HOW TO buy your next racer/cruiser p.42

Sailing WORLD

The Ultimate Adventure Race

5 days and 400 miles through the archipelagos p.26

Competitors cross tacks during the Archipelago Raid

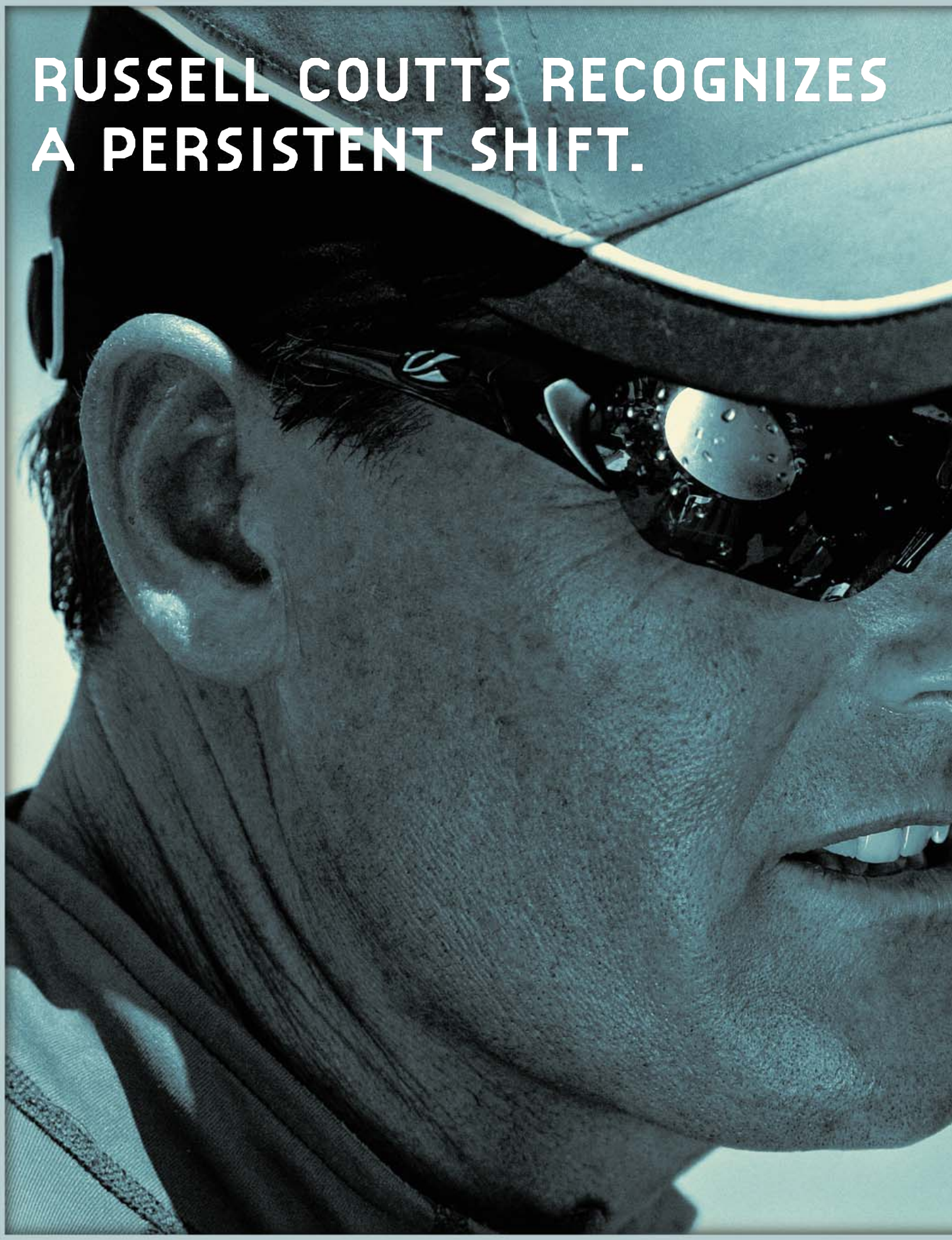
FROM THE EXPERTS

- Bowman's guide to the A-sail p.54
- 505 world champs debriefed p.58
- Sail faster and higher with inhaulers p.62

www.sailingworld.com

October 2006 $4.99 Canada $5.99

Photo: Th.Martinez.



Russell Coutts, arguably, the most successful racing sailor in the world, has officially joined the Quantum Sail Design Group as strategic partner and advisor. He will help promote and optimize state-of-the-art sail design throughout Quantum's network of 58 sail lofts worldwide. No one else will have access to his insight and expertise in helping to create faster sails except Quantum. And, of course, our customers. The shift continues...

ANTICIPATE THE SHIFT

FUSION

QUANTUM SAIL DESIGN GROUP

WWW.QUANTUMSAILS.COM

The Stealth fighter demands the absolute best in construction materials to make it strong and safe, fast and light. The same carbon fiber, epoxy resins, and meticulous attention to construction methods that keep the Stealth fighter soaring, are behind the C&C 115's exceptional sailing performance. The combination of a Carbopoxy™ hull laminate, standard carbon fiber mast, carbon fiber rudder and post, and vacuum infused deck are seamlessly integrated in perfect racer/cruiser duality. Experience the difference of the C&C 115, an exceptional Sailing Machine.

C&C YACHTS

Sailing Machines

www.c-cyachts.com (440)357-7223

HARROWING WINDS. TOWERING SEAS.

CRUSHING WAVES.

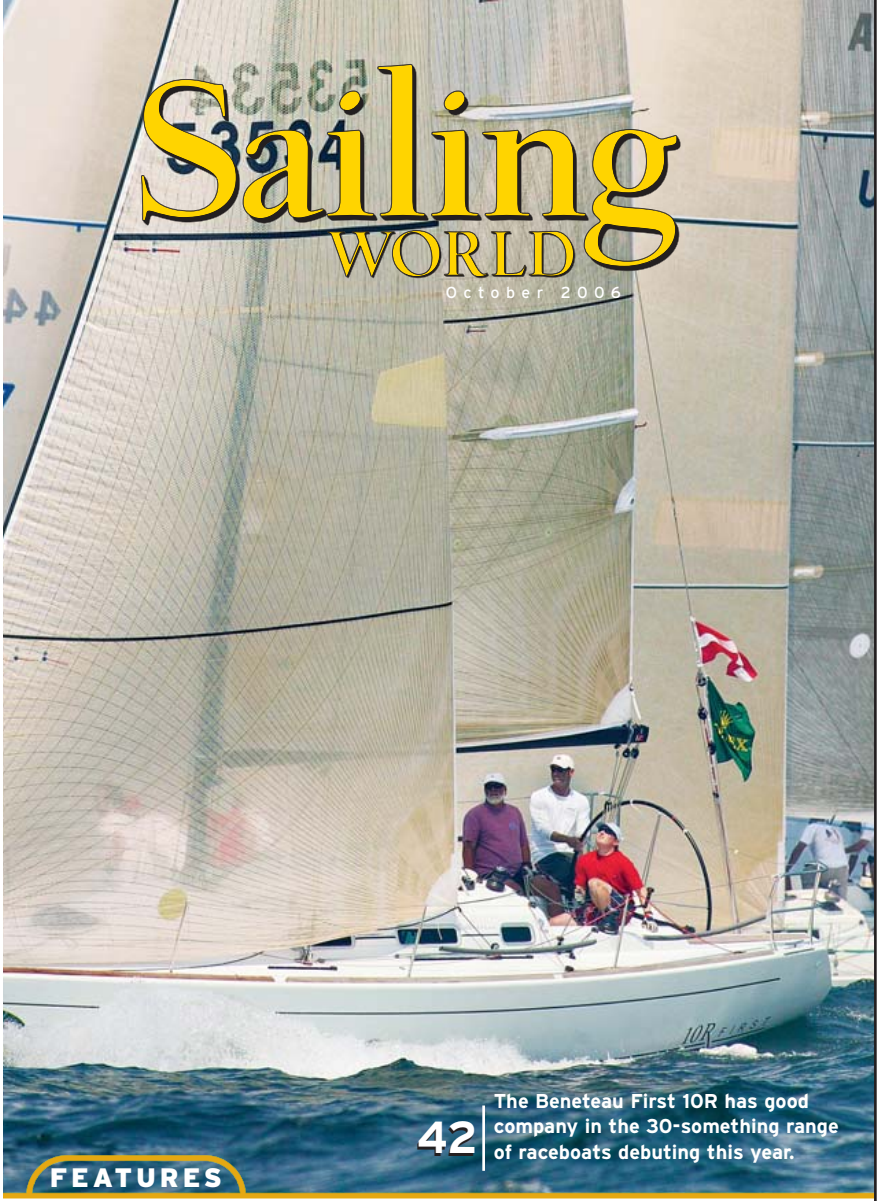
HAPPY HOLIDAYS.

