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1, 2, 3, 4, 6, 7, 9, 10

Belle Mer Farr 40 Pre-Worlds

1, 3, 4, 5, 6, 8, 9

Rolex Sardinia Cup

Farr 40: 1, 2, 3, 4, 5

TP52: 1, 2, 3, 4, 5, 6

Swan 45: 1, 2, 4, 5, 6, 7

Rolex Farr 40 Europeans

1, 2, 3, 4, 5

Rolex Capri Sailing Week

Farr 40: 1, 2, 3, 4, 5

Farr 40 N.A. Championship

1, 2, 3, 5, 7, 8, 10



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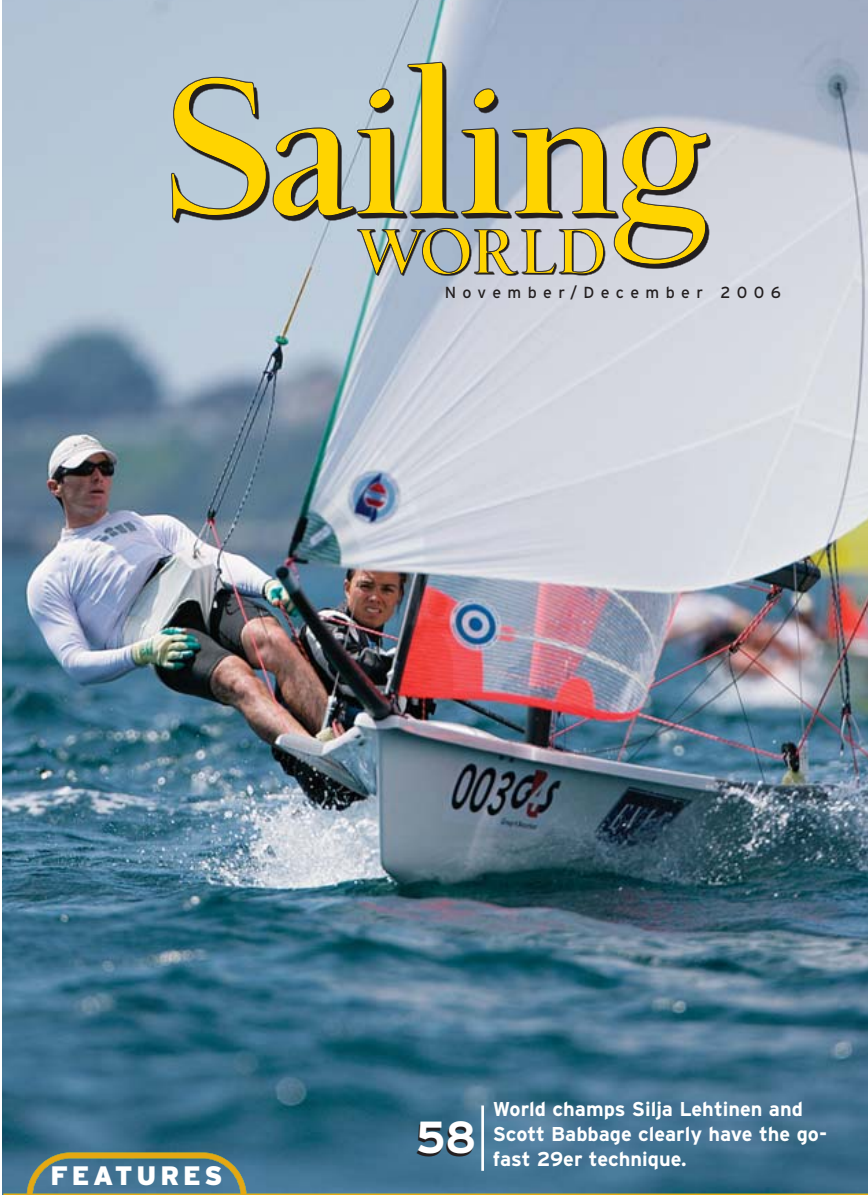
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By Tony Bessinger

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By Dave Powlison, Photos by Tim Wilkes

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Contributing Editors Ben Hall, Dave Powlson, Dick Rose, Dr. Stuart Walker
Copy Editor John Wilson
Web Editor Michael Lovett
Web Intern Franz Ritt

Assistant Art Director Shannon Cain
Designer Elizabeth Wishe

Editorial Director
 John Burnham

Publisher
 Sally Helme (401) 845-5105; sally.helme@worldpub.net

Marine Advertising Sales
Associate Publisher

Jason White (401) 845-5155; jason.white@worldpub.net

New England & Northern Europe

Michael Tamulaites (401) 845-5146

michael.tamulaites@worldpub.net

Southeast & Caribbean

Jan MacMillan (252) 728-7884

jan.macmillan@worldpub.net

Mid-Atlantic & Southern Europe

Ted Ruegg (410) 263-2484; ted.ruegg@worldpub.net

West Coast & Pacific Rim

Claudette Chaisson (760) 943-6681

claudette.chaisson@worldpub.net

Central US & Eastern Canada:

David Gillespie (303) 973-8636

david.gillespie@worldpub.net

Classified and Special-Section Sales

Michelle Roche (401) 845-5140

michelle.roche@worldpub.net

Advertising Coordinators: Trish Reardon, Maggie Wakefield

Non Marine Advertising Sales

Detroit Focus Media & Marketing (303) 670-0553

West Coast Steve Thompson; Mediacentric

Director of Marketing

George Brengle (401) 845-5103; fax (401) 845-5180

Events Manager Jennifer Davies

Events Assistant Jennifer Myer

Operations & Administration

Network Administrator David Wright

Office Manager Kathy Gregory

Production

Production Manager Robin Baggett

Advertising Services Manager Lindsey Martins

(401) 845-5124

Advertising Design Director Suzanne Oberholtzer

Production Artists John Digsby, Monica Alberta,

Wendy Crenner, Shannon Mendis

**WORLD
PUBLICATIONS**

Terry Snow **President**; Russ Cherami **Director of Corporate Sales**; Martin S. Walker **Advertising Consultant**; Bruce Miller **VP, Consumer Marketing**; Dean Psarakis **Business Director, Consumer Marketing**; Leigh Bingham **Subscription Director, Consumer Marketing**; Peter Winn **Planning & Development Director, Consumer Marketing**; Vicki Weston **Single Copy Sales Director**; Lisa Earlywine **Director of Production Operations**; Jay Evans **Director of New Media Technologies**; Mike Stea **Director of Network & Computer Operations**; Nancy Coalter **Controller**; Dinah Peterson **Credit Manager**; Sheri Bass **Director of Human Resources**; Heather Idema **Research Director**; Dean Turcol **Director of Communications**


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55 Hammarlund Way, Middletown, RI 02842

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editorial@sailingworld.com

www.sailingworld.com

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Coming Off the Bench

WITH THE EXCEPTION OF THE AUTUMN foliage, brief and colorful as it is, I loathe the arrival of fall in the Northeast. The weeknight racing ceases, and just like that, I'm cut off, cold turkey. The first week I find myself habitually looking at the clock at 4 p.m. wondering what I'll do after work to stay the boredom (or keep myself away from housework). The following week, I'll come to terms, put the season in perspective, and start thinking about the many ways we can up our game next summer.

But the problem is next summer is now seven months away, and even if I do manage to get in a few winter regattas down south, there's absolutely no way I'm going to remember how to avoid the same mistakes when May rolls around. Nope, the only way I'll start off next season at the same level is to freeze my butt off in a Laser for three hours every Sunday from November through April. Frostbite sailing is the coldest, most effective way to stay hot.

Last year I completely wrote off frostbiting with the local Laser fleet, instead choosing to frolic with my two young ones, 2 and 4.

But no matter how much fun I'd be having with them on any given Sunday, I always new I was missing out on the best, most competitive sailing of the year, right in my backyard. To be honest, I didn't miss it as much when the wind-chill dipped lower than the windspeed, but when a 10-knot southerly pushed the thermometer into the mid-40s under a crisp, blue, winter sky, it killed me not to be out there.

I'd be boiling with jealousy when my colleague Stuart Streuli would stroll in on Monday morning, his cheeks glowing from windburn and sun. It was obvious he'd put in his time because he'd have this unmistakable satisfied demeanor, no matter how well or poorly he'd done

in the 30-, sometimes 40-boat fleet or how many times he went for a swim in the ice-rimmed harbor. The debate would rage in my head: kids or sailing?

My impending dilemma surfaced again recently as the weeknight series came to an end and we started laying out this issue's frostbite-sailing photo essay. "OK, enough already," I thought to myself. "This year, it's time to take back Sunday."

That evening, I said my good-nights and descended to the basement to begin the healing. My Laser gear was scattered, so I assembled it into one pile, happy to see nothing was missing. The mast bottom section required one rivet to be replaced at the gooseneck fitting; the top section needed a rivet at the collar. Two easy fixes. But then there was my centerboard. Its leading edge was bare of gelcoat, and a two-inch piece of the tip was broken off (the result of dropping it one frigid day).

I laid the board out on a cradle, meticulously prepped it, and then mixed up my first batch of resin, savoring its smell. And for the next three nights the rehabilitation continued. I sanded, cleaned, and faired the board as

best I know how. Then my attention went to the boat. After replacing both cracked grab rails, installing the bailer-repair kit I'd bought two years ago, and giving the hull a thorough scrubbing, the boat was back into respectable racing shape, bar a new sail.

The first race of the series is now only a month away, and in some demented way I'm really looking forward to feeling that burning sensation in my fingertips once more. I have no doubt guys twice and half my age will hand my frozen butt to me on a regular basis, but if life is about give and take, at least in giving it (my rear end, that is), I'll be taking something back. I hope the family understands.

-DAVE REED

"When a 10-knot southerly pushed the thermometer into the mid-40s under a crisp, blue, winter sky, it killed me not to be out there."

SAILORS' FORUM

editorial@sailingworld.com

Close Call on the Ditch

OUR BOAT *INFRARED* TOPS OUT AT 68'6", AND on my first Delta Ditch Run, with the spinnaker up, we were approaching the Benecia railroad bridge, which has a clearance of 70 feet, plus or minus, and someone yelled, "The bridge ain't moving up!" My helmsman's face went ashen. "Gomez, take it quick," says our tactician and insurance agent Chris Boome. "I just wrote your policy—this can't be happening." So he took the helm and said loudly, "Everyone to leeward—student body left!" The boat tilted and feet got wet. What a great way to see the Delta.

**BONNIE LOPEZ
BURSON, CALIF.**

back in 1984. The boat was built in 1982, and it's now making its way to becoming a cruiser/racer, based on the Columbia River near Portland, Ore.

**RON LILIENTHAL
GRESHAM, ORE.**

If anyone can help bring Ron up to speed on the past exploits of the Nelson/Marek 41 Rampage, you can contact him at chat2ron@yahoo.com

Missing Photo Credit

THE PHOTOGRAPH OF PETER DE RIDDER'S TP 52 *Mean Machine* on p. 70 of our October issue was taken by Amory Ross. You can find more of his excellent work at www.amoryross.com

Everyone Loves the A

WHAT A WONDERFUL ARTICLE ON THE JOYS of the A Scow [Jobson Report, October '06]. My father, Fred Schneider, sailed out of Pewaukee Lake and was the Inland Lake Champion for three years in a row back in the 1950s, defeating such worthy adversaries as Buddy Melges. One of his regular crew was Jim Sweitzer, father of Tom Sweitzer, who was in the picture that accompanied your article. I grew up at Milwaukee YC sailing 470s in the '60s and '70s, but I moved away to Atlanta, having never experienced the exhilaration and pure joy of an A in full flight. Thanks for a great article; it brought a tear of joy to my old man's eye.

**F. MACKEY SCHNEIDER
ATLANTA**

LETTER OF THE MONTH

It Only Gets Tougher

I RECENTLY TURNED 43, AND HAVEN'T BEEN racing as much as I'd like the last few years. This season I did a few local regattas and found my body doesn't respond as well to the physical side of sailboat racing. I plan on getting back into the local racing scene a little more actively next year and would like to see an article about things to do during the off season to get into and stay in shape, and what to do pre-season. I seem to remember in the past I could get along on my "natural strength" and endurance, but I'm getting to the age that this doesn't do the job anymore. I'm sure there are a lot of other "older" sailors out there that feel the same.

**ANDY PHILLIPS
TOLEDO, OHIO**

Andy, as aging thirty-something geezers, we feel your pain. And you're right, it's been far too long since we've written about ways to stay in shape for sailing. Look for something in future issues—hopefully it won't be too late. For some inspiration in the meantime, we'll send you some SW gear—to be fast, it helps to look fast, too!

From Where Cometh Rampage?

I RECENTLY FOUND "STORIES FROM THE Edge," [SW, June 1996] a story written by Sean McNeill [a past SW editor] about racing in the SORC, and would like to know more about the N/M 41 *Rampage* [mentioned in the article]. I'd like to learn about the crew, the owner, and the races it participated in, and where I can find any photos of the people and the boat. You may have guessed by now that I have a personal interest in the boat as I'm its current owner. I purchased it from the U.S. Coast Guard Academy in New London, Conn., and had it trucked across the country to Olympia, Wash. It's a much older and more fragile boat than it was

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Starting Line

Supermaxi Showdown, the Sequel

NEVILLE CRICHTON IS NO stranger to one-design competition, having finished second at the 2005 Rolex Farr 40 Worlds in Sydney, Australia. However, he wasn't at all pleased to line up for a series of inshore races last December in his six-month-old supermaxi *Alfa Romeo* and

find a near carbon copy, Bob Oatley's *Wild Oats XI*, starting next to him.

"I think they borrowed all my ideas," Crichton told an Australian TV station on the eve of 2005 Rolex Sydney Hobart Race. "They even painted the boat the same color. I wasn't very happy about it. In

fact, I was pretty unhappy."

Oatley's boat took line, correct time, and course record honors in the race—beating Crichton by more than an hour—which did little to improve Crichton's view of the situation, though he was gracious in defeat. "They outsmarted us," he said to the

race's press officials. "We gave it our best shot. We always like to win, but at the end of the day we got beaten by another boat and we'll just have to re-think it."

More than eight months later, Crichton finally got his chance for revenge as both boats entered the 2006 Rolex



MATCH POINT

The bowman of Neville Crichton's *Alfa Romeo* delivers the asymmetric spinnaker to the sprit during *AR*'s repeat supermaxi battle with *Wild Oats XI*.

Maxi Yacht Cup in Sardinia in early September. As was the case in the Sydney Hobart Race, *Alfa Romeo* was rated a fraction slower than *Wild Oats XI*. This time, Crichton and his team, including three-time Olympic medalist Ben Ainslie, were able to take advantage of the subtle differences between the two

boats, beating *Wild Oats XI* on corrected time in all but one of six races in the six-boat IRC fleet. *Alfa Romeo* even took a pair of line honors wins during what was an uncharacteristically light-air regatta.

In the final race, both boats struggled with their spinnaker handling; *Alfa Romeo* botched

a spinnaker takedown when the halyard jammed and *Wild Oats XI* had difficulty with a hoist. As a result, Hasso Plattner's 86-foot *Morning Glory* won the race on corrected time and moved into second in the overall standings, dropping Oatley's team to third.

—STUART STREULI

➤ Henry Peter, a professor at the Department of Commercial Law of Geneva University, will be the fifth jury member for the 32nd America's Cup, replacing Gabrielle Kaufmann-Kohler, who resigned earlier this year. www.americascup.com

➤ Qualifiers for the remaining spots on the U.S. team for the 2007 Volvo Youth Sailing ISAF World Championships will be held at the 2007 Laser Midwinters East in Clearwater, Fla., for the boys singlehanded berth, the 2007 RS:X North American Championships, in Miami, for the boys and girls boardsailing berths, and the 2007 U.S. Youth Championship in New Orleans for the boys and girls doublehanded berths. www.ussailing.org

➤ Dee Smith left Team Shosholoza on Oct. 1, 2006. Smith officially joined Shosholoza in February this year as general manager and tactician. He will continue to support South Africa's first America's Cup Challenge as a consultant. www.teamshosholoza.com

➤ Larry Leonard, founder and managing partner of Quantum Sails, the world's second-leading sailmaker, parted ways with the company he helped start in 1996. www.quantumsails.com

➤ U.S. Sailing Team member Paige Railey, of Clearwater, Fla., has been named to the shortlist of the ISAF Rolex World Sailor of the Year award. This is the second time the 19-year-old Laser Radial sailor has been named to the award's shortlist. Winners will be announced Nov. 7 in Helsinki, Finland. www.sailing.org

➤ Chicago, Los Angeles, and San Francisco completed the Candidate City Questionnaire, the first step to becoming the United States Olympic Committee's candidate to host the 2016 Summer Olympics. If the USOC pursues hosting the 2016 Olympics, a city will be chosen next spring. www.usoc.org

ON THE MEND

When Team Shosholoza's Charles Nankin fell into the water during the final day of the German Grand Prix in early August, he was, "very relaxed." He certainly wasn't the first sailor to go for a swim in the midst of a race.

"I thought, 'I'll just try to grab on as I go past the stern,'" says the 28-year-old South African mastman. "'Or the [inflatable chase boat] will pick me up.'"

But that's when things went very wrong. As the boat rounded the leeward mark, Nankin was swept under the 25-ton RSA-48 and pinned against its rudder. "The rudder hit me straight in the back. I was then trapped against it by the force of the water, and I couldn't get off. It definitely passed through my mind, 'Am I going to make it out of this one?' Eventually I was able to roll myself on to my stomach. I tried to slide down to



Charles Nankin

the bottom of the rudder—it's a 3-meter rudder—but I still couldn't get off. I think what happened then is they'd called 'man overboard' by that stage so they rounded up into the wind and the slight luffing of the sails released a bit of the pressure and I was able to twist my upper body onto the same side of the rudder as my legs, and then I shot out."

Nankin spent 25 seconds underwater, and he remembers every one vividly. After he surfaced he was transported to a nearby hospital and diagnosed with a cracked L2 vertebra and numerous soft tissue injuries. A titanium insert is helping his back heal, and four hours of daily physical therapy is returning his body to sailing shape. As of early October, Nankin was happy to be able to drive again and pick up his two-year-old son Philipp. But come next spring, he plans to be with his teammates again.

—STUART STREULI



Southbound In Search Of Wind

IT DOESN'T SNOW IN VALENCIA. In fact, the average wintertime temperature is relatively mild along the Mediterranean Sea. But that didn't stop three of the four big-budget programs in the hunt for the 2007 America's Cup from doing their best snowbird imitation and splitting town come fall.

It was no surprise to see Emirates Team New Zealand heading south. Grant Dalton's crew has never fully embraced Valencia, opting to do as much training as possible on the Hauraki Gulf. And why not, it's a lot closer to home. The ETNZ team will run an intense 11-week session in New Zealand this fall, launching NZL-92, its second new boat, and further optimizing NZL-84.

"We will get 92 tested structurally, racing, and get her into a position where she can be a good testing platform for 84," says ETNZ tactician Terry Hutchinson. "The learning curve should be a lot greater because we have two new platforms. That's a huge advantage. In the past we were testing new versus old and in the best of times the results were somewhat skewed."

Joining ETNZ in Auckland is Chris Dickson's BMW Oracle crew. With 50 percent of the sailing team from New Zealand, this wasn't a big surprise either.

"Our experience shows that the winter months in Valencia are unreliable for consistently valuable sailing time," says Dickson. "When we started considering other options, all roads kept leading back to Auckland."

Dickson will bring nearly half his staff to New Zealand, enter two teams in the New Zealand Match Racing Championships in November, and then send everything north in January. While he and Dalton aren't exactly best of friends, Dickson didn't rule out some informal sparring with his countrymen, though you can bet both teams will play that close to the vest, as there's a good chance they could be squaring off for the Louis Vuitton Cup next June.

Alinghi is the third team vacating its cozy compound in the America's Cup Harbour, heading in November to Dubai in the United Arab Emirates. Unlike the other two programs, the location choice raised a few eyebrows—Emirates Team New Zealand being sponsored by a U.A.E. airline. Syndicate vice president Brad Butterworth says it was strictly a weather-based decision.

"We sailed quite late [in Valencia in 2005], we sailed until early December, and the conditions here are dramatically different from the time

As it did last year, Emirates Team New Zealand will return to the Hauraki Gulf, where it lost the 2003 America's Cup to Alinghi, for an 11-week training session that will be highlighted by the launch of its second new boat for this campaign, NZL-92.

when the Cup will be sailed," says Butterworth. "We saw that as a real problem for us. Jon Bilger, of the weather team, looked for comparable conditions around the world and Dubai came out on top as far as having a 8- to 15-knot seabreeze building in the afternoon, just like here."

Alinghi will race in Act 13, April 3 to 7, 2007, but the defenders won't sail a race that truly matters until June. So they'll have plenty of time to get used to Valencia next spring. Their program in Dubai, according to Butterworth, is scheduled to run until early March.

As different as their choices are, Butterworth and Dickson both denied that moving camp for the winter season was motivated by privacy. "There will be other teams that'll have people come through and have a look and see what we're doing," says Butterworth. "The advantage is we'll sail in the conditions that we hope to see in the Cup."

—STUART STREULI

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COLLEGE RANKINGS

As determined by *Sailing World's* coaches panel: Michael Callahan (Georgetown), Ken Legler (Tufts), and Mike Segerblom (USC). Based on results through Oct. 2

COED	(prev. rank)
1. Boston College	(1)
2. Harvard	(3)
3. St. Mary's	(5)
4. Hobart/Wm. Smith	(2)
5. Dartmouth	(4)
6. Georgetown	(6)
7. Yale	(7)
8. MIT	(15)
9. Roger Williams	(8)
10. Stanford	(11)
11. Rhode Island	-
12. USC	(9)
13. Boston Univ	-
14. Charleston	(10)
15. Tufts	(14)
16. Brown	(13)
17. UC/Irvine	(16)
18. Hawaii	(20)
19. Coast Guard	-
20. NY Maritime	-

Also receiving votes: South Florida, Kings Point, Old Dominion, Connecticut College, Bowdoin

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

Also receiving votes: Kings Point, Eckerd



TEAMWORK IS EVERYTHING

Mike Menninger and Katie Clausen, of Newport Harbor YC, tack into position during a team race against the Bay Area Babes. The two squads were among 15 competing for the U.S. Sailing Team Racing Championships at San Diego YC in September. After 150 races, Silver Panda rose

to the top. Clay Bischoff, Amanda Callahan, Elizabeth Hall, Lisa Keith, Peter Levesque and Colin Merrick knocked off Cape Cod Whishbone in the semis and Larchmont YC in the finals without losing an individual race in the elimination rounds. www.ussailing.org

Blackburn's Return Proves Triumphant

AT THE 2004 LASER WORLDS IN Turkey, Michael Blackburn was in second place heading into the final race. The veteran Australian sailor had spent a decade chasing a world championship in the Olympic dinghy, coming close on a number of occasions. This time, he had

no interest in second, so he gambled everything on trying to force leader Robert Scheidt, of Brazil, into a bad result. It didn't happen and Blackburn fell to third.

Later that year, disappointment struck again when he finished ninth in the Athens Olympics, and Blackburn ended his Laser career on a sour note. Or did he? After a year of big-boat sailing and a brief run at the 49er, Blackburn dusted off his hiking pants and returned to the singlehander.

"I realized I liked the little-boat sailing and thought I could give it another go," says Blackburn, who has a PhD in

Sports Science. "The enjoyment of racing singlehanded brought me back."

Old enough, at 36, to sail as an apprentice master, Blackburn qualified for the class's 2006 open world championship in Jeju, South Korea, and claimed his first world



After 12 attempts, Michael Blackburn, of Australia, won his first Laser world title in Jeju, South Korea in September.

title. It was a difficult regatta for all involved. Heavy winds, a typhoon, and unstable breeze limited the event to seven races in eight days—just three of those after the fleet split into gold and silver divisions.

Fellow Australian Tom Slingsby posted a remarkable four firsts before the split, but it was the fifth race that ultimately turned the regatta in Blackburn's favor.

"He fell back, went the wrong way up the first beat," says Blackburn, who earned a bronze at the Sydney Games. "I went the right way and finished fourth; he finished 20th. Then I had the opportunity to sail him down the fleet in the last race."

Having failed to do this two years earlier against Scheidt made for a nerve-racking final race. "I had memories of

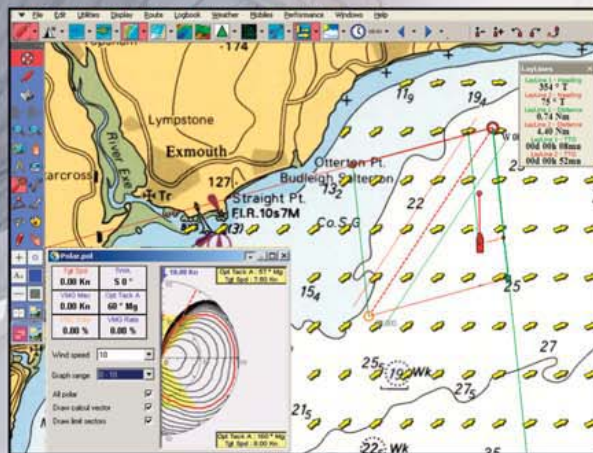
that coming back when I was going into the last start," he says. "I was pretty determined not to have the same outcome. I did things a little bit differently and that experience helped a lot."

Slingsby, needed a ninth to win, but finished 17th, ensuring Blackburn his elusive Laser title.

