (red and white spinnaker) is about to get rolled by the boat with the blue spinnaker, so they need to decide quickly which jibe is better. If port is the long jibe, or the run is even, they should be jibing immediately to keep their air clear. If starboard is the long jibe, they'll definitely get rolled, so they'd best slide to leeward to get clear air behind, and hope they can get the boat going again.

In PHOTO 2, we see they take option No. 2. They get rolled, but maintain starboard and leeward advantages. Another benefit of this tactic is pushing the windward boat (blue spinnaker) into the wind shadow of the approaching port tacker. Take any opportunities you get to push your competition into slow moving traffic. Without question,

STUART STREULI (3)

two boats sailing defensively against each other go slower than one sailing alone.

In PHOTOS 3 and 4, the leeward boat makes a colossal error of jibing in dirty air and sloppy conditions, forcing a heinous maneuver onto the crew. All the smart sailing up to this point has now gone to waste. The tactic of holding required they stay in the starboard lane for another minute or two to buy time to jibe in front of the port tacker, forcing the windward boat (blue spinnaker) beyond the line of both boats. If you give up distance to maintain control, stick with the plan.

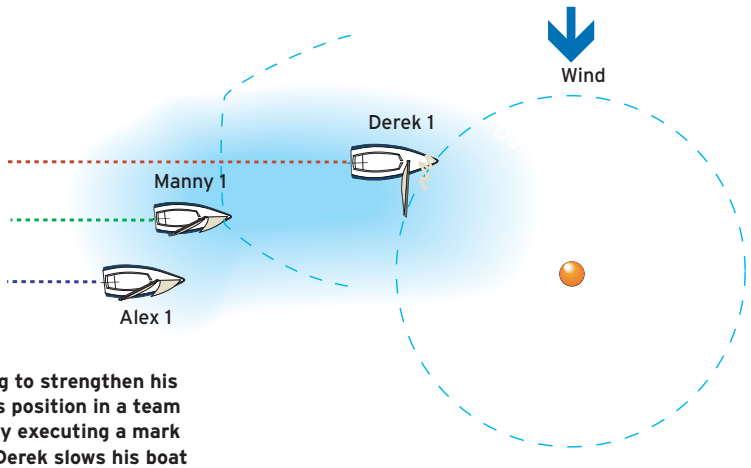
Things get worse for our friends with the red and white spinnaker in PHOTO 5. Perhaps the afterguard overindulged in the tent the night before and thought it was a good idea to go from a reasonably controlling position to putting themselves between two boats. By jibing, they've put themselves in a position where the grey spinnaker can blanket their air, and the blue boat has the leeward advantage, preventing them from sailing lower to escape the grey spinnaker's wind shadow. They're meat in the sandwich—not a very happy place. If you go for a plan, don't compromise it! Clean air rules. ✦

STUART STREULI (2)

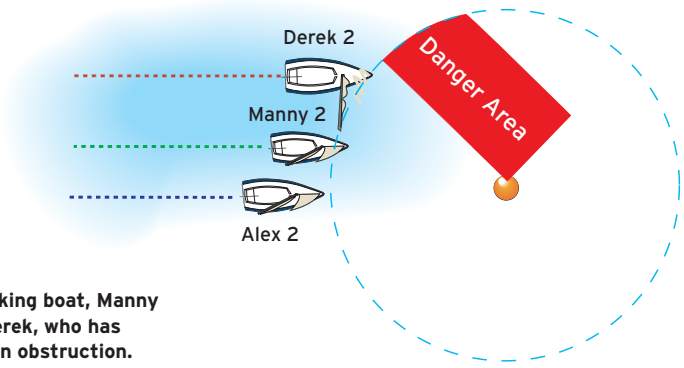
Analyzing an Unusual Mark Trap

IF YOU REALLY WANT TO LEARN THE RACING rules, try team racing. In one close team race you'll encounter more knotty rule situations than you're likely to experience in a season of fleet racing. I received a question from umpire Bryan McDonald about a mark rounding incident that will really test your knowledge of the Part 2 rules—especially Rule 18, Rounding and Passing Marks and Obstructions.

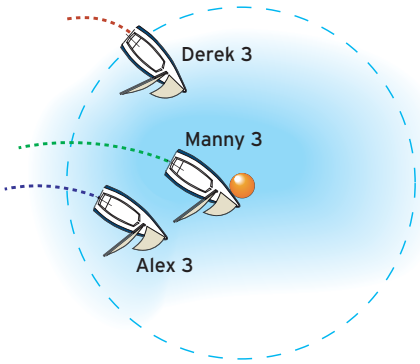
The question arose after an intercollegiate team race. Teams from Boston and New York were racing. The fleet of Vanguard 15s was beam reaching on *port tack* approaching a *mark* they were required to leave to starboard. The *mark* was a small round plastic buoy. The next leg was a run directly downwind. The incident involves Derek and Alex on the New York team, and Manny on the Boston team.



Hoping to strengthen his team's position in a team race by executing a mark trap, Derek slows his boat upon reaching the two-length zone.



As the overtaking boat, Manny must avoid Derek, who has now become an obstruction.



In order to avoid the Danger Area, Manny must sail to leeward of the mark. This makes Manny the inside boat, and Alex is forced to give room.

As the incident begins, Derek is several lengths *clear ahead* of Manny and Alex, who are *overlapped*, Manny to *windward* of Alex. The wind is steady and moderate, and in such conditions boats become "about to round or pass" a *mark* or *obstruction* when they enter its *two-length zone* (see Rule 18.1 and ISAF Cases 84 and 94).

As shown in the first diagram, just after Derek's bow enters the *two-length zone* around the *mark*, he sets a mark trap by backing his sail to stop his boat and then waiting for the other two to catch up. Both Manny and Alex must *keep clear* of Derek under Rule 12, and for that reason, Derek is an *obstruction* to both of them (see the definition *Obstruction*). At position 1, they enter the *two-length zone* around Derek and, because Manny and Alex are both about to pass on the same (*leeward*) side of Derek, Rules 18.2(a) and 18.2(b) begin to apply to them and continue to apply until they have passed Derek (see Rule 18.1). Alex complies with Rule 18.2(a) by giving Manny *room* to pass Derek.

That was the easy part! Now things begin to get interesting. At position 2 (see the second diagram) Manny reaches the *two-length zone* around the *mark*. Alex hails Manny for *room* to round the *mark* to starboard as is required to sail the course, and at the same moment Manny hails Alex for *room* to pass the *mark* to port in order to avoid fouling Derek. Tilt! Should Alex ignore Manny's hail or vice versa?

To get our heads around this situation, let's start by listing the rules that apply at position 2:

Rule 18.2(c)'s first sentence requires both Manny and Alex to *keep clear* of Derek. In addition, because they both have become overlapped inside Derek, that same rule's third sentence warns them that neither of them is entitled to *room* to pass between Derek and the *mark*.

Rule 11 requires Manny to *keep clear* of Alex unless that rule conflicts with part of Rule 18 (see the preamble to Section C).

Under Rule 31.1 all three boats must not touch the *mark*.

Derek is permitted, as any boat always is, to trim his sails to increase his speed

ILLUSTRATION BY ELIZABETH WISHE

through the water, and Rule 18.2(d) permits him to change course as rapidly as he wishes to round the *mark*.

Because both Manny and Alex must *keep clear* of Derek and because Rule 18.2(d) permits Derek to "shut the door" between himself and the buoy as rapidly as he pleases, it is not safe for either Manny or Alex to enter the area labeled "Danger Area" in the second diagram. At position 2, Manny and Alex are blocked by Derek's presence from passing to windward of the Danger Area. Their only choice is to pass to leeward of it.

The buoy is virtually on a corner of the Danger Area and, therefore, at position 2 it is an object that can be safely passed by Manny and Alex on only one side (its leeward side). If you read the second sentence of the definition *Obstruction*, you will see that, even though the buoy is so small that it would normally not be an *obstruction*, in this situation it is an *obstruction* for Manny and Alex because it is not safe for them to pass to windward of it.