During the holiday season, the Rolex Sydney Hobart Yacht Race will take sailors directly through the Bass Strait, one of the roughest seas in the world. One veteran said navigating these waters was like "sailing off a cliff." For some, the holidays are a nice break from work. For these competitors, it's the toughest work they'll ever do. **ROLEX SYDNEY HOBART YACHT RACE BEGINS DECEMBER 26TH, 2006.**

OYSTER PERPETUAL YACHT-MASTER
WWW.ROLEX.COM

ROLEX

FOR AN OFFICIAL ROLEX JEWELER CALL 1-800-367-6539. ROLEX ♛ OYSTER PERPETUAL AND YACHT-MASTER ARE TRADEMARKS.
NEW YORK



42 The Beneteau First 10R has good company in the 30-something range of raceboats debuting this year.

FEATURES

Cover Photo: Thierry Martinez

JH PETERSON

TECH REVIEW

FROM THE EXPERTS

GRAND PRIX

COLUMNS

"We never expected anything less from Harken."

Mike Sanderson

Sanderson on Harken:

"Our winches and hardware were faultless throughout our winning Volvo Ocean Race campaign on ABN AMRO ONE. But then again, our trust in the gear has become so high, we never expected anything iess from Harken."

Mike (Moose) Sanderson
ABN AMRO ONE—*Skipper*

HARKEN CUSTOMERS—VOLVO OCEAN RACE 2005-2006

ABN AMRO ONE	ABN AMRO TWO	Ericsson Racing Team	Movistar	Pirates of the Caribbean	Brunel
					
Winches/Hardware	Winches/Hardware	Hardware	Winches/Hardware	Hardware	Winches

Main image—Jon Nash Photo
ABN AMRO ONE, ABN AMRO TWO,
Mike Sanderson—Jon Nash Photo
Ericsson Racing Team—Rick Tomlinson Photo
Movistar—Carlo Borlenghi/DPPI Photo
Pirates of the Caribbean—Daniel Forster Photo
Premier Challenge—www.skypics.com.au Photo

HARKEN®
INNOVATIVE SAILING SOLUTIONS
WWW.HARKEN.COM

Sailing WORLD

Editor Dave Reed
Director of Design William Roche
Senior Editor Stuart Streuli
Associate Editor Tony Bessinger
Editors at Large Peter Isler, Gary Jobson
Racing Editors Betsy Alison, Ed Baird, Greg Fisher, Terry Hutchinson, Tony Rey
Contributing Editors Ben Hall, Dave Powlison, 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**

THE SAILING COMPANY
Cruising World • Sailing World

55 Hammarlund Way, Middletown, RI 02842
(401) 845-5100; fax: (401) 845-5180
editorial@sailingworld.com
www.sailingworld.com
Subscriber Services (866) 436-2460; Outside U.S. (386) 246-3401

EDITOR'S LETTER

We Need the Adventure

I PULL UP A PLASTIC CAFETERIA-STYLE CHAIR and sit alongside my 92-year-old grandmother, she in an adjustable recliner, smothered in sheets to ward off the frigid air in the hospital's intensive care unit. Attempting to steer the conversation away from what is ailing her, I take our conversation elsewhere by turning to the topic of sailing. "Did you watch all the boats starting their race to Bermuda?"

From her front lawn, she says, she did in fact watch the fleet leave. Once I get her talking about it, she eventually wanders off to a story about how my grandfather, a career navy man, but not necessarily a wind-driven sailor, once capsized the family Comet, briefly leaving her adrift in Narragansett Bay.

This particular Comet, I then learn, actually belonged to my father. As a young Newport wharf rat sometime in the 1950s, she says, he got it into his head that he had to own one of these 16-foot doublehanded dinghies, which were popular at the time. He pleaded with his parents for a little financial assistance, only to be turned down, but his older brother, she says, who had no real passion for sailing, ultimately gave him the money to buy it.

"Maybe it was a little irresponsible to let me freewheel around the bay unsupervised, but it was the best sailing of my life."

"All summer long he'd sail that boat all the way up the bay to bring it to the different junior regattas, and we'd drive there and pick him up," she tells me. "I think he often slept in that boat, too.

"It's the only thing he really had, and he was always in it. He'd be gone all day, and after dark, we'd start worrying and go down to the club, but then, there he'd come, around the corner of the harbor, not a care in the world."

I realize there's nothing unique about my father's childhood exploits in his Comet (hull No. 5), but hearing this story for the first time excited me because it revealed a deeper connection with him, one I never knew I had.

I remember as a kid, at a similar age as he was when he had his Comet, of wanting nothing more than to be on the water. After my sailing lessons, and even days when I had none, I'd pester the sailing instructors until they let me take one of the tank-like Turnabouts on my own, outside of our allotted class time, and well outside the harbor confines when they weren't paying attention. Later, it was in the Club 420s; if my crew and I wanted to race in one of the weekly junior regattas elsewhere on the bay, we had to get the boat there ourselves, on its own bottom. Off we'd go, spinnaker reaching up the vast open bay—no charts, no concern for the weather; nothing, except a ride home at the other end.

In hindsight, and especially by today's unfortunate standards, maybe it was a little irresponsible on my parent's part to let me freewheel around the bay unsupervised, but it was the best and most important sailing of my life. I realize times have changed, but somehow we must occasionally break away from overly regimented sailing programs and leave the coach boats onshore. Instead of watching over our young sailors' every tack and jibe with a critical eye, we need to give them the opportunity to put up a sail at will, have an adventure, and build the self-confidence that will remain with them for a lifetime.

And this is what excited me about my grandmother's story that day. I'd never realized that it was my father, who, through his own experiences and escapades, had indirectly cultivated my infatuation with the sport, not by pushing me, but by simply allowing me the freedom to find out for myself. It made me wonder where I'd be if it weren't for my old man and his Comet.

–DAVE REED

SAILORS' FORUM

editorial@sailingworld.com

Girl power

THE IMAGES, EDITORIAL, AND OVERALL "feel" of this magazine fueled my imagination as a little girl, and now it sparks my passion as an adult. I was once told that a girl could not do foredeck on a Mumm 30, but I have carried a regular ride as the foredeck on one all summer, in all sorts of breeze with success. However, to be fair, I made a commitment to my sailing and realize that most females my age (29) have different priorities, and I'm not part of the "norm." I traded in my life of nine to five in the corporate world, made sacrifices to strike out on my own, built a business to support the sailing community, and focused on being the best sailor I can be, regardless of my gender. I commit up to four nights a week racing on a few different rides to improve my skill level. So, to all the gals out there who feel they're treated differently because they're female, just focus on being a "sailor" and stepping up to the plate when the opportunity presents. Regardless of gender, good crew work and positive attitude will take anyone to the next level, if they want it enough.

JENNIFER LANGILLE
NOANK, CONN.

LETTER OF THE MONTH
One for the Doctor

IN THE JULY/AUGUST ISSUE, STUART Walker wrote such a great article, that I felt that I was on his boat hiking alongside him. He continually pumps out great articles, month after month, year after year. I know that you always have great articles, pictures, info on rules, America's Cup, etc., but, if you ever stop the Stuart Walker bits on tactics (perhaps thinking that he's outdated and you have some young stud that is waiting in the wings), I'm not sure I'd be able to continue subscribing.

CHUCK TWOMBLY
BEVERLY, MASS.

Not to worry, Chuck. As often as he makes us scratch our heads, we're well aware the magazine wouldn't be the same without the wisdom of the good Doctor. He's been with us for decades, and there's no way we'd let some young buck cut his lunch. **–THE EDITORS**

Please, spread the wealth

IN YOUR JULY/AUGUST ISSUE YOU PETITIONED readers to write with their opinions and peanut-gallery assessments. I've taken the bait. I enjoy your magazine very much, and have recently gone as far as subscribing, but this does not come without my own gripes and suggestions for improvement.

As a Tornado sailor I find there's a dearth of publication of any sort regarding our branch of the sport. In the past year that I've been reading *Sailing World* there have been mainly articles about sailing technique and new gear for keelboats. It would be great to read about races, new boats, and gear specific to cats and dinghies. I thoroughly enjoy reading your publication, but it could be that much better if you broadened your coverage.

ANDRE BARANYAI
TORONTO, CANADA

A always aim to have a little something for everyone. We hope, for starters, you enjoy David Scully's account of the Archipelago Raid (p. 26).

Winning, at what cost?

I'D LIKE TO DISCUSS THE LACK OF CORINTHIAN sailing of late. I've witnessed on more than one occasion when a yacht has committed a violation of the rules, yet makes no turn, or turns, as required to exonerate the foul. If the yacht is protested, there is always a fifty-fifty chance of winning the protest. Is a trophy worth cheating for?

In order to be a true Corinthian sailor, if you violate the racing rules, or if you even think you might have, then you should make your turn or turns as soon as possible, and not wait to see if you'll be protested. In the long run this will make racing fun for everyone. Further, if after the race you find out you committed a violation, and are unable to exonerate yourself, then I'd hope you would go to the race committee and request that you be given a RAF. This type of action would set an example that sailing is truly Corinthian.

DAVID JOHNSON
LONG BEACH, CALIF.