-STUART STREULI

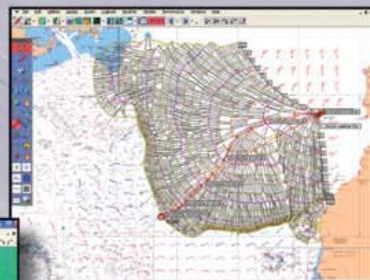
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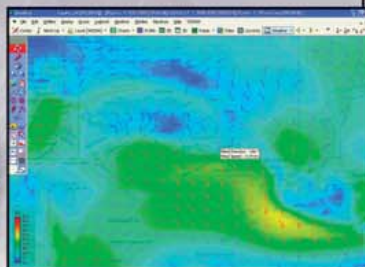


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MILESTONES

75 Next year, the Snipe will rank among the oldest small-boat one-designs out there, and at the age of 75, the 15-foot doublehander is still hugely popular around the world, with nearly 5,000 of the 30,500 built racing in 28 countries. "Because our world championships are every two years, we started celebrating last year," say Snipe Class executive director Jerelyn Biehl. "But the Norwegian group is planning a huge jubilee." The Snipe has been the training boat for many Olympians, including Torben Grael, Mark Reynolds, Robert Scheidt, and Mark Mendelblatt. Brothers Eric and Axel Schmidt, three-time world champs in the '60s, remain the best of the class, but Rolex Yachtsman of the Year Augie Diaz, of Miami, has two world titles in hand, and with a win at the '06 Master's Worlds, he's not done yet. www.snipe.org

50 In the vast world of one-design, there's no refuting the 19-foot Flying Scot is the king of family-friendly raceboats. With more than 5,700 built, the class has spread its base around the country in 116 fleets. Next summer they'll mark the boat's 50 years of continuous production with a celebratory regatta in Deep Lake, Md., home of builder Harry Carpenter, where they'll raffle off a limited edition model. The gathering will be followed by the North Americans in Deltaville, Va., where more than 120 entries are expected. www.fssa.org

10 Few, if any, big-boat one-design classes have come close to enjoying the success the Farr 40 has enjoyed in its 10-year run, and when teams show up in Copenhagen, Denmark for the '07 world championships, you can bet the host country's Crown Prince Frederik, an owner/driver himself, will note the class's 10th anniversary with a royal party. Renee Mehl, of the Farr 40 class, says attendance may surpass 40 boats, and by this time next year, there will be 150 worldwide. www.farr40.org

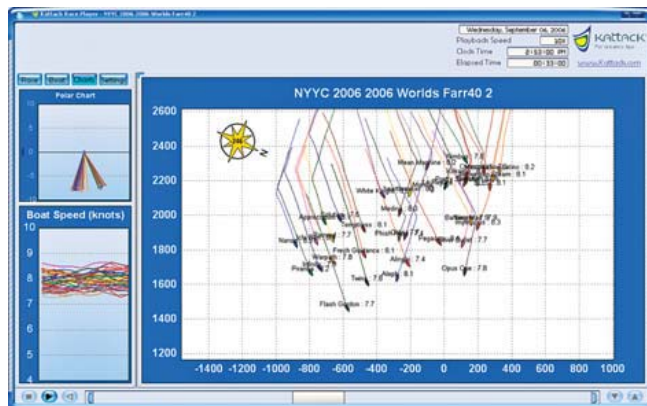
The Proof Is In The Tracks

AT THE ROLEX FARR 40 WORLDS in Newport, R.I., in September, a vinyl screen held court in the corner of the opulent room where the event's post-race parties were held each evening. Behind the screen, Steve Palm's laptop, the sailing equivalent of the Wizard of Oz, replayed the day's race, projecting the tracks of computer-generated boats onto the canvas as they tacked and jibed around the racecourse. One sailor stood five feet from the screen, his eyes glued to it, watching the same race multiple times. His attention finally shifted when someone else stepped forward, pointed at the miniature boats as they sailed across the starting line, and proclaimed emphatically to his buddies, "See, there's no way we were over!"

All the fuss in the corner that week, as well as at other events this past summer, was the Kattack Race Player, a simple, yet practical, entertainment and educational tool developed by Steve Palm and Tom Verburgt, software developers and avid racers from Minneapolis.

"The idea was hatched over lunch years ago," says Palm. "With access to inexpensive GPS units and high-speed internet, we started talking about how cool it would be if we could track boats and somehow show it afterwards."

In partnership with Wayzata YC's Thursday night series,



Using GPS tracking technology at the 2006 Rolex Farr 40 Worlds, the Kattack Race Player was able to show how each race of the regatta was won, or lost.

Palm and Verburgt put their idea into motion and have been tweaking it ever since. The long-term concept, says Verburgt, is to have it do more than replay races at regatta parties and on Kattack's website (www.kattack.com), but also provide the tools for teams to examine their tactics and boathadling, and gauge progress over a season.

At the Farr 40 Worlds, Palm and Verburgt put their application in front of their most critical focus group yet. Small Garmin GPS units were placed on all the boats each morning, and as competitors returned to the dock, Palm and Verburgt collected the units, dumped the data into the computer one by one, and before the bars were open, had the day's action ready for replay. On the display, each boat is assigned a color, and in the

upper left corner, a polar scheme reveals windshifts. Bottom left are boatspeed strip charts for individual boats.

Still in development, however, the Player is far from perfect, or as slick in its presentation as Virtual Spectator. Without GPS units mounted on any of the marks, or the race committee boat, there is some extrapolation applied to the location of the starting line and marks. And, because the units are located at the transom, it's not an accurate gauge for OCS starters, a fact that has kept the Race Player out of redress hearings. However, says Verburgt, the application could be valuable for race committees by simplifying some aspects of race management; recording finishers, for example, and figuring out a transposed sail number.

-DAVE REED

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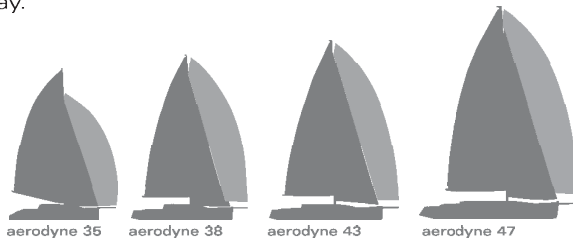
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JOBSON REPORT

BY GARY JOBSON

Sailors Will Go to Extremes to Win

“HAS YOUR BOAT BEEN TO THE SHOP YET?” IT WAS A PUZZLING question posed to me by a successful sailor. “No,” I replied, “what happens in the shop?” I had no idea which shop he was talking about. The mystery unfolded. “Well,” I was told, “all the fastest boats go into the shop to be altered, faired, and spiffed up before racing.” Hmm, this is supposed to be a strict one-design class. I dug further and learned about a shop that did extensive work on boats, and in doing so, wondered whether this

activity was in the spirit of the class rules. Measurement procedures at regattas did not detect any irregularities, but boats from the aforementioned shop were noticeably faster. I didn’t acquire the services of the shop, but it made me think about the extremes some sailors go to in order to win races. In the competitive mindset, it’s a natural course of action, but the tragic result is that people get turned off and fleets shrink when sailors perceive the playing field isn’t as level as they’d been led to believe.

Weeb Ewbank, a professional football coach of long ago, used to demand at league meetings that he wanted his “fair advantage.” On the racecourse, that is what we all want, a fair advantage. But what is it that makes the sailing unfair, and what can be done about it? Filing a protest is the usual course of action, but in most cases, the embarrassment of being exposed for serious indiscretions is remedy enough.

The shop question also got me thinking about a few true stories you may find surprising (or maybe not). The names of the offenders have been withheld to protect their reputations. Let’s start with a few where sailors clearly went to too far in their pursuit of an advantage—into the realm of illegality.

Some years ago, one ocean racer found a creative way to get measured by hanging lead weights from a thru-hull fitting to

pull the bow down and improve the boat’s handicap. The owner was later banned from sailing.

When it comes to weight reduction, sailors are a clever bunch. I know of three small dinghies that seemed to be faster than other boats in their fleet. Eventually it was discovered that the previous owners had carved the flotation out of the hulls. Perhaps these young sailors were naïve at the time they scuttled their foam, but such an example makes the case for weighing boats at major championships.

“One owner had a spinnaker made out of clear material so his competitors could not tell whether he had a spinnaker up or not.”

For an overnight race, one team had its navigator install a rheostat on the boat’s stern light. The navigator would dim it to make the competition think they were losing ground. Continuing on this theme, there are many night racers who turn their running lights off, which is a violation of the International Rules of the Road, and poor sportsmanship. It’s impossible to police such activities, so it’s up to the owners and crews to keep things on the level.

There was a handicap raceboat a few years back that was measured with a fixed

propeller, but was later found to be using a folding prop. Upon closer inspection, the boat’s interior, which had been present and intact for the measurement process, was also missing. The owner left the sport soon after. Occasional spot inspections would help everyone have confidence that the competition is fair.

And how about “sailing rage?” An angry skipper once decided to ram his rival while under power. To drive the assault home, he backed off and rammed the boat a second time. Not exactly a winning move...this guy also was banned from racing—forever.

In a major regatta I sailed in some years ago, our crew was perplexed when our chief rival seemed to be faster in every wind condition. Eventually, we learned the rival was changing their measurement every night to fit the next day’s weather forecast. The other boat eventually lost.

Another crew felt adding extra ballast would improve their boat’s performance, so they proceeded to load a half a dozen toolboxes filled with tools into the bilge. Their mast ended up breaking. Another large yacht used water ballast in compartments in the bilge for the upwind legs and would pump it out downwind. I understand that every boat wants to get rid of water that splashes in and collects in the bilge, but these guys clearly went overboard (no pun intended).

One of the biggest challenges on the water is reading the wind. But how about teams who send up helicopters, and place observers on craft spread around the racecourse? I’ve heard of teams that download endless weather forecasts, check in with their weather experts during the race, use laser guided beams, or place coach boats or other sailboats on the favored side of the course. With the capability of wind and weather updates and text messages being sent to

cellphones, the solution in the future might be to allow any means of communication. The danger is that sailing might end up being more of a video game with land-based weather routers dictating every tack or jibe.

There are easy ways to improve your scoreline. For example, one crew used its engine to motor to the front of the fleet. Too bad they went to the wrong mark and lost anyway.

There are some extremes sailors will go

to that are perfectly legal but questionable. Here, again, I'll pass along some true stories. There's the one about the skipper who threw an extra set of foul weather gear overboard to save weight. Too bad his pants ripped the next day. There's the crew that raced to Bermuda with only peanut butter and jelly to eat. The bread ran out on the second day. What about the dinghy crew who wore a helmet laden with water bottles, only to injure his neck?

I once had to laugh at the creativity of one owner who had a spinnaker made out of clear material so his competitors could not tell whether he had a spinnaker up or not.

Then there was the grinder who started lifting weights excessively. After several months his shoulders were as wide as a catamaran. The game ended when a bag of steroids was delivered to the sailor's father, who had the same name. Oops!

How about the three-man crew that wanted ballast and packed on 920 pounds between the three of them? They won the regatta, but the class later passed a weight limit.

There was once an owner (employed as a scientist) who experimented with adding spent uranium to the keel. Luckily, that test was promptly outlawed. And, some years ago another scientist/sailor experimented with polymers being emitted from a bow tube to reduce the hull's friction. This practice was also promptly outlawed.

I was in a regatta recently, crossing a starboard tacker. We asked, "tack or cross?" One of the starboard boat's crew waved us across and said, "Cross." Then, just as we were about to clear, another crewmember on board yelled, "Protest!" After the race, the crew that yelled protest got quite belligerent; all we could do was simply walk away.

Let's not forget the America's Cup spy in Newport who was arrested right out of the water while looking at the challenger's keel. I bet it was a long night in jail wearing a wet suit.

PHRF racers are notorious for finding the slightest edge—the point, after all, is to sail to one's rating—and adding or subtracting crew depending on the strength of the wind is a rampant practice. Having three extra crew on the rail on a breezy day will improve your speed (and handicap) immeasurably, and this is lost on no one. Abandoning crew when winds go light does nothing to help the sport.

Then there's the case of a well-known one-design racer who sanded the non-skid off his deck to save weight. It sounded like a lot of work for a small weight loss, and I'm sure the foredeck crew did not endorse such a measure.

It's fun to look back and laugh at how far people will go to gain advantage, but the best part of these true stories is that the indiscretions were disclosed, and in the end, the offenders were exposed, which goes to show that cheaters indeed never win. ♦

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FOR THE RECORD

INTERVIEW BY STUART STREULI

Nice Guy To Lead Volvo's *Mean Machine*

IF YOU COULD MOLD A VOLVO SKIPPER FROM SCRATCH, IT'S DOUBTFUL the final product would bear much resemblance to Ray Davies, who was recently tabbed to drive Peter de Ridder's Mean Machine Volvo campaign. The 34-year-old New Zealander doesn't have the physical size, weather-beaten visage, or intimidating presence usually associated with success in sailing's most challenging distance race. The 5'7" Davies, who answers to the nickname "Hooray," seems too nice for the job, a fact he doesn't dispute. "I think there's more ways to skin a cat than the way

we've seen traditionally," he says. What Davies does have, however, is talent, a healthy amount of respect from his peers, and a ton of experience—Volvo campaigns under Grant Dalton and John Kostecki, and three America's Cups. With all this, he's confident, in his own understated manner of course, the nice guy will finish first in the next Volvo Race.

You've mentioned that one motivation behind this effort is that Peter de Ridder wants to keep together the Mean Machine TP 52 team. Is that really true?

The trouble that we've had in the past is every four years the America's Cup comes around and a lot of the core team members are dispersed to the big campaigns. It's quite frustrating to someone like Peter to suddenly lose his crew. Instead of going through that again, we decided to take on the Volvo Race. It's an expensive way to get around that problem, but we're hoping to find sponsorship for the campaign. Peter is putting up the seed money.

How did you meet Peter and come to be such an integral part of the team?

I first sailed with Mean Machine in 1999 in the Admiral's Cup. Peter wasn't actually sailing, I met him at a party in Holland afterward. The following year he bought an IMS boat and he asked me to be the skipper on that and we had a very successful year. Then the decision was made to go to the Farr 40. The relation-



Behind Ray Davies' easy smile and polite manner is the no-nonsense Kiwi quality that makes New Zealanders highly sought after for ocean racing teams. Davies' boss, Peter de Ridder, has pegged him to lead his Dutch Volvo team to victory in 2009.

ship between Kiwis and Dutch guys is really good, we have similar no bull-type personalities. When the chips are down we don't start accusing each other, we

drink Limoncello and try to figure out what went wrong during the day.

Were you surprised that Peter proposed such an involved idea to keep the team together?

I wasn't surprised because it was my idea. We were thinking of ways to keep the TP 52 team together and I said to Peter, "I've got a pretty extreme idea, maybe you want to hear it."

Are you tied to Emirates Team New Zealand through the Cup?

I'm committed to winning the America's Cup; I'm full time for the next eight months. I won't be doing anything to do with the Volvo effort, it'll all be up to Dirk [de Ridder, no relation to Peter] and Peter. Then that project's going to launch into full effect, along with the TP 52 circuit. We're hoping to have the team in place by the end of the Cup, and we've acquired the Pirates of the Caribbean boat as our test boat. We'll work on building a new boat by the end of 2007. Then we'll do a little bit of two-boat testing in 2008 with the race starting in September.

Are you worried about a low turnout for the race in 2008?

I feel there's going to be more. Jumping into the Asian market is pretty exciting, and exciting for the sailors, too, with new oceans to sail through. Hopefully, the race will still include a leg in the Southern Ocean. The whole Volvo is geared toward selling itself to the sponsor, and I think that's going to bring in more teams.

Have you already selected your team?

There are still a few posts to fill. We've talked to about six of the sailing crew and then we're going to leave a few options open. This race is hard on the crew, we saw that last time with a few injuries along the way, so instead of just 10 sailing crew we're going to target 13 or 14.

What types are you looking for?

We're recruiting people that aren't going to point the finger at others, that

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Photo by Billy Black

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will take it on the chin if they make a mistake, and that will be calm under pressure. You need a balance, you need some very driven people, but then some people that aren't going to get hot-headed with each other. Guys that have an extremely high drive to win; they're not there for the paycheck. We want new blood to keep the old guys honest, probably a fifty-fifty mix between first-timers and veterans.

One sailor and one boat were lost during the last race. Does that weigh on your mind?

For sure you've got to think about Hans [Horrevoets, of *ABN AMRO Two*, who died during the last race] and the misfortune of *movistar*. Those are very real situations, they're not one-off accidents, they can happen again easily. These are extreme boats and they're pushed to the limit. We'd like to think a lot was learnt in the last race as far as structure, and there's been a lot done to strengthen the boats. It's a risky sport and as a skipper you've got to take on the responsibility of being sensible.

You're a soft-spoken guy; can you drive a team through the Southern Ocean with a velvet touch?

I think so. We proved that in winning the TP 52 circuit.

Speaking of *Mean Machine's* success in the Breitling Cup; what was your secret?

It was all in the preparation, much like a Volvo team. We had a good design, certainly our boat has been quick, and we've had a dedicated crew. Jon Gunderson has put in more effort than anyone in getting his sails right. We've had a bit of luck, which you need, and Peter's risen to the challenge as a helmsman.

Your first Volvo experience was with Grant Dalton on *Merit Cup*. How did that come about?

I joined pretty late, a week before the boat was launched, and there were five of us on a two-month trial for two positions. As it turned out, Dirk and myself got those final two, and here we are teaming up for the next Volvo.

You've sailed around the world with two of the best, Dalton and John Kostecki on *illbruck*. Does your style match either?

I like to think I can be a bit of a mixture between the two. Grant's strength is running a very tight ship and he's very clear with direction of where the team is heading. JK is a fantastic sailor and his actual on-the-water ability was outstanding.

What part of this campaign do you think you'll find the most challenging?

I think working very closely with the navigator and making some of the big decisions offshore.

Have you selected a navigator?

We know exactly who we want, but we're still in negotiations.

What's involved in that process? Money?

There are quite a few factors. A lot of it is the other people you have involved in the team. Once guys start seeing whom else we're talking to, it generates more interest and enthusiasm. We're going to base the team somewhat on the *illbruck* system. It started with Dirk and I, and we're choosing some more guys and the circle is growing. It'll be very much a group decision on whom we pick, to make sure we have the most cohesive team possible.

After two Volvos and three America's Cup, why are you drawn back to the distance racing?

I just love the Volvo, you get involved in all aspects of the boat's performance. In the America's Cup you become very specialized, put in a box to an extent. The beauty of the Volvo is you're involved in designing the boat, trimming the sails, stacking the boat, navigational calls. It's much more of an all-around package. Also, you don't have to go around bottom marks; you can keep going downwind. ♦

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INSIDE STORY

BY CLAY BURKHALTER

A Hard Road to the Azores

It's Friday afternoon in Horta, on the island of Faial in the Azores. I'm sitting in Peter's Cafe Sport, probably the most famous waterfront bar in the Atlantic Basin. Across the busy harbor road is the marina where *Acadia* sits wounded, resting on a 20-foot shipping platform. All of the Mini sailors, my fellow competitors in the Azores Race, are gone, having restarted the return leg to France three days ago. They're facing

upwind sailing, I, the logistical maze of shipping *Acadia* back to the United States. I'm longing for the self-sufficiency of being at sea, where one seems to have at least some degree of control. I second-guess my decision to not find anything to use as a replacement mast and try to leave, but I find myself repeating the words often heard from family and friends, "Things happen for a reason." Hmm. Maybe so.

The seawalls, docks, and walkways of Horta Harbor are lined with thousands of paintings from boats all over the world. Sailors, being a superstitious lot,

believe that a painting on the turf surrounding the marina in Horta will bring good fortune at sea. Maybe I should've flown here first and put some paint to the seawall. I did make an effort to avoid misfortune when, one hour before leaving Les Sables d'Olonne for the start, I ran 100 yards out of my way to not cross the path of a black cat. The sea must've sensed it only a halfhearted attempt. After all, I still had bananas on the boat.

IN LES SABLES ON JULY 30, AND DESPITE periodic rain, a large crowd gathers on the docks to see the sailors off on the race to the Azores and back. I'm deep inside the marina and the parade of 21-foot Minis has been going on for one hour now, each boat pulled from the slip by an inflatable and then transferred to a larger boat for the tow through the city's seawalls. I'm the 60th boat to cast my lines, and just as I enter the channel under tow, the halyard holding the flags displaying the race's sponsors parts. Four flags float to the deck and two flutter from the top of the mast. With the wind and the waves of the open ocean only 2 minutes away, I debate what to do, and then strip my foul weather gear, grab a halyard, and free-climb the mast. The crowd, lined shoulder to shoulder on the nearby breakwater

Mini Transat competitor Clay Burkhalter slips into Horta Harbor under jury rig to complete the first leg of the Les Sables-Azores-Les Sables Race.





A clean start put Burkhalter among the front-runners in the opening hours of the race, but over the next few days he would see both extremes of the overall standings.

cheer as my name, boat name, designer, and country are announced over a loud-speaker system. They cheer again when I reach the second set of spreaders and retrieve the free-flying halyard and quickly slide down the mast. My heart pounds when I reach the deck, and one thought flashes through my mind, “Damn the cat!”

Heavy penalties are in effect for being over the line early, so the fleet is fairly conservative at the start. *Brossard* and *Vectur Plus* fight for the boat end, I set up to leeward of them, six boatlengths down the line, and get off in third place, a good place to be for the 1,270-mile slog to the Azores. It’s upwind in breeze at first, and then no wind three hours after the start, then upwind in light air on the first night.

A weather router had advised me to head north as soon as the wind shifted from northwest to west, and after watching the digital compass hit 270 degrees, I tack. Each boat is required to radio its position to safety boats at 0700 and 1900 each day. By 0700 on Monday morning I can’t pick up anyone. I sense I’m out in right field. At 1103 each day, the race committee broadcasts weather in French and English, and positions in French, all on the SSB shortwave frequencies of Radio Monaco.

Static and background noise emanate from the tiny speaker on my Grundig portable radio and I struggle to hear the broadcast, so I record it on a small Olympus tape recorder, replaying parts of it 20 times over in an attempt make out a single, but important bit—31 or 41 degrees? I think I hear I’m in 53rd, and I wonder if I went north too early. I curse the radio and go back to steering.

By now, the winds have built to 25

knots from the southwest. I’m close-hauled on port tack with two reefs in the main. The keel is fully canted, windward water ballast tank is full, jerry cans of water are lashed to the weather lifelines, and all the gear below is stacked on the high side. The ride is chaotic and wet, slamming off of waves that seem to come from two directions, and I steer for hours, trying to thread a path of less violence. The Bay of Biscay makes sure we pay respect before allowing us into the Atlantic.

“I hear a large boom, then sails, rigging, and shards of carbon fill my entire view.”

To keep me awake, I grab the iPod and dial in U2’s “Beautiful Day” at full volume. The sound of Mother Nature fades away and I take my eyes off the waves to study the spectacular, but evil-looking sky. Low heavy clouds, rain bands everywhere, and a sea that’s white with spray. I’m jolted back to the situation at hand as *Acadia* plows into a wave. I instinctively duck as water envelopes the entire deck, and then Bono seems to be drowning; his voice muffled at first, then he’s gone.

“Hell,” I think. “I zipped up the pocket.”

I reach in the left pocket, which is unzipped, and discover my new smock has a pocket that goes from one side to the other. I pull out the unit and water sloshes around a screen that flickers and then goes black. Damn, the second day of the race and no more music. I’d destroyed my sunglasses earlier in the day when stacking gear. I consider throwing the bananas over the side.

Thirty minutes later, a steady rain pelts *Acadia*’s deck and the wind builds to 35 knots. I retreat to the cabin, soaked, wait-

ing to make my 1900 position report on VHF. Nothing. No one responds to my calls. Then, somewhere, amongst the maddening noise of the boat slamming through the waves and the wind whining in the rigging, I hear an alarm, whimpering out some warning. I’m momentarily paralyzed in my exhaustion, and in the back of my head I hear a voice. “Burk, people do this for pleasure,” says my offshore sailing mate Thomas Mitchell. I stare out the cockpit door, an alarm still sounding somewhere.

The extreme luffing of the sails and the sudden lack of heeling make me focus on the tiller—it’s not moving. I lunge toward it, flick the autopilot ram off the locking pin, and bear off. The instruments read, “Seatalk failure.”

I lock the tiller extension handle over a piece of deck gear so the boat can steer on its own, and I go below. After unplugging and cleaning every cable on the network and rebooting the system, the displays come to life. I test the autopilot and it too works. Back on deck, I slump against the lifelines and scan the horizon for some sign of the passage of the front. A squall approaches and passes, the sky brightens some, then blackness again. At 2030 the sun finally appears behind a solid cloud line about 15 miles ahead. Within 30 minutes the wind shifts to the northwest, so I tack for the rhumb line and finally start to sleep, in 30-minute increments.

At the 0700 VHF safety call-in on the third morning I finally hear other boats. I figure I’ve circled around the fleet and I’m now converging with them again. At the 1103 weather and position reports, I hear I’ve moved up to ninth place.

Over the next 36 hours, the winds slowly fade to drifting conditions and I struggle to get around Cape Finistère. By sunrise on the fifth day, the wind shifts to the northeast, builds to 25 knots, and the seas rise to 9 feet. Time to set the kite.

I go below and move heavy items to the stern of the boat, then bring jerry cans of water and gear bags into the cockpit and lash them to the stern. I rig the fractional spinnaker bag on the forward rail, tuck a reef in the main, bear off to dead downwind, and pull like mad on the spinnaker halyard. Grab the tack line, give three long pulls to get the spinnaker out to the end of the pole, reach for the spinnsheet, and trim

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as I scramble to sit on the windward side. The chute fills with a pop and *Acadia* is flying. The speed immediately jumps to 12 knots and she surfs a wave, pushing the digits to 14. The autopilot can't handle it, so I take over the steering. The boat is screaming, 15.8 knots. I'm terrified and thrilled; here I am, in the middle of nowhere, no other boats around and no one else on the boat, flying along, just beyond being completely out of control. Water is everywhere, at times there's so much on deck that it no longer feels as though I'm on the boat. I'm afraid to put the boat on autopilot, so I sit glued to the back of the cockpit for hours.