Assume you're approaching a mark, and you have an inside overlap. You hail for room, and the outside boat replies, "No way! I need room to pass the mark on the wrong side." What would you do?

Manny and Alex were overlapped when they came within two hull lengths of the buoy. Therefore, if Alex and Manny were to pass to leeward of the buoy, Alex would be required by Rule 18.2(a) to give Manny *room* to pass to leeward of it, and Alex would also be required to comply with Rule 18.2(b) until they have passed it.

The buoy is, of course, a *mark* that the boats must eventually leave to starboard in order to sail the course as required by Rule 28.1. However, there is no rule that says when they must leave it to starboard. If from position 2 Manny and Alex were to sail directly to round the *mark* to starboard, then Manny would be required by Rule 18.2(a) to give Alex *room* to round and Manny would also be required to comply with Rule 18.2(b).

So, at position 2 whose hail should govern? Must Manny give Alex *room* to round the *mark* as they would do if Derek were not present? Or must Alex give Manny *room* to pass to leeward of it?

The answer can be found in Rule 18.1. It is clear from Manny's unusual hail that he is not about to round the *mark* in the normal way. Instead he is about to leave it to port in order to avoid entering the Danger Area and to avoid breaking Rule 18.2(c) by failing to *keep clear* of Derek. If Manny leaves the buoy to port then Alex, if he is to avoid contact with Manny, must also leave it to port. Therefore, Manny and Alex are both about to leave the buoy, an *obstruction*, on the same side (as shown in the third diagram). Manny was *overlapped* inside Alex when they came within the buoy's *two-length zone*. For those reasons, Alex must give Manny *room* to pass the buoy on his port side.

At position 3 Manny manages to avoid contact with Alex by a matter of inches, but he touches the buoy. In addition to being an *obstruction*, the buoy is also a *mark*. ISAF Team Racing Call H2 states explicitly, "It is not seamanlike to hit a *mark*." When Manny hits the *mark* there is just a tiny distance between the end of his boom and Alex's topside. Therefore, Alex failed to give Manny *room* to pass the *obstruction*—i.e., the space Manny needed to carry out the maneuver of passing the *obstruction* in a seamanlike way (see the definition *Room*).

The bottom line: Alex breaks Rule 18.2(a) by failing to give Manny *room* to pass the buoy, an *obstruction* that those two boats were leaving on the same side. Manny breaks Rule 31.1 by touching the buoy because it is also a *mark*. Alex should be penalized, but Manny should not. Under Rule 64.1(b) Manny should be exonerated because he was compelled to break Rule 31.1 by Alex' breach of Rule 18.2(a).

Phew! I warned you this would be a knotty one.

If you'd like to learn more? *The Call Book for Team Racing for 2005-2008* is an excellent resource that contains many analyses of mark-rounding situations that crop up in team races. It is available to download for free from the International Sailing Federation's website (www.sailing.org). If you would like to test yourself by applying the rules to situations similar to the one discussed in this column, I recommend you read the Questions in Team Racing Calls H1 and H2, but cover up the Answers. Try to work out the answers on your own before reading the answers ISAF provides.

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

Grand Prix

Wet Fannies & Rod Stephens

An excerpt from John Rousmaniere's new book *A Berth to Bermuda: 100 Years of the World's Classic Ocean Race*

Ocean racing was growing fast and becoming ever more competitive. When he published his history of the new sport in 1935, Alfred F. Loomis listed 2,000 men and women known to have raced to Bermuda or Hawaii, or around Fastnet Rock, or across the Atlantic—a million miles of sailing by 350 yachts, with a total of only ten fatalities.

More significant even than the numbers was the seriousness of this new breed of sailors. By our standards, crews

MYSTIC SEAPORT, ROSENFELD COLLECTION (2)

BY JOHN ROUSMANIERE

were remarkably small; the notion of moveable ballast in the form of "rail meat" on the open ocean was far in the future. A 41-foot Alden schooner sailed the 1923 race with a crew of just four because that was all the bunks she had. The typical approach to racing was nicely exemplified by the anecdote about the skipper who was asked why he had tacked just before arriving at a turning mark. "Had to put the roast in

MYSTIC SEAPORT, ROSENFELD COLLECTION

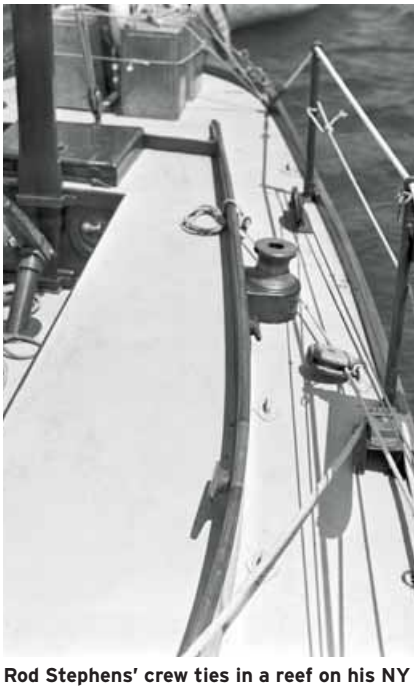
Class A starts the 1948 Bermuda Race (top). The eventual winner, *Baruna*, the first repeat winner of the race, is in the right foreground of the photo. Olin (far left) and Rod Stephens pose aboard one of the many Sparkman & Stephens designs they sailed in the Bermuda Race. Olin Stephens designed 14 Bermuda Race winners, more than any other designer. The first boat to fail a pre-race inspection (like the one being conducted above) and be turned down for the race was the yawl *Chaos* in 1923. The crew sailed anyway and made it safely to Bermuda.

the oven!" he replied. That attitude would slowly disappear.

The First Singlemasted Victory

While the *Adriana* tragedy [the 78-foot schooner caught fire shortly after starting the 1932 race and one sailor was lost at sea while abandoning ship] encouraged the race committee to lengthen the required equipment list, it did not discourage ocean racing. Twenty-nine boats, including half a dozen new ones, started the next race at New London. After drifting out to the ocean, they enjoyed what everybody prefers to think are typical Bermuda Race conditions, what Alfred F. Loomis called "another of those starboard tack sleighrides," in a southwester that hit the high thirties and rarely dropped into the teens. As a sign that boats were improving, the fleet came through relatively unscathed. When a sailor said, "We broke a cleat, and that's about all," he was testifying to the recent advances in boatbuilding and seamanship. Perfect as these conditions may have seemed from a distance, "sleighride" was not a word that came to the minds of some sailors. The race, Loomis added, was "extremely fast going for the big fellows, and fast going and extremely wet work for the little ones." The big fellows got wet, too. "Lucky was the man who found a berth where water would not drip in his face," complained a sailor in the hard-driven 59-foot schooner *Grenadier*, owned by the brothers Sherman Morss and Henry A. Morss, Jr., sons of the owner of a top boat almost 30 years earlier. Obviously, this fellow was more concerned with domestic comfort than with fast sailing, of which *Grenadier*-third on elapsed time-did more than her share.

The first 16 places on corrected time went to Class A boats, and the main award, the Bermuda Trophy, was taken by the brand-new Sparkman & Stephens 56-foot sloop, *Edlu*, the first singlemaster to win the race. Though owned by Rudolph J. Schaefer, a New York brewer, she was commanded by Bob Bavier, who gained his fifth major race trophy and second overall win since 1923. Most older boats did poorly. When the Darrell brothers entered their little yawl *Dainty*, which had



Rod Stephens' crew ties in a reef on his NY 32 *Mustang* during the 1950 Bermuda Race. The cockpit of the NY 32, like the one above, shown circa 1946, was smaller than older boats, which meant less water to drain if the boat was pooped by a wave.