Address letters to Editor, *Sailing World*, 55 Hammarlund Way, Middletown, RI 02842 or by e-mail to editorial@sailingworld.com. Include your full name and address.

THEY TOOK A 27 YEAR OLD CRUISING BOAT AND RACED AROUND IRELAND. THANK GOODNESS THEY HAD UK-HALSEY IN THEIR CORNER.

David Branigan/Oceanport

One suit of sails that can switch from cruise to competition is so much less hassle: Eric Lisson's *Cavatina*, overall repeat winner of 2006 Round Ireland Race (also 2nd overall in 2005 Fastnet), sailed with our Tape-Drive Passagemaker genoa and dacron main. Read more in our online newsletter.

Along the coast. Or around the course.
Great sails are always the best route.

UK HALSEY SAILMAKERS

We're there.

ukhalsey.com or 800-253-2002

Starting Line

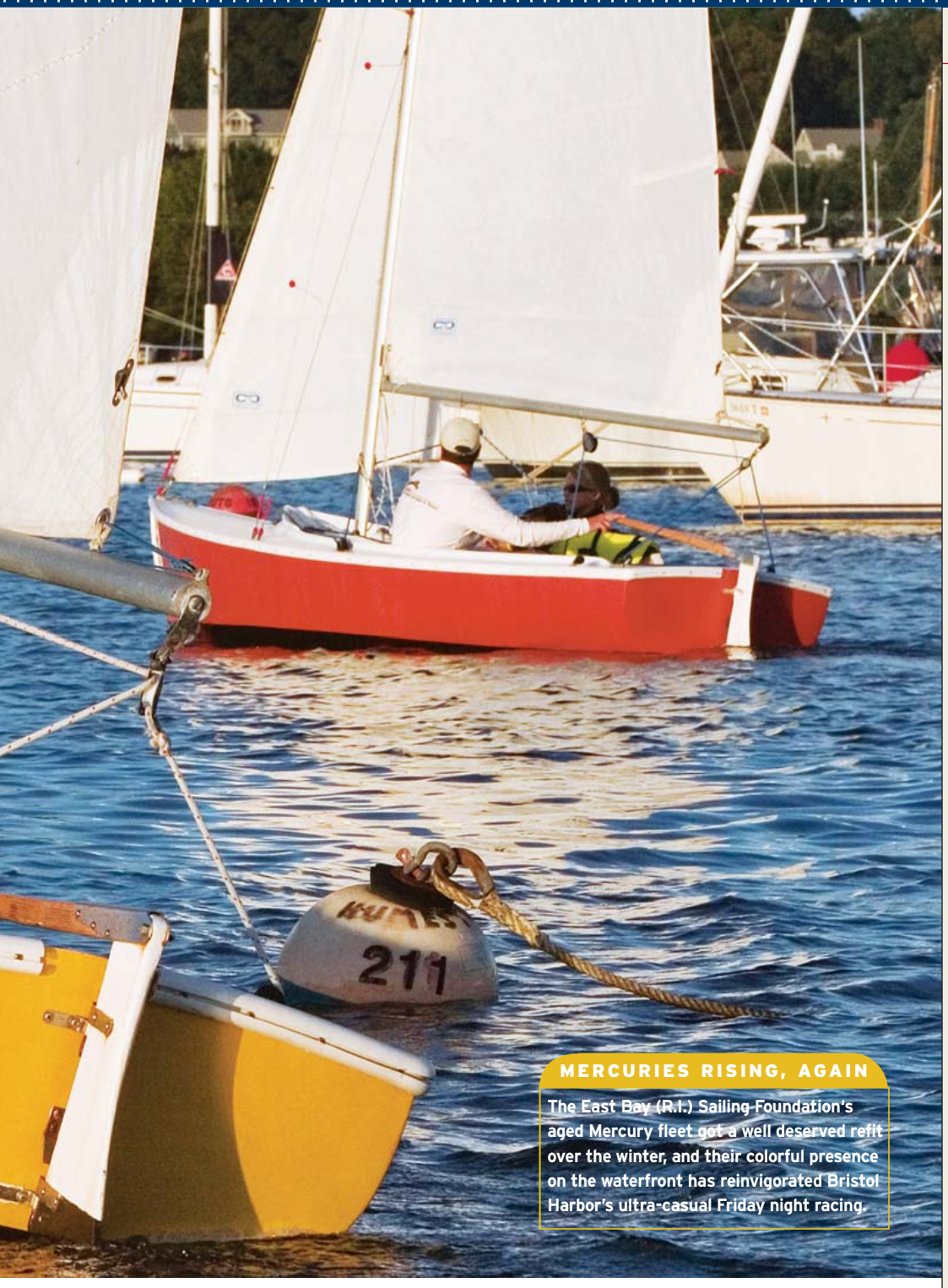
The *Tangerine* Dream Lives On

On account of *Tangerine* being inexplicably faster than the rest of Bristol (R.I.) YC's Mercury fleet, it was supposed to sit out the casual Friday evening races and serve as the starting pin—just to keep things fair. For 50 years, *Tangerine* has been the quickest of the BYC fleet, the subject of many quarrels between junior sailors over who would sail it. Thus, when it came time for the club to refit its aging Mercury fleet, it was appropriate that *Tangerine* receive the attention of local "speed freak" Ben Hall (an A Class catamaran sailor and VP of Hall Spars), who fixed it up himself last winter. It returned with a fresh coat of paint and the same blazing speed.

The stout, 15-foot Mercury is one of Sparkman & Stephens' lesser-known designs—trumped by the success of the Lightning and Blue Jay. The club originally purchased the boats as entry-level junior trainers, and they proved perfect for sending juniors out into Bristol Harbor's stiff summer southerlies.

The boats evolved into steadfast club racers, too. They were workhorses, and as such, were royally bruised and beaten, patched, and eventually painted a uniform battleship gray. With most of them on their last legs, the club's junior program, operating as the East Bay Sailing Foundation, raised enough money and volunteer effort to refit the entire fleet to its former multicolored glory. The majority went to experienced hands at Battleship Cove in Fall River, Mass., Hall got *Tangerine*, and *Black* went to composite guru, Henry Elliott.

PETER MCGOWAN



MERCURIES RISING, AGAIN

The East Bay (R.I.) Sailing Foundation's aged Mercury fleet got a well deserved refit over the winter, and their colorful presence on the waterfront has reinvigorated Bristol Harbor's ultra-casual Friday night racing.

When they reappeared this spring at their moorings with vibrant paint jobs, All-American sailor Liz Hall, who sailed the gray Mercs as a junior, knew she had to resurrect Friday night Merc racing in Bristol Harbor. Out from the woodwork came Merc enthusiasts with war stories and wide grins. To keep things simple, starts are held off the dock, and only fixed marks are used.

On this particular Friday night in August, Rob Browne hopped into *Silver*. The mother-daughter team of Nancy LeClair and Tegan LeClair-Mortimer rigged up *Yellow*, and the Winston family packed three, including reluctant mom, into *Blue*. Then there was action and three yellow life jackets running around the decks of *Tangerine*. Skip Mattos and his fiancé, late arrivals, were hopping into *Tangerine* with their three hounds as crew. Skip missed the "*Tangerine* will be the pin" announcement, but despite his Merc's unassailable reputation, this night belonged to *Yellow*, which swept all three races. Surely *Tangerine* is no dog, so it was easy for Mattos to blame his drubbing on slobbery crew work.

–KRISTIN BROWNE

WINDSHIFTS

➤➤ The World Match Racing Tour's eighth season will include 14 events and run through the end of 2007, culminating with the ISAF World Match Racing champion being crowned at the Monsoon Cup in Kuala Terengganu, Malaysia, Nov. 28 to Dec. 2, 2007. After a year on its own, the Bermuda Gold Cup returns to the tour for 2006 and 2007. The inaugural Allianz Cup will be sailed in J/105s on San Francisco Bay, Oct. 24 to 29. www.worldmatchracingtour.com

➤➤ With a time of 6d:6h:40m:31s, Thomas Coville set a new record for the 1,787-mile course around England, Ireland, and Scotland onboard his 60-foot trimaran *Sodeb'O*. The previous record was held by Jean-Luc Van Den Heede. www.sodebo-voile.com

➤➤ Charles St. Clair Brown's 98-foot *Maximus* took a day off from Cowes Week in early August to set a new record for a circumnavigation of the Isle of Wight. *Maximus* completed the trip in 3h:20m:9s, at an average speed of 15 knots. www.sailspeedrecords.com

➤➤ On Aug. 6 and 7, Yvan Bourgnon set a new singlehanded 24-hour record aboard his trimaran *Brossard*, sailing 610.45 miles at an average speed of 25.76 knots.