By the next afternoon, winds drop to about 18 knots and my boatspeed is now around 9 knots. I figure if I want a shot at the top 10, it's time to break out the medium spinnaker. I drop the small chute, rig the medium spinnaker, hoist it, and instantly I am off and running at a steady 10 to 11, surfing at 13 to 15 knots. The wind picks up slightly, maybe 22 knots, and at one point, *Acadia* sits on top of a large wave, one that looks exceptionally good for a long surf. As we approach the bottom of the wave, *Acadia* starts to head

up, as if going into a broach, and I fight this with the helm, trying to bear away. The spinnaker pole is bending like crazy; I wait for it to snap, but instead, I hear a large "boom," then sails, rigging, and shards of carbon fill my entire view. Part of the mast, the spinnaker, jib, and a portion of the mainsail are now in the water.

Hoping it's only a dream; I sit stunned on the deck and do not move for three minutes, tiller in my left hand, and mainsheet in my right. The Azores lie 550 miles ahead, the coast of Portugal is at my back, upwind. I think about trying to raise someone on the VHF, but the antenna is 15 feet under water. The mast starts to slam into the hull as *Acadia* spins sideways and is broadside to the waves.

The boat is such a mess, I'm not sure where to start. The sails in the water seem to be causing the biggest problems, so I get the jib off and then grab for the chute, which is billowing aft under the boat. The entire foot tears off, and now the top two-thirds are streaming from the masthead, about 15 feet underwater. Part of the mainsail is still attached to the 14-foot stump, and the rest is on the 26-foot broken section dangling over the side, still at-

tached by electrical wires and halyards. I grab the knife lashed to the tiller and start to cut the main luff, but cannot get at the part in the water without going over the side. I pull on the sail and it rips along a batten pocket, compounding my problems—now some of the main is streaming from the top section, underwater.

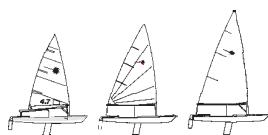
An upper spreader on the submerged mast section is jammed through one of the stanchions, and the loads are tremendous. I cut the rod rigging and remove the spreaders, then manage to get the mast carbon tube and it accoutrements streaming aft, laying it across the aft lifeline.

The boat moves along at 2 knots down the waves despite the broken piece dragging behind. To free it, I go below and cut the VHF antenna and electrical wires. It still won't let go. The jagged edge of the carbon mast tube is preventing the halyards from running free. I consider jumping in and cutting the halyards, but it's almost dark and the risk is too high.

I study the remaining mast section and ponder how to climb the 14-foot mast remnant to cut the halyards. There's no halyard to pull myself up on, so I put a knife in my mouth and try to free-climb the mast, but



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the boat's movement is too extreme and I only make it halfway. I try an extending boathook with a knife taped to it, but it's too flimsy to cut the high-tech lines. I remember a climbing hitch that allows you to free-climb, and I rig up two sets, one for my left foot with a loop attached and one for my climbing harness. On my third attempt, I rest and hold tight when the boat rocks violently, then inch up when it settles down again. I finally get to the top, reach over the lower section I am on, and pull the halyards straight up, away from the jagged carbon edges. The broken section drops about 8 feet, to the point where I can stand on the boom and cut the top half free.

As I do that, the dragging mast drops off the transom. I jump to the cockpit and spend the next hour fighting the thing, trying somehow to get it on board. The only solution is to get in the water with a knife, go aft of the boat about 20 feet and swim underwater to cut the halyards. But twilight is fading, so I untie the line holding the mast to the boat and push the spar over the back end. It now rests in about 20,000 feet of water.

I rig up the storm main to a fitting on the bow, tie it to one of the cut halyards and

manage to hoist the halyard over the jagged edge of the remaining carbon section in the boat. I go to the stern and push a button on my ARGOS tracking beacon twice, which alerts race headquarters that I have broken my mast but do not require assistance. The boat is moving at 4 knots under the storm main and the autopilot is happy, I go below and sleep for six hours. In the morning, I rig the storm jib and get the boat going five knots again. I study my options and figure the best program is to head for the Azores and try to finish the race, 530 miles away.

It takes six days. I arrive near the Azores on a Wednesday and battle to get through light air and reach Horta. The following day, Thursday, as I approach to within 3 miles of the finish, the wind shifts and comes from the southeast at 20 knots, on the nose. I cannot sail upwind, and my frustration is rampant as I sail away from the line. Throwing in the towel, I call the race committee to notify them I can't make the finish and need a tow. Thirty minutes later a powerboat rounds a rock cliff marking the harbor entrance and speeds toward me. In the meantime, the wind goes flat and I glance at the speedo and compass,

noticing the current is actually pushing me toward the finish line. The boat pulls alongside and I ask them to hold off, to give me a couple of more hours.

I have a feeling the wind is getting ready to do that island thing when it comes from all directions, and sure enough, small puffs fill from behind, from the left, ahead, and behind again. I hug the cliff and a puff comes in from the northeast. It's barely enough to push me out of a current rip and tuck me inside the outer harbor, in the lee of the cliff. Twenty minutes later, I drift across the line, to cheers from people on the banks of the harbor and sailors in the marina.

Ed's note: In his attempt to earn a berth in the 2007 Mini Transat, a two-stage 4,200-mile race from La Rochelle, France, to the Canary Islands and Bahia, Brazil, Burkhalter logged solid finishes in qualifying events last summer. Despite not completing the Les Sables-Azores race, race officials granted Burkhalter one of 11 wildcard slots reserved for foreign entries. He will train in the United States this winter and return to Europe next year to prepare for the race. www.teamacadia.org

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BY TONY BESSINGER

SORRY, JOJO," I SAY, "WE HAVE TO GET THE HEAVY NO. 1 up now." Joanne Tiborcz, the tireless bowman on Fran and Gerry Anderson's Beneteau First 40.7 *Bushwacker*, jumps off the rail with a grin and chirps: "No problem."

Then I finish the thought: "But you have to go up the rig and clear the halyards first." To her credit, the Canadian sailor doesn't even pause, and tightens her Petzl harness as if it were our first sail change of the day, not the 25th. If I needed any further reinforcement of the premise that the Bacardi Bayview-Mac is every bit as challenging as any ocean race I've ever done, this second day of racing is it.

Yet, my first inkling that Bayview YC's Mackinac Race is unique came two days earlier: I roll through the outskirts of Port Huron, past a liquor store with a huge banner. "Welcome Race Fans!" it read. I wonder aloud if there's a NASCAR race nearby. "Nope," says Walter Cooper, yachting photographer and Port Huron native. "It's for the Mac."

By the time we reach the banks of Port Huron's Black River, where most of the 244 entries in the 2006 Bayview-Mac sit waiting for the next day's start, it's clear that, unlike most yacht races, the general population is actually interested in what's going on. Radio and television stations have booths and vehicles stationed at vantage points near, or on, the docks lining the river. Crowds

WALTER COOPER



Every year, hundreds of boats and thousands of sailors take on the Bacardi Bayview Mackinac Race. We brushed the salt off our seaboots and went to find out what we'd been missing.



of people stroll by, looking at the boats and asking the questions non-sailors ask. "What happens at night? Do you pull over and sleep?" On a large powerboat draped with a local radio station's banners, a disc jockey emcees a beauty contest. Amidst this shoreside circus, crews load stores and sails.

It was 1925 when Bayview Yacht Club held the first Bayview-Mac. It's remembered as a stormy affair, with only four of 12 entries finishing the race. It's easy to see why Bayview chose Mackinac Island, it's a charming place, and relatively unchanged since 1925. Horse-drawn carriages and bicycles are the only modes of transportation on the 3.77-square-mile island. Victorian homes stand at the end of sweeping green lawns and over-

Thousands of spectators watch the exodus from Port Huron's Black River (top) before the teams head off across Lake Huron. At the other end of the racecourse, the lawn party and awards ceremony (middle) add a finishing, and sometimes rowdy, touch to the event. Horse-drawn carriages and bicycles are the only form of transportation on picturesque Mackinac Island (bottom).

look the Mackinac Strait where lakes Michigan and Huron meet. And as the first Mac racers learned, the island isn't that easy to get to, but getting there is worth the effort.

On the day of the race, the weather gods beamed benignly on the fleet. During an early morning weather briefing, skippers and navigators are shown a slide composed of two images that

illustrate what the briefer believes the weather won't do during the race. On one side, a parking lot full of cars, on the other, a satellite photo of a particularly well-formed hurricane. Our race, said the briefer, will be neither a drifter, nor very windy. For *Bushwacker*, and a lot of the rest of the fleet, it was a bit of both.

On board the MaxZ86 *Windquest*, America's Cup bowman Geordie Shaver is convinced this year's race will be light. Bill Alcott's *Equation* took ownership of the race record the year before, taking 25 hours and change to sail the 253-nautical mile Southampton Course, but the entire race was windy. Most of the *Windquest* crew is excited about the boat's capabilities, but Shaver doubts Alcott's record will fall. "If we break *Equation*'s record," he said, "I'll stand on the



Teams passing by Bois Blanc Island close in on the finish line in the pre-dawn hours (above). The crew of *Bushwacker* (left) focuses on making the most of the light air soon after the start of the race. By 4:30 p.m. on Monday afternoon, all finishers were crammed into the docks (right).



Mackinac early the next morning.

When it comes to distance racing, I'm superstitious. Even if I'm navigating, I won't give an estimate of when we'll be finished. It's just asking for trouble. At some point during Sunday afternoon, as we're romping along, someone utters the words I won't. Late that day the wind dies for a long, long time. Most everyone goes to sleep and the wind gets so light we talk seriously about taking down the main to allow uninterrupted flow to the spinnaker. The leftover chop from the day's stronger breezes makes steering difficult, but it gets worse, as a swarm of biting flies takes up residence on board. By sunset, the wind drops even more; I drive the boat with one hand clutching the wheel and the other a fly swatter. At about 80 miles from the finish line, our GPS estimates we'll finish in four days.

bar at the Pink Pony [where racers gather on Mackinac Island] and shave my head."

As the briefing carries on, thousands of spectators line both sides of the Black River. Seated in lawn chairs, standing on the porches of bars and restaurants, and riding in powerboats, the crowd is there to see the boats head out to the racecourse. One trio of elderly women holds up number cards, ranking crew uniforms as boats pass by. As we motor by the packed Port Huron YC, we're serenaded by a band of kilt-wearing bagpipers.

Light air plagues the fleet during the first few hours after the start. We're able to keep the boat rolling and are the second boat in our class around the race's only turning mark, the NGS buoy off Canada, about 99 miles from the start and 15 hours into the race. As we round, Lake Huron decides to throw hammers at us. The wind pipes up, and waves come at us from three different directions. An

ominous dark cloud appears to our south, and as it approaches, the wind disappears completely, then blows hard from the north, then clocks, then backs, then goes down to zero, then up to 28 knots. At one point I take a break from steering and look at the scene around us. Some boats carry spinnakers in light air, others have storm jibs and reefed mains and are on their ears. If Escher had drawn yacht races, they'd look like this.

Our bow team deals with whatever sail changes we throw at them with aplomb. Spinnaker, light headsail, small jib; we rotate through the inventory many times. By afternoon, as the wind moderates, everyone is burned-out. Our skipper, Fran, has a cast on her arm from her fingers to her upper arm that prevent her from steering, but she manages to keep the rest of us full of food and drink. Everything's looking good; the crew is working well together, we haven't broken anything, and if the breeze stays up, we might make it to

At around the same time, the shears are whirring inside the Pink Pony, and Shaver's hair is floating. Thanks to breezy conditions on its part of the racecourse, *Windquest* has taken one hour and 12 minutes off *Equation*'s record of 25h:29m. "We were looking at a forecast of zero to seven knots," says Shaver days later. "The guys were all mumbling 'record pace, record pace' the night before and during the morning of the race they were still carrying on. I was confident we wouldn't break the record. I was wrong."



and more boats, including ones sailing the 204-mile Shore Course. We all tight reach our way past Bois Blanc Island, and as we round a small point, we can see the bluffs on Mackinac Island and the lighthouse that marks its southern end. The sky is clear, the water an impossibly beautiful blue, and Mackinac's pleasures await us.

We finish just shy of 9 a.m. and head for docks already packed with boats. When we tie up on the outside of a five-boat raft, next to the C&C 41 *Titan*, we're in second. By the time we have our first beer, we're in third, and then fourth, as smaller boats in our class rumble in. By the time I check into my hotel and take a shower, we've dropped to sixth in our nine-boat IRC E class, and we stay there.

The disappointment of our finish fades by the time our crew rendezvous at the

Ernie Dumouchelle and Mike Schultes have sailed 33 and 32 Macs, respectively]. "They called in just ahead of us and we realized she'd started before us, and is a fast boat. We said 'Wow, we may have done OK.' The mood on the boat after we got in was kind of quiet, we were a little numb, but we had a good time that night. The sailors who win always say they're more lucky than good, and this year, I believe that."

The next morning I join the hundreds of people gathering on a huge, grassy field with bars dotted around its periphery. Most of the staff from Bayview YC has traveled to Mackinac to put on the awards ceremony, even executive bartender Jerome Adam, a living Bayview YC legend. Sailors who'd bayed at the moon the night before push strollers loaded with babies and sippy cups slowly through the crowd. "It's the



It's a long night on *Bushwacker*. The flies render the cabin unfit for sleeping. Fran and Gerry have more than 50 Mac races between the two of them and are able to sleep while wrapped head-to-toe in sheets. By sunrise Monday, we're all knackered, but we've wriggled our way to within 30 miles of Mackinac. The smell of pine forests fills the air, and as the sun rises, so does the wind.

As we approach the Straits under a small headsail and full main, and with everyone on the rail hiking, we begin to see more

Pink Pony. It seems as if every sailor in the fleet is there, and the scene is a chaotic mishmash of shouting, bar karate, tall tales, and spilled beer. The *Titan* crew, which was cautiously optimistic that morning, has confirmed its class win, and swarms the bar for a high-decibel celebration. It's the team's first win in a decades-long chase for silver.

"We started hearing boats calling in, and the first one was *Epic*," says Dan Aitken, one of *Titan*'s three co-skippers, who marked his 29th Mac Race this year [his co-skippers

hype and excitement," says Aitken, explaining the lure of the Bayview-Mac. "It's the beautiful fresh water, the excitement of competing, and the camaraderie. It's the high point of the summer."

Aitken also gives me the final bit of information that cements the idea in my mind that the Bayview Mac race is special. "When my daughter heard we'd won," he says, "she walked into her boss's office and said, 'My dad just won the Mackinac Race.' He said, 'Well, you'd better get going on up to the island.'" ♦

Global warming or not, dinghy sailing during a New England winter still carries an air of insanity. Fortunately, those addicted to this cold-weather activity can take comfort in the fact that they're far from alone.



PHOTO ESSAY BY MICHAEL EUDENBACH,
WORDS BY STUART STREULI

FROST





BITTEN





Newport Laser Fleet 413 Newport Harbor, R.I.

SCHEDULE: Sunday, 1 p.m., November through April

FLEET SIZE: 30 to 60 boats

NO. OF RACES: 4 to 7

2005-'06 FLEET CHAMP: Steve Kirkpatrick

CONTACT: Laser_Fleet_413@hotmail.com

ONE ANOMALY OF NEWPORT IS THE NEAR DEARTH OF dinghy sailing from Memorial Day through Labor Day. Summer, it seems, is dedicated to lead mines. But Fleet 413 does what it can to make up for that deficiency during the winter months, pulling fleets as large as 60 Lasers into Newport Harbor each Sunday afternoon.

Inexpensive annual dues and boat storage at Sail Newport—where sails can be wrapped around the

mast and stored indoors—make it an easy fleet to join. Getting its collective respect isn't nearly as simple. Fleet 413 embraces serious competition. Mark roundings are tight and often contentious. Industry professionals and pro sailors litter the top half of the standings each week.

Persistence—no easy feat given that there's bound to be a few 20-knot, 25-degree northerlies each winter—is the path to overall success. 2003 Master's World champion Ed Adams and 2005 Masters World runner-up Scott Ferguson accounted for nearly half of the daily wins last winter—each Sunday is scored as one regatta for the overall standings—but neither cracked the top five in the final standings.

Boston YC Sonar Fleet Marblehead, MA

SCHEDULE: Sunday, noon, November through March

FLEET SIZE: 9 to 12 boats

NO. OF RACES: 6 to 9

2005-'06 FLEET CHAMP: Bernie Coyne

CONTACT: www.bostonyachtclub.net

THANKS TO THE BOSTON YC'S FROSTBITING SERIES, Sonar sailing in Marblehead is a year-round activity. However, aside from the boats being the same, the winter racing—three five-week sessions from November through March—is a completely different animal. With Marblehead's normally crowded harbor devoid of boats, the course is set right off the Boston YC's front porch, providing some entertainment for the brunch crowd. The summer circuit tests boathanding, big-picture strategy, and the ability set up the boat to handle Marblehead's persistent swell. For frostbiting, the courses are short enough to allow for up to 9 races to be sailed in a single afternoon, so starts are paramount. As is anticipating the numerous shifts that result from the harbor being surrounded on three sides by land. The water is flat and no spinnakers are allowed. The temperature cut off is 20 degrees. "Before I had done it, I was a little leery about going out in 22-degree weather," says Peter Barnet. "But it's not a big deal because on days like that it's always sunny. You learn how to dress, you stay active, and it's really quite toasty."



New Castle Fleet 413 New Castle, N.H.

SCHEDULE: Sunday, November through April, time varies as racing takes place around high tide

FLEET SIZE: 8 to 15 boats

NO. OF RACES: 5 to 8

2005-'06 FLEET CHAMP: Peter Follansbee

CONTACT: Fleet Commodore Bruno Pacuilli, (603) 817-1258



OF ALL THE THINGS THAT STAND IN THE WAY OF FROST-biting in New Hampshire's Cape Cod Frosty Fleet, money isn't one of them. On the class website, used Frosties go for \$300. If that's too much, "It's really easy to build a boat out of a couple sheets of luan plywood and some Bondo for \$200," says Ross Weene, who splits his winter sailing between the New Castle Frosty Fleet and Newport's Laser Fleet. And there's no need for a trailer. The 35-pound boat fits comfortably in the back of a small station wagon or pickup, and less comfortably in the trunk of a sedan.

To maximize the size of the sailing venue—

between New Castle Island and the mainland town of Portsmouth, N.H.—the fleet schedules racing according to the tides. Early morning starts are, obviously, less popular. But the diehards are out there each week. "There's a lot of good racers and they're very giving of information, so you can learn a lot very quickly," says Bruno Pacuilli, who went from fleet rookie to commodore in one season. "You get a bunch of starts on a Sunday. You add that up, six months, let's say you get out there four times a month, you get 160 starts in the winter. By summer you're all tuned up."

Barrington Sunfish Fleet 155 Barrington, R.I.

SCHEDULE: Sunday, 1 p.m., Oct. 22 (practice day) through April

FLEET SIZE: 10 to 23 boats

NO. OF RACES: 5 to 8

2005-'06 FLEET CHAMP: Andy David

CONTACT: www.barringtonyc.com/FROSTBITE2006_7.htm

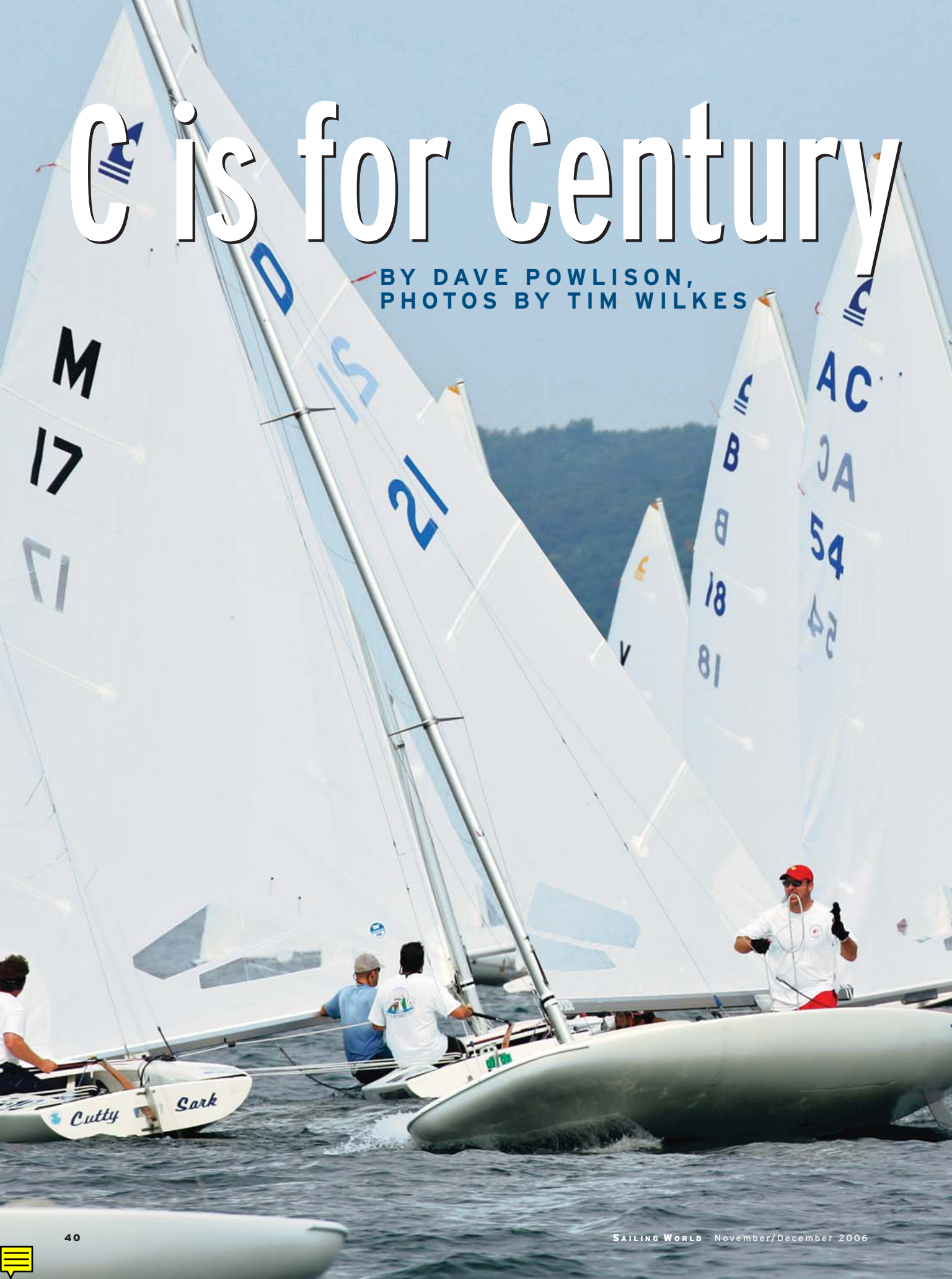


EVERY FROSTBITE FLEET HAS AN INFORMAL RACE TO THE dock. After a couple hours of sailing in near-freezing temperatures, everyone is thinking intently about that first cup of chowder or hot chocolate, or merely thawing numbed appendages. For the Barrington Sunfish gang, the sprint to the Barrington YC counts on the results sheet as well. "Traditionally, the last race of the day is around a windward mark then up the river, finishing at the club," says outgoing fleet captain Jim Myers. "So there are a lot of funky tactics involved in playing the current. It's a very different race."

The fleet features a number of top Sunfish sailors who spend the summer hitting all the big regattas. Regulars Scott Greenbaum and John Skrzypiec each have finished in the top 10 at a world championship. However, everyone has a chance to take home some silverware. The fleet awards daily trophies to the overall winner, the B-fleet winner (top sailor from the bottom half of the results), top master, and top high school student. Keepsakes are also awarded for each sailor's first individual race win of the season.

C is for Century

BY DAVE POWLISON,
PHOTOS BY TIM WILKES





The C Scow celebrated 100 years of racing last summer, displaying the camaraderie, competition, and creativity—both on and off the water—that's made it the Midwest's most enduring one-design.

Among the sailing communities in the Midwest states of Wisconsin, Minnesota, and Iowa, political affiliations aren't represented by red or blue colors on a map. Rather, they're defined by letters of the alphabet. MC is for Independents, who like the do-it-all nature of the singlehanded scow. Large program guys—those who might favor trickle-down economics—gravitate toward the biggest boats, with an A or an E on their sails. Then there's the C crowd—whose straightforward approach is a perfect match for the scow world's hardworking, everyday citizens.

At Lake Geneva this past August, 81 C Scows celebrated the class's 100th anniversary, sailing in the week long 2006 Inland Lake Yachting Association (ILYA) Championships on Lake Geneva, Wis., in early August. Lake Geneva, home to scow builder Melges Boatworks, is a small body of water an hour or so northwest of Chicago; three and a half laps around a one-mile course was needed to meet the class-prescribed course length of 7 miles.

Inland lake sailing in August means light air. So it wasn't surprising that as the winds slowly diminished over the course of the first race, Sam Rogers and crew Jamie Kimball's primary competition for first place wasn't another scow, but rather the clock ticking inexorably toward the time limit. "We were patient the whole race," says Rogers, 25, an ex-collegiate sailor from Hobart and William Smith College and now a Melges Boatworks employee. "All of a sudden, halfway up the last beat it went totally flat. Every three minutes, I'm asking Jamie, 'How much time do we have left?' Then with about 10 minutes left, we saw this little puff off the shoreline, and that gave us enough hope,

The C Scow faithful gathered en masse on Lake Geneva in August for the boat's 100-year celebration.



The traveling Avery family, from Lake Okoboji, Iowa, including father, Steve, and sons Fletch and Lance, enlist help loading their enclosed trailer. For this year's Inlands, the trailer brought three C scows, an MC scow, and spars for each. A hydraulic lift positions the C scows three deep.

and '60s, then you have the really old guard, guys like Jerry Huse, who's been doing it forever." Huse, who finished a respectable 14th in this event, sailed with eight-time Inland C champion Andy Burdick as crew and his daughter Beth as a third. A four-time winner of the C Inlands, Huse started sailing at age 9 and has now been racing for 70 years, most of them in



and we finally got the boat moving and beat it by about a minute and 40 seconds."