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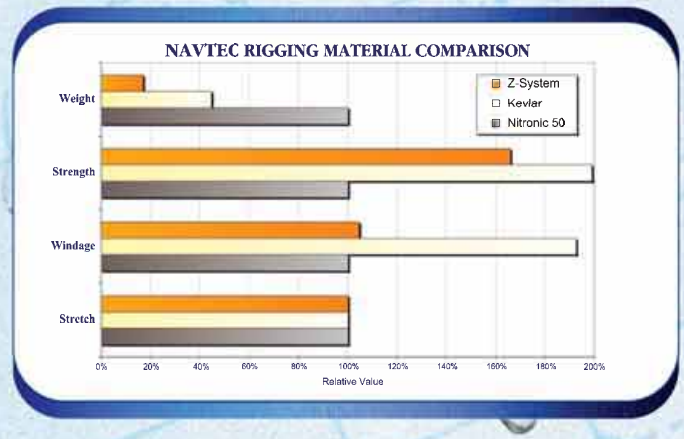

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At dawn, after nearly six days at sea, Rod and Olin Stephens (nearest to camera, left to right) and the crew of *Mustang* drift toward the finish of the 1946 Bermuda Race.

been second overall back in 1923, it was considered a "sporting gesture." She finished second to last. Some of the old schooners were back, too, including Raymond W. Ferris' *Malay*, the winner of the 1930 race and this time taking second in Class B, her third trophy in four races.

There were fewer schooners this year—only 55 percent of the fleet as against 77 percent in 1923—yet the traditional rig was holding on. There were three reasons. One was the abiding affection that sailors held for this shippy rig and the handy semi-fisherman hull under it. Second, the rig been updated in the late 1920s when *Malay* and other boats were built with towering, more weatherly Marconi mainsails. The major holdouts for the stubby, gaff-headed mains were John Alden's own *Malabars*, though some of their sisters carried the modern arrangement.

As for reason three, the Bermuda Race was made for the schooner, with all its sail spread wide. "Schooner weather," a close or beam reach, usually was on hand for at least a third of the race, sometimes over almost the entire 660 miles—as in 1934 when schooners won three of the six corrected time trophies. The other three cups were won by sloops, including Class B winner *Baccarat*, which had come east from Michigan with a crew that had never before raced in the ocean. "*Baccarat*'s skipper and crew proved, tradition to the contrary, that it is not the salt in the water that makes sailors," Carl Weagant wrote in *Yachting*. After collected his silver, her owner, Russell A. Alger, Jr., turned right around, went home, and won that year's Port Huron-Mackinac Race.

Taking a regular trick at the helm of the new Sparkman & Stephens yawl *Stormy Weather*—reportedly the only boat in the fleet that did not shorten sail in the Gulf Stream squalls—was Lorna Whittlesey, a 22-year-old ace one-design sailor from Long Island Sound. The first woman to race to Bermuda who was not a member of the owner's family, she was recruited at the last minute. Luckily, her father was away on a business trip and not around to say no, though her mother approved. Still, Laura wasn't allowed to go forward of the mast. Her job was to steer. Asked if she got some strange looks from other boats, she replied, "Oh, plenty." After the race she went home and won the women's sailing championship of Long Island Sound for the fifth time in eight years.

The First Big Blow

"Ye gods and also ye little fishes of the sea, please so guide and direct us that we shall never again whistle for what it takes to sail a race," wrote Alf Loomis of the 1936 race in an article titled, "An Uphill Slam to Bermuda." Loomis, who sailed on the schooner *Brilliant*, was surprised that there were no serious injuries in the first Bermuda Race sailed entirely in a hard blow.

It began at Newport. For years, sailors had been lobbying for a start there, right on the ocean and free of headlands and tricky tides. The 44-boat fleet—the

In the 1930s, the speed and simplicity of boats with all-inboard Marconi rigs, like the 53-foot *Kirawan*, which won overall honors in 1936, started to overwhelm the schooners that had dominated the early Bermuda Races.

largest yet, with several European boats that would later race from Bermuda to Germany—got off in a foggy calm and on the second day was smashed by a southeast gale that did not waver over the next four days. Nine boats withdrew, which was not too bad considering that the fleet included 16 untested boats.

A few years earlier this would have been a certain big-boat race, but thanks to the recent intense development of boats in the 45-foot to 55-foot range, the winner and four other boats in the top ten on corrected time were in Class B. In one of the most remarkable performances in Bermuda Race history, the overall winner was the new 53-foot sloop *Kirawan*, owned by Robert Baruch and pressed hard by a crew that included her designer, Philip Rhodes.

After finishing dead last in the 1934 Bermuda Race in a schooner, Baruch told Rhodes he wanted a new boat with a big sail plan for cruising in Long Island Sound, with plenty of headroom (he was six foot, four inches), and with a rating that would put her at the top of Class B in the Bermuda Race, or about the middle of the fleet, as a hedge against the extreme conditions that usually help small boats win (light air) and big boats triumph (a hard blow). Typical of many top-of-the-line cruising-racing boats of that time, *Kirawan*'s construction was both light and strong, with mahogany planking, oak frames, all outside lead ballast, and plenty of Everdur bronze—fastenings, mast step, hanging knees, diagonal strapping, and a ring frame around the after edge of her large dog house (or deck house). *The Rudder* described her as "practically trussed from side to side."

Her all-amateur crew of nine came ashore heaping praise on the boat and especially the dog house, where the on-watch sat in dry comfort, observing the poor helmsman through a Niagara of spray, and eating hot meals that had been handed up though the ports by the cook, a character named "Porthole Pete" Chamberlain. Richard Henderson, in his book *Philip L. Rhodes and His Yacht Designs*, described Chamberlain as a "Shakespearian scholar, designer of marine fittings, and inventor of a galley stove." He installed a custom blower in Kirawan's Charlie Noble, the chimney, to improve the draft.

That must have helped, because after five days of hard work, even after taking two hours out to sew up a ripped mainsail, *Kirawan* beat every boat across the finish line except two much larger Class A entries, *Vamarie* and *Brilliant*—and even then she was less than two hours in their wakes. Her corrected time victory margin was almost three and a half hours, and she took home four of the five prizes for which she was eligible (the fifth, for first to finish, was won by the 72-foot *Vamarie*). Her race was memorialized by one of her sailors, Charles Lundgren, Jr., in a series of sketches of the sloop putting her shoulder onto it under a variety of sail combinations.

Sixty-four years later, *Kirawan* sailed another Bermuda Race under another owner, Sandy Horowitz, who had her trucked east from California in 2000. After two days of fast reaching a seam opened up near the waterline. A man was lowered over the side in a bosun's sling and filled the gap with polysulfide sealant. During a subsequent restoration, some of the many cracks found in her frames were thought to have dated to the exceptionally hard 1936 Bermuda Race.

The Discomfort Factor

At some dark moment during the rough 1932 race, a sailor in the schooner *Brilliant*, Graham Bigelow, dreamed up a ditty as a tribute to the mixed joys and sorrows of pressing through the Gulf Stream:

"Fannies wet all day and night,
Brilliant sailing like a kite.
Get that damned club topsail set,
Just to make us curse and sweat.
Set the guinny on the sprit,
Sheet her down and watch her split.
Gulf Stream squalls we drive right through,
Brilliant, here's to you!"

Most boats then were remarkably simple boats. Few had radios, house batteries, and engines (the few boats with engines were required to seal them before the starting gun). Kerosene provided lights as well as cooking fuel for boats without coal stoves to hold off the damp as far as possible, though wetness was as much a rule as fragile gear. Leaky hulls, shaky wooden spars, natural fiber rope that absorbed water and swelled like a sponge,

MYSTIC SEAPORT, ROSENFELD COLLECTION

galvanized stays that seemed to stretch like rubber bands—all those were normal before fiberglass, aluminum, and stainless steel. The cotton sails felt like sheet metal, ripped like paper, and were so stiff they were hard to reef. When shortening down, a yawl might not reef but douse the mainsail altogether, set a storm trysail, or carry on under headsail and mizzen, or "jib and jigger."