➤➤ Nick Nicholson is the chair for the 46th Bermuda Race, which starts from Newport, R.I. on June 20, 2008. www.bermudarace.com

➤➤ US SAILING has named the top three SKUD-18 (see p. 14) teams to the 2006 US Disabled Sailing Team: Karen Mitchell (Deerfield Beach, Fla.) and Michael Grimm (Miami Beach, Fla.); Mark Lewis (Hingham, Mass.) and Maureen McKinnon-Tucker (Marblehead, Mass.); and Scott Whitman (Brick, N.J.) and Julia Dorsett (Boca Raton, Fla.). www.ussailing.org

STACKING THE DECKS

After the frenetic activity of Acts 10 through 12 in Valencia, the America's Cup Harbour quieted down a bit for the summer. Some teams went on vacation, others sailed elsewhere—Team Shosholoza, BMW Oracle Racing, and United Internet Team Germany rendezvoused in Kiel for a regatta. Others prepared for the stretch run by pulling in a few key free agents to shore up any weaknesses in their respective sailing teams.

The busiest team in this regard was Victory Challenge, which picked up eight sailors from the Volvo Ocean Race, including five from the ABN AMRO two-boat campaign:

Victory is Simon Fisher's third team in this Cup campaign. The 28-year-old from Great Britain was part of GBR Challenge and sailed with Areva Challenge in Acts 1, 2, and 3.

Andrew Lewis is former member of the U.S. Sailing Team in the Laser class and will be the youngest sailor on Victory.

Luke Molloy is a former professional sailmaker from Australia and David Endean, of New Zealand, was the youngest sailor on ABN AMRO One.

Tony Mutter sailed with ABN AMRO One as well and was with the Swedish team in 2002 as a trimmer.

Victory also pulled in Andy Meiklejohn from Brasil 1, Richard Mason from Ericsson, and Anthony Merrington from Pirates of the Caribbean.

Alinghi added another bowman, signing on Jan Dekker, who last sailed in the Cup in 1995. Dekker, 37, completed in the Volvo on ABN AMRO One.

***SW* Racing Editor Tony Rey, 39, joined the race for the America's Cup when he signed with Desafío Español as a tactician.**

Areva Challenge bolstered their coaching ranks by hiring Tom McLaughlin as Sailing Team Coordinator and Fabrice Levet as Sailing Team Coach. McLaughlin, was last involved in the America's Cup in 1987. Levet, 46, was a member of the last three French America's Cup syndicates.

UK-Halsey Returns to Cup Arena

It's been a while since Butch Ulmer of UK-Halsey had his name on an America's Cup sail. "Probably back in 1983," he says after a short pause, "when John Kolius sailed with *Courageous*." After another pause, he adds: "But [UK-Halsey technical director] Andy Halsey was heavily involved with Bill Koch [in 1992 and 1995]. If we count that, it hasn't been as long as I said. I was referring to the UK group."

Either way, it's been at least a decade. That doesn't exactly make UK-Halsey unique in the world of sailmaking. North Sails has dominated America's Cup sailmaking of late; Quantum's involvement with the Abracadabra syndicate in 1999-2000 being the only significant exception.

UK-Halsey has rejoined the race for the America's Cup with China Team. It's not likely to be a classic, triumphant return—the team's most realistic goal is to create a platform for future challenges—but Ulmer is nonetheless excited.

"From a company perspective, it's demonstrative of the fact that there's another sailmaker that can make sails for these boats," Ulmer says. "That is what any company aspires to demonstrate by getting involved; to prove to the world that you can do it."

China Team (above, racing Emirates Team New Zealand) is the only Cup team not using North Sails, going instead with UK-Halsey.

The connection between UK-Halsey and China Team is Sylvain Barrielle, who owns UK-Halsey's San Francisco loft and is a veteran of five America's Cup campaigns. Barrielle sailed with many of the predominantly French crewmembers of China Team in the 2000 Louis Vuitton Cup aboard *6ieme Sens*.

"They were looking for something different," says Barrielle of China Team. "When they started, they built their sails from Incidences [in France], North, and us. They got two sails from each loft and they looked at them and they decided to go with us."

Sylvain Barrielle (left) is a trimmer for China Team and the connection between the syndicate and UK-Halsey sailmakers.

Barrielle says that in some respects everyone was starting from scratch for the first Cup in European waters.

"The shapes of the sails have changed quite a lot ," says Barrielle, who is also a trimmer with the Chinese syndicate. "I think this was a big change for us and most of the syndicates. Valencia is not Auckland, the range of conditions is a lot more consistent and everybody has a tendency to go a lot deeper [with sail shapes]."

China Team is in the process of building a new boat. "We should be able in terms of boatspeed to be completely in the game, which we have not been so far," says Barrielle. "We may not win many races, but we should be competitive."

Ulmer hopes that will convince other syndicates there is another option for sailmaking. "Of course we hope for that," says Ulmer. "I think it would be good for the America's Cup. Not to take anything away from North, they're a fine company. But if I were running a syndicate I'd sure like to know I could buy sails from more than one sailmaker, and know the product I would get is competitive."

–STUART STREULI

PATRICK GRIPE/CHINA TEAM (2)

In 2007, Alinghi will pursue its second straight America's Cup with a team from over 20 countries. As a main partner of the team, we share its commitment to harnessing talent and innovation from around the world. It's an approach we take every day to help our clients strive for their financial aspirations and dreams. And it's a cornerstone of the relationship we call "You & Us."

UBS is proud to be a Main Partner of Alinghi, Defender of the 32nd America's Cup.

alinghi
MAIN PARTNER

Wealth Management | Global Asset Management | Investment Bank

You & Us

UBS

COLLEGE RANKINGS

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

COED	(prev. rank)
1. Boston College	(7)
2. Hobart/Wm. Smith	(9)
3. Harvard	(3)
4. St. Mary's	(6)
5. Dartmouth	(5)
6. Yale	(17)
7. Stanford	(11)
8. Charleston	(2)
9. USC	(12)
10. UC Irvine	(13)
11. Brown	(10)
12. Georgetown	(1)
13. Tufts	(4)
14. Hawaii	(18)
15. NY Maritime	(16)
16. Kings Point	(15)
17. Navy	–
18. Washington College	–
19. MIT	–
20. Pennsylvania	–

Also receiving votes: South Florida, Rhode Island, Old Dominion, Washington, Boston University

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

Also receiving votes: UC Santa Barbara, South Florida, USC, Eckerd, Texas

LAUNCHING THE SKUD

The U.S. Disabled Sailing Team has a head start on the rest of the world in the race for Paralympic Gold in the SKUD-18 (above), which will join the Sonar and the 2.4mR in the 2008 Paralympic Regatta in Qingdao, China. The Julian Bethwaite design has a lightweight hull similar to a 29er, but a 400-pound keel for stability. "We were fortunate to receive the first five production boats," says USDST head coach Betsy Alison "Unless you have other SKUDs to practice against, it's going to be very challenging." www.skud18.com, www.ussailing.org

Young U.S. Stars Shine Abroad

WHILE A HALF A WORLD APART, the Star European Championship in Neustadt, Germany, and the Pre-Olympic Star Regatta in Qingdao had two things in common. Both were plagued by light winds and, both were won by an American team.

The latter fact won't surprise anyone familiar with the Star class: the United States has always been at the top of the heap in the venerable keelboat.

But it was surprising that both American skippers are relative newcomers to the Star, which has long been a stronghold of the elder statesmen of U.S. Olympic sailing.

Mark Mendelblatt, 33, and veteran crew Mark Strube won the first three races at the Europeans, held during Rolex Baltic Week in early August, and then locked up the championship when light air capped the regatta at five races. Mendelblatt finished eighth in the Laser in the Athens Olympics.

Mark Mendelblatt and Mark Strube en route to one of three individual race victories at the Star Europeans in Neustadt, Germany.

In Qingdao, it was Andy Horton, 31, and Brad Nichol, 27, who took home the gold. Horton sailed the Soling Olympic Trials in 2000, and only picked up the Star a few years ago.

The wins could signify a long overdue youth movement in the U.S. Star class. However, it would be foolish to discount the class's veterans, many of whom will enjoy being underdogs at the U.S. Star Olympic Pre-Trials (see box) in mid-October in Marina del Rey, Calif.

–STUART STREULI

MATTHEW COHEN, DANIEL FOSRTER/ROLEX

US SAILING PRE-TRIALS

Oct. 11 to 15	Laser, Laser Radial, Yngling, 2.4mR, SKUD-18, Sonar, Rhode Island Sailing Foundation, Newport, R.I.
Oct. 12 to 15	Tornado, San Diego YC
Oct. 19 to 22	49er, Southwestern YC, San Diego Star, California YC, Marina del Rey, Calif. Finn, Newport Harbor YC, Balboa, Calif.
Oct. 25 to 29	RS:X (M&W), Alamitos Bay YC, Long Beach, Calif., 470 (M&W), US SAILING Center, Long Beach, Calif.