Aboard another boat in the fleet, that same puff helped cure a case of mixed emotions. Earlier in the race, as they had rounded the final windward mark, Sam's father Peter, and skipper Buddy Melges, had been staring at nearly 70 transoms. As they watched the wind speed drop, the time limit seemed the only possible way to avoid a disastrous start to the regatta.

But while the rest of the fleet headed toward the north shore, away from the home Lake Geneva YC, Melges jibed immediately, and pointed his bow toward the club.

"I thought, what the hell," says Melges, who last sailed a C Scow in 1974, but came out of retirement for the centennial regatta. "We're so deep into this rut, why don't we jibe out and see what happens. When you're back in the tube and there's no way, with one leg to go, that's the only time in

my life I would ever entertain a gamble like that. The funny thing was, it died almost immediately, and we were sitting out there, completely hung out to dry."

By the time the dark blue patch of wind reached Melges and Rodgers, the bulk of the fleet, 40 to 50 boats, were parked just yards from the leeward mark. "I was watching the south shore," says Melges, "and sure enough, there it came on, and I said, 'Well, this ain't gonna be too bad, I don't think we'll go to the yacht club after all.'" Melges swooped in with the new breeze, picking up more than 50 boats in the process to finish the race in 20th place. Not bad for a 76-year-old who first won the ILYA C Scow championship in 1949.

That's thing about this class—it is by no means the domain of the young. "There are definitely a group of guys, like myself, who are just out of college," says the younger Rogers. "Then there are older guys who have been around since the '50s

the C scow. About his future in the class, Huse said, "I think I can go until I'm 85." His daughter Beth's reaction? A sigh, a roll of the eyes, and a quiet, "Oh, brother."

That's because these are physical boats. Trimming the main around a leeward mark requires hauling in 75 feet of mainsheet. Hiking hard upwind is the only way to keep the 216-square-foot mainsail under control. When a gust of wind hits the huge main, the boat heels over as if to look at you and say, "You want me to do what?" Then, as if a switch has been turned, the helm neutralizes, and the boat squirts forward as if on rails. And downwind in a breeze, it can be even more challenging. Former Inland C champion Bob Sevey was on hand for this year's celebrations and recalled competing in a regatta at Wisconsin's Lake Winnebago, a lake known for waves big enough that could submerge a C Scow bow all the way back to the mast. "I

watched Wally Schmidt sailing downwind with his daughter, Jean,” says Sevey. “He was sitting in the very back of the boat with his daughter—they were Catholics—and Jean was hanging on to the boat with one hand and crossing herself with the other.”

In light and medium winds, most sail with two people with a combined weight of around 365 pounds. But when the wind is up, a third is brought aboard, usually someone in the 100-130 pound range, to bring the total crew weight to around 475 pounds. Often it's a wife or girlfriend. So, on light-wind days, it's not unusual to see powerboats shadowing the

Kay and Caroline Lilly, in 1934. “I’ve heard all kinds of tales about them,” says Jane Pegel, who won the event in 1957 and was on the race committee at the 2006 Inlands. “One of the tales was that they’d get all the guys drunk, then they’d go out and beat them the next day.” Pegel says that she didn’t take that approach. “I married the sailmaker instead. That was a better way to assure success.”

Whether you were a third or part of the two-person team, one of this year’s biggest attractions ashore was an impromptu wagon race, a fixture at other C regattas as well, held on the club’s sloping asphalt driveway. All it takes is a post-

ponement, which Mother Nature generously provided after the first race. It started with just some distant cheering coming from the parking lot side of the LGYC. In minutes, the lunch tables on the lake side emptied, and a large horseshoe of spectators formed around the makeshift course. With orange, plastic cones placed to create a “dual slalom” course, drivers charged downhill, with each driver precariously balancing a large plastic cup of beer in one hand and trying to steer with the other. There was no clear winner, but lots of turnovers (much cheering), a few lost wheels (unbridled laughter), plenty of spilled beer (serious booing), and a



The 81-boat fleet required a starting line nearly a half-mile long, which, on a relatively small lake meant that various parts of the line were often sailing in different winds. Buddy Melges, at right, with crew Peter Rogers, sailed a new C that was later raffled off. Melges complained that his company wouldn't let him practice in it before the regatta, saying, "They were afraid I'd scratch it."

fleet filled with women and girls ready to climb aboard between races if the wind increases. It's clear they've got a good thing going: let the boys sail in the light stuff, and when it gets fun, join them. Meanwhile, they enjoy being out on the water and the shore side activities.

Not all women, however, are happy to take on the role of thirds. There are a number of top women crews aboard these boats, and in its 100-year existence, women skippers have captured the Inland C title four times, beginning with





The quickest way to power up a C Scow rig is to ease the jackstays, which allows the middle of the mast to sag to leeward, as seen above. As the wind increases, they're tightened, straightening the mast. A modern C layout, at left, includes a radial vang traveler, a beefy backbone to keep the boat stiff, and a range of ergonomically placed controls, including a forestay adjuster at the forward end of the cockpit and dual controls for the cunningham, vang, out-haul, and traveler.

just for this moment. As all 13 stood in front of the crowd, it was the scow equivalent of the hall of fame, and they received a standing ovation for their achievements. Clearly, the audience recognized that they were witnessing a once-in-a-lifetime gathering of scow talent. Then, the former class champions took turns drawing names to raffle off a new C Scow—the one Buddy Melges was sailing in this regatta. The next day, with the raffle over, Melges announced, “Today I’m going to be more aggressive at the start. The boat’s paid for.”

The C Scow’s heyday was in the 1970s and 1980s. Then, regattas with more than 100 boats were common. In fact, for the Inland Championship in 1979, boats had to qualify in order to attend, and even then, there were so many boats the fleet had to be split into divisions. Today, the biggest C Scow regattas tend to attract around 50 to 60 boats. Huse suggests that the emergence of other classes, such as the MC Scow, have taken a bite out of C participation. “It’s worrisome,” he said. “With

the MC, you can singlehand up through certain wind conditions, and you can sail with your wife. It’s a miniature C boat. A C Scow takes a good solid crew in both positions, and that’s hard to find.”

Nonetheless, Melges Boatworks still churns out 25 to 30 new C Scows each year. And while the numbers at big regattas may not match the design’s peak 30 years ago, the boat is no longer solely a Midwest phenomenon. There are currently fleets in the Southeast, around Charleston, S.C., and as far west as Lake Arrowhead, California.

“A lot of people want to sail with two [on a C],” says Burdick, “and if it’s windy, you can put on three.” This flexibility helps introduce new people to the sport and the boat, opening up several avenues for class growth.

Meanwhile, back on Lake Geneva, Sam Rogers from LGYC, along with crew Jamie Kimball, who recently graduated from the College of Charleston, led the regatta from start to finish and clinched his first Inland C Scow championship by just two points over the second-place finisher, Steve Schmidt. In doing so, he joined an elite group of scow sailors who, at some point over the past 100 years, have achieved the same goal. “The Inland has such a long history,” says Rogers, “and to be part of the group that was standing up there on Saturday night—Buddy Melges, Andy Burdick, Harry Melges and all the others—that’s very exciting.” ♦

whole lot of fun for those participating, as well as those watching. As one spectator said, “Here I am, racing scows against some of the best sailors around, they’re my best friends, and I’m having a great time onshore. It doesn’t get any better than this.”

At the centennial banquet, held after the penultimate day of racing, 13 former C Inland champions, ranging from Doug Ziegler, who won in 1947, up through the 2004 winner, Tom Krech, were recognized one at a time and spoke about their experiences racing C scows, recounting their most memorable experiences. Most had traveled to Lake Geneva



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Tech Review



BY TONY BESSINGER

Take Your Show On the Road

YOU MAY NEVER KNOW HOW GOOD (OR BAD) you are at racing your boat until you leave your home waters and test yourself against sailors somewhere else. This is a relatively easy task for dinghy sailors, a bit more of an endeavor for keelboat racers. To entice you to expand your horizons, we talked with two road warriors, guys who have trailered their boats thousands of miles in pursuit of silver and new venues.

Mike Ingham, of Rochester, N.Y., has towed his J/24 as far as central Mexico, because he's a firm believer in sailing his

own boat no matter where he races. "When I first got into J/24 racing, we chartered a boat for the worlds and it was a horrible experience," says Ingham. "Our philosophy ever since has been, 'That's a really long way to go to have a really crappy boat.'"

The key to ensuring any road trip goes smoothly, says Ron Hyatt, of St. Petersburg, Fla., who sails with a program that recently upgraded from a Henderson 30 to a Melges 32, is to prepare. "I'll set time aside before a trip to make sure

In Europe, Mumm 30 sailors race an aggressive schedule that demands road-savvy programs. This Mumm 30 is hauled through the French countryside en route to the Mediterranean legs of the Tour de France à la Voile.

everything's ready, and I'll check out everything on the trailer, from tires to tie-downs, make sure the boat's clean and in good repair. We tell the dealership we're headed for a road trip and ask them to perform any scheduled maintenance and double-check that every-

thing's working well on the tow vehicle."

And what makes the perfect tow vehicle? Both of our road warriors like Chevy Suburbans. "You've got to have enough horsepower to tow your boat easily," says Ingham. "We towed our J/24 to Mexico with a standard, two-wheel drive pickup, and on upgrades, we'd have to shift down to first gear."

"Space in the pickup was also a problem. It was uncomfortable with three people in the truck's cab, and the back, while protected by a cap, was unbearably hot. I found a used Suburban with about 70,000 miles on it for less than \$10,000. Now we have plenty of power, and an area large enough for the guys to sleep."

Hyatt's program has a brand-new Suburban, though it has one significant drawback. "It's the ideal towing vehicle with a huge V-8 in it," he says, "but it only gets 11.3 miles per gallon, whether you're towing the boat or not."

Other ideal tow vehicles include heavy-duty pickups with crew cabs and dual wheels on the rear axle. One favorite among small-keelboat and dinghy sailors is the Ford Econoline van—roadworthiness and sleep accommodations rolled up in one.

There's a simple rule of thumb to determine what type of trailer you'll need, and it depends upon boat size. For boats less than 20 feet, one axle is OK, for boats more than 20 and up to 35 feet, two axles help distribute the load and decrease swaying.

There are four hitch classifications. Class 1 is a hitch attached to the bumper and two points of the vehicle's frame. The max weight for Class 1 hitches is 2,000 pounds, with a 200-pound tongue weight. For Class 2 the max weight is 3,500 pounds, and a 300- to 350-pound tongue weight. The hitch is attached to at least two points on the towing vehicle's frame. Class 3 is regarded as a heavy-duty hitch that can carry 5,000 pounds, with a 500-pound tongue weight; the hitch attached to at least four points on the towing vehicle's frame. Class 4 is for towing 10,000 pounds max, with a 1,000- to 1,200-pound tongue weight. This hitch is attached to at least four points.

Tongue weight is based on the weight of the loaded trailer on a hitch. It isn't the gross vehicle weight of the boat and the trailer, it's the downward weight applied by the trailer equipment on the hitch ball. Generally, tongue weight shouldn't be more than 10 percent of the gross trailer weight. Also, a trailer will tend to fishtail if the tongue weight is too low.

TRAILERING ESSENTIALS

For inevitable on-the-road problems, a spare parts and tool kit is essential. Our trailering experts recommend traveling with a box filled with extra grease, bearings, and a grease gun that works with Zerk fittings. They also recommend carrying hydraulic jacks, one spare wheel assembly with a mounted tire, and a few unmounted tires. An entire axle assembly, complete with a wheel and a tire, can be a crucial backup. Here are a few of their must-have items that will ensure your boat gets to its next regatta in one piece.

1. A wheel chock is a key ingredient to safely changing trailer tires on the road.

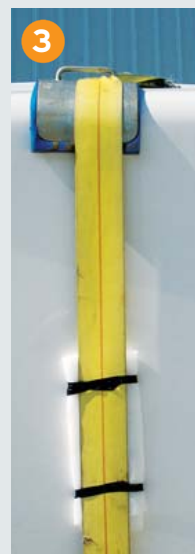
2. Your on-the-road tool kit should include a grease gun to top off the trailer's wheel bearings with marine-grade grease.

3. Tie-down straps will vibrate in the slipstream of the tow vehicle, so they should be padded, which will prevent them from damaging the boat's gelcoat.

4. A keel cover protects the keel from road debris.

5. Tie-down straps should be rated for your boat's weight and should be easy to install and tighten, and remove.

6. Wrapping any mast, particularly one made of carbon fiber, helps prevent road and UV damage.





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This C&C 99 sits on a Triad Trailer customized for the boat. Note the chafe protection on the tie-down straps, the plastic-wrapped carbon rig, and the oversized load banner and warning flags on the front bumper. The trailer attaches to a docking mechanism in the bed of the truck, which helps distribute the load of the boat more evenly.

Although you may not give much thought to your trailer's tires, they're an important part of the towing package. The best tires for towing are rated Special Trailer, and have the designator ST somewhere on the sidewall. They're designed to deal with the extra side loads experienced when the trailer goes around corners. Bias ply tires are OK for short trips, but Radial tires are better for long distances. Look for an "R" on the sidewall, there'll be one if the tire is radial, no markings at all if it's bias ply.

Wheel bearings make the world of boat towing go around, but only if you maintain them properly. Listen for any noise from the bearings and check their temperature by putting your hand on the wheel's dust cover. Even trailer sailors who never back their trailer into salt water need to keep an eye on their trailer's bearings and the grease that prevents them from being ground into slag. Marine trailer-bearing grease provides the best protection, even if you aren't submerging your trailer. Bearing grease can be topped off by use of a grease gun with a Zerk fitting, which should be in your on-the-road tool kit. Look for grease with molydisulfide, which, according to our road warriors, is the best stuff available for trailer bearings.

Some manufacturers are now offering oil-bath bearing hubs, but be aware that they do better when used constantly, or at least rotated once a week. The longer they sit, the more likely they'll have problems as a result of condensation and rust on bearing surfaces. On the up side, they run cooler than grease bearing hubs and oil levels are easier to check.

The larger the boat, the more important your trailer's brakes are. In fact, if what you're towing is over a certain weight (which varies by state), brakes are required. There are two types of brakes: surge, which react to a sudden slowing of forward motion, or electric, which work in conjunction with the towing vehicle's brakes. Surge brakes, which are far more common, can sometimes malfunction, denying you the ability to back up the trailer. Electric brakes are more sensitive to saltwater contamination. Think about how much time your trailer will spend in or near a saltwater environment. If it's a lot, go for surge breaks, if it's not, consider electric, but make sure the junction boxes are encased in resin to keep out the damp.

Safety chains should be crossed under the coupler and then attached to the frame of the tow vehicle. If the ball breaks, the chains will pull the trailer in a straight line, prevent the coupler from dragging on the road, and allow you to pull over safely.

Tie-down straps keep the boat from bouncing around on the trailer when it hits a bump or uneven road service. While recycling your old sheets and halyards seems like a good idea, nylon

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- 2000 Mark Reynolds/Magnus
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- 1999 Eric Doyle/Dawn Riley
- 1998 Paul Cayard /
Betsy (Gelenitis) Alison
- 1997 Chris Larson/JJ Isler
- 1996 Dave Ullman/
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- 1995 Ed Baird/Cory Sertl
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- 1983 Dave Curtis/Wendy Thomson
- 1982 Randy Smyth/Betsy Gelenitis
- 1981 Dave Curtis/Betsy Gelenitis
- 1980 Dennis Conner/Lynne Jewell
- 1979 Ted Turner/Nell Taylor
- 1978 Buddy Melges/Bonnie Shore
- 1977 Ted Turner/Jan O'Malley
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- 1973 Ted Turner/Sally Lindsay
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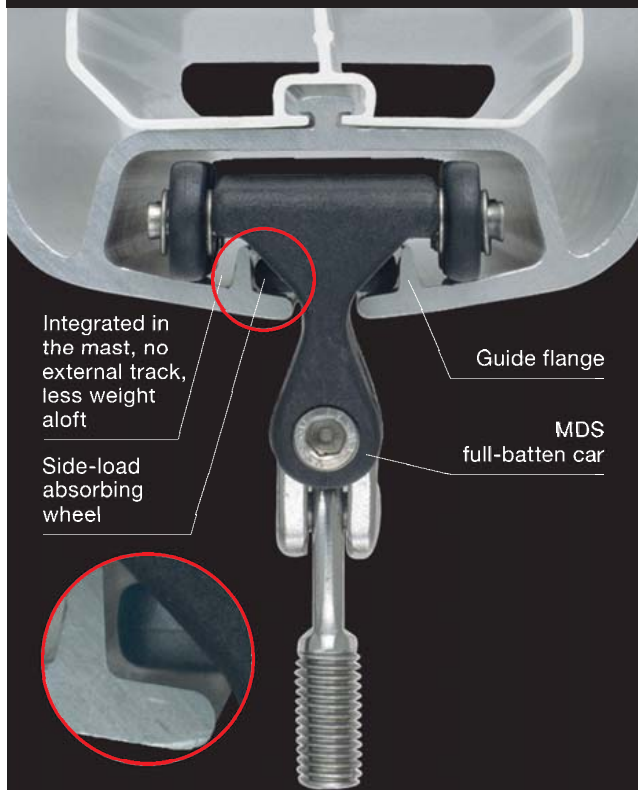

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Each state has different laws about what size boat you can trailer with or without a permit, what the maximum speed limit is, what lights are required, and if trailer brakes are required. To help plan your trip, check out the interactive map at <http://www.boatus.com/trailerclub/laws.asp>. In fact, the entire website at www.boatus.com/trailerclub is a great resource for those who tow, as is *Chapman Trailing*, by Joe Skorupa and Pat Piper, \$14.95, www.hearstbooks.com

webbing straps with ratchets or buckles designed specifically for boat transport do a much better job. Be sure to pad the nylon strap where it comes into contact with the hull to prevent the strap from vibrating your gelcoat off, and check the straps every time you stop.

Hyatt's carbon rig has a canvas cover, but professional boat transporters often use inexpensive plastic wrap to completely cover a boat's rig. Even if you don't cover your rig, protect your halyards by pulling them to the top of the rig and coiling them into a bag at the base of the mast.

Tips from the road warriors

Ingham has developed a practical routine for road trips. "None of our crew has the time off from work to drive both ways," he says. "There are five of us on the crew, so two or three will drive out, the other two or three will drive back. That way there's less time off from work, and it makes the trip more palatable if you only have to drive one way."

Ingham and his crew save time by driving straight through, stopping only for gas, food, and bathroom breaks. Each driver drives a 4-hour shift, then hands off the wheel and goes to sleep. "Everybody sleeps, that's the secret," says Ingham. "You've got to sleep, you can't pick up a book. But if it's your turn to drive, and you're tired for some reason you've just got to stop and switch drivers," cautions Ingham. "It's not worth risking everybody's life."

The Rochester-based crew uses a secret weapon to prevent drivers from nodding off. "You can't fall asleep with a Fireball in your mouth," says Ingham. "If you're getting a little tired, stick one of those in your mouth and you're wide awake."

Both of our experts agreed that bad things can happen on the road. Ingham tells about a J/24 crew that totaled their boat while returning from a regatta in Mexico when a rainstorm stirred up oil embedded in the asphalt.

"Always anticipate that the worst thing will happen," says Hyatt. "Plan your route in advance. One of the scariest things I've done recently is to take the Melges 32 through downtown Chicago to the waterfront. I did a reconnaissance mission without the boat a few weeks before so that I'd be able to find my way around, because you don't get a second chance when you're towing something that big."

Practice makes perfect when it comes to towing larger boats, especially when backing up. "The best advice I can give is to get out there and practice before you get on the road," says Hyatt, who has a commercial driver's license. "Practice with the trailer empty if you can, then with the boat. You need to practice maneuvering in tight spots. I use the hand at the bottom of the steering wheel technique. Push the wheel whichever way you want the trailer to go. There's nothing that will substitute for practice when it comes to jackknifing a trailer or not sticking the mast into a tree." ♦



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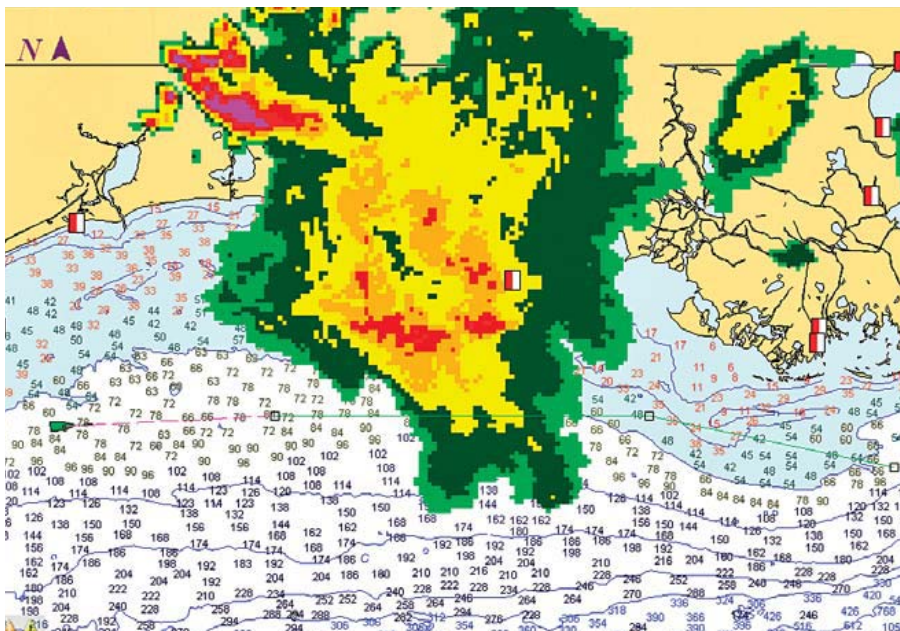
Every butterfingerted sailor will appreciate the **Key Buoy** from **Davis Instruments**. The Key Buoy automatically inflates a bright orange tube once it hits the water, keeping afloat objects weighing 4.2 ounces or less. It's a one-shot deal, so buy a few. \$6.95, www.davisnet.com

If you'd like to brighten somebody's cubicle, or even your own, with day-dreaming fodder, think calendars. Yachting photographers **Onne van der Wal** and **Sharon Green**, two of the best in the business, have calendars packed with images guaranteed to fire up the juices of any sailor. And, our own Doctor of Disaster has unearthed another collection of crashes, capsizes, and shredded kites for **Sailing World's Best of Dr. Crash** calendar. www.ultimatesailing.com, www.van.derwal.com, www.sailingworld.com

Anyone who has scraped a knuckle opening fuel, water, or holding tank cover plates will appreciate the **KeyWiz**. The ergonomic plastic body, which floats, has two stainless steel pins, one of which is adjustable to fit most any cover plate. The top of the KeyWiz accepts a 3/8-inch drive ratchet for some additional torque. \$19.99, www.keywiz.net

We're fans of LED lighting because of

The **C-Vane** wind indicator protects the vane from getting caught in, and destroyed by, another competitor's mainsheet (top). At right is the navigation screen of Nobeltec's Navigational Suite.



the long life and low power requirements. We also like to travel light. Satisfying both of our needs is the **PakLite**, a 1.5-ounce flashlight that snaps to any 9-volt battery and supplies 200 to 1,200 hours of light (longer with a Lithium battery). From \$24, www.9voltlight.com

There are more than a few books available for the racing sailor, but a few of our favorites include *Fastnet, Force 10* by John Rouseman; *Chapman Piloting and Seamanship* by JJ and Peter Isler; *The Race* by Tim Zimmerman; *Fatal Storm* by Rob Mundle; *All This and Sailing, Too* by Olin Stephens; *Comeback* by Dennis Conner; *Temple to the Wind* by Chris Pastore; *Heavy Weather Sailing* by K. Adlard Coles; and *Understanding the Racing Rules of Sailing Through 2008* by Dave Perry.

The expense of replacing a broken wind indicator is annoying. But for any Laser sailor that's had one ripped off their bow or mast during a close quarters mark rounding—the usual culprit being an opponent's mainsheet—the bigger pain is sailing the remainder of the day without the vital feedback the instrument provides. To avoid such a situation, Ryan Minth, a member



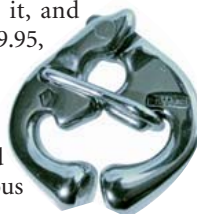
Gill's new wetsuit range, which includes a full-suit and a shortie, has the details any dinghy sailor will appreciate.

of the 2005 U.S. Sailing Team, created the **C-Vane**. This mast-mounted wind indicator has protection above and below the pivot point and wayward mainsheets slide off the frame and harmlessly spin the vane. \$35, www.c-vane.com

Running low on battery power sucks, especially when you need to listen to weather forecasts, charge your cell phone, or find your way around in the dark. Enter the **Weather Channel's Stormtracker Weather Alert Radio-Flashlight** by Vector, an AM/FM/weather broadcast radio/flashlight/cell phone charger that can be powered by a hand crank or batteries. For the true information junkie, they also offer a hand-cranked television. Starting at \$39.95, www.vectormfg.com

For the bowman in your life, check out the opening prefeeder unit from **Wichard**. Wichard's prefeeder eliminates the issue of jammed headsail luffs; open it, clear the jam, close it, and continue hoisting. \$49.95, www.wichard.com

Kerplunk. If you ever hear this sound as your \$300 iPod takes a dip, its precious harddrive frying the second it touches the water, you'll wish you had an **OtterBox**. These waterproof/drop-proof polycarbonate protective hard cases, the best we've seen for the price, are havens for fragile portable music players or handheld GPS receivers. A soft membrane allows you to work the iPod's controls. Cases are available for all units in Apple's iPod line, and are all watertight to three feet. From \$49.95 (iPod Video) to \$19.95 (iPod Shuffle). To make the ultimate combination, toss in a set of



Wichard's Prefeeder greatly simplifies sail changes.