And there was the water—water everywhere. A view of the sea might be entrancing, but such a thought passed quickly. "The phosphorus was beautiful and would light up the whole deck," Edward Southworth of *Twilight* observed in his log of the 1932 race. Snapping out of his reverie, he added, "when phosphorus goes down your neck it is nothing more than plain sea water." What did not go down the neck had every good chance of going below. As Southworth put it, the rule was very simple: "In ocean racing in small boats, you cannot have fresh air in the cabin without it being accompanied with salt water." Before 1933, when Rod Stephens invented the miraculous Dorade ventilator, with baffles to separate the water from the air, the mix of water and suffocation went hand in hand.

In a vain attempt to keep the cabin at least partially dry, *Twilight*'s skipper, Irving Johnson, slathered waterproof grease around the edges of hatches, covered them with canvas soaked in more grease, and finally cinched down the hatches with wire. This may have stopped water from going down, but it did little about the water that came up. When Southworth first tried to sleep in a leeward bunk, he came upon a phenomenon that thousands of other Bermuda Race sailors have shared: "I discovered that lying in six inches of water was not conducive to sound slumber."

Neither was the airlessness in the days before Rod Stephens invented the Dorade ventilator. The scheduled rotation of cooks through what Southworth called "the hermetically sealed galley"—like most yacht galleys of that time was located far forward, where the motion was worst—broke down almost immediately. Because Southworth had a strong stomach, he took command of the galley and cooked all the way to the finish using the coffee pot, which he lashed into place on the Sterno stove. In it he boiled eggs, cooked vegetables, warmed up tomato soup, and even brewed coffee. "It would make really a very good and substantial meal," he said with the pride of a man who had learned the art of transforming almost nothing into something.

Pushing Hard With Rod Stephens

The intensity began to increase in the 1920s when champion small-boats sailors like Bob Bavier and Sherman Hoyt began to regularly race offshore. The Russell Coutts of his era, Hoyt was in his mid-forties when he first raced to Bermuda in 1924 in Bavier's winning *Memory*. He fell in love with the new sport, becoming, he wrote, "a confirmed addict of ocean voyages in small yachts, properly found, well and congenially manned, and at the time of year when and where normally good weather may be extracted." He also fell in love with Bermuda, in part because of its people, in part because of the good sailing there, in part because he enjoyed a drink or two and Prohibition was in effect back home. As he wrote in his memoirs, "I decided, possibly influenced by several days' celebration and the famed hospitality of Bermudians to visiting yachtsmen, that there might be a good deal to this ocean game after all."

In 1936, after the roughest Bermuda Race yet, Herb Stone once again the race chairman, wrote in his report, "the Committee feels that these Bermuda Races and the measurement rules have done much to improve the type of yacht sailing in these long distance events." The average new Bermuda-bound boat was faster, more comfortable, and, with her all-inboard Marconi rig, easier to handle than the schooners of the twenties. Alf Loomis also noticed a change in sailors and what was expected of them, noting, "A man who can't stand the Gulf Stream blues is no addition to a crew, however ornamental he may be to a bar."

Leadership came from among a small group of sailors called "the young veterans," the best known of whom was Roderick S. Stephens, Jr. A shipmate in *Dorade*'s 1931 race to England characterized Rod Stephens as "The hard-driving mate" who "brought into play those personal forces which figured so prominently in *Dorade*'s success, namely speed, expert knowledge, and a keen determination to keep the boat going at all costs." One of his first lessons in seamanship came during the first of his 17 Bermuda Races, in 1928 when he was just out of high school. He raced down in an Alden schooner, *Teal*, which took second place in Class A and third overall. That success would have been a highlight in any sailor's memory bank, yet when

Stephens looked back on this race, he said nothing about the silver and spoke only of being taught the buntline hitch by a professional deckhand and learning the importance of securing slack running backstays to keep them from chafing against the mainsail. By his thirtieth birthday in 1939, he had sailed ten major distance races. The boats he was on won silver in nine of them, including overall victories in two transatlantic races and three Fastnets. Bermuda Race wins eluded him, yet he still enjoyed two class victories.

His older brother, Olin, liked to design boats; Rod liked to build them. Among the gear he created or advanced

***A Berth to Bermuda: One hundred Years of the World's Classic Ocean Race* by John Rousmaniere is available for $50 through Mystic Seaport, www.mysticseaport.org or 800 331-2665.**

were the Dorade ventilator (which for the first time allowed for a dry, well-ventilated cabin), the parachute spinnaker, the genoa jib, the aluminum mast, and stronger running and standing rigging. He carried two mainsails in *Blitzen* when she was second overall in the 1938 Bermuda Race, one for light air and the other for a fresh breeze, and trained his crew until they could change them in a few minutes. (Later, the rules were changed to permit only one mainsail.) Such was Rod's reputation for omnipotence that false rumors arose about him, among them that he was the one who placed toilets on the port side because he was the first to recognize that the typical Bermuda Race was sailed on starboard tack. In fact John Alden began placing toilets on the port side with *Malabar IV*, his first design for a Bermuda Race and the 1923 winner.

Besides seamanship, young Rod Stephens was learning how to race hard. In the 1930 Bermuda Race, one of his shipmates in the Stephens family boat, *Dorade*, was a former Star Class world champion named Arthur Knapp who played the sails continuously. "It was a tremendous education because I don't think we ever cleated the sheet all the way from New London, where that race started, to Bermuda," Stephens recalled. "But his thing was, 'Don't just cleat it and sit down. Play it a little, in a little.'" That became one of his own mantras. The marriage of hard driving and meticulous seamanship became his distinctive mark. His philosophy was nicely summarized in notes that Carleton Mitchell took of a conversation they had in 1951. Here in 103 words is the gospel according to Rod—and not just Rod, but the entire new generation of ocean sailors:

Rod feels people should sail because of a "true love of the water." On going to Bermuda, enjoy the sail because "for any one boat, there is only a minute chance of winning." Reason why cruising men should ocean race: it increases the efficiency for cruising: "boat well fitted for ocean racing is 90-95% ready for cruising." He also stressed the importance of racing around the buoys—it irons out details of rigging and handling your boat—with other boats close by for comparison, so when making long ocean races and nothing is in sight, the boat is still sailed at maximum efficiency.

Mitchell continued: "Driving hard at sea, Rod consoles himself by 'thinking what a boat can take.' He looks at a piece of 1/4 inch wire, and thinks of the strains imposed upon it, but also thinks what it would take to break that piece of wire. For there is 'no real point of strain; the boat relaxes and gives in to the sea.'"

Stephens drove himself as hard as he drove boats (and, for that matter, his crews). A remarkable physical specimen who was nicknamed "Tarzan," in the 1948 Bermuda Race he shinned almost 50 feet up the mast of his New York 32 sloop *Mustang* to reeve off a spinnaker halyard. Energetic on a boat, he was no less energetic on shore. The march of progress in ocean racing in its formative years was in no small part due to the articles he wrote and those also written by his brother, Herb Stone, Alf Loomis, and George Roosevelt, the owner of *Mistress*. To read *Yachting* magazine in the 1930s is to be swept up in an enthusiastic seminar on how to race a boat hard and safely at sea. ✦

Grand Prix
LAUNCHES

Wally 77 *Carrera*

One program that drew a lot of attention at Caribbean regattas last winter was the 79-foot Wally Carrera. Its clean lines and uncluttered teak deck, a familiar sight to habitués of the Mediterranean, looked especially striking in Caribbean waters.

From the outside, *Carrera* looks much like its older relatives, *Genie*, and *Magic Carpet*, but there's a big difference below the waterline, with a lifting keel that reduces the boat's draft from 13'1" to 8'2". The keel's trunk occupies part of the central forward portion of the salon, and extends from the bottom of the hull to the top of the deckhouse. A single hydraulic piston reportedly lifts the steel fin and 10-ton lead bulb in 90 seconds, and when the keel reaches its raised position, two hydraulic pins automatically lock it into place. Four pins at the bottom of the hull press against the middle portion of the fin to keep it stable when fully extended. *Carrera* can motor, or sail downwind in light conditions, with the keel in its raised position.