For more information, www.ussailing.org


THE BRITISH VIRGIN ISLANDS
NATURE'S LITTLE SECRETS
It's impossible to get lost here. And, even harder not to.
Sixty storied islands serve as the backdrop to your sailing adventure. The spectacle of land always in sight
and constant trade winds make the British Virgin Islands one of the finest sailing destinations on earth.
A different experience every day. A different anchorage every night. Enjoy the freedom of Nature's Little Secrets.
Call your travel agent about special BVI Charter packages or visit www.bvitourism.com

FASTER FORTIES

If you look carefully at the top of any production Farr 40 mast, you'll see an opening for a masthead spinnaker halyard. As of Jan. 1, 2007, these long-dormant sheaves will finally be put to use as the class upsizes from fractional to masthead spinnakers. "We're going from 113 square meters [1,216 sq. ft.] to 161 [1,732 sq. ft.], and to a longer [17' as compared to 15'5"] pole," says Geoff Stagg, of Stagg Yachts, which manages the class. "Nine years ago we were forced to put the fractional spinnaker on the boat in order to get a decent rating under the IMS handicapping system. Our intention all along was to go masthead. We suggested to the owners about six years ago that we do it, and we got shot to hell in a handbag. The issue came up again at Acura Miami Race Week this year and there was a unanimous vote of the owners present to put a request into the technical committee to do it. The technical committee put the change out to the owners to vote on, and it passed by a landslide."

The decision to go to the masthead spinnakers may have been influenced somewhat by the recent popularity of the IRC rule, which isn't as harsh on downwind sail area. In fact, some Farr 40s have already been using the larger spinnakers when racing under IRC. According to Stagg, the larger kites speed up the boat to as much as a minute a mile, particularly in light to moderate conditions. Boats will be allowed to keep two fractional spinnakers in their on-board inventory for heavy air.

The new spinnakers will debut at Acura Key West Race Week in January, perhaps sooner in the Southern Hemisphere, as the antipodean racing season starts in October. "We're still working out those details," says Stagg. The new sails will be used at the 2007 Farr 40 Worlds—the tenth running of the class's championship—to be held in Copenhagen, Denmark. www.farr40.org

–TONY BESSINGER

Golding Ready for Another Go 'Round

IN THE WORLD OF SINGLEHANDED ocean racing, Mike Golding is known for his persistence. The flip side of that reputation is that Golding has experienced more than his share of bad luck. While he is the current IMOCA World Champion—a title earned with his consistent performance in Open 60 events over the past two years—he has yet to record a round-the-world singlehanded victory.

"I'm the unluckiest world champion in IMOCA," says Golding, with a laugh. "I have kind of missed out on the big tickets. I've lost a rig, a keel."

The 46-year-old former fireman will take another shot at round-the-world glory this month when he starts the Velux 5 Oceans race from Bilboa, Spain, on Oct. 22. The fleet for the seventh edition of the original singlehanded round-the-world race, which started as the BOC Challenge in 1982, is small. The French teams that dominate the world of Open 60 sailing are committed to the Route du Rhum in November.

This makes Golding a favorite, but by no means a prohibitive one. The defending champion, Bernard Stamm, is back. "He's the man to beat," says Golding, "and I'd be mad if I didn't recognize that Alex Thomson is a serious threat."

Spaniard Unia Basurko is a relative unknown, but has the newest boat in the fleet.

Previous editions of the race have generally featured three stopovers. This race will have just two, Perth, Australia, and Norfolk, Va. "The first two legs are devastatingly long," says Golding. "The stretch from Cape Horn northwards is probably going to be the deciding area of the race because it's upwind and these boats aren't good upwind."

–STUART STREULI

Mike Golding (above) and Bernard Stamm (far left) are two of the favorites for the Velux 5 Oceans Race, which starts Oct. 22. Veteran circumnavigator Sir Robin Knox-Johnston (with beard), at the age of 67, is a dark horse.

THIERRY MARTINEZ, VELUX 5 OCEANS, PETER VAKA

THE BATTLES OF TROY

In August, Tim Troy (right) reached into his figurative pockets and found only lint. Earlier in the year, Troy, of Crownsville, Md., had emphatically announced his intention to compete in the Velux 5 Oceans. He had a great boat and enough funding to get himself to the starting line. Or so he thought.

"It's frankly costing more than I anticipated," said Troy, in Boston in the midst of a last-ditch fund-raising campaign. "It's sickening to come up short by $100,000." He needed to raise the money by Sept. 9, the day he planned to leave for Spain to prepare for the start.

Like most other American sailors who have chased the round-the-world dream, Troy, 48, earned the money to finance his campaign and got his solo sea miles in amateur races like the Bermuda One-Two. He feels he caught a break when he bought his boat. Bernard Paoli of France had it built in 1998 to break distance records, but died before he could sail it.

"I think the boat has potential to make a podium finish," said Troy, though he added he would sail conservatively. "My first priority is to finish the race safely."

For more, visit www.sailamericaone.org.

100% Perfect for a Day's Sail




There's nothing quite like steering a sleek, fast boat with a light touch on the tiller, the stability of a keel below, being close to the water and sliding through waves with barely a wake or whisper. One's feeling of being at one with wind, wave and boat probably started on a small dinghy…a Hobie Cat, Sunfish or inland scow. Then as the boats got larger, some of the magic faded. Cruising was an adventure and the camaraderie of a winning race crew unforgettable. But, now it seems there's less time for such pursuits. Priorities change. Every moment counts. Time's too precious and the alternatives too numerous to put up with any boat less than what will recapture those simple joys of sailing. J/100 is designed to do just that.

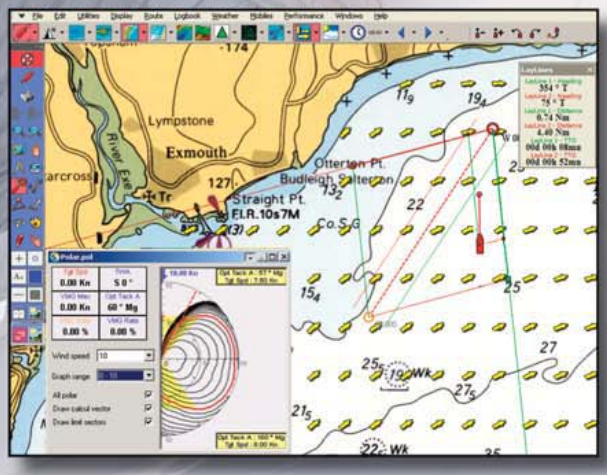
J®
100

401-846-8410
www.jboats.com

Better boats for people who love to sail

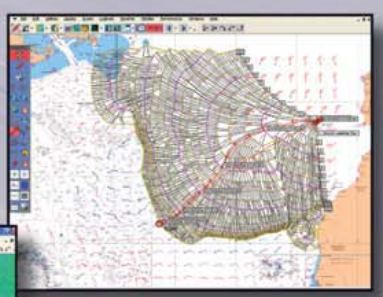
MaxSea

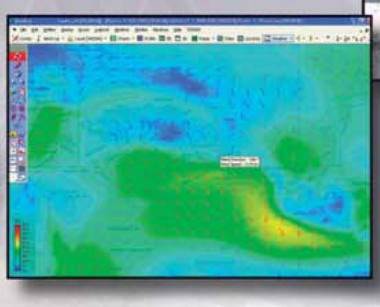
MARINE SOFTWARE



The sailing performance module lets you display upwind and downwind laylines that are continuously corrected for changes in true wind direction and current, making it easier to spot trends when trying to decide whether to tack, jibe or change sails.

The Weather Routing Module is the most advanced on-board weather routing system available. This powerful module uses weather forecasts and the performance characteristics of your individual boat to calculate the fastest way for you to reach your destination.





Free ocean and weather forecasts can be displayed on the chart. Wind, waves, currents, pressure and sea surface temp (SST) data is available anytime via compressed Email.

NEW! VERSION 12.5

Includes **FREE** NOAA high quality raster charts for entire U.S.

Utilizes the following cartography:

- C-Map NT+
- C-Map NT MAX
- C-Map CM93
- Maptech/BSB charts
- Mapmedia Bathy Data (3D)

Includes FREE NOAA Charts of U.S.

Different boats. Different captains. One suite package.

Since 1986, every winner of the Volvo Around the World/Whitbread, BOC and Vendee Globe Races, has used MaxSea to help them win. With unrivaled chart compatibility, the powerful Sailing Performance module and the indispensable Weather Routing module, this is one tool that you can not do without!

The sailing performance module lets you display upwind and downwind laylines that are continuously corrected for changes in true wind direction and current. It gives you the info you need for optimal sailing and the ability to accurately predict upcoming conditions based on the analysis of trends in wind speed, wind direction and barometric pressure. But this only scratches the surface of what MaxSea can do for you! Contact your local Furuno dealer for a demo on how MaxSea can help your racing.

RADAR FISH FINDERS SONAR NAVIGATION COMMUNICATION AUTOPILOTS **SOFTWARE**

MaxSea-NavNet also available for connecting to any Furuno NavNet system.

www.Furuno.com

FURUNO®

The most trusted name in marine electronics!