Navigators will like OceanRacing.com's backpack for its neoprene laptop sleeve.

waterproof headphones from **H20 Audio** (\$39.95). www.otterbox.com, www.h20audio.com

Although originally designed for backpackers and mountain climbers, **Jetboil** pressurized gas stoves are perfect for boats looking to reduce weight in the galley. At the core of Jetboil's systems is its FluxRing technology, which enables Jetboil units to boil water twice as fast as



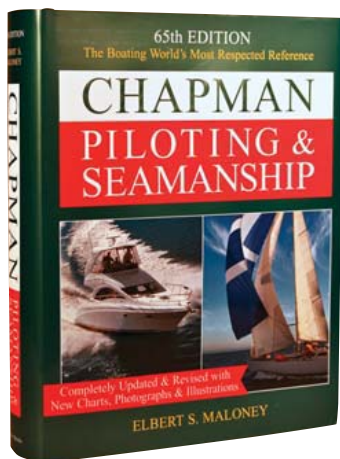
SailFast Bracelets support the Leukemia Cup Regatta Series.

competing stoves, while burning half as much fuel. From \$80, www.jetboil.com

A watch with a countdown timer is a must for racers. We like watches that are easy to read and set, and the **Timex Ironman OVA** (optimal viewing angle) has been getting great reviews. Instead of being worn on the top or bottom of the wrist, the OVA is designed to sit on the side of the wrist and puts the display in your natural line of sight. From \$69, www.timex.com **Oceanracing.com** makes terrific crew gear bags, and its latest, a waterproof backpack, is perfect for navigators. It has a large main



For easy cover plate removal there's the KeyWiz.

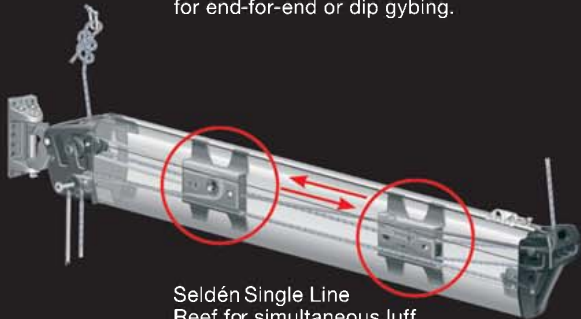


To learn the rules of the road, *Chapman Piloting and Seamanship* is a must-read.

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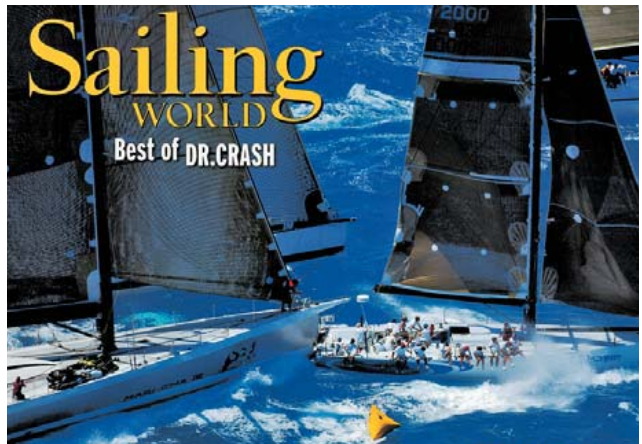
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compartment protected with a coated zipper, and a removable neoprene pouch for a laptop, which fits into an internal waterproof pocket. I made the mistake of letting a colleague take my demo to "try it out." I haven't seen it since. \$150, www.oceanracing.com

Gill has a new line of wetsuits designed specifically for dinghy sailing. All four styles of the **Huraka** wetsuits have "C-Mesh" neoprene on the upper torso to preserve core body temperature by reducing wind-chill and "UltraSpan" flex panels that allow a full range of arm movement. From \$150, www.gillna.com



Pak-Lite turns a 9-volt battery into a miniature flashlight.

Nobeltec announced upgrades for both its **Visual**

Navigation Suite and its **Admiral** navigation software products. In addition to new features such as GRIB file (weather data) support through government sources or OCENS Weathernet (a subscription service) and data strip charts, each application will be able to take advantage of new racing software Nobeltec has developed, the Sailing Plus Pack. The Plus Pack displays polar data, enhanced boat tracking, laylines, and wind indicators, and works with B&G and Ockam instruments. Both VNS and Admiral can also now receive XM satellite radio's subscription service



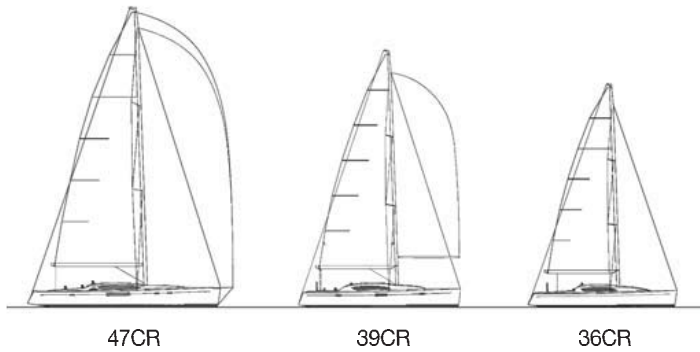
WxWorx, showing live weather and sea conditions in near-coastal and inland waters. You'll be able to view weather radar, wave heights, water temperature, and more in real-time, overlaid on your navigation screen. The information is delivered by a dual-redundant satellite transmission, and an S-Band signal prevents loss of signal during intense thunderstorms. XM satel-

With the Davis Key Buoy, there's no more sinking keys.

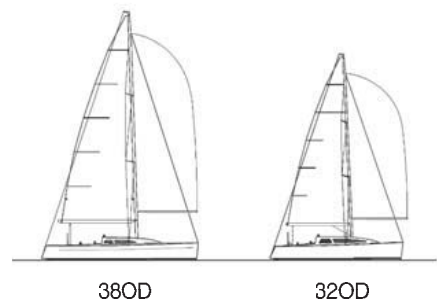


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lite weather is a subscription service, but for those who haul out every winter, XM will suspend the service for the season at no charge, and re-activate it in the spring. Prices start at \$495 for Visual Navigation Suite 9, \$300 for the Sailing Plus Pack and the Weather Plus Pack. www.nobeltec.com



Don't dare take your iPod near the water without an OtterBox waterproof case.

screen in broad daylight and the abundance of weather information. Subscriptions to Sirius weather start at \$29.95 a month. Garmin weather-service-ready plotters start at \$999, www.garmin.com

For those with smaller boats, and a need for navigation and weather data, take a look at **Garmin's** line of small GPS chartplotters that can display weather data from Sirius satellite radio. We used the 376C while racing on the Great Lakes last summer and were impressed with the brightness of the



Reducing weight aloft by replacing wire or rod rigging with more modern materials will work wonders for your boat's performance and its righting moment. Thanks to some of the biggest names in marine rigging, it's getting easier to do.

West Marine Rigging offers **Power-Lite PBO** rigging upgrades, **Southern Spars** offers **Element C6** carbon rigging, **Navtec** uses PBO in its **Z-System** rigging, and **Hall Spars** is product testing carbon rigging. The least expensive of the new, high-tech rigging will cost roughly 30 percent more than rod, but reduces the weight aloft by more than half. www.westmarinerigging.com, www.southernspars.com, www.navtec.com, www.hallspars.com.

What crew wouldn't appreciate a Protector standing by to hold spares, lunches, and beer for the sail in?

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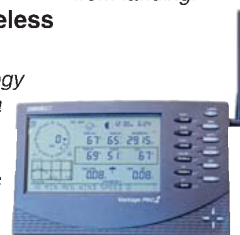
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From the Experts

BOATSPEED BY JEN MORGAN GLASS

WEIGHT PLACEMENT

The crew is positioned perfectly for small chop. From this position, shift weight about 6 inches forward in flat water, and 12 inches back in waves. When the boat starts to plane, keep the bow knuckle out of the water in all conditions.

Transition Into the 29er Skiff

THE 29ER DINGHY IS STEADILY GAINING POPULARITY among youth sailors looking for the skiff experience, and for the next two years, the 14-footer designed by Julian Bethwaite will be used for the boys and girls doublehanded disciplines at the Volvo Youth Sailing ISAF World Championship. But for many young sailors, the transition from other doublehanded boats, particularly the Club 420, to the 29er is challenging. To help get novice teams up to speed, we recently asked a handful of top teams at the 2006 29er Worlds for advice on how to get the most from the pint-sized skiff. The resounding initial response was, “Go fast and have fun,” but obviously there’s more to it than that.

The 29er is a simple, toned-down version of the 49er. The combination of its fine bow, hard chines, full-battened main, self-tacking jib, and asymmetric spinnaker, provide plenty of power that demands a high level of teamwork and coordination.

Put your weight where it belongs

The best 29er teams work in tandem to keep the hull in perfect trim when sailing upwind and downwind. In light air, the crew should be sitting in front of the mast and the skipper inside the boat, near the jib cleat, to keep the stern out of the water and the boat tracking on the sharp bow knuckle. “When the crew is on the wire they should be near the shroud, moving farther back as the waves increase,” says Pepe Bettini, one of Argentina’s best 29er skippers. “When it’s windy and wavy I’ll be driving from near the footstrap, and my crew will be near the middle of the boat.”

These positions apply both upwind and downwind. The basic principal is to keep the bow in the water when the boat is in displacement mode (not planing). As the boat begins to plane, shift the weight aft so the boat rides on the hull’s flat section. “When it’s puffy, I like to sit a bit farther back so my crew can move fore and aft on

the rail to keep the boat in good trim,” says Bettini.

In the 29er, the skipper trims the jib and the crew trims the main, and Bettini stresses that the skipper and crew talk constantly about their trim—and their maneuvers—so they can keep the boat and sail plan balanced, which is critical in the 29er.

“Upwind, the skipper should treat the jib like a main,” says Bettini. “Don’t just cleat it, trim it all the time. Ease the jib when a puff hits to keep the sails working together and match the crew’s action on the mainsheet. After you accelerate, trim in both sails.

For insight on sailing upwind we turned to Cameron Biehl, of San Diego, and Matt Noble, of Richmond, Calif., third at the 2006 Worlds. Biehl says boatspeed in the 29er is most important. “I’m always thinking about speed,” he says. “Speed gives you better angle [being able to sail lower



THE KEY TO A QUICK HOIST

Crews should use their entire upper body to hoist the kite as quickly as possible, swinging their arms and rotating their shoulders to make a few large pulls on the halyard. The skipper must keep the boat flat during the rounding.

downwind and upwind, which gets you to next mark faster], and since there's no real hull speed limit in the 29er, I just keep trying to go faster."

For crews, Noble suggests setting up the main so that it doesn't have to be trimmed that much. Reducing the crew's workload upwind allows him or her to look around and feed information to the skipper. "Because you're going pretty fast you must think ahead," says Noble.

Speed through the tacks

With regard to tacking, Biehl's first thought was again speed. "We tack really fast," he says. "We look for a flat spot and a puff to tack in so we can accelerate [out of the tack]." Their tack is a repeatable, step-by-step maneuver. First, Biehl eases the jib about 2 inches, and then he takes

the mainsheet from Noble. They count-down from three if it's windy; two if it's lighter. At "one," Matt unclips his trapeze harness from the bail and Cameron turns the boat.

How quickly they turn and move across the boat depends on how windy it is and how much power they'll have on the new tack. "The windier it gets, the faster we turn," says Biehl. Through the tack he keeps the main in very tight, and once on

A CRISP, CLEAN TACK

The mainsail remains trimmed through the maneuver, and the crew goes straight to the wire to flatten the boat on the new tack. When roll tacking in light air, it's important that the crew move to the new side as far forward as possible. The crew may even be in front of the shroud.

the new tack, he's ready to ease it just enough to keep the boat flat. Once the crew is settled on the new tack, the skipper should pass them the mainsheet and grab the jib sheet.

Noble adds one other important piece of advice for the crew: "Don't sit down on the new side if it's windy enough to be on the wire; you just don't have enough time [to sit and clip in]. Walk straight out and clip in." The 29er is weight responsive, so if the crew can get to the wire quickly, the skipper can apply power sooner by trimming the main in as they come out of the tack. Trimming sooner allows the boat to accelerate before it has the chance to stall.

Flat around the weather mark

There are a few things 29er teams must do upon reaching the weather mark and turning down the run. If the crew is on the wire, the skipper should lean forward and ease the cunningham, and then the vang. Before beginning the bear away, the skipper typically hands the crew the jib sheet and takes the mainsheet. As they bear off around the mark, the crew eases the jib as the skipper eases the main. Particularly when it's windy, it's imperative for both the skipper and crew to hike and sit back in the boat to keep the bow up and the heel as level as possible. When the crew senses the boat has made it through the downwind turn, and the skipper has the boat under control, it's time to move quickly to the spinnaker hoist. From here it becomes the skipper's responsibility to hike as hard and steer to keep the boat under the mast.

"It's really important to keep the boat as flat as possible when you bear off," stress-



es 29er world champ Silja Lehtinen, of Finland. “The boat goes much better, and it makes the crew’s job easier.” Just like any other boat, getting the spinnaker up and full as soon as possible is the main goal. The first team to accomplish this is going to pull away from the fleet quickly. It’s important for the crew to make use of their upper body while hoisting. The best crews twist their torso and swing their hands out to each side with each pull of the halyard. This method reduces the number of pulls needed. With some experience the crew will know how many pulls it takes to get the spinnaker fully hoisted. As the crew senses they are almost finished with the hoist, they should focus their eyes on the spinnaker sheet so they know exactly where to grab so they can fill the sail before it luffs.

Jibing a 29er may stir a few butterflies in the stomach of new teams, particularly when it’s windy, but Lehtinen and her crew Scott Babbage, of Australia, say there are a few basic techniques to executing



START THE JIBE RIGHT

Windward heel helps the boat carve into the jibe. The skipper focuses on a smooth, precise turn, and the crew hauls in the sheet. The goal is to backwind the kite so the wind pushes the middle of the sail around the jib. The spinnaker will twist if it’s not pre-sheathed enough.

perfect jibes. The most important ingredient, they say, is to have as much speed as possible when going into the jibe. “[To start the jibe] I step in and pull in the old sheet all the way,” says Babbage, “almost collapsing the spinnaker against the new windward side. Then, I pull really fast on the new sheet so the kite pops over to the new side.” If you don’t pre-sheet hard enough, he adds, the kite will twist. “This doesn’t really change through the wind range,” says Babbage. “I just pull harder and faster as it gets windier.”

Using one’s bodyweight to help the 29er turn through the jibe is important, too, and both skipper and crew should pay attention to the boat’s heel. “If you have too much weight [to weather] on the new jibe, the skipper will need to use a lot of rudder to keep heading up—this is slow,” says Babbage.

The difference between an OK jibe and a great one is the speed with which the boat enters and exits the jibe. “Don’t sail too low before the jibe,” says Silja. “And after the jibe,

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Conditions	Vang	Cunningham	Jib Clew	Jib Track	Centerboard	Rig Tension
Light and flat	None	None	Middle hole	Middle hole	Down	16
Light and lumpy	Remove the slack	None	Top hole	Middle hole	Down	16
Medium	Maintain vertical leech	Pull on when easing sheets	Middle hole	Middle hole	Down/ 3 inches up	18 to 22
Windy	Tight	Tight	Middle hole	Middle hole	3 to 8 inches up	22 to 26
Survival	Very tight	Very tight	Bottom hole	Outside hole	8 to 10 inches up	26 to 28

sail high enough to get the boat up to speed, and then use this speed to sail lower?"

When things get really hairy and you're sailing faster downwind than you'd ever thought possible, most people wish they could just get around that leeward mark without jibing. Remaining upright is key in the big breeze races, so sometimes a "safety jibe" is called for.

With the safety jibe, Silja prefers the skipper go in first, and switch the tiller and mainsheet hands [for those using a single tiller]. As she starts turning, Silja crosses the boat, and then she hikes as hard as possible, keeping the main trimmed hard. One more important thing to remember, says Silja, "When you start jibing, don't hesitate." Hesitation allows the boat to slow down and become unstable, which

will almost certainly end with a swim.

For the crew, the safety jibe is not much different from any other jibe. Keep the boat as flat as possible and pre-trim the old kite sheet. But with the safety jibe, once you trim in on the old sheet, don't let it run free. As the skipper turns the boat, cross to the new side with the old sheet in tight, backing the kite against the jib. This will help keep the boat pointed downwind. Be ready to go straight out onto the wire on the new jibe. Once you have the boat stable, jibe the kite as quickly as you can, over-sheeting on the new side as much as possible. When you are comfortable, ease the kite sheet and hike against the new load in the sail. It may be necessary to finish the jibe from the wire on the new side so you have enough lever-

age against the kite once it fills.

Now that we've jibed down the course, making sure to keep ourselves on the headed jibe in the biggest puff, it's time to douse and round the leeward mark. "Make it easy by preparing early," says Babbage. "The crew should step on the sheet [while dousing] to stop it from flapping," says Babbage. After dousing, Scott gets the jib sheet and goes to on the wire as Silja turns around the mark.

As is the case with all boats, the key is to practice enough so that your boathandling is automatic and you have confidence everything you do on the boat, but when it's all said and done, the most important advice all of our experts gave us is, "When in doubt, put your bow down and let her rip!" ♦

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Leave Extra Room For the Rounding

MARK FISCHER, THE LOCAL ACE, CAME FROM behind to win the first race of the championship—a light and fluky one. Then, in strong air, beat us in three of the next five. But the series was close, and after winning the first race the following day, we had high hopes we could beat him in the finale, and take the trophy.

The current was roaring up the Bristol Channel (England) where the tidal rise and fall is the second greatest in the world, and the peak current off Barry is often more than 2 knots. The westerly wind had dropped from its earlier 6 knots to about 4. We would beat parallel to the Channel's north shore against the easterly flood. An immediate tack to port would place us inshore of the fleet, in less adverse current, and provide the benefit of the near-shore divergence, acceleration, and veer in flow that results when the wind flows parallel to shore with water on its left. To ensure that we could be the first to tack to port, I decided to make a late start at the committee boat in the hole that the current would open as the gun fired.

We made our start, but Fischer made a better one, and was able to tack before we did. As we headed right, he was two boatlengths to windward, slightly ahead, and leading the fleet. We headed lower

and faster and gradually worked out on his leebow, but did not gain enough to permit us to tack and cross. The question that now preoccupied us both was when to tack for the offshore mark?

After tacking, we would sail for about 5 minutes on the starboard layline (about one-third of a mile at about 4 knots boat-speed) during which the average 1-knot flood would set us to leeward 600 feet. We would need to sail 600 feet beyond the normal layline before tacking.

We reached that position, tacked, and once on the layline, we could see we were holding the mark against a range on the far shore. I expected Fischer to tack ahead of me, but he held his starboard tack and (inexplicably to me at the time) continued across and to my right. I thought that if I were in his place, I would have tacked dead ahead and thereafter kept him in my bad air. But I wasn't complaining. Now it all depended on who had chosen the better layline.

Two hundred feet beyond where I had tacked, Fischer tacked. As we were still holding the mark easily, and were thereafter gradually working out ahead and to leeward of him, we decided that we had made the better choice. When a 10-degree lift and an increase in velocity appeared,

we congratulated ourselves and presumed we would round with a four- or five-boatlength lead.

But then the wind died and we had to head lower. We could see we were barely laying, and then we were no longer laying the mark. I heeled over, opened the leeches, and we charged toward the mark. We were alongside it, shooting head to wind, expecting to be required to tack, when the crew shouted, "You've made it!" We rolled the boat to starboard, I gradually bore away and we squeaked around with an inch to spare.

But now, after a luff and a sharp turn, we were barely moving in the 2-knot wind and had only the 1.5-knot favorable current to propel us. The spinnaker wouldn't fill and the jib wouldn't come down, and when we jibed, which we had to do to get to the stronger air inshore, the spinnaker stuck to the rigging. And there, a boatlength astern with his spinnaker full on the inshore jibe, was Fischer, rolling over us. We never got him back. All of this had transpired because he had gone another 200 feet beyond our line and had come into the mark with a full head of

Aiming high of the mark can result in better momentum during the rounding, especially when there's adverse current or waves.



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February 2007

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steam, he won the championship and we were second. As we sailed home later, I thought how different the outcome would've been had that final lull not appeared as we closed the weather mark, but I also thought how much smarter Fischer had been to prepare for it.

Sailboat racing is characterized by its intermittency—hours and hours of boredom punctuated by moments of sheer terror! Once out on a leg where speeds are similar and speed differences are the only

When in doubt, especially in light air, waves, or adverse current, sail high around the weather mark.

determinants of progress, positions rarely change and then only at a snail's pace. Most changes occur at starts and mark roundings, and these are the situations to be exploited. Here, many boats gather; only one or two are in clear air; only one

or two can freely advance in the direction desired. These situations provide the opportunities and the wise sailor prepares to utilize them.

Starts and mark roundings always warrant concern, but when conditions are adverse, when speed is difficult to achieve, they become crucial. One must plan the start and the mark rounding so as to assure both the most advantageous position and the best preservation of speed, or even for an increase in speed at the crucial moment, coming down from above the layline as you round the weather mark or coming up from below as you approach the leeward. So as to be able to bear away (or head up) to gain speed when it matters, sail high when approaching the weather mark (and sail low when approaching the leeward mark).

In moderate to heavy air, you gain little speed by altering course, but in light air, upwind and down, major differences are possible and you should preserve the maximum possible for the end of the leg. A speed difference may have little effect along the way, but as the fleet converges to round the mark ahead, an increase of one-tenth of a knot can result in gaining an overlap instead of being buried in blanket and dirty air, or driving over to windward and emerging in clear air.

This applies especially well in big waves that intermittently slow the boat's progress. One must be able to bear away to get up speed after being hit by a wave, and in a chop, one must approach a weather-mark rounding high so as to be able to bear away and carry speed into and out of the turn. Momentum is valuable in adverse current, in any condition that slows the boat, that makes it less able to accelerate, less able to maneuver, less able to escape from a crowd, or in any condition that requires the preservation of speed for a crucial moment to come.

This is, of course, the advice that Fischer had heeded. His local knowledge probably provided insight into the likelihood that the westerly gradient wind would die as the sea breeze came up the Channel and into the major increase in the strength of the current at that outer mark. He must have recognized that I might lay the mark from my early tack, but presumed that his restraint would give him the advantage of making it, if I didn't, or of bearing off and driving over me, if I did. He could not have hoped for the ideal solution that transpired, finding me stopped, head-to-wind, at the mark, waiting for him, but he had certainly prepared for it. ♦

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Off the starting line, you'll find two modes: high and slow to hold a lane to the favored side, or low and fast, if you're in a clear lane toward the advantage.

BOATSPEED BY TERRY HUTCHINSON

High and Slow, or Low and Fast?

THE BASIC CONCEPT OF GOING FAST-FORWARD in a lift, or pinching in a header, has been around for as long as I can remember—or at least since my junior sailing days when my instructor passed along this tactical tidbit along. Going fast-forward—what's also referred to as “making a bearing gain”—is a great weapon to have in your tactical arsenal. Bearing gain, in its simplest explanation, is when you can sit on the rail and watch as you make trees on your competition. Trees equal boatlengths.

To gain bearing on the racecourse you need two things: the first is a boat that is capable of going faster when you press on the bow and twist the sails. A high-performance dinghy can make a better bearing gain than a heavy displacement, full-keel cruiser. The second thing is an understanding of what you're trying to achieve by intentionally sailing high and slow or low and fast.

Understanding how to set up your sails to allow for a fast-forward mode is especially important in one-design sailing. This means understanding how to twist your

sails, and knowing the difference between reaching and going fast upwind. Bearing gain should come with as little compromise to the height as possible. Shifting into a fast-forward mode could be as simple as applying a little backstay without a sheet adjustment, or maybe easing the mainsheet to allow the boat to unload and go faster forward. In a planning boat, say a 505 or 470, there's a fine line between going fast and sailing out of your lane, but you need to set up your sail trim to be able to do both. At some point, the extra load put on your foils by going fast should help you hold your lane. To replicate settings for a variety of modes and wind conditions, mark your sheets, backstays, and any other adjustment. If you spend a lot of time trying to get the sails set up properly, chances are you'll miss a brief window of opportunity to go fast.