Carrera's owner, Alex Jackson, a funds manager who splits his time between Connecticut and Shelter Island, N.Y., has cruised the boat in the Mediterranean for the past several years, occasionally racing. "I bought *Carrera* because it seemed to me to be a great combination of a racing and cruising boat," says Jackson. "Wallys incorporate a lot of original thinking I hadn't really seen

BOB GRIESER

TECHNICAL HIGHLIGHTS

LOA	79′
LWL	67′3″
Beam	19′2″
DSPL	70,458 lbs.
SA	3,315 sq. ft.
Draft	8′2″/13′2″
Design	German Frers
Builder	CNB
Sails	North Carbon 3DL
Paint systems	Awlgrip
Mast	Omohundro
Rigging	Riggarna
Electronics	B&G
Deck hardware	Harken
Hydraulics	Cariboni

before. The actual boat design itself isn't startling, it's just an 80-foot Frers, and it's not a whole lot different from an 80-foot Swan these days. It's a good boat to drive, the whole setup is very simple. It's actually a lot like the Etchells, no running backs. It's pretty basic."

Jackson, who'd previously raced Lasers and Etchells before buying *Carrera,* brought some professionals onboard for this year's Caribbean big-boat circuit, including tactician Steve Benjamin. "It's the first Wally I've sailed on," says Benjamin, "and the deck layout is clean, but there are a lot of stoppers to get used to. Once we had it figured it out we were sailing the boat 9.5 to 10 knots upwind. We really scooted downwind with the big asymmetric, but it's so big it requires real heads-up handling."

The boat's sheets are trimmed with hydraulic rams, which run under the teak deck. Systems such as this appear simple from off the boat, but require a knowledgeable crew to keep running well. Keeping everything squared away is the job of the permanent three-person crew—a captain, engineer, and chef. Jackson plans to keep *Carrera* around New England this summer, with a mix of cruising and racing events, including the New York YC Annual Cruise. Next year, *Carrera* will head for Valencia to watch the America's Cup.

–TONY BESSINGER

Grand Prix
ACCORDING TO
Bob Wiley

"The industry's changed. The Med circuit is driven by sponsorship dollars, so most of those boats stick only to regattas that the sponsors want them to attend."

BOB WYLIE, 43, A NATIVE AUSTRALIAN WHO now calls Yorkshire, England, home, has supervised the build of at least 20 grand-prix boats since 1983. Wylie doesn't kiss the boat good-bye when it leaves the yard, either. He's an America's Cup-caliber headsail trimmer whose expertise at designing efficient, crew-friendly deck layouts has made him as popular with fellow racers as he is with owners. We caught up with Wiley as he was in the final stages of building *Blue Yankee*, a Reichel/Pugh 66, at the Compania de Barcos in Buenos Aires, Argentina.

What was your first boat as a project manager?

My first project was an IOR racer, *Indulgence*, which we sank in the 1983 Admiral's Cup. We were short tacking up the back side of the Isle of Wight and hit the *Empress Queen* wreck. We continued racing because we thought we'd hit the ground, and then, as we were going around Nab tower, we discovered the boat was full of water, and it consequently sunk on us.

What was it like watching your first project sink?

It was a funny experience because it was the middle of the night and we weren't quite sure what was going on. We managed to get the boat afloat pretty quick, but then the salvage company ripped off the flotation buoys and it sank again. It took them another four days to get it afloat. It was beyond repair for that event, but we fixed it up and the boat became *Phoenix*, which was the top boat in the Admiral's Cup in 1985.

Describe what today's grand-prix project manager does.

I help owners run their raceboat projects. I work with the designer to get the performance we need out of the boat at each particular venue. I also go through all aspects of the yacht to make sure it's what we're looking for, to make it a grand-prix raceboat, and to meet the owner's wishes. In most of the latest projects, I've been involved from the design stage all the way through, including the first regatta.

How did you learn to deal with the mix of owners, builders, and designers?

It's all just general knowledge I've gathered over the years. One of my first approaches to doing new boats is to simplify them, to get rid of any excess systems or crap that I feel we don't need. I try to make the boat less complicated. One of the big things we did in the TP 52 *Esmeralda* was to really optimize the winch package to make sailing the boat easier.

How does being the owner's on-site representative affect your relationship with the builder and designers?

You're always on the owner's side, and have his interests at the front, but then you've got to work with the design office to get what you want for the owner, and then you've got to coordinate with the builder to make his job easier as well. Sometimes there's some give and take with any and all of the parties to find the best solution to any problems.

And what of this current yard?

I hadn't had any dealings with them. We're [*Blue Yankee*'s skipper, Bill Newkirk, is working with Wiley] bringing a lot of our experience into this yard to ensure we get a boat we're happy with. We're under a tight time frame, so we're trying to simplify things and make life easier for the yard.

How is it having the skipper around?

It's extremely important, especially with this boat, there are some things that both of us will come up with and bounce off each other. He's got special requirements he'd like to see, and we're trying to incorporate it all. It's still a boat, and once it hits the water, Bill's in charge.

Has a designer ever drawn something that simply doesn't work?

Yes, but all the boatyards these days have in-house designers and engineers, so when you find something wrong you can have them redraw it, send it off to the original designer to OK, and we can keep moving forward.

Do you always sail on a boat as crew once it's finished?

I like to stick around and see it through. On the TP 52 *Esmeralda* I went into a trimming role on the boat after sailing it for a week and making sure all the systems were working and that everybody understood the boat, which is especially necessary with the modern winch packages where there's a lot of tap dancing required.

Have you ever been particularly attached to any of your projects?

I'm always quite disappointed to see boats move on, because I always want to spend more time with them. The IMS 50 *Esmeralda* was probably one of the most enjoyable boats I've ever done. We had a lot of new ideas put in that boat, and we finally understood the [IMS] rule well enough to take the boat to a new level.

What steps would you take to reinvigorate the grand-prix handicap racing circuit? Can we ever get the Admiral's Cup back to the level it was when you were young?

What you'll probably see is box-rule classes like the TP 52 and hopefully the ORC 42 succeeding. The industry's changed. The Med circuit is driven by sponsorship dollars, so most of those boats stick only to regattas that the sponsors want them to attend.

I don't think the Admiral's Cup will ever get back to the level it was in the '80s. It's a shame, but I think it's going to be tough to attract boats to the event, because it's in England, and there have been many negative comments made about sailing there. It's too bad, the Solent has some of the best, most challenging yachting in the world.

Any advice for young sailors who might want a job like yours?

Just be keen and ready to work for your goal.