JOBSON REPORT

BY GARY JOBSON

The Ultimate Ride, Indeed

I HAD ONE OF THOSE MAGIC STARTS AT THE STARBOARD END OF THE line, and 30 seconds later we were nearly 10 lengths ahead of the other 27 boats in the A Scow Inland Championship. Nice! This was the largest gathering of A Scows in the class's 107-years history, and what a thrill to be part of it. The wind on Lake Geneva, Wis., was shifty and we tacked frequently. Between tacks, I was immersed in the challenge of heeling the 38-foot rocket to the precise angle to maximize speed. Just off our transom, two scow veterans, John Porter and Rob Evans, were battling each other for the lead in the regatta. It was a unique vantage point from which to watch the Midwest's best sailors work their magic in one of the fastest one-design classes in the world. It wasn't long before we were looking at their transoms. At the windward mark we set huge asymmetric spinnakers and took off—or should I say, they took off—and we tried to keep up.

I've been frequently asked what the best boat to sail is, and my usual answer is to talk about the attributes of a variety of boats. But after steering an A Scow in a full regatta with light, moderate, and heavy winds, the A Scow is cemented at the top of my list.

The competition in this class is first-rate. John Porter and his brother Brian are consistently at the top of any fleet they race in, including the Melges 24 class. Their longtime friend, Harry Melges, who's family has built many of the A boats, was onboard for the Inlands as mainsail trimmer. Their boat was stacked with talent for sure, but they had their hands full. At the start of the regatta's fifth race (of six) Evans was sitting on a 5-point advantage. The lead in this fifth race went back and forth between the two. In the end, Porter won the race and Evans was second, setting up a 4-point battle for the overall win.

Principal race officer Ken Legler started the final race in very light wind. There was no time for a match race. Porter was over early at the port end and had to restart. Now well behind, he bore off and started reaching to find clear wind. Evans was in good shape.

Racing along the shoreline at a clip much faster than the rest of the fleet, Porter's A Scow looked like an optical illusion; within minutes of their restart, the local Lake Geneva crew was challenging for the lead right next to the legendary Buddy Melges. Porter and Melges led all the way to the leeward gate and then the wind disappeared, allowing the rest of us to catch up. It was a mighty big mess as the entire fleet converged. Somehow Porter, using a smaller spinnaker, snaked through to win the race and the regatta.

The A's design was first developed for the Seawanaka Corinthian Cup more than 100 years ago. The design then migrated to Canada before being adopted in the Midwest, where the shallow-hulled, 1,850-pound boat was suited for lake sailing. In the early days, I'm told, A Scows were moved to regattas on hay wagons and even railroad cars. Rigs evolved from gaff-rig to carbon-fiber sloops. These boats sail best when heeled more than 20 degrees, and in a breeze, it takes a lot of

PAT DUNSWORTH

At the A Scow Inland Championship, Jobson, in his first A boat regatta, chases down Tom Sweitzer's *Buck 'n A*, from Pewaukee, Wis. Sweitzer was fifth overall, Jobson 12th.

courage to do this. The boat rocks up and you feel as if you're about to be catapulted out of the cockpit. But a subtle tug on the tiller, a slight ease of the main and spinnaker sheets, and zingo, you're sailing at 25 knots. There's no crew weight limit, so depending on the wind strength, 5 to 7 crew can be piled on the rail with sailors rotating on or off in between races.

Scow sailors are used to 1- to 2-mile legs, but for Race 4 of the championship, Legler set an unusually long 3.4-mile windward leg in 12 knots of wind. To give you a sense of the A's speed capabilities, it took 28 minutes to reach the top mark and only 10 minutes to sail downwind. That's a 20.4-knot VMG for the run. That said, crewing on these boats can be exhausting, and only two races were scheduled each day. At one point in the regatta I wondered aloud whether we should have a third race. My crew suggested I trim the spinnaker. I got the point.

One of the reasons A's popularity has taken off of late is the upgrading of the sail plan and use of modern building techniques. With the asymmetric spinnaker they're faster, easier to sail, and much safer. The fleet's older boats have all been upgraded with retractable bowsprits, and the Melges clan, the Harkens, and many other Midwest sailors with innovative thinking have made this boat special. A Scows would perform well on many bodies of water, and they are exciting to sail and watch, but they're not cheap. A new boat, with trailer, sails, and covers costs about $138,000. Used boats go for about half that amount.

The scene at the host Lake Geneva YC was fascinating. There is great respect between sailors, despite the strong tribal-like rivalries between the inland lake clubs. Each lake is represented by a letter designation on the sails, a tradition started during the days of cotton sails. Furthering this tradition onshore, many owners have vehicle license plates displaying their boat's sail numbers. Of course, Buddy Melges' plates bear I 1.

And the names of the boats typically reflect the speeds of which they are capable; *Adrenaline*, *Full Throttle*, *G Force*, *Slingshot*, *Catapult*, *Fast Forward*, and *Buck'n A*. Our boat, owned by long-time scow sailor Coleman Norris, was called *Blue Ribbon*, in honor of the beer brewed nearby. Of course, there was a stash onboard.

One of the most terrifying moments in an A Scow race is screaming toward the leeward mark at 20-plus knots and performing a "Mexican" takedown. Each time, I threw the double tillers over and hoped for the best. The crew executed the tough maneuver perfectly (even after the Blue Ribbon). On one downwind leg we passed an anchored boat filled with cheering bikini-clad sunbathers. We were at full speed, and somehow still managed to pull off the douse. My crew later thanked me for providing the show.

During the regatta, our jib trimmer, Peter Crawford, premiered his film, *The Ultimate Ride*. He spent two years searching for material to celebrate this storied class, and a crowd of more than 500 showed up to see it. One of my favorite parts of the movie is Hermann Nunnemacher's story of racing an A Scow in the Chicago to Mackinac Race. They broke their compass and went the wrong way for the first night. A couple of kids in a powerboat got Hermann's boat back on track and they ended up third boat to finish. ✦

THE MELGES 32.

PURE SPEED. SIMPLICITY.

FUNCTION AND FUN.

IN ULTRA HIGH PERFORMANCE

ONE DESIGN RACING.

Photo by Steve Arlley/www.sailshots.co.uk

JANUARY 15-19 • 2007 MIDWINTER CHAMPIONSHIP I KEY WEST RACE WEEK • KEY WEST, FL

"It became apparent that the best bang for the buck — the trophy winner would be a new Melges 32. "The Melges Experience" has met and exceeded all of my expectations! The M32 is simple, well thought-out and a rocketship."

- Jim Yabsley, Yabsolutely

MELGES
Performance Sailboats

P.O. BOX 1 · ZENDA, WISCONSIN 53195 USA
(262) 275-1110 · MELGES.COM

REICHEL/PUGH
YACHT DESIGN

ALSO OFFERING THE MELGES | X | MC | 17 | C | E | A | 24 | 32

ABOVE: Richard Hyde's Frers 36 *Freightrain* (#40926) leads PHRF Class 6 at the Rolex NYYC Race Week at Newport, RI. *Freightrain* carried North 3DL upwind sails and Gradient V-Series downwind sails. North also powered the 2nd, 3rd and 4th place Class 6 finishers.

J.H. Peterson photo

FOR THE RECORD

INTERVIEW BY DAVE REED

The Cup is Next on Lewis' To-Do List

BEFORE HE TURNS 25 NEXT JULY, ANDREW LEWIS WILL HAVE completed two Laser Olympic Trials, a Volvo Ocean Race with ABN AMRO Two, and an America's Cup campaign with Sweden's Victory Challenge. Talk about a sailing career in hyper drive. He says he's been enjoying playing at the upper fringes of the sport, but the affable, fast-talking Hawaiian knows there are more opportunities to be had down the road. For now, he's absorbing all he can as the "low man on the totem pole" with the Victory Challenge, and seeing where it can take him next.

When you showed up at the airport in Valencia in August, did you get the V.I.P. pickup?

Nah. I got in so late I just cabbed it to the apartment I'm sharing with three other guys from the team. It's a huge, pimping pad. We have pretty generous living stipends, so we've all chipped in and have this incredible place with a pool table and a ping-pong table—we each have our own room.

What happened on your first day?

They threw me in the mix right away, and just had me grinding because I know how to work the winches. At first the whole thing looked overwhelming, but all the time we spent on the 70s doing inshore racing makes a difference in understanding how the boats work.

What exactly is your role onboard the boat?

Basically, I grind the runner through the tack. It's a position where I have to be involved with the tactics a little bit because I'm in the back of the boat with the tactician, watching other boats and feeding information. It's a cool spot because I end up doing a lot—I move around like a floater. I have to be on with what's going to happen next because the runners are so crucial.

How did this come Victory Challenge gig come about?

Before the Volvo, I wanted to be involved with the Cup somehow. The Volvo happened to come up first, and that definitely let me get my foot in the door. Last year they were looking for young, motivated guys that could pick things up quickly, and what can be better than guys who had just sailed around the world? Guys that understand the work ethic involved in programs like these. Magnus [Holmberg] showed up in Portsmouth [England] after the transatlantic leg, laid out what positions were open, and we just negotiated our terms from there. They were looking for a smaller, all-around sailor with some tactical background, someone who could work the floater position.

COURTESY TEAM ABN AMRO

Andrew Lewis, faces the press in Portsmouth, England, after *ABN AMRO Two*'s tragic transatlantic leg of the Volvo Ocean Race. With this chapter of his fast-developing sailing career now closed, Lewis, 24, has moved on to the America's Cup as one of its youngest participants.