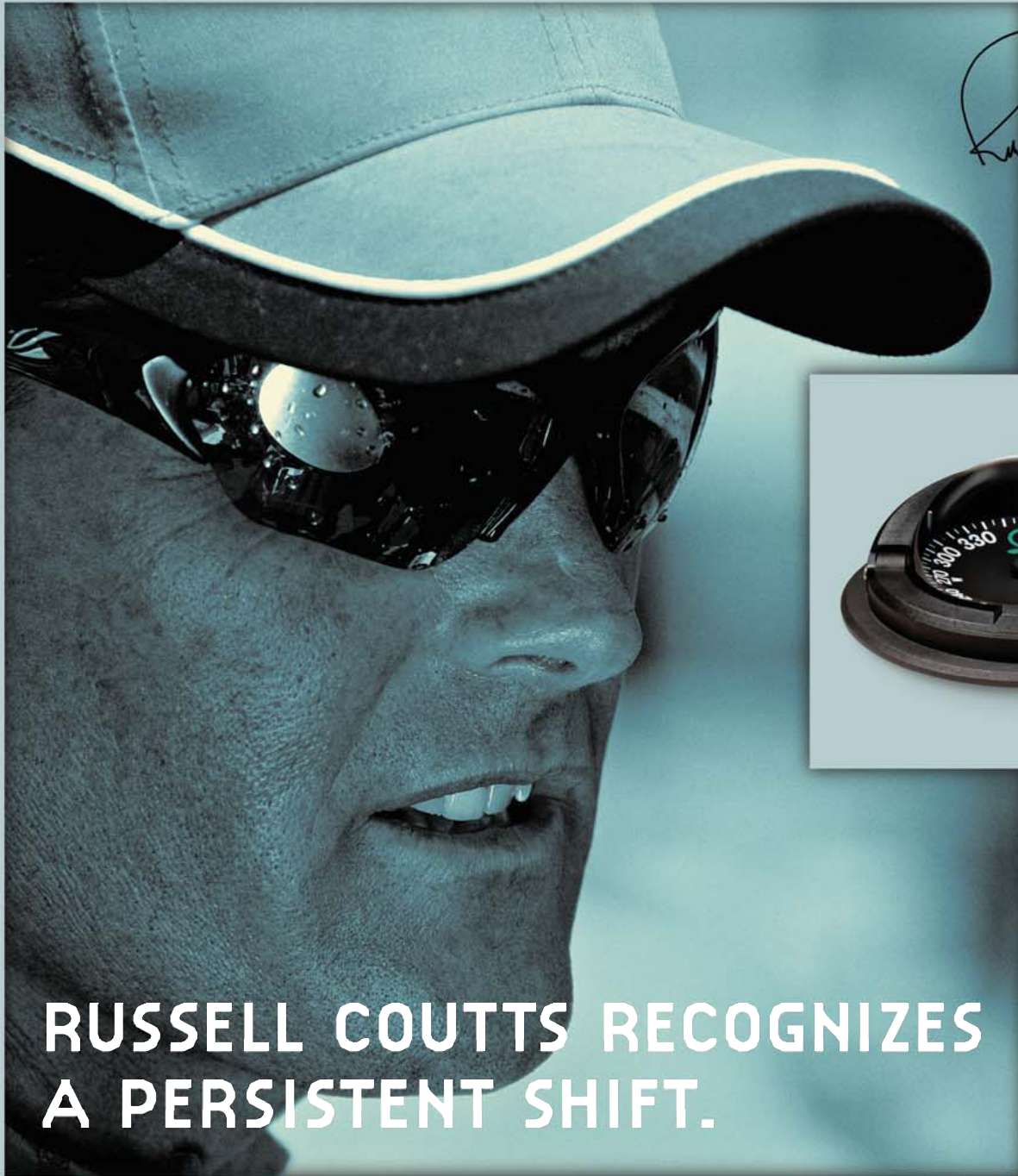
When and where on the racecourse it best to try and gain bearing? There are many different situations, but generally I'm looking to go fast-forward when I know I'm lifted and leveraged near a cor-

ner. For example, if I'm sailing a 2.5-mile beat, and I've tacked on a lift to go toward the top mark anywhere within 2 minutes of layline, I'll work on gaining bearing with the fleet to leeward while also maintaining gauge (the lateral distance between you and the boat(s) to leeward).

Another scenario where I'd be looking to gain bearing is in a breeze where the shifts are oscillating within a 5- to 10-minute period. Sailing fast across an oscillating shift allows you to maximize your leverage and use the maximum amount of the shift before the breeze oscillates in the other direction.

A bearing gain comes from the twist and setup of the sails, but it also comes when the rest of the fleet is positioned on the outside of a shift or stuck in traffic. At the recent Rolex Farr 40 Worlds, with 38 boats, I was always impressed how traffic could act as a blocker, allowing us to gain bearing when we needed to. The lesson there was to be looking for opportunities to get our bow out in front of a group.

When it comes to talking about which



Russell



RUSSELL COUTTS RECOGNIZES A PERSISTENT SHIFT.

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mode to sail in, a lot of the conversation at the back of the boat will be based around true-wind direction, heading, and feel. For example, on a boat with lots of instrumentation, the conversation between the helmsman and tactician will be based around true-wind direction. Here's how the dialogue might go: "With a true wind direction of 185, I'm happy to be two-tenths over target." Here, we have twisted sails and we're going fast, but we're not giving up gauge.

And here's another one: "Wind direction of 180. Target speed is posted target." In this case, the sails are set in a normal upwind mode with normal twist profiles.

"Wind direction is 175, 5 degrees left of average. Target is top speed. Happy to be two-tenths under posted target speed."

It's critical to be aware of what you're doing when you're going for a bearing gain because you do not want to spear off into a corner, potentially sailing extra distance for a shift that never materializes. Therefore, going toward a layline when one tack is long, or going fast in shifty conditions, are the two situations where I really focus on it. But when sailing in the open course, make sure you're monitor-

ing what's happening elsewhere. The team needs to be talking about the changes so the helmsman knows when the mode is working or not working.

When to sail high and slow

First and foremost, I try really hard not to sail in headers. Rule No. 1, sail the lifts, makes life much better. But if you find yourself out of phase, you need to know how to sail the boat two-tenths under target for a period of time. When would you want to do this? A few examples include getting off the starting line, away from a leeward mark, or when a boat is on your leebow, heading into a persistent shift. Another one would be when you're on a layline in the dirty air of a competitor.

In a venue such as Long Beach, Calif., where the locals know to head toward the right side of the racecourse after the sea breeze fills, sailing in high mode is imperative. As a boat stuck in traffic, knowing I have to go right, I would intentionally sail a higher, slower mode to play out the long-term tactical plan. More often than not, the high/slow mode is a traffic mode.

If you find yourself in this mode to execute a tactical plan, adjust your sail setup

accordingly. This can mean a tighter leech on the jib and more load on the mainsail. In some cases it's traveler up with normal trim and pinching on the jib. It can also be more sheet tension while the boat briefly sails high to open windward gauge. I prefer the combination of traveler up slightly and normal sheet tension, which creates a loaded feel to the boat and allows enough twist to build speed when necessary.

Understanding your tactical needs at the time should be the driving factors in selecting any given mode. If you make the decision to go fast-forward, everybody on the boat needs to understand what you're going for at the time and why. This will allow for a constant stream of feedback of performance versus competition so you will know when to change modes. Knowing your set up allows you to quickly and efficiently go from a normal, to fast, to high mode trim. Finally, if you're blindly sailing high and slow, or gaining bearing, there needs to be the conversation of what is the tactical goal for the next three minutes. This basic tactical understanding for the given situation will lead to a better plan, better communication, and ultimately a better result. ♦

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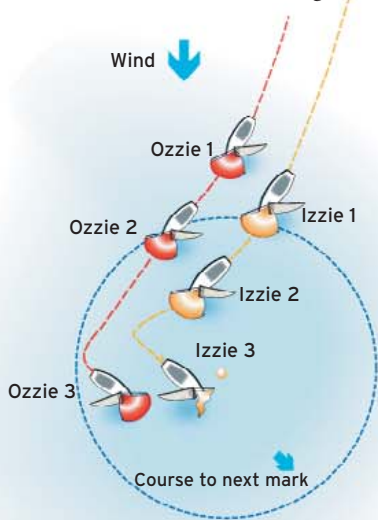


How the Rules Apply to Jibing at a Mark

LAST MONTH I DISCUSSED HOW THE RULES apply when you tack near a *mark*. This month I'll discuss how the rules cover a jibe near a *mark*. The preamble to Rule 18 contains an important principle. Whenever jibing is a "normal part of the manoeuvre" of rounding or passing a *mark*, *room* for that maneuver includes *room* to jibe. *Room* is defined as "the space a boat needs in the existing conditions while manoeuvring promptly in a seamanlike way." ISAF Case 103 tells us the phrase "seamanlike way . . . refers to boathandling that can reasonably be expected from a competent, but not expert, crew . . ."

Note that in big seas and strong winds some boats handled in a seamanlike way may need a surprisingly large amount of space to jibe. Older designs with undersized rudders or with bluff bows will not always bear off at the moment that the helmsman wishes to jibe. If a wave is pushing to windward on a boat's leeward topside near her bow, she may not be able to bear off, even with her helm hard up, until the wave has passed.

The first diagram shows a common situation at a jibe *mark* to be left to port. Let's assume the wind is light enough that boats can jibe whenever they wish. When Izzie reaches the *two-length zone*, she has



Even though Izzie has the right to make a tactical rounding, he must jibe where he would have jibed had Ozzie not been present.

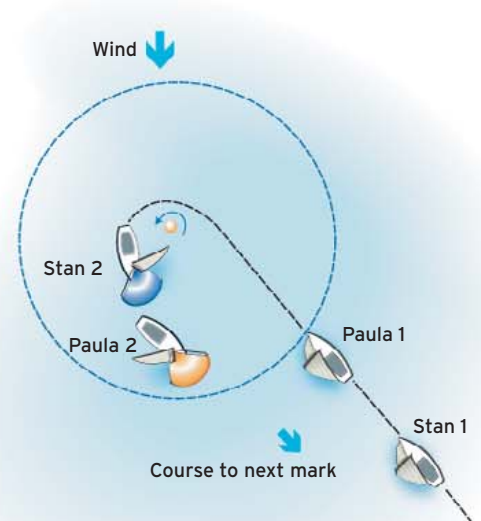
an inside *overlap* on Ozzie. Five rules apply until Izzie jibes. Rules 11 and 18.2(a) require Ozzie to *keep clear* of Izzie. Rule 18.4 states that until Izzie jibes "she shall sail no farther from the *mark* than needed to sail [her *proper course*]." Rule 18.2(d) permits Izzie to bear away to round the *mark* as rapidly as she pleases without any constraint on her turn from Rule 16.1. Ozzie has to sail a longer track outside Izzie and so it is quite possible that he will fall *clear astern* during the rounding. In that case Rule 18.2(b) requires that Ozzie must continue to give Izzie *room*, must also *keep clear* of Izzie, and, if he manages to sail into an inside *overlap* on Izzie, is not entitled to *room*.

Suppose the next leg is a tight spinnaker reach and Izzie wants to be as close as possible to the *mark* as she completes her rounding. Her *proper course* is the course she would sail if she were rounding by herself without Ozzie present. In that case, she would sail wide of the *mark* initially and then, after her jibe, luff up quickly. So, even though Izzie has right of way at position 2, Rule 18.4 requires her to bear off and jibe at that time.

Izzie jibes, luffs quickly, and then her spinnaker collapses, allowing Ozzie to maintain an outside *overlap*. After her jibe, Izzie loses some rights. Rule 11 gives Ozzie right of way as the *leeward* boat, and Rule 18.2(a)'s requirement that Ozzie *keep clear* of Izzie ceases to apply. Rule 18.2(d) gives Ozzie the right to complete his rounding as rapidly as he wishes, but he continues to be required by Rule 18.2(a) to give Izzie *room* to round. Finally, Rule 18.4 stops applying when Izzie jibes.

Let's move on to our next situation: Suppose a fleet is approaching a windward *mark* to be left to port, and the port side of the run is favored. Boats will be on *starboard tack* as they pass to windward of the *mark*, and some boats will opt for a jibe set of their spinnakers. U.S. Racing Rules Committee member Art Engel recently pointed out to me that this common situation results in tricky rule questions. The second diagram shows such a situation.

At position 1, Paula and Stan are both sailing closehauled on *starboard* on the



At position 2, even though Stan is on starboard tack and Paula on port, Rule 18.2 (c) requires him to keep clear of her.

layline, with Paula *clear ahead* when she reaches the *two-length zone*. Paula decides to jibe set, while Stan chooses simply to bear off on *starboard* while setting his spinnaker. Paula's crew is slow to ease the main and so she does a wide, slow rounding before jibing onto *port tack*. Stan rounds cleanly, bears off and heads directly for Paula's stern. At position 2, Stan finds that he must luff to avoid having his spinnaker touch Paula's backstay. He avoids the contact and hails "Protest." How would you decide this *protest*?

Let's assume the facts are as stated above and shown in the second diagram. What rules apply? As the boats approach the *zone*, Rule 12 requires Stan—the boat *clear astern*—to *keep clear* of Paula. At position 1, when Paula reaches the *zone*, Rule 18.2(c) begins to apply. It grants Paula very strong rights, the most important of which is that Stan must *keep clear* of her "thereafter," i.e., from the time she reaches the *zone* until Rule 18 ceases to apply. Rule 18.1 states Rule 18 ceases to apply when both boats have "passed" the *mark*. The word "passed" does not appear in italics and is not a nautical term. Therefore, it is "used in the sense ordinarily understood in general use" (see Terminology in the Introduction to the

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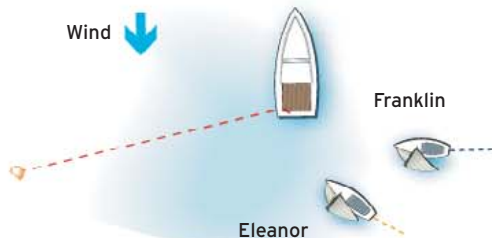
rulebook). My dictionary suggests that the boats have "passed" the *mark* when they are both beyond it, i.e., when it is astern of each of them.

As the boats round the *mark*, Rule 12 continues to apply until Paula jibes. At that moment, the boats are on opposite *tacks* and normally Rule 10 would require Paula to *keep clear* of Stan. However, Rule 10 is in direct conflict with Rule 18.2(c)'s requirement that Stan *keep clear* of Paula. The preamble to Section C of Part 2 of the rules resolves this conflict. The preamble to Section C states, "To the extent that a Section C rule conflicts with a rule in Section A . . . the Section C rule takes precedence." Rule 18 is in Section C, and Rule 10 is in Section A. Therefore, at position 2, Rule 18.2(c) takes precedence over Rule 10, and Stan, who has not quite passed the mark, is required to *keep clear* of Paula. Stan luffed and avoided contact. Therefore, Stan met his obligation to *keep clear* of Paula; his *protest* should be disallowed and neither boat should be penalized.

The rules protect a boat that, like Paula, wants to jibe onto *port tack* at the windward *mark*, but only if she jibes before any boat behind her has passed the

Correction

In the Rules column in the September issue, the second diagram was not the intended diagram. The intended diagram, showing the *leeward* boat, Eleanor, on a closehauled course and the *windward* boat, Franklin, on a beam reach, appears below. Franklin should immediately luff sharply to avoid sailing between Eleanor and the committee boat's stern. If he doesn't, he will force Eleanor to bear off to avoid him and, therefore, break Rule 11. We apologize for the error, which must have made my discussion of the incident involving Eleanor and Franklin quite a mystery.



If Eleanor holds her course, there will not be space for Franklin to sail between her and the committee boat. Franklin should not sail into the gap between Eleanor and the committee boat.

mark. If Paula had delayed her jibe until both she and Stan had passed the mark, Rule 18.2(c) would not have applied when she jibed. In that case, Rule 10 would have begun to apply when Paula jibed, and, if Stan had found it necessary to luff to avoid Paula, she would have broken Rule 10. (Rule 15 would not have applied after Paula's jibe because Stan would have acquired right of way due to Paula's actions.)

The lesson to be learned here is this. If you are approaching a windward *mark* and wish to jibe onto *port* to get to the port side of the run, you should jibe right at the *mark* while Rule 18.2(c) still protects you. If you jibe later, then you must make sure that you can *keep clear* of any *starboard-tack* boats behind you after you jibe

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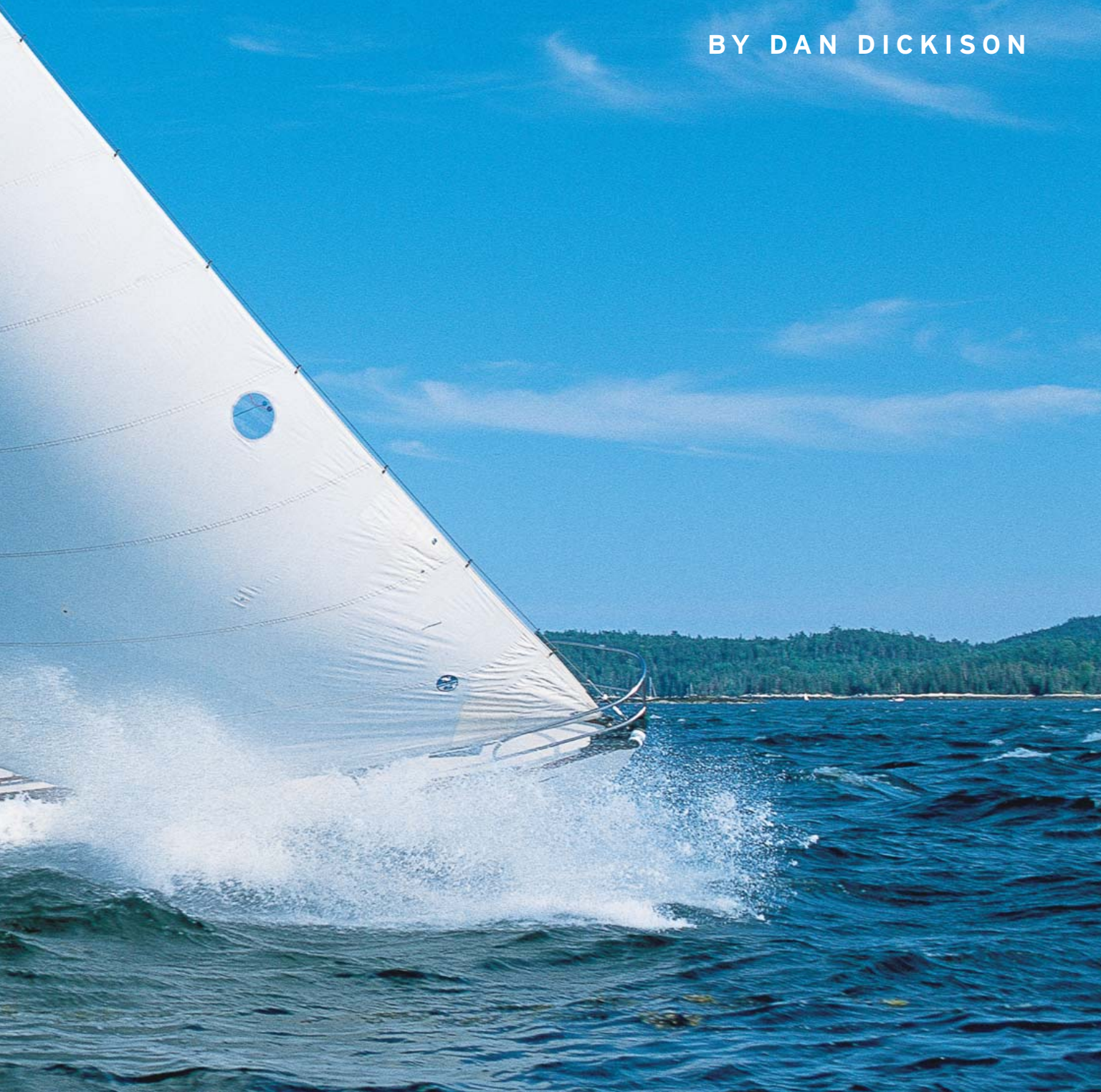
Standing the Test of Time

After 70 years, the NY 32 is still delivering on its design brief, providing close racing and steady, seaworthy performance offshore

AS A WANING BREEZE WAFTED ACROSS CASTINE Harbor on the coast of Maine, history wove its lasting threads into the contemporary scene on a warm summer afternoon in early August. Out on the water, a passel of classic yachts sliced downwind; among them five New York 32s, their spinnakers spread proudly. The occasion was the 70th anniversary of this venerable Sparkman & Stephens design, and in fitting tribute, legendary designer Olin

Stephens was on hand, surveying the scene from aboard a nearby powerboat.

Bob Scott's *Falcon* and Peter Cassidy's *Siren* led the fleet. Scott favored one side of the harbor for stronger breeze while Cassidy and his crew made their way down the opposite side in better current. With pronounced overhangs accenting the graceful sheer lines on their gleaming white hulls, the boats ultimately converged, and *Siren* drew the finish gun on a



shortened course, just seconds ahead of its rival.

That these two boats would compete so ably and evenly after seven decades in existence—and a combined 14 different owners—might surprise some observers, but not those familiar with the NY 32. These craft—20 were built and 18 still exist—were the product of the Henry B. Nevins Yacht Yard in City Island, N.Y., which was renowned for meticulous

craftsmanship and using the best materials available. The New York YC, which commissioned S&S to design the NY 32 in late 1935 as a replacement for its then-old fleet of NY 30s, had considered design plans submitted by five different naval architecture firms. The club's committee stipulated that these boats possess blue-water seaworthiness in addition to grace and quickness.

At that time, in the mid 1930s, there

Bob Scott's NY 32 *Falcon* charges into a fresh breeze. The NY 32 class celebrated its 70th anniversary this summer in Maine.

was a growing interest in offshore racing, particularly the Bermuda Race. According to Francis Kinney and Russell Bourne's discussion of the NY 32s in *The Best of the Best, The Yacht Designs of Sparkman and Stephens*, by 1935, NY YC members desired boats they could com-



Falcon (left) and Peter Cassidy's Siren battle for the gun last August on Castine Harbor in Maine. Five of the 20 NY 32s built gathered for the anniversary regatta.

fortably and safely “race to Bermuda, or across the Atlantic, as well as around the buoys of Long Island Sound.” Ultimately several aspects would distinguish the NY 32s, but initially it was that these were the club’s first one-design boats to offer two important features—auxiliary power and interior accommodations suitable for cruising.

Various accounts describe why the club opted to have the Nevins yard build the NY 32s. According to research conducted by Debbie Rogers, whose family owns hulls No. 11 *Mehitabel* and No. 18 *Gen-tian*, and who serves as the NY 32 class historian, Nevins not only furnished the lowest bid among three prospective builders, vowing to produce the boats for \$10,500 each, but he insisted that only white oak be used for the frames (1-5/8 inches on 8-inch centers) and Philippine mahogany for the planks, which would be affixed with Everdur fasteners. This was a relatively new and expensive material—silicone bronze—but was vastly superior to iron or steel for the given purpose. Noted marine author, John Rousmaniere, has unearthed much of

this information and shares it in his book, *In a Class by Herself: The Yawl Bolero and the Passion for Craftsmanship*.

Nevins, it turns out, was also the only builder who proposed to construct the NY 32s two at a time—upside down over identical male molds—which would enable him to meet an ambitious timetable. It was mid December 1935 when the club announced its intention to have a new fleet of boats built. By late January, 20 deposits had been delivered. Come May of ’36, Nevins, whose employees were working six days a week, began launching a pair of boats nearly every two weeks. Four NY 32s competed in the 1936 Bermuda Race that June, while three others participated at the same time in a race off New Rochelle, N.Y. Nineteen of the NY 32s were launched and ready by the time of the New York YC’s annual cruise that summer, though only 10 participated. And right from the start, these boats were strong performers. One account published at that time refers to the NY 32s as “nigh unbeatable.”

But it would be inaccurate to ascribe the racing prowess and enduring success of the NY 32 solely to Nevins and his obsessive approach to building top-quality, sturdy vessels. The class, it seems, benefited from an uncanny alignment of the planets in the yachting industry. Stephens’

design for the NY 32, which measures 45’4” LOA, traces its heritage directly to the famed 52-foot yawl *Dorada*, which he designed for his father as one of S&S’s early commissions. Launched in 1930, she was a stunning performer. Along with his father, brother Rod, and others, Olin Stephens raced *Dorada* to an astounding victory in the transatlantic race of 1931, and then capped that with a decisive win in the Fastnet Race the same year. Upon returning to New York, the Stephens were feted with a ticker tape parade—a heady and unprecedented affair for the sport of yachting.

It was shortly afterward that S&S produced several designs based on *Dorada*’s lines, but somewhat modified and rendered in a smaller size. By the time those boats were built—*Landfall* in Hobart, Tasmania, *Starlight* here in the United States, and one other that was close to 32 feet on the waterline—S&S’s reputation was assured, and Olin Stephens and his colleagues had developed successful design parameters for boats of this size and purpose.

The fact that the Stephens brothers had worked with Nevins on various boats beforehand and enjoyed a good rapport with the builder—Rod Stephens had worked for Nevins for several years be-

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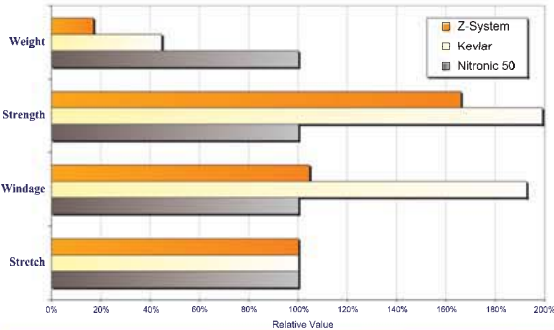
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Even after 70 years, *Falcon*, with Sparkman & Stephens Mitch Gibbons-Neff trimming the kite, isn't afraid of a tight spinaker reach (left). As with any wooden boat, keeping the woodwork shiny is no small feat. *Sapphire* (right) is one of three NY 32s that call Castine Harbor home.

fore joining his brother and yacht broker Drake Sparkman at S&S—was a boon to the project.

Seventy years later, the current president of S&S, Mitch Gibbons-Neff, harbors fond memories of the NY 32. He grew up sailing against some of the NY 32s on Chesapeake Bay. "They were built right," he says, "and they're simple." But Gibbons-Neff identifies something else he considers more vital in the prolonged existence of the NY 32: "The longevity of the class is really owner-generated. There's a true passion for these boats, and you don't see that with newer boats," he says. "These people view themselves more as caretakers than owners; they know they're entrusted with something special."

To make his point, Gibbons-Neff brings up Cassidy, of Marion, Mass., who has restored and cared for hull No. 20, *Siren*, for the past eight years and now actively races



the boat in almost a dozen events each summer. "*Siren* had been converted into a yawl when Peter bought her, and he rebuilt the boat with his own hands. When the restoration was finished, he decided that the boat should have its original rig, so he built a new mast and boom by hand, and those spars looked like they had come right from Nevins' yard."

Cassidy, who works on boats for a living, has nothing but praise for the NY 32. "Wooden boats are pleasing," he says, "and this boat certainly offers that, but it also has a good turn of speed for a boat of its era. Boats like the New York 32 are great boats. They look good and they sail well. We've seen 25 or 30 knots on board *Siren* in the Gulf Stream, and the boat handled

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Olin Stephens (left) designed the New York 32 in 1935 at the request of the New York YC, which sought a replacement for the NY 30s. The 32s were built by Henry Nevins' yard on City Island, N.Y., and launched in the spring and summer of 1936.

fine. I guess it's pretty strong testimony that most of the 32s are still around. They've really stood the test of time."