–TONY BESSINGER

BILL NEWKIRK

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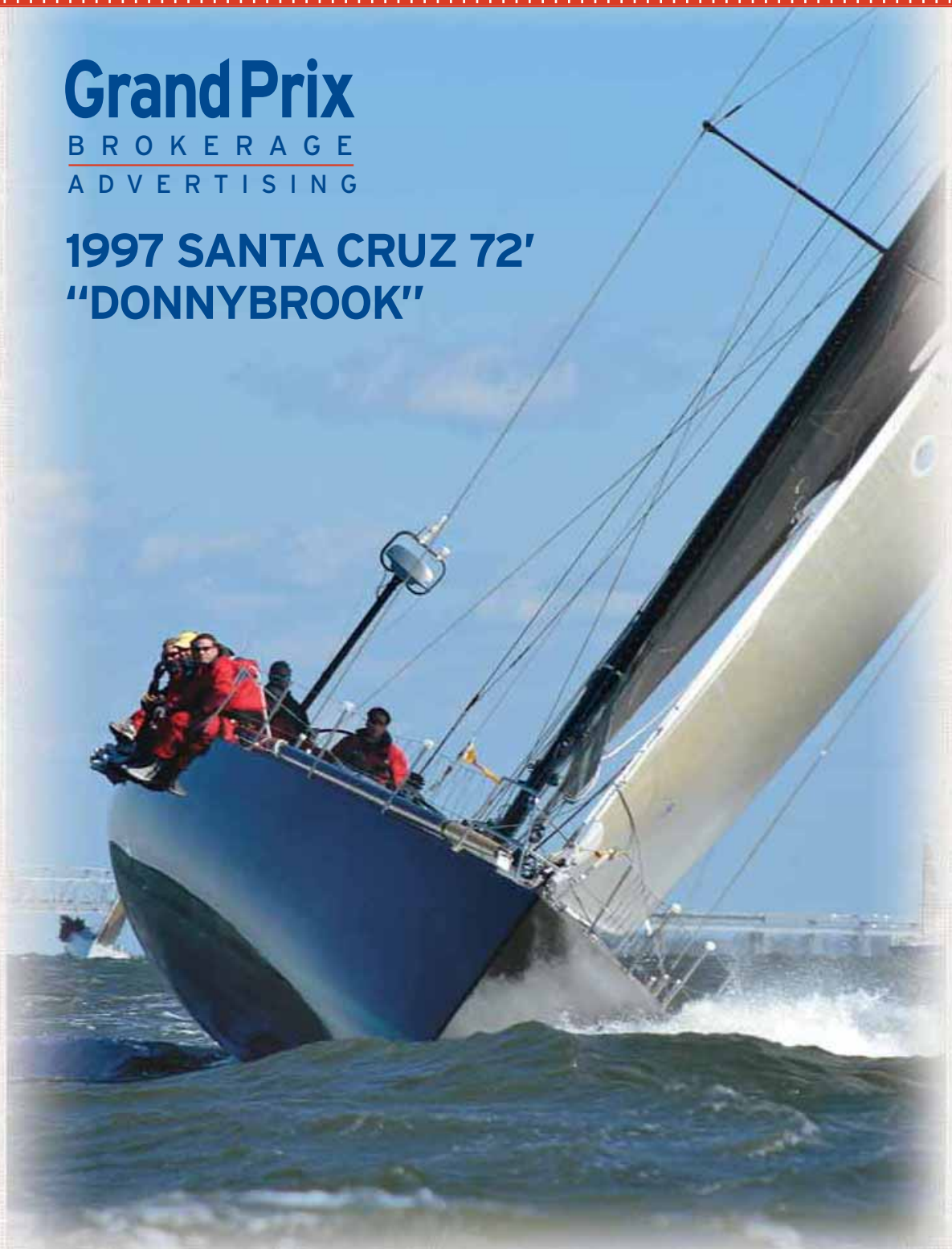

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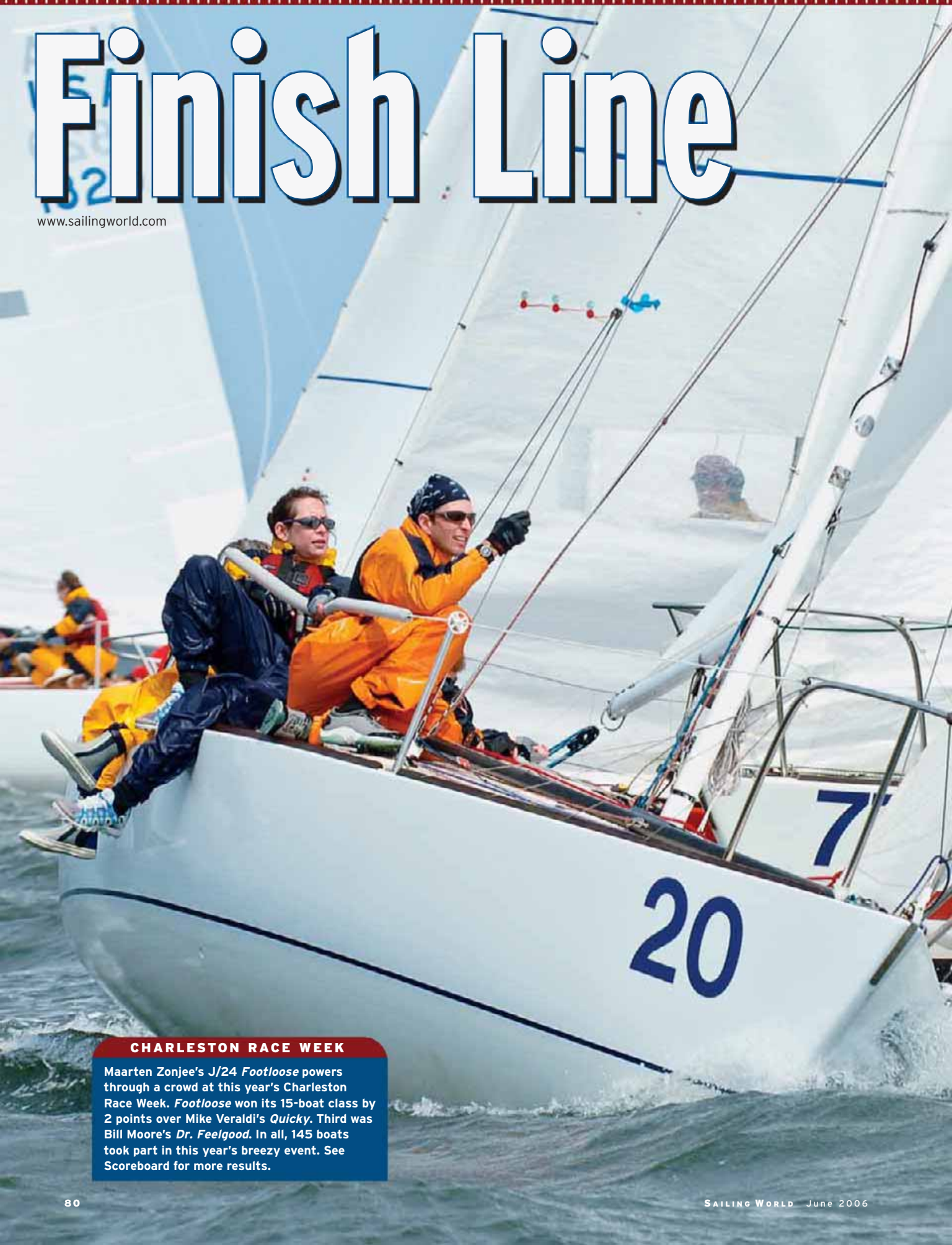

CHARLESTON RACE WEEK

Maarten Zonjee's J/24 *Footloose* powers through a crowd at this year's Charleston Race Week. *Footloose* won its 15-boat class by 2 points over Mike Veraldi's *Quicky*. Third was Bill Moore's *Dr. Feelgood*. In all, 145 boats took part in this year's breezy event. See Scoreboard for more results.

SAM SHARPE/THE SHARPER IMAGE

CHARLESTON RACE WEEK

Held on two racecourses—inner harbor and offshore—off Charleston, South Carolina, Charleston Race Week has become a more popular event each year. This year 147 boats participated in 15 classes.

Eric Rosenbaum and his crew on the Beneteau 36.7 *Frequent Flier* won the five-boat 36.7 class; Tom Bell's *Whisper*, a C&C 38, won the diverse (boats ranging from a Swan 47 centerboarder with an 81 PHRF rating to a Ranger 29 rating 189) Heavy Displacement Spinnaker class with no finish worse than second; skipper Tom Keane sailed his J/105 *Savasana* to first overall in the 10-boat class despite a DNS in the fourth race; Steve Rhyne and his *Mojo* team won the J/109 class; the J/120 *Emocean* held off a strong push by the modified Farr 40 *Yellow Jacket*, owned by Jeff Scholz and Larry Bulman, to top the leaderboard in the 11-boat PHRF A class; the C&C 115 *Primal Scream* topped the 13-boat PHRF B and won the Charleston Race Week Cup, the overall trophy for the top PHRF boat.