What was it like sitting down, at 24 years old, and negotiating with Holmberg, one of the Cup's big players?

Beforehand, I had to think a lot about what to ask for, knowing that I have to establish a name for myself. You sit there and be reasonable, and try to get what you want, but do it as politely and professionally as you can. I have to remember I'm young, and even though I've done the Volvo, I have to remain humble. He was open-minded about what I want to do after the Cup. I don't want to bulk up to a 240-pound grinder and have no other career in sailing, and he respected that. He understood, and he knows I have much more sailing ahead of me.

Let's go back to the Volvo; how long did it take to wind down after finishing the race last June?

I had signed up for the AC thing right away, but it took me forever to get my Visa. I was sitting at home feeling bad I wasn't in Valencia. That was the hardest thing for me. I caught up with friends and it was good, but when I woke up in the morning and didn't have a fixed schedule, that was difficult. It's such a hard high to come off, that lifestyle of traveling around the world, dealing with the pressure of sailing and the media at each stop. It was nice going home, but weird in a way because all my friends are working, and they don't quite under-

stand that I get paid to race sailboats. I think the experience of the race sunk in a bit more on the transatlantic leg when we lost Hans [Horrevoets]. We've all thought about it a lot more since it happened, and people ask about it a lot because they think we've had closure on it. But that's OK; it's important for people to know what happened and what we learned from it.

The look on your face during the press conference in Portsmouth was telling.

It was hard for us to reopen everything again in Portsmouth. We had good closure on board after it happened, and then it was hard again when we had to unload Hans off the boat. Then we got to shore and had to deal with everyone there; the harsh questions from the journalists who don't know anything about sailing. It wasn't easy telling the story again, and listening to Simeon [Tienpont] talk about when George [Peet] and I were helping him perform CPR. It was a difficult time, but we're comfortable talking about it now.

What was the post-race assessment of the ABN youth team?

Having done it, I think it can be done well, and ABN definitely did it right. Disney's Morning Light Project is great, but ABN's hiring of an experienced skipper [Seb Josse] to make the decisions when the time comes is the right approach. I know we surprised a lot of people. Sure, we had an unfortunate accident, but prior to that we rounded Cape Horn with 50- to 60-knot winds, and huge seas, and we had the 24-hour record. It was well into the race when something unfortunate happened, but we finished every leg of the race, and not everyone did.

You said a long time ago that the ABN gig would get your foot in the door, but did you think you'd be doing the Cup so early in your career?

It would have taken a lot longer if it weren't for the ABN thing. When I wasn't sure I wanted to do the America's Cup immediately after finishing the Volvo, Magnus Holmberg made a point to me that I've done the Olympics, the Volvo, and the AC, and that's a pretty powerful thing.

At this point in your career there's a value in promoting yourself, isn't there?

Yeah, to make a living this way you have to make a name for yourself, but in a humble way. That also means going to your junior sailing program and giving back. I know how hard it is for kids to go up to someone like me and ask, "How'd you win that regatta?" or "How do I get myself to where you are?" So getting out there and talking to people is good, and you have to do it in a way that people respect you; you can't be arrogant. If people know you're a good sailor and a good person they'll hire you, but it is important to market your name. ABN did a good job showing us how to do that, to talk to reporters, and to be yourself.

What do you see ahead for you beyond the Cup?

I've been thinking about some kind of doublehanded Open 60 type stuff in maybe 10 years or so. Another Volvo maybe, but I fell in love with the canting keel, double-rudder sailing. It's so comfortably fast, and it's awesome how fast you can push them. The doublehanded Barcelona Race sounds to me like a perfect race. If I can get in my head that I can do it in three months with someone else, that's cool, but myself alone for three months in a Vendee Globe-type of race—I don't think so. ✦

AERODYNE


aerodyne 38 Regatta Sport

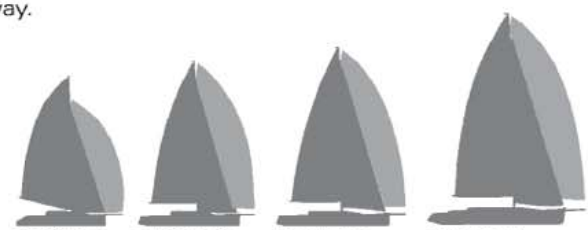
Award winning Aerodyne Yachts brings the two worlds of high performance sailing and luxurious shorthanded cruising together in an unbeatable line up. Designed by top offshore speed specialists Rodger Martin and Groupe Finot, Aerodyne yachts are built in Finland to aerospace standards and to the high quality and fit out expected of the legendary Finnish yacht building industry. At Aerodyne, 'high tech' means just that. We use heat-cured epoxy/e-glass/carbon composites to ensure our yachts are incredibly quick. Awesome responsiveness and low weight make for easy handling by a shorthanded crew. Choose from the race winning Regatta Sport versions and the luxurious Gran Touring models which combine effortless sailing with fast cruising and a lightweight luxury interior.

It even **sounds** faster than the competition.


aerodyne 47 Gran Touring

From our Aerodyne 35 Carbon to the awesome Aerodyne 47 BlueWater, the world's oceans are only a sail away. Contact us today to experience Aerodyne performance yourself.

'I sail an Aerodyne'
sounds impressive, doesn't it!


aerodyne 35 aerodyne 38 aerodyne 43 aerodyne 47

aerodyne yachts

Tel. 1-888-323-AERO
e-mail aerodyne@aerodyne.fi
www.aerodyne.fi

A member of the Bellamer Group of Companies

Stockholm

One catamaran specialist throws himself again at the mercy of the Archipelago Raid. Even he's not entirely sure why.

KIRSTEN SCULLY (2)

BY DAVID SCULLY

Syndrome

A visit to Sweden's capital isn't required to experience that city's eponymous syndrome. In my case, however, it just works out this way. In June, for the third year in a row, I traveled north from my home in Spain to sail in the 2006 Archipelago Raid—a brutal five-day catamaran distance race that is part forced march, part sleep-deprivation experiment, and part sadistic treasure hunt.

In past years, I sailed with my wife, Claire Bailey. Last year, we timed her pregnancy so she would be fit to go again. When the race date shifted from August to June, I was forced to scramble to line up a partner. I found a Stockholm local with a boat sponsored by Volteran, a powerful anti-inflammatory medicine. I figured this was probably the next best thing.

I meet my teammate for the first time the day before the race. I guess I should be apprehensive about sailing a Hobie Tiger, day and night, for more than 400 miles through the rock garden of the Swedish Archipelago with someone I don't know. But Swedish sailors are generally friendly, and this is an adventure as much as it's a race.

Per Westergren turns out to be a very affable fellow, though he adds sheepishly, not long after we shake hands, that the traditional brain-pickling Midsummer Night's Eve party has curtailed his boat preparations. So we sail the Hobie Tiger to the start in central Stockholm, and get busy. The lawn at Junibacken, a museum dedicated to the Astrid Lindgren's childrens books, is covered with teams from all over Europe—31 boats, 11 nationalities. Most I know from previous races, which is handy because we need to borrow tools. We copy the latest improvements from more prepared boats and work on passing the safety inspection under the friendly, but exigent, eye

"There's a crash. I swing toward the bows as they tip down and the boat comes to an immediate stop. Our first big hit."

of race director Christine Gillou.

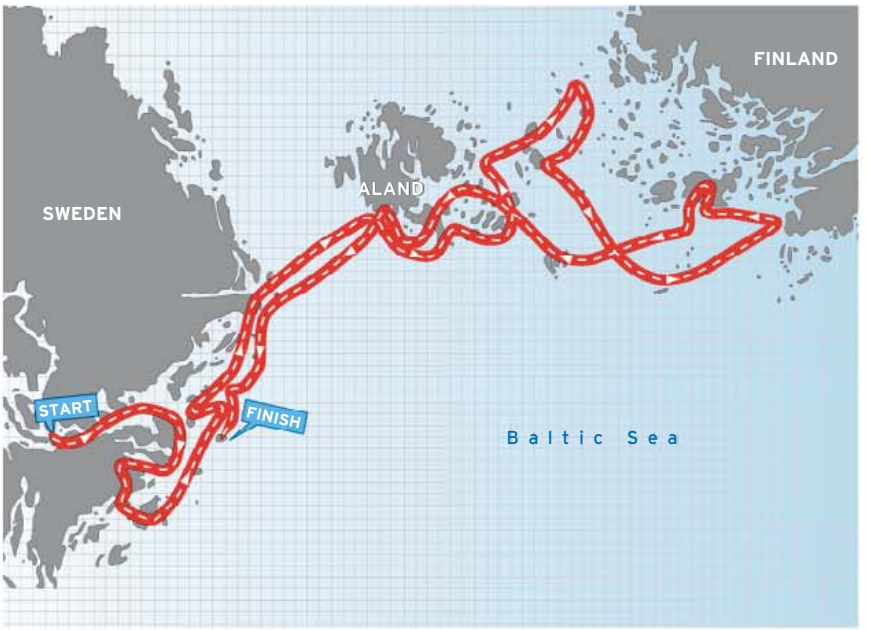
Day 1 dawns at about 3 a.m.; Stockholm's spires reflected in glassy water. We curse the lack of wind and start paddling—legal under Raid rules—toward the first checkpoint at Waxholmen, the ancient fort that serves as the gateway to the archipelago. Some teams try to sail, some sail and paddle, but the winners are those who put their heads down and grunt for 12 miles.

After an hour's rest, we restart and coast through Waxholmen under spinnaker, then short-tack through a series of tight and crooked channels before reaching open water dotted with fir-covered islands. The goal is to avoid the wind shadows while working out the shortest route to the next checkpoint: Do we take the narrow channel and risk paddling, or sail the long way round? The light winds favor the short cut, so we pull up the daggerboards, remove our drysuit tops, and take our chances in the rock-strewn passageways between the islets.

We eventually fight free of the cottagey islands around Stockholm, and sail out through the low, bare skerries. By the time we raise the checkpoint at Rodloga, the wind has built to a respectable double-trap strength, and we're skimming along, keeping a sharp eye for the yellow stains that turn into submerged rocks. We negotiate a passage into the inlet of Rodloga, round the checkpoint, and draw a bearing on a channel light in the distance, which marks Fejan, the end of the day's run. There's a pack ahead, and a pack behind, but visibility is fading with the daylight. Suddenly, there's a crash. I swing toward the bows as they tip down and the boat comes to an immediate stop. Our first big hit. No major holes in the boat, and we have a spare daggerboard. Still, we hold our breath until we clear the rock-infested area. Shortly thereafter we arrive at Fejan.

A big burger, three hours sleep, and another 3 a.m. start. The weather has turned nasty, with a solid frontal pattern over the Alands Hav, and we've got 32 miles of open sea—dead upwind in waves and rain—to the next checkpoint in the Aland Archipelago. Swiss solo legend Yvon

THIERRY MARTINEZ



The byzantine 2006 Raid course (above) explored three archipelagos and involved numerous checkpoints (left). Often, because of the wind or the course to the next checkpoint, paddling—legal under Raid rules—was the best method of propulsion.

KIRSTEN SCULLY, MAP BY SHANNON CAIN

Bourgnon pops a chute for 200 yards as we race down the channel to the open sea, but soon we're all porpoising into the gray waves. Several boats retired the night before, due to hitting stuff and being unprepared for the rigors of the race, and this cold, overcast morning claims another few. By the time we find sanctuary in Rodhamn, the fleet is down to 21 boats.

After a short break, another restart, and we storm out of Rodhamn into the Finnish Archipelago. Per was very sharp on his navigation in Sweden, but in Finland the charts are worse, and there are more rocks. We head for Nagu, by as tortuous a route as the race organization could provide. But I know that there's a good sauna in Nagu.

As the depression moves over us, the stiff 25-knot wind of the morning is smothered in fog. Sailing ever more slowly, we pick our way through the passages of the archipelago. Eventually, we pull out the paddles. Ferries and small cargo vessels steam at 15 knots through these islands. We are moving at four, and cannot see past our own bows. We listen to the big screws churning, foghorns calling and answering, and the swell of the wake of big boats passing unseen.

With no hope of wind that day, we tie the cats in line, and tow the 40 miles to Nagu behind the security boats. Thus, marginal sailing skills notwithstanding, I am first into the sauna.

The stop gives us a chance to work on our foils. One was seriously damaged from our big hit, and the edges of the other two boards are as ragged as the border of a postage stamp. The sauna helps me dry the boards, and through the short night I fill and file until they are sealed and smooth again. Unusually, we also get several hours sleep, for the low's center doesn't pass until 8 a.m. the next morning. We start in fog, but are soon double trapped as the cold sector of the front catches us. Per and I have discovered our upwind pace, and we're starting to sail with the stronger teams. With a good

night's sleep and the sun shining, we feel a bit joyful. We do some savage reaching, and finally a downwind stretch. Per stuffs the bows in and sends me, on the crew wire, arcing around the headstay. I don't pull the boat over on top of me, but the capsize is unavoidable.

In Lappo, another meal, sauna, and a visit with some islanders who helped me fix my daggerboards two years ago. Now we're tired. My hands are pocked with red dots of raw flesh, in spite of my sailing gloves, and I find myself gripping the spin halyard with my elbows to avoid the pain. No long rest at Lappo. The 20 boats still racing start at 3 a.m. on a roundabout route to Mariehamn, the last checkpoint before we re-cross the Alands Hav to Sweden.

Inside the archipelago the water is flat, and we are flying a hull under spinnaker when the rudder hits a submerged rock. I overcompensate for the instant, massive pressure on the tiller, and over we go, watching the rest of the fleet dodge around the checkpoint and head for open sea as we struggle to right the boat. Soon after, we have a laugh when we brush by a distinctive fragment of red daggerboard material floating in the water. Can we protest Bourgnon for littering?

As we whack into the rollers of the open Baltic, near the end of a beat to Mariehamn, I consider what lies ahead. After a brief respite, we've got a square reach back to Sweden. In this wind, with these waves, tired as we are, I'll never

THIERRY MARTINEZ, KIRSTEN SCULLY

Sailing in Sweden in June means that the sun is out almost around the clock, which is good because covering more than 400 miles in five days requires a lot of sailing. While there were some long, open-ocean legs in the 2006 Raid, much of the sailing involved navigating through tiny islands while avoiding submerged rocks. Capsizes, whether due to wind or unseen underwater hazards, are part of the challenge.

manage a 40-mile white sail reach.

An hour later, while I'm wolfing down a steak sandwich at the Mariehamn YC, I study a burgee on the mast of a moored boat. It's stiff as a piece of tin. The race committee delays our start for an hour, hoping the wind will drop. As time passes, the burgee folds once or twice. But there's plenty of puff left as we hoist kites and jibe down the channel that separates the port from the sea.

This was typical Raid sailing. The remaining boats remind me of colored ribbons on a Maypole, weaving an intricate pattern of short jibes in the confined reaches of the harbor. At the bottom of the L-shaped estuary, as we harden up and meet the true wind, there's a brief contest to see who could hold the kite the longest.

On the reach, we're taking no chances; my rear foot is jammed into the foot strap, the traveler is down, and Per is playing the mainsheet with one arm, while grabbing my lifejacket for support with the other. It turns into one of the great reaches. Boats flip over, but not us, not this time. No way to tell our speed, but I am sure that the Alands Hav has never been crossed so fast under sail—and it would have been even faster had a wave not flushed the spinnaker out the back of the snuffer. We're in sight of the outlying skerries of Sweden when the wind swings and dies, and we reach into Fejan under spinnaker. Per does a spectacular job of rock dodging on the final approach and we are rewarded with our best finish of the race.

An hour to regroup and gather the wounded, and we're off again, sailing a dying breeze out to Storra Nassa, a hump of rocks on the outer fringe of the Archipelago. There's just enough wind to fill the spinnaker, and we brush over the flat sea as the sun dips and leaves a lipstick stain on the western horizon. Paddles come out, and we are relieved to see the towboats hooking up as we glide into the checkpoint. It's 2 a.m. We've been sailing for 23 hours.

Thus, it's under tow that we arrive at the beach at Bjorkvik. The organizers have a fire and barbeque ready. We wearily pitch our tents. The feeling as I slip into my sleeping bag is of indescribable pleasure. No point in waking early. There's no wind, and tomorrow is the last day.

The final day is hot and bright, with a dusting of breeze. A PowerBar and a pint of water for breakfast, then on the water for the last lap to Sandhamn. We have to be there by mid-afternoon, so Guillou doesn't dare send us on a long chase. Tacking among the islands, we relax a little, like the peloton on the last day of the Tour de France. Alas, the wind evaporates as the sun rises, and the last few miles are reminiscent of the start, many miles ago. Some of the local sailors are tired, and some French sailors are tired and disgusted by the paddling, so we paddle by them as they try to sail, and improve our stage position.

As usual, in this race, the best boat wins. *Sogeti*, skippered by local champion Magnus Woxen, backed by Irishman Damian Foxhall, sailed strong and consistently from the start. This pair just finished the Volvo Ocean Race aboard *Ericsson*, which obviously contributed to their fitness and teamwork. North Sails Sweden chief Anders Lewander sailed his usual brilliant race, but a few mistakes put him in second. Third were the French Hobie Tiger masters Eric Proust and Gerard Navarin, both world champions in this class.

Aboard *Voltaran*, we finish deep in the teens, but leave knowing that we met the challenges of the race. We stayed afloat, sorted out a few problems, and had a great adventure, all the while enjoying amazing scenery, every known sailing condition, moments of terror, moments of triumph, and the genial company of some of the best sailors in this corner of the sport. Stockholm Syndrome indeed. I think I'll have to come back and experience it all over again. ✦

PASSING THE

Veteran Transpac doublehander Dan Doyle used the 2006 West Marine Pacific Cup to expose his two teenage sons to the captivating world of offshore sailing.

How would you prepare two teenagers