Perhaps the ultimate measure of the NY 32 is the fact that the design remains competitive after all this time. To wit, Cassidy (with Gibbons-Neff on board) finished 15th of 162 boats in the St. David's Lighthouse Division in the centennial Bermuda Race last June. Many in the class credit the competitive longevity of the boat to Rod Stephens. Widely regarded as a superb seaman, he owned hull No. 17—*Mustang*—for 23 years and was instrumental in refining and modernizing elements of the deck gear and systems during the course of a very successful racing career. In recent years, *Siren* has garnered silver in such classic yachting events as the Opera House Cup and the Newport Classic Yacht Regatta, but also races competitively in the local Wednesday evening series in Marion. To enhance safety and

performance, Cassidy has added a carbon-fiber spinnaker pole and adjustable jib leads, and says he's done well racing under PHRF for the past several seasons.

Cassidy's modernizing moves have been echoed by his 70th anniversary rival in Castine. In the course of owning *Falcon* for 20 years, Bob Scott has taken what he reckons to be 60 or 70 pounds out of the rig by installing high-modulus hal-yards and swapping antiquated Hyfield levers for block-and-tackle running backstays. "Olin suggested that," explains Scott. "It's our way of combining the old and the new."

Despite this embrace of modern technology, the essence of the NY 32 remains unaltered over seven decades, and it translates most clearly when Scott describes what it's like on board under sail. "Everyone who sails *Falcon* just marvels at how well she goes through the water. She leaves very little wake and tracks in a superior way." One of Scott's longtime crew, Greg Smith, considers it a privilege to sail on board *Falcon*, not only because he gets to share the experience quite often with Olin Stephens, but also because the boat, as he says, "is simply wonderful to sail. The feel

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Siren, the last NY 32 built, was the first across the line during the class's 70th anniversary race last August.

on the tiller is exquisite. The boat feels alive, and seems to know where she is going. After racing *Falcon* each summer, I'm convinced that we are still learning all of the potential these boats have."

In the coming months, the NY 32 diaspora—two in Italy, one each in Guatemala,

Holland, New York, and Maryland, eight in New England, and three in the Great Lakes—will be joined by yet another offshore one-design sponsored by the New York YC: the Club Swan 42. Designed by German Frers and built by the Nautor yard in Finland, the 42s will have a decided

emphasis on performance. But as racy as they may appear—and as quick as they may turn out to be on the water—these new boats have a very tough act to follow. After 70 years, the NY 32 shows no sign of easily relinquishing its legacy as the club's pre-eminent offshore one-design. ♦

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PRB, Farr Yacht Design Open 60

WITH *PRB*, VENDÉE GLOBE WINNER VINCENT RIOU AND FARR Yacht Design, have delivered the first of a new generation of Open 60s designed specifically for the 2008 Vendée, and if their “virtual” sailing told them anything before the boat’s September launch, it’s that this solo-racing machine is potentially the most powerful IMOCA 60 ever built.

“In general, [the new 60s] are going to more beam,” says Luke Shingledecker, a naval architect with FYD. “There’s a cap where the angle of vanishing stability [the point at which a boat capsizes] goes lower as you go wider, and this generation will be tucked right up against that cap.” With the beam pushed to a maximum, *PRB*’s upwind performance will suffer in waves, says Shingledecker, but the emphasis with these boats is power reaching, and that’s where wide beam comes into play.

Hull shape, however, is only one variable in the difficult task

of striking a balance with the boat’s sails and numerous appendages—canting keel, canards, high-aspect rudders, and a rotating wingmast with deck spreaders. “It’s complicated with such a wide boat with a powerful stern section,” says FYD’s Jim Schmicker, “but we made sure we didn’t have a boat that would be nosediving downwind at high speeds.”

One noticeable feature is the chine in the aft section of the hull. Eliminating the curve allows them to reduce the structure weight in the back of the boat, says Schmicker, and when the boat is upright, the chine helps “peel off the water” so it doesn’t wrap up and around the hull. It works against them when the boat is sailing heeled upwind in waves because the water flows up and down the chine instead of along it. However, as Shingledecker points out, “*PRB* is a fast reaching boat, and that’s where the chine will help reduce drag.”



There is a “healthy” amount of sail area piled onto the tall wing-mast, and the deck spreader rig configuration, now common on Open 60s, provides a low center of gravity while allowing wide sheeting angles for reaching headsails.

To save weight and eliminate potential gear failures, PRB’s project manager, Gregoire Metz, says they’ve eliminated deck hardware wherever possible. “For example, we’ve avoided having headsail car tracks, and instead have fixed points with loops, ropes, and rings.” Riou’s team also crafted many of the blocks and hardware themselves, wherever it was cost-effective.

The semi-circular mainsail track and central utility winch dictate PRB’s cockpit design. This arrangement centralizes weight, simplifies line management, and provides a protected working space for Riou. All halyards and control lines run aft from the mast through a belowdecks tunnel, led to a bank of 14 clutches.

As was also the case with the Volvo 70s, much of the belowdecks secrecy surrounds the elaborate internal structure. “The mast, keel, and canards are all really close together and it’s complicated structural arrangement,” says Schmicker. “These three elements link together to get the lightest, most efficient structure possible.”

As much as the designers have had their say, the latest PRB is considered Riou’s vision of what he feels is a reliable all-around boat. And in terms of potential, Metz is confident they’ll see speeds as high as 35 knots. Such a number means nothing in distance racing, however; it’s the pace. “The average should be 23 to 25 knots, which is a very good pace for a singlehander,” says Metz. “Those are the speeds that three-quarters of the sailors around the world will never achieve.”

—DAVE REED



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"Owners want some level of stability because this costs a lot of money. IRC is still pretty young, I hope they don't let it get like IMS."

AFTER OWNING THREE DIFFERENT BOATS designed to, or modified to fit, five different rating rules, one would think Dan Meyers had had his fill of handicap racing. However, the 43-year-old retired businessman is committed to playing at the top of the game, no matter the rule *du jour*. After several years of solid results with the Farr 60 *Numbers*, a 10-year-old IMS design that's been modified to compete under IRC, he's now deep into the planning process for something new.

What's the problem with handicap racing in the United States?

With previous rules, there has been a lack of stability. Our 47-footer was obsolete before it was even launched. People laughed, but that wasn't funny. The launching gestation for IMS wasn't long enough. Owners want some level of stability because this costs a lot of money. The world tries to make this more complicated than it needs to be. They could easily make changes every three years. IRC is still pretty young, I hope they don't let it get like IMS.

Do you see fallout from changing rules?

PHRF is OK, but it doesn't work well in New England where it's a bit of a mystery how it works. As a result, the Marblehead fleet is shrinking. People aren't dumb; they vote with their feet and they go where they think it's fair. That's why people are now sailing Etchells and Shields.

Was there a period where one rule provided you with exciting racing?

We had a great season in 2004. IMS was in a good place. Our IMS Farr 60 was seven years old and we were still on pace with [sisterships] *Hissar* and *Rima*. The average split that summer between first and fourth was around 45 seconds to one minute. That's one bad tack or missed shift. Now we're getting into a new boat; otherwise we wouldn't be in the hunt.

This year at Key West we had the best crew and everyone walked away feeling they sailed as well as they could, and we were third.

Will the next generation of rules have that stability you are looking for?

I have a lot of faith in the box rule and IRC but you have to have stability. The TP 52 has worked really well and rates well under IRC. They've had a tremendous amount of fun racing against each other and it's really good to see professional sailors, particularly from America, in Europe earning big paychecks. Nothing's perfect, I know. They are now on their third and fourth generation boats, but that's not a surprise, this is rarified racing.

Will you put together another rule-specific boat?

I'm looking into the [Storm Trysail Transpac] 65, but I'm still going to sail most of my regattas under IRC. Or an IRC 60, but the boat has to fit well with what I plan on doing. I've raced under five different rules and I'm not sure that many changes in such a short period of time gets back to the fun, safe, fast, and seaworthy concept the rules should be addressing. I'm not advocating legislating mediocrity; there needs to be a more constant bead on the responsibility of the rules committees. The sport is doing well and if they use their heads and use logic, it will do well.

You've been given grief for bringing your professional sailing friends along to smaller events; is it justified?

These guys are truly my friends. Brad Butterworth sailed the PHRF New England with me this year and it was great to see him on the porch of the Corinthian YC for anyone to approach him. That's good for the sport. This is the last sport where a moke like me can sail on the same track as the best guys in the world.

—CHRIS MUSELER

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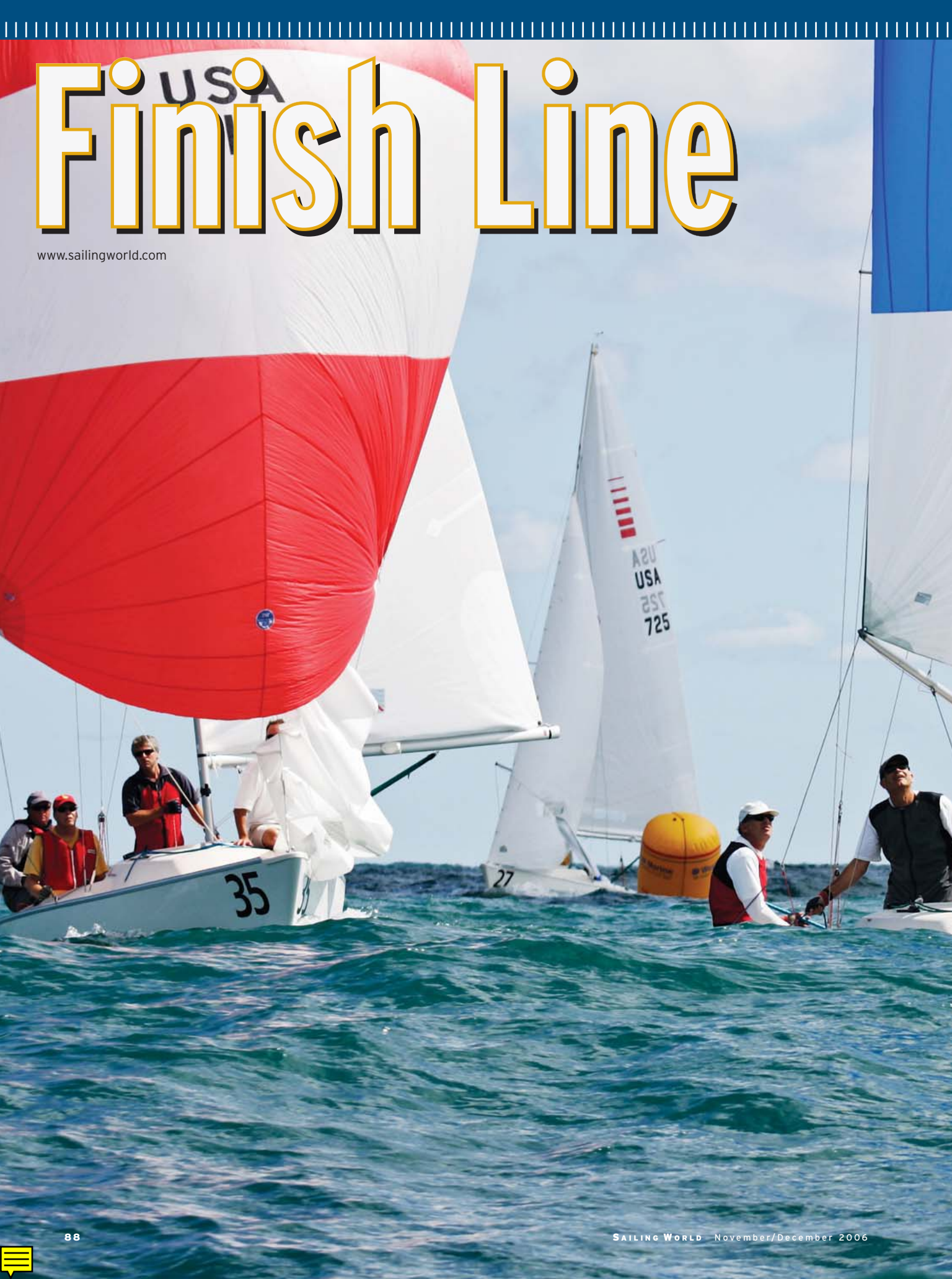
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TIM WILKES

SONAR NORTH AMERICANS

Despite being called over early in the first race of the series, Peter Galloway (sail No. 701) sailed *Fast Forward*, to an overall win at the Sonar NAs in Rochester, N.Y., in August. Bill Lynn, who had won the two previous championships, was second overall. Dave Curtis was third. The 27-boat fleet sailed a 10-race series with one throwout. www.sonar.org

THE CORK REGATTA

Held each year in mid-August, The CORK Regatta attracts many dinghy classes, including the Byte, Laser 4.7, Club 420, 29er, Laser 2, Byte CII, and International 14. Lasers, which are broken into gold and silver fleets, and Laser Radials, which are divided into gold, silver, women's, and bronze fleets typically have the biggest numbers at the event. Michael Kalin only scored one first-place finish on his way to winning the 43-boat Laser gold fleet. Sam Fuller, who scored four first-place finishes after the class break, won the 40-boat Laser silver fleet. After dropping a 20th-place finish, Rosie Chapman claimed top spot in the 60-boat Radial gold division, which also gave her the win in the 15-boat Laser Radial female class. www.cork.org

THISTLE NATIONALS

Greg Fisher won the 40-boat Thistle Nationals, sailed out of North Cape YC, Mich., in August. According to a Thistle class insider, the top three positions (Skip Dieball and Paul Abdullah were second, and third, respectively) at this event are no surprise, given all three skippers have years of experience in the class. Instead, it's younger sailors like Kyle Finefrock, Chris Murphy, and Chris LaBorde (fourth, fifth, and seventh, respectively) who are now making their presence known at the front of the fleet. www.thistleclass.com

J/105 NORTH AMERICANS

Hopefully, Tom Coates will never grow tired of adding silver to his chock-full trophy case. His most recent win happened in the waters off San Diego last August, where his team on *Masquerade* won the 31-boat J/105 NAs with an impressive seven-race, 30-point scoreline. Second overall was *Wings*, another successful J/105 team, led by Dennis and Sharon Case. Gary Mozer and Doug McLean's *Current Obsession* was third overall. www.j105.org

RHODES 19 NATIONALS

Jud Smith won the Rhodes 19 Nationals, held in August in Rockport, Mass. In the five-race series, Smith scored four firsts and a second, which he threw out. Second overall, 6 points behind Smith in the 37-boat fleet, was *Sweep*, skippered by Gretchen Curtis. Conway Felton's *Seguin* was third. www.rhodes19.org

S2 7.9 CLASS CHAMPIONSHIP REGATTA

Twenty-nine S2 7.9s met in the waters off Macatawa Bay YC, Mich., to decide the class championship last August. After seven races, Spike Boston's *Frequent Flyer* was crowned champion, with a total of 16 points after throwing out the final race, which *Frequent Flyer* didn't sail. Second overall was Jeff Pandnos' *K2*, and in third, was another Boston family member, Tac, who skip-



BUCCANEER 18 NAS

The Buccaneer 18 class sailed its North American championship out of Waukegan YC, Ill., last August. Thirty-seven entries made the event the largest in the class's 35-year history. Dan and Jill Feldman won three races in their rebuilt 1975 Chrysler-built *FUGLY*, and placed fourth overall in the A fleet, which was won by David Spira, sailing with crew Phillip Ryan. Anthony Chapman and Chris Robertson were the 13-boat B fleet champs. www.buccaneer18.org

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FORCE 5 NATIONALS

Fred Meno sailed his Force 5 dinghy to a win at the class's annual championship, sailed last August out of the Buffalo Canoe Club, in Ontario, Canada.

Out of first place by only 1 point, and winning a tiebreaker to take second overall was Courtney Young.

www.force5sailboats.com

DOWNEAST RACE WEEK

Co-hosted by the Northeast Harbor Fleet and Kollegewidgwok YC, Maine's Downeast Race Week scores yachts in the two-race

Nevin Cup and a three-day cruise in August. Jeff Becton's Ohlson 41, *Ariana* was the top boat overall in the 26-boat fleet.

Bob Johnstone's J/100 *Tern* was runnerup, and third was Hal Kroeger's Morris 52, *Far Out*.
www.downeastraceweek.com



LANDS' END LARCHMONT NOOD

Arthur Kelley's Frers 33 *Brilliant* won the Frers 33 division at the Lands' End Larchmont NOOD in September. Eighty-two boats in nine classes sailed in the two-day event, hosted by Larchmont (N.Y.) YC. Winning the 15-boat J/105 class, the largest in the event, was Kevin Grainger's *Cyan*. Adrien Begley's *Mad Dogs and Englishmen* won the J/109 class, which earned Begley and his crew the Lands' End Larchmont NOOD Overall Trophy, which entitles them a slot at the Caribbean NOOD Regatta Championship in the British Virgin Islands in November. www.sailingworld.com

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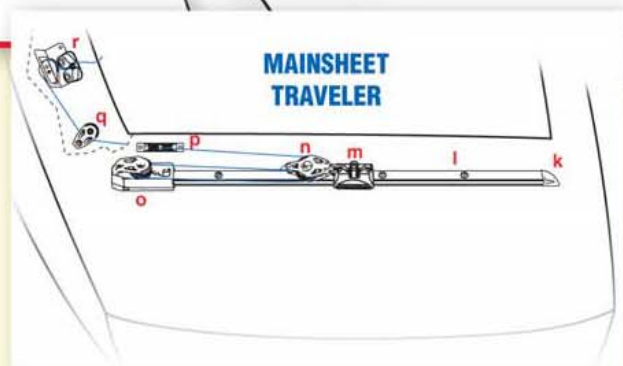
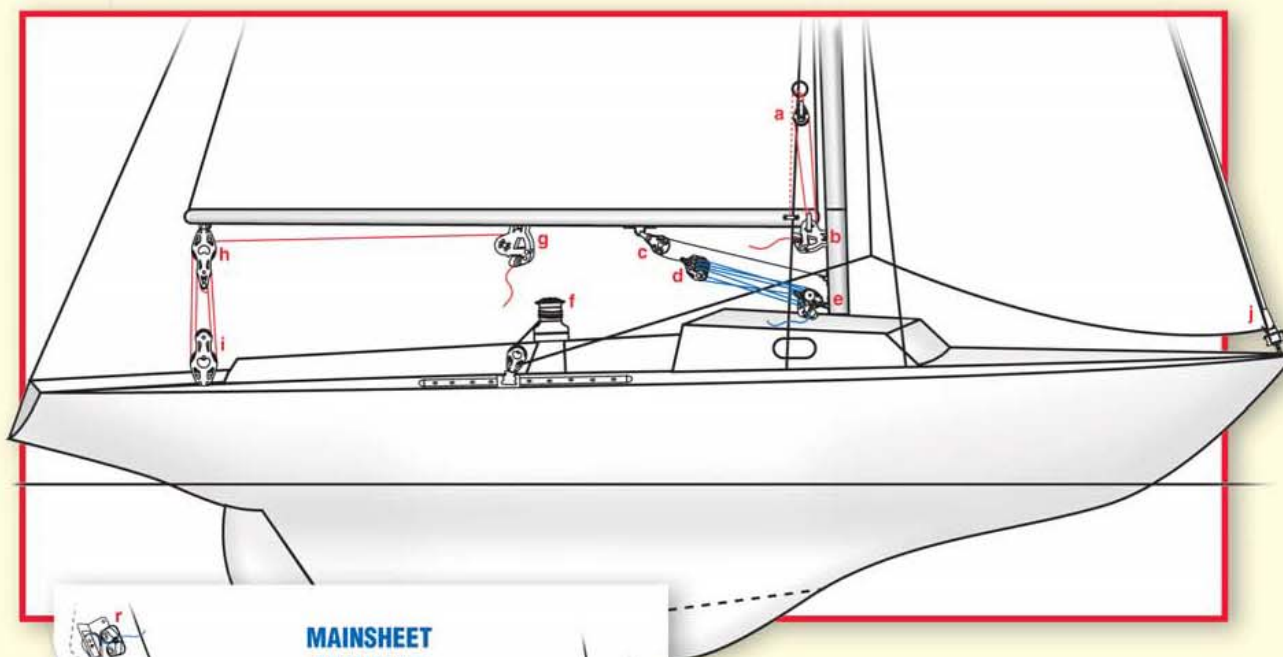
THE ENSIGN

The Ensign was designed in 1962 by Carl Alberg as a family daysailer and one-design racer. A development of a previous Alberg design called the Electra, this 22.5' fiberglass sloop features a big, deep cockpit, generous displacement and 1,200 pounds of internal lead ballast. Although you'll never see an Ensign planing around the buoys, an overlapping genoa and large spinnaker make this "little big boat" a responsive, enjoyable tactical racer. From the beginning Class officers have worked to keep the Ensign as close to the original design as possible, with equipment modifications kept to a minimum. As a result, these boats have held their value, are easy to handle, and still win races, keeping the class vital and strong.



www.ensignclass.com

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



MAINSHEET TRAVELER

MAINSHEET TRAVELER

The stern-mounted traveler features 3:1 controls that lead forward under deck to a Cam-Matic® cleat for fast, precise trimming.

MAINSHEET

This 4:1 mainsheet system features two 57 mm Carbo fiddle blocks with high-load ball bearings for low-friction operation. A pivoting exit block mounted on the boom directly above the trimmer provides powerful two-handed sheeting.

VANG

The vang features a 6:1 cascade inside a 2:1 purchase for a 12:1 mechanical advantage. This system pivots allowing crew to adjust tension on either tack.

CUNNINGHAM

The cunningham is a cascaded 4:1 system (2:1 inside a 2:1 purchase). A pivoting exit block allows access to the cunningham control line from either side of the boat.



FURLING

FURL AND SET JIB FROM THE COCKPIT

HARKEN.COM

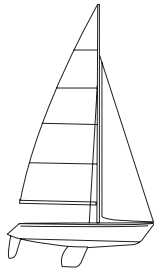
IDEAL 18 ▼

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

IDEAL 18 CLASS ASSOCIATION

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

LOA17' 10" SA168 sq. ft.
Draft3' 3" I19' 0"
Disp.1,240 lb. J7' 0"
Ballast700 lb. HullFiberglass



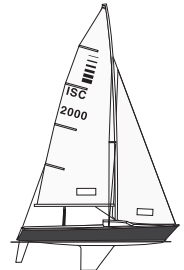
SONAR ▼

The 23-foot Sonar one-design keelboat has something for everybody. Designed by Bruce Kirby, it is an ISAF recognized high-performance racer and a comfortable daysailer—just right for getting the entire family or friends on the water together.

SONAR CLASS ASSOCIATION

43 Cottage Farm Road, Brookline, MA 02446
Phone: (617) 738-1021 • Fax: (617) 731-7903
www.sonar.org

LOA23' 0" Disp.2,100 lb.
LWL19' 11" Ballast900 lb.
Draft3' 11" SA (main & jib) ..250 sq. ft.



THE DAY SAILER ▼

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

DAY SAILER ASSOCIATION

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

LOA16' 9" Disp.575 lb.
Beam6' 3" SA (main & jib) ..145 sq. ft.
Draft up/dn9"/3' 9" SA (spin.)96 sq. ft.



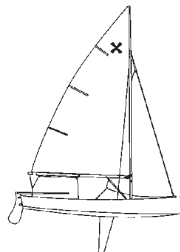
WINDMILL ▼

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

WINDMILL CLASS ASSOCIATION

1856 Runnymede Road
Winston Salem, NC 27104-3110
Email: achauvetnet@triad.rr.com • www.windmillclass.org

LOA15' 6" SA Main84 sq. ft.
Beam4' 9" SA Jib35 sq. ft.
Draft up/dn6"/4' 2" Weight198 lbs. (min)



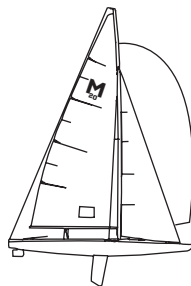
M20 ▼

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

M20 CLASS ASSOCIATION

Steve Smith, 1400 W. Buckingham Dr.,
Muncie, IN 47303-9302.
Email: r.s.smith@comcast.net • http://m20-scow.com

LOA20' 0" SA (main & jib) ..175 sq. ft.
Beam5' 8" Spinnaker250 sq. ft.
Weight595 lb.



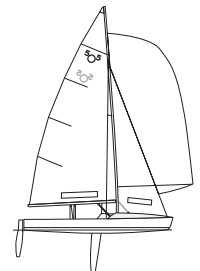
505 ▼

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

INTERNATIONAL 505 CLASS YRA

Tyler Moore, President, American Section,
tylermoore@verizon.net (757) 897-2127
Jeff Nelson, Vice President, American Section,
jefnelson20032003@yahoo.com, (714) 623-0019

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



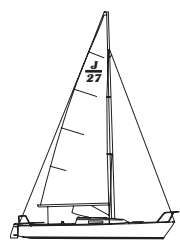
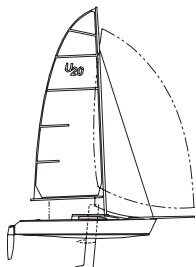
ULTIMATE 20 ▼

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

ULTIMATE 20 CLASS ASSOCIATION

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

LOA20' 11" Disp. (sailing)1350 lb.
LWL18' 0" Ballast450 lb.
Beam8' 4" SA (main & jib)305 sq. ft.
Draft up/dn8"/5' 0" Asym. Spinnaker452 sq. ft.



J/27 ▼

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

J/27 CLASS ASSOCIATION

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

LOA27' 6" Beam8' 6"
Draft4' 11" Disp.3,800 lb.

TASAR ▼

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

NORTH AMERICAN TASAR ASSOCIATION

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

LOA14' 10" Draft up/dn6"/3' 0"
Beam5' 9" SA (main & jib)123 sq. ft.



MARTIN 242 ▼

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

INT'L MARTIN 242 CLASS ASSOCIATION

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

LOA24' 2" Ballast930 lb.
Beam8' 0" Sail Area280 sq. ft.
Displacement2500 lb. Headsail110%



For advertising info call Michelle Roche at Sailing World 401-845-5140 • michelle.roche@thesailingcompany.com



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RELIABLE, RUGGED AND EFFICIENT

HARKEN.COM

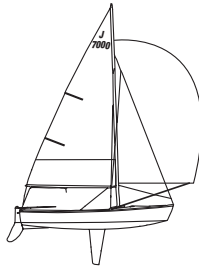
BLUE JAY ▼

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

INT'L BLUE JAY CLASS ASSOCIATION

P.O. Box 651, Mantoloking, NJ 08738
(732) 295-0238 • Fax (732) 295-0238
www.sailbluejay.org

LOA13' 6" Draft up/dn.....5" 3/9"
LWL10' 7" Weight.....275 lb.
Beam5' 2" SA (main & jib).....90 sq. ft.