The winner of the Palmetto Cup, awarded to the top one-design competitor, was Buddy Cribb and his team on the Etchells 22 *Victor*. Cribb won the 15-boat class by a 2-point margin over *USA 1299*, helmed by Randy White. John Storck won the J/80 class with straight firsts, and was able to sit out the final race; Rick Orchard's Melges 24 *Grins* used a 1-3-1-1-1-3-1 scoreline to power to the top of its class; a 40-percent penalty in Race 5 slowed the J/29 *Rhumb Punch* down, but not out of PHRF C John Edwards and his crew rallied and ended up winning by 1 point over Bill Buckles' T-10 *Liquor Box*. Another boat that didn't have to sail the final race was Frank Silver's B-25 *Silver*, which won PHRF D; Dennis Hannick's Tripp 26 *Radio Flyer* won the 5-boat Tripp 26 class; Elliot Lemonds, *Outta Mind*, a Wavelength 24 owned by Elliott Lemonds, that won its 5-boat

class; the 13-boat non-spinaker class was dominated by Dale Cook's *Tohidu*, a Beneteau 423. www.charlestonraceweek.com

SNIPE WINTER CIRCUIT

The Snipe Winter Circuit, a multi-venue regatta in March that begins at the Clearwater YC on the west coast of Florida with the Snipe Midwinters, moves east to Coconut Grove and the waters of Biscayne Bay for the Don Q Rum Keg and east to Nassau, Bahamas, for both the Bacardi Cup, and the Dudley Gamblin Trophy series. This year's overall winner was Augie Diaz, sailing with either Mark Ivey (Gamblin, Don Q, Bacardi Cup) and Dede Plesner (Midwinters). Eight skippers sailed the entire circuit, taking second overall was Peter Commette. www.snipeus.org

BVI SPRING REGATTA

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SNIPE DON Q RUM KEG

The old man and the Snipe. Gonzalo Diaz screams downwind during the 43-boat Snipe Don Q Rum Keg, held on Biscayne Bay in early April. Diaz, sailing with crew Greg Saldana, placed 20th overall, but his son, Augie, sailing with Mark Ivey, won the event. For more on the Snipe Midwinters, see Scoreboard. www.snipeus.org

FRIEDRICH ELLIOTT

GLENNON STRATTON

LASER MIDWINTERS WEST

Mission Bay YC, in San Diego, Calif., hosted the 162-boat Laser Midwinters West, held in March. The winner of the 72-boat strong Laser Class was Royce Weber, of Surf City, N.J., who tied on points with Brendan Fahey, of Seattle, Wash., but won as a result of having two first-place finishes. Canadian Laser Radial sailor Victoria Crowder won her 86-boat class. www.mbyc.org

the Nanny Cay Marina in Tortola British Virgin Islands, this year's BVI Spring Regatta attracted a good crop of race-boats. In Racing A, Roger Sturgeon's TP 52 *Rosebud* was top boat, beating Dan Meyer's CM 60 *Numbers* by four points in the eight-race series. In third, Tom Hill's R/P 77 *Titan XII*. In Racing B, Tim Kimpton's Melges 32, *Crash Test Dummies* won by 11 points over Clay Deutsch's Swan 68 *Chippewa*, while the Italian Swan 45 *DSK Comifin*, owned by Danilo Salsi, took third, despite being disqualified for kinetics, specifically having its crew hang too far over the lifelines in one race. James Dobbs Olson 30, *Lost Horizon* II won Racing C, ahead of Frits Bus Melges 24, *Carib.natufit*. *Kosa Loka*, an Olson 30 from Puerto Rico, took third. http://bvisr2006

INTERCLUB NATIONALS

Jim Bowers and Bridgid Murphy won the grueling, 16-race Interclub Dinghy Nationals, held in March at the Severn Sailing Association, in Annapolis, Md. This was Bowers' Fifth IC Nationals title, and puts him within one championship of tying Jack Slattery's (who's been out of the class for 10 years) six-win record. Kim and Ben Cesare, who won the title in 2003, were second overall, and Ed Adams, sailing with his son Luke, placed fourth. www.interclub.org

CONGRESSIONAL CUP

Gavin Brady won 16 of his last 17 races at this year's Congressional Cup, sailed out of Long Beach YC in April. On the final day of match racing, Brady beat Scott Dickson 2-0 in the semifinals, and when he was through with him, he disposed of Great Britain's Ian Williams in the same fashion. www.lbyc.org

RICH ROBERTS

ST. FRANCIS YC SPRING DINGHY

505 Sailors Mark Dowdy and Jason Bright (USA 7873) race across San Francisco Bay in step with Doug Hagen and Ryan Cox during the St. Francis YC Spring Dinghy Series held in March. Hagen and Cox placed fifth overall in the class, Dowdy and Bright, seventh. Winning the 12-boat class were Mike Martin and Jeff Nelson. Danny Cayard and Max Binstock won the 29er class; Andras Nady won the Finn class; Kurt Lahr and Chris Ganne where the only I-14 team to finish; Peter Phelan topped the Laser fleet; Ben Lezin was the overall Laser Radial skipper; Harrison Turner and Rebecca Beard scored three bullets to win the Vanguard 15 class. www.stfyc.com

ERIK SIMONSON

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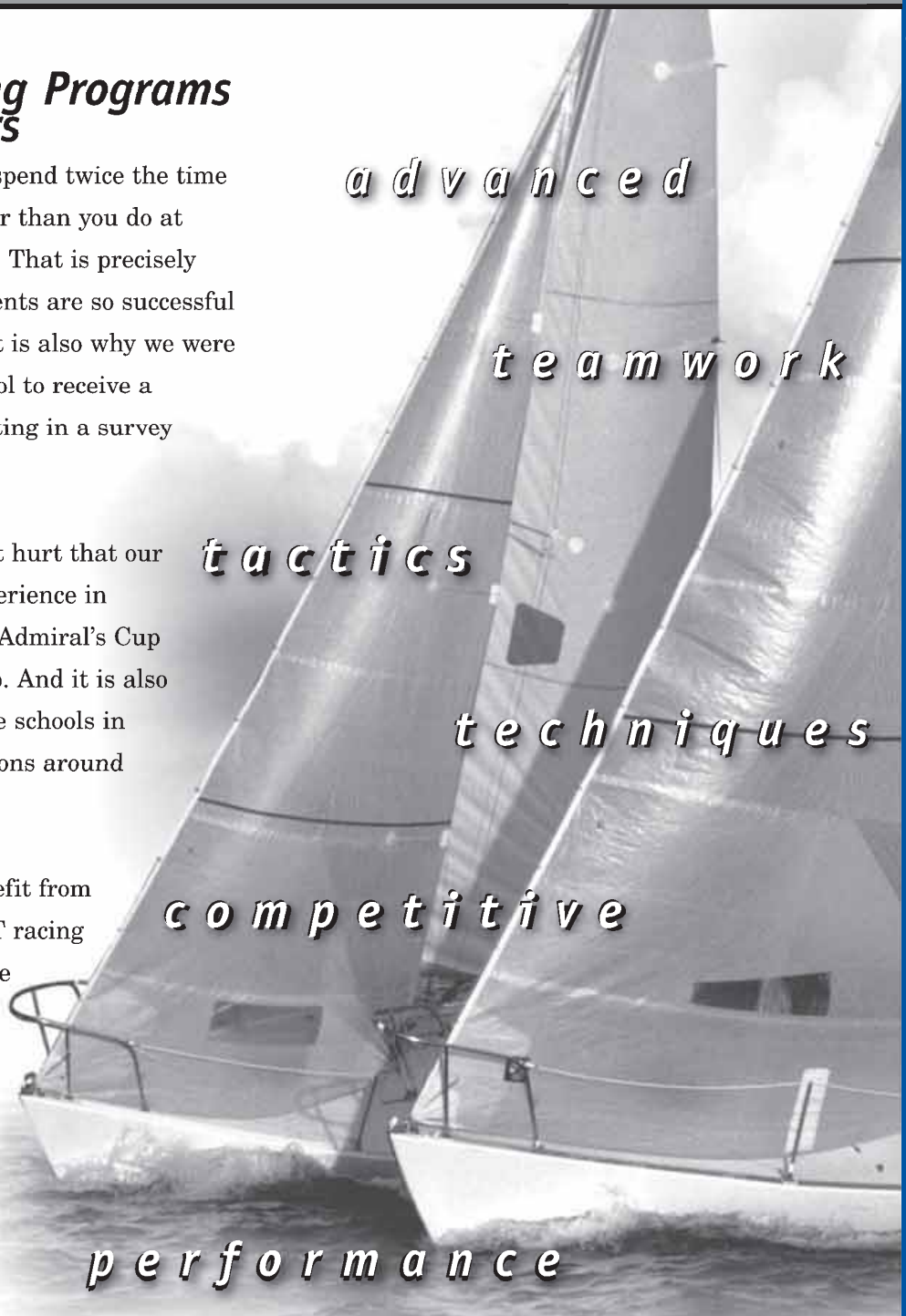

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Sistership – Photo by Carlo Borlenghi/Rolex

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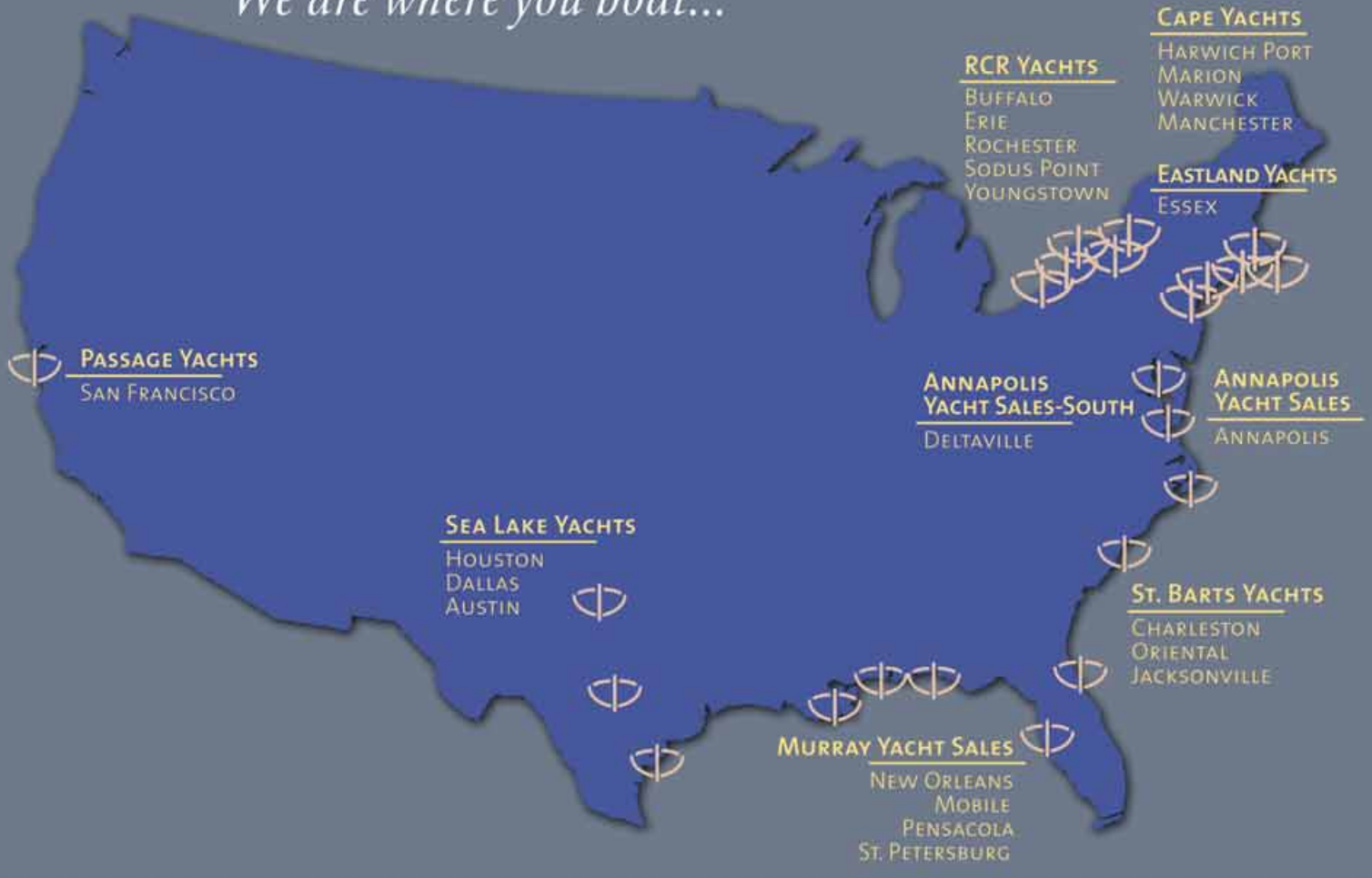

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TONY BESSINGER, COURTESY OF GAVIN O'HARE, COURTESY OF ENTZ, COURTESY OF RICHARD WESSLUND

CONTRIBUTORS

BRIAN FISHER

Fisher, 34, works at Southern Spars Service/Rig Pro in Portsmouth, R.I., and has been a rigger for 10 years. At events like Acura Key West Race Week, Fisher, who is also a professional sailor, can be found on the water trimming headsails on grand-prix programs. Once off the water, Fisher heads for the Rig Pro trailer to splice, repair, and sell gear. The most common mistake he sees? "People tying knots," says Fisher. "When you tie a knot instead of a splice, you're reducing the line's strength by as much as 30 percent."

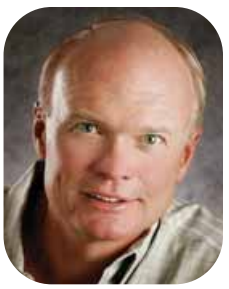
TERRY HUTCHINSON

"One of our best days of last season's Acts was in Trapani [Italy] when we had two come-from-behind wins," says Terry Hutchinson, of Emirates Team New Zealand, who brings us another installment of his Monday Morning Tactician column (p. 62). "Both times we simply had a plan and stuck to it. This is a point that Rod [Davis, the team's coach] is continually driving home. He says it's not the first mistake that will do you in, but the second one, and that second one comes from losing your cool and deviating from the plan."

GAVIN O'HARE

One area of a team race where, O'Hare, the head coach of the Naval Academy's intercollegiate sailing team, sees frequent mistakes is the right after start. Ironically enough, he adds, these are often the result of sailors focusing too intently on the opponent. "They might focus too much on team racing," says O'Hare, 37, "and waste time, for example, by getting into a tacking duel when their goal should be to control a side of the course." As for more general advice, O'Hare adds that hesitation is rarely good. "Often errors are made by teams not acting quickly enough. If one team doesn't take the initiative, then the other has the opportunity do so."

RICHARD WESSLUND



"This year I placed more emphasis on recruiting," says Wesslund, 50, the skipper of the J/120 *El Ocaso*, our subject for this month's Winner's Debrief. Wesslund, founder and chairman of BDC Advisors, a national health care consulting firm, bought *El Ocaso* in 2001 and methodically plotted his way to the top of his game. Key to his victories at Key West and Miami race weeks, he says, was ensuring he had the right crew. "I gave them the dates up front when they signed on and told them I expected them to be there. Having them commit early made a big difference in the end."

ASK DR. CRASH

DEAR DR. CRASH,

I've read plenty about how top sailors adjust their sails to go fast downwind in a breeze, and I want to emulate their success. All of my resources explain the importance of getting the boat to "loosen up" by adjusting the boom vang, and I've been experimenting with different settings. Things seem to go well up to a certain point, but when we really get going, I lose all steerage and the boat just wants to do its own thing. My crew is beginning to grumble, I could really use your help.

–ROCKING IN ROCKAWAY

DEAR ROCKING,

You're on the path to downwind nirvana, and it appears you've experienced the zone I call,"the hairy edge." Heavy-air downwind sailing has its unique paradox: In a keelboat or dinghy that sails deep angles, the faster you go the more it will rock and roll. When the top of your rig starts acting like a pendulum, things can go frighteningly wrong, but don't let your crew keep you from testing the waters. Just remember, however, to keep the top batten parallel with the boom and your carbon bits out of the water.

–DR. CRASH

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