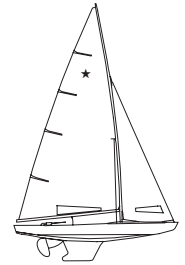
STAR ▼

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

INT'L STAR CLASS YACHT RACING ASSOCIATION

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

LOA22.7' Weight1479 lbs.
Beam5.7' Sail Area.....285 sq. ft.
Draft3.3'



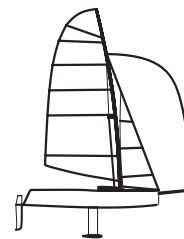
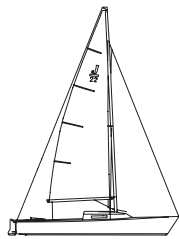
INTERNATIONAL J/22 ▼

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

J/22 CLASS ASSOCIATION

Christopher Howell Executive Secretary
12900 Lake Ave., #2001, Lakewood, Ohio 44107
(440) 796-3100
Email: classoffice@USAJ22.com • www.j22.org

LOA22' 6" Draft.....4' 0"
LWL19' 0" Disp.....1,850 lb.
Beam.....8' 0" SA (main & jib)...242 sq. ft.



BONGO ▼

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

BONGO CLASS ASSOCIATION

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

LOA15' 2" SA (main & jib).....131 sq. ft.
Beam.....6' 6" SA (Asym. Spin).....147 sq. ft.
Draft (lifting keel).....3' 11" Ballast Bulb100 lb.
Weight.....415 lb.

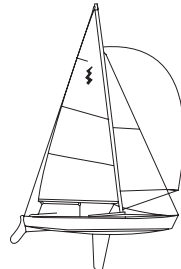
LIGHTNING ▼

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

INT'L LIGHTNING CLASS ASSOCIATION

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

LOA19' 0" Weight700 lb.
Beam.....6' 6" SA177 sq. ft.
Draft up/dn5" 4/11" DesignerS & S



Y-FLYER ▼

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

Y-FLYER CLASS ASSOCIATION

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

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



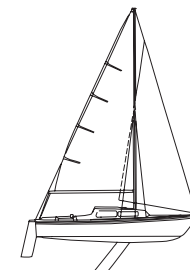
FLYING SCOT ▼

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

FLYING SCOT

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

LOA19' 0" Disp.850 lb.
Beam.....6' 9" SA (main & jib)...191 sq. ft.
Draft up/dn8" 4/0" SA (spin).....200 sq. ft.



CATALINA 22 ▼

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

CATALINA 22 NATIONAL SAILING ASSOCIATION

Ted McGee, Secretary/Treasurer
3090 Post Gate Drive, Cumming, GA 30040
Phone: 770-887-9728
secretary@catalina22.org • www.catalina22.org

LOA21' 6" Beam7' 8"
Sail Area.....205 sq. ft. Displacement2380
Draft up/dn1' 8" 5/0"

OPEN 5.70 ▼

The Open 5.70 is meant for sailors who have experienced fun surfing on small dinghies or catamarans and want to find once again the same sensations on a small, safe, sport keelboat. As an International OD Class, the Open 5.70 is a fantastic, fast sportboat supported by a friendly and active Class Association.

OPEN 5.70 NORTH AMERICAN CLASS ASSOCIATION

5825 Troost Avenue - North Hollywood, CA 91601
Email: info@open570usa.com
www.open570usa.com

LOA20' Displacement1,020 lb.
Beam.....8' 6" SA (Main & Jib) ..280 sq. ft.
Draft up/dn8" 4/59" Asym. Spin.387.5 sq. ft.



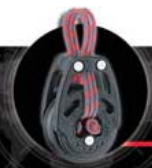
FLYING DUTCHMAN ▼

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

INT'L FLYING DUTCHMAN CLASS ASSN, US

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

LOA19' 10" SA Main.....110 sq. ft.
Beam.....5' 8" SA Genoa.....90 sq. ft.
Weight.....364 lbs. SA Spinnaker...226 sq. ft.



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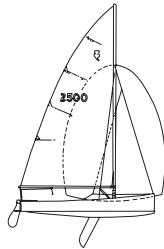
THISTLE ▼

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

THISTLE CLASS ASSOCIATION

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

LOA17' 0" Weight.....515 lb.
Beam6' 0" SA (main & jib) ..191 sq. ft.
Draft up/dn6" / 4' 6" SA (spin.).....220 sq. ft.



JET 14 CLASS ▼

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

JET 14 CLASS ASSOCIATION

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

LOA=LWL.....14' 0" Weight285 lb.
Beam4' 8" SA main & jib113 sq. ft.
Draft up/dn.....4" / 4' 2" Spinnaker150 sq. ft.

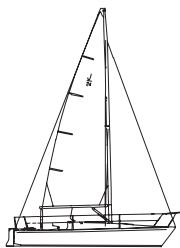
INTERNATIONAL J/24 ▼

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

INTERNATIONAL J/24 CLASS ASSN.

Eric Faust, Executive Director
7793 Burnet Rd., #15, Austin, TX, USA 78757
(512) 266-0033
Email: director@j24class.org • www.j24class.org

LOA24' 0" Draft4' 0"
LWL20' 5" Disp.3,000 lb.
Beam8' 11" SA (main & jib) 263 sq. ft.



FORCE 5 ▼

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

FORCE 5 CLASS ASSOCIATION

www.force5.us
LOA.....13' 10" Weight.....145 lb.
Beam4' 10" SA91 sq. ft.

ENSIGN ▼

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

ENSIGN CLASS ASSOCIATION

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

LOA22' 6" Draft: full.....3' 0"
LWL16' 9" Disp.3,000 lb.
Beam7' 0" SA (main & jib) ..290 sq. ft.



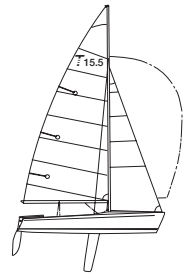
TRANSFUSION 15.5 ▼

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

T 15.5 RACING CLASS ASSOCIATION

30-B Mitchell Road, Ipswich, MA 01938
(978) 356-1764
www.transfusionboats.com

LOA15' 9" Ballast40 lb.
LWL15' 0" SA (main & jib) ..175 sq. ft.
Beam6' 4" SA (spin.).....140 sq. ft.
Disp.385 lb. DesignerRob Darling



SOVEREL 33 ▼

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

SOVEREL 33 CLASS ASSOCIATION

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

LOA33' Draft5.83'
Beam11' Disp.5,800 lb.
SA (Upwind).....766 sq. ft SA (Downwind).....1225 sq. ft.

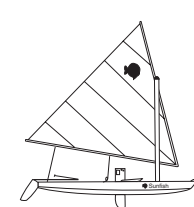
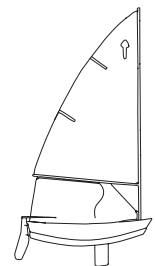
EL TORO ▼

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

EL TORO INTERNATIONAL YRA

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

LOA8' 0" Weight80 lb.
Beam3' 11" SA49 sq. ft.



SUNFISH ▼

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

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

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

LOA13' 10" Draft up/dn..... 7" / 3' 4"
LWL13' 0" Weight129 lb.
Beam4' 1" SA75 sq. ft.

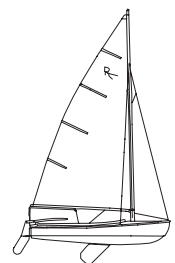
REBEL ▼

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

REBEL CLASS ASSOCIATION

Leon Nowak, 2470 Glenngarry Rd.,
Jackson, MI 49203 • (517) 787-5920
Email: lee.n1@juno.com • www.rebelsailor.com

LOA16' 1" Weight.....700 lb.
LWL15' 10" SA (main & jib) ..166 sq. ft.
Beam6' 6" DesignerRay Greene
Draft up/dn.....6" / 3' 4"



CAM CLEATS
BALL BEARINGS FOR EFFORTLESS CLEATING

HARKEN.COM

J/105 ▼

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

J/105 CLASS ASSOCIATION

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

Email: nelson@j105.org • www.j105.org

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



NORLIN MARK III 2.4mR ▼

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

U.S. 2.4mR CLASS ASSOCIATION

John W. Kruger, 596 Glenbrook Road # 21,
Stamford CT 06906 • (203) 327-7414

Email: gaviayachts@aol.com • www.gaviayachts.com

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



MELGES 24 ▼

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

MELGES 24 CLASS ASSOCIATION

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

LOA.....24' 0" Disp.....1,783 lb.
Beam.....8' 2" SA (main & jib)...380 sq. ft.
Draft (keel down).....5' 0"



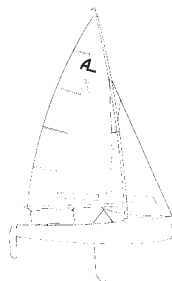
ALBACORE ▼

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

U.S. & CANADA ALBACORE ASSOCIATION

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

LOA.....15' 0" SA (main & jib)...125 sq. ft.
Beam.....5' 4" Designer.....Uffa Fox
Hull Weight.....240 lb.



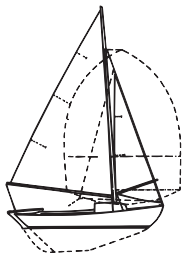
BULLSEYE ▼

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

BULLSEYE ASSOCIATION

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

LOA.....15' 8" Draft.....2' 5"
LWL.....12' 7" Disp.....1,350 lb.
Beam.....5' 10"



THUNDERBIRD ▼

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

INT'L THUNDERBIRD CLASS ASSOCIATION

P.O. Box 1033
Mercer Island, WA 98040 USA
www.Thunderbirdsailing.org

LOA.....25' 12" SA(main & jib)...308 sq.ft.
LWL.....20' 3" Beam.....7' 6"
Draft.....4' 9" Disp.....3,650 lb.



THE SWEET 16 ▼

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

THE NATIONAL SWEET SIXTEEN SAILING ASSOCIATION

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

LOA.....16' 0" SA(Main).....84 sq.ft.
LOL.....12' 3" SA(Jib).....44 sq.ft.
Max. Beam.....6' SA(Spinnaker).....200 sq.ft.
Min. Weight.....450 lbs. Mast height.....23'



CLUB 420 ▼

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

THE CLUB 420 ASSOCIATION

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

LOA.....13' 9" Draft up/dn.....6' 3" 2"
LWL.....13' 2" SA main & jib....110 sq. ft.
Beam.....5' 5"



MC SCOW ▼

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

MC SAILING ASSOCIATION

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

LOA.....16' 0" Hull Weight.....420 lb.
Beam.....5' 8" SA.....135 sq. ft.



COLGATE 26 ▼

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

COLGATE 26 CLASS ASSOCIATION

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

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

LOA25' 8" Draft Std./shoal.4' 6"/3' 6"
LWL.....20' 0" Disp.2,600 lb.
Beam.....8' 6" SA283 sq. ft.



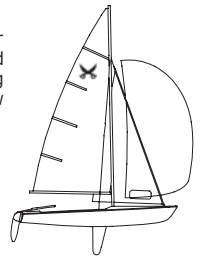
BUCCANEER 18 ▼

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

BUCCANEER 18 CLASS ASSOCIATION

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

LOA18' 0" Weight500 lb.
LWL.....16' 8" SA (main & jib) ...175 sq. ft.
Beam.....6' 0" SA (spin.).....178 sq. ft.
Draft up/dn7"/3' 10" Mast Length.....23' 5"



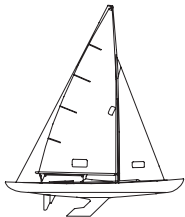
210 ▼

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

210 CLASS ASSOCIATION

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

LOA29' 10" Disp.2,300 lb.
Beam5' 10" SA (main & jib) ...305 sq. ft.
Draft3' 10" SA (spin.).....400 sq. ft.



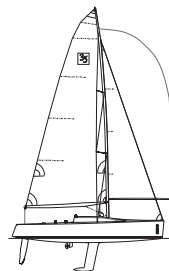
1D35 ▼

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

1D35 CLASS ASSOCIATION

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

LOA35' 0" Disp.6,550 lb.
LWL31' 6" SA (Upwind)..... 815 sq. ft.
Beam10' 9" SA (Downwind).. 1690 sq. ft.
Draft7' 7"



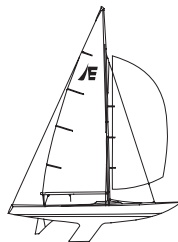
ETCHELLS ▼

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

INT'L ETCHELLS CLASS ASSOCIATION

P.O. Box 676, Jamestown, RI 02835
(401) 560-0022 • Fax: (401) 560-0013
Email: etchells@att.net • www.etchells.org

LOA.....30' 6" Draft4' 6"
LWL.....22' 0" Disp.3,325 lb.
Beam.....6' 11.5" SA (main & jib) ..291 sq. ft.



YNGLING ▼

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

UNITED STATES YNGLING ASSOCIATION

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

LOA20' 10" Draft3' 5"
LWL15' 5" Disp.1,422 lb.
Beam.....5' 8" SA (main & jib) ..150 sq. ft.



JY 15 ▼

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

JY 15 CLASS ASSOCIATION

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

LOA15' 0" Weight300 lb.
Beam.....5' 10" SA (main & jib) ...135 sq. ft.
Draft up/dn6"/3' 0" Designer...Rod Johnstone



SNIPE ▼

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

SNIPE CLASS INT'L RACING ASSN. USA

PO Box 83866 • Lincoln, NE 68501
(402) 796-2505

direx@inebraska.com • www.snipeus.org

LOA15' 6" Draft up/dn.....6"/3' 3"
LWL13' 6" Weight381 lb.
Beam.....5' 0" SA (main & jib) ...128 sq. ft.



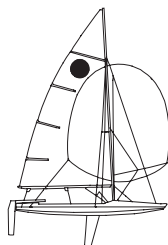
FIREBALL ▼

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

FIREBALL CLASS ASSOCIATION

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

LOA16' 2" Weight175 lb.
Beam.....4' 8" SA263 sq. ft.



J/30 ▼

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

J/30 CLASS ASSOCIATION

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

LOA29' 11" Draft5' 3"
LWL26' 0" Disp.6500 lbs
Beam11' 2" SA (main & jib) ...443 sq. ft.



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RHODES 19 ▼

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

RHODES 19 CLASS ASSOCIATION

Dick Callahan, (781) 749-8323 • dickc3@comcast.net
www.rhodes19.org
Builder: Stuart Marine (207) 594-5515

LOA.....19' 2" Disp.....1,325 lb.
LWL.....17' 9" SA (Main & jib) ...175 sq. ft.
Draft3' 3" SA (Spin).....300 sq. ft.



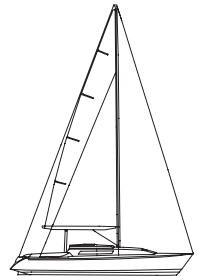
FRERS 33 ▼

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

FRERS 33 CLASS ASSOCIATION

c/o Kurt Hudson, 24 Hartford Street
Medfield, MA 02052 • (617) 908-3244
kurtudson@lc-anderson.com • www.frers33.com

LOA33' 3" Draft6' 3"
LWL26' 6" Disp.....9,000 lb.
Beam11' 3" SA560 sq. ft.



S2 7.9 ▼

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

S2 7.9 CLASS ASSOCIATION

4820 Northern Rd.,
Deep Haven, MN 55331-5252 • (952) 470-5935
www.sailingsource.com/s279

LOA25' 11" Draft up/down...16"/5' 0"
LWL21' 8" Disp.....4,250 lb.
Beam.....9' 0" SA(main & jib) ..329 sq. ft.



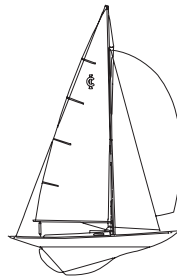
INT'L ONE-DESIGN ▼

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

INT'L ONE-DESIGN WORLD CLASS ASSN.

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

LOA33' 5" Draft5' 4"
LWL21' 5" Disp7,100 lb.
Beam6' 9" SA (main & jib) ..438 sq. ft.



SHIELDS ▼

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

SHIELDS CLASS ASSOCIATION

c/o Michael A. Schwartz, Sec.,
186 South Deere Park Dr.,
Highland Park, IL 60035
partycpw@aol.com • www.shieldsclass.com

LOA30' 2" Dspl.....4,600 lbs.
LWL20' Draft.....4' 9"
Beam.....6' 5" SA (main & jib) ..360 sq. ft.



R33 ▼

Come experience the Sailing World 2006 Multihull of the year. Easy to trailer or slip. National and local one-design activity, great club racer and daysailer with comfortable accommodations for four adults in two private cabins each with a head.

R33 CLASS ASSOCIATION

16033 Bolsa Chica Street #104-216
Huntington Beach CA 92647
Email: Info@R33.com

LOA33' 6" Disp.2,975 lb.
Beam14' SA (main & jib)703 sq. ft.
Draft Up/Down12'/60" Asym Spin1156 sq. ft.



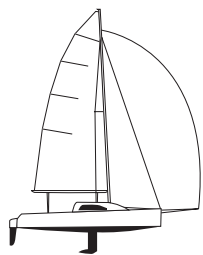
ELLIOTT 770 ▼

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

ELLIOTT 770 CLASS ASSOCIATION

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

LOA25' 0" Disp.2,400 lb.
LWL23' 6" Ballast.....850 lb.
Beam8' 2" SA (main & jib) ...414 sq. ft.
Draft up/dn.....1' 7"/5' 8"



HOLDER 20 ▼

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

HOLDER 20 CLASS ASSOCIATION

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

LOA20' 4" Disp.1,160 lb.
Beam7' 10" Ballast.....360 lb.
Draft up/dn12"/3' 7" SA (main & jib) ...215 sq. ft.



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www.mumm30.org

Two new boats being built at DK Yachts and slots available with three builders



www.farr395.org

Argo Boats in production of the third IRC version. One Design and IRC slots available



www.farr36.org

Slots available at James Betts Enterprises and DK Yachts for this all-carbon, high performance, lift keel one design racer



www.farr40.org

Five new boats in production with hulls, decks and glass parts molded by Goetz Custom Yachts and assembly by USWatercraft. Slots available for new boats for 2006 Rolex Worlds

BROKERAGE

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FIAMMA, Farr 40 # 78, a top class 2000 boat is now for sale and ready to compete at world championship level. Tiller steering, upgraded winches, B&G electronics with Racevision and a set of 2006 upwind sails are included with this immaculate boat which is an ideal platform to launch a serious 2007 campaign with. Will suit European buyer with VAT paid. Lying in Portsmouth Rhode Island, \$250,000 Central Agent.



Sistership – Photo by Carlo Borlenghi/Rolex

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ZEPHYRA	2004 DK46	\$440,000 – California	Central Agent
TWINS	2001 Swan 45	700,000 Euros –France, VAT paid	
GAUCHO	1991 Farr IMS 44	\$120,000 – Annapolis MD	Central Agent
BANDIT	1997 Farr 40 # 16	\$185,000 – Detroit MI	Central Agent
BARKING MAD	1999 Farr 40 # 45	\$250,000 – Portsmouth RI	Central Agent
DYNAMO	1998 Farr 40 # 20	\$175,000 – Toronto, ONT, Canada	Central Agent
FIAMMA	2000 Farr 40 # 78	\$250,000 – Portsmouth RI, VAT paid	Central Agent
IMPETUOUS	2000 Farr 40 # 60	\$190,000 – Newport RI	Central Agent
MADINA	2000 Farr 40 # 72	\$189,000 – Portsmouth RI, VAT paid	Central Agent
WARLORD	2001 Farr 40 # 85	\$250,000 – Cowes UK, VAT paid	
TWINS	2001 Farr 40 # 96	\$240,000 – Portsmouth RI	Central Agent
MATCH 38	2004 Bavaria	\$175,000 – Annapolis MD, Reduced	Central Agent
VANPIRE	1993 Mumm 36	\$40,500 – Cleveland OH	Central Agent
CONTRAIRE	1984 Farr 33	\$38,000 – Annapolis MD	Central Agent
Q	1995 Mumm 30	\$72,500 – Newport RI	Central Agent

107-G Annapolis Street, Annapolis MD 21401

Tel (410) 268 1001 Fax (410) 268 1137

info@staggyachts.com www.staggyachts.com



STAGG YACHTS



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Charleston SC



2006 Beneteau 36.7
Annapolis MD, Buffalo NY
Charleston SC



2001 Bavaria 40'
\$159,900
Massachusetts



1984 C&C 35-3
\$54,500
Buffalo NY



Beneteau 44.7
California • Annapolis MD
Massachusetts



2001 X-Yachts 412
California



2006 Wauquiez 40 Centurion
California • Charleston SC



1986 37' Custom Express
\$62,000
Annapolis MD

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1989 38' Tripp
\$79,900
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Massachusetts



1989 J/35
\$49,900
St. Petersburg FL



2003 Cape Fear 38
\$209,000
Houston TX



2005 J/109
\$239,000
Houston TX



2006 J/100
Buffalo NY
St. Petersburg FL



30' Pearson Flyer w/trailer
\$17,900
Rochester NY

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Beneteau First 40.7



Beneteau First 44.7



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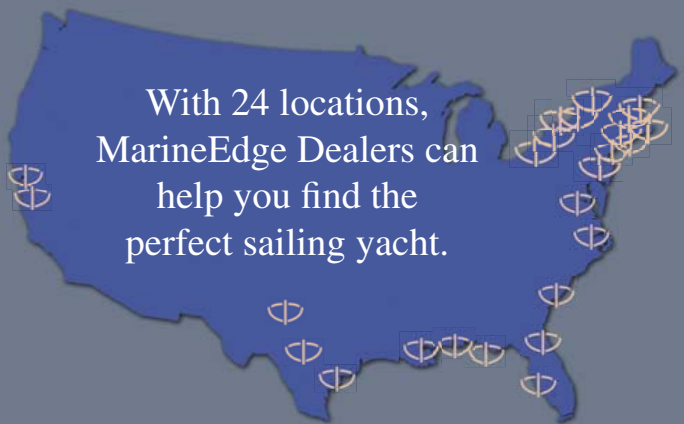
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- 40' Baba by TaShing "Mezzaluna" Loaded Cruiser, Beautiful Boat!
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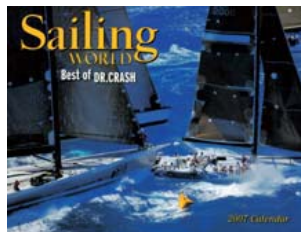
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CONTRIBUTORS

MICHAEL EUDENBACH



Few, if any, sailing photographers are as well versed in wintertime sailing as Eudenbach. The 36-year-old Newport, R.I., local used to frostbite out of the Newport YC during his high school and college days. Now, he's an avid ice-boater. "I've got a DN and a Renegade, an 18-footer with a cockpit. I restored the Renegade this time last year and I sailed it once and the plank [crossbeam] split it half. I was doing like 45 miles an hour and the rig came down. I'm looking to buy a used plank. I spent so much time repairing the boat over the last few years, now I just want to go sailing."

JEN MORGAN GLASS



"What really got me into the 29er was my curiosity about what the boat could teach me that the 470 hasn't," says Morgan Glass, 26, who campaigned a 470 after graduating from Dartmouth, finishing third at the 2003 U.S. Olympic Trials. "It's shocking how much the 29er has taught me about how boats really work" says Morgan Glass, a web producer in San Francisco, who brings new sailors up to speed in the 29er on p. 58. And there's another benefit to sailing the skiff on the Bay she says. "I'm no longer intimidated by windy, wavy conditions. I no longer fear the gnarly stuff."

TERRY HUTCHINSON



"In an AC boat, sometimes you have to compromise your weather gauge to gain a little bearing," says Hutchinson, tactician for Emirates Team New Zealand, who, in this month's From the Experts, explains when it's best to put the bow down and go fast. "But your opponent will typically match you to keep their bow out. In a Farr 40, it's a trickier balance because you always need to maintain your lane while gaining bearing." This last point was fresh in Hutchinson's mind last September after he and his teammates on Jim Richardson's *Barking Mad* finished third at the Rolex Farr 40 Worlds, where open lanes were far and few between.

DAN DICKISON



The boats may be the stars of Dickison's story on the NY 32 class's 70th anniversary, but it's the people involved that deserve the credit. "I was really impressed by the enthusiasm and commitment shown by the people engaged in the class," he says. Included among this group is Olin Stephens who designed the boat seven decades ago and still sails occasionally aboard *Falcon*. While Dickison enjoys writing about the classics, when it comes to his own sailing, the 50-year-old freelance writer enjoys more modern boats. He races regularly on a 70-foot turbo sled, a Melges 32, and a Melges 24.

ASK DR. CRASH



DEAR DR. CRASH,

I think my skipper dislikes me. He seems nice enough on shore and before we start racing, but in the heat of battle, he's constantly flinging me around like a marionette. He waits for a moment when I'm vulnerable and then jerks the helm hard to spin me around. He pretends nothing is amiss and shoves me back into position, but I'm sure he's smugly smiling at me behind my back. We're a good combination, so I don't want to bail, but what can I do to get back at him?

-SPINNING IN SEATTLE

DEAR SPINNING,

I do believe I can detect a hint of a smirk on your skipper's face, but that doesn't mean you should hang up your harness yet. Paybacks can be half the fun, so I have two suggestions. Firstly, get into the gym and work on your balance, which will reduce your vulnerability to dismounts. And if the situation gets extreme, you can employ a tactic shared with me by an Olympic champion crew: When it's really windy and there's lots of spray, you can turn and spit on your driver. He may never know, but it'll satisfy your desire for retribution.

-DR. CRASH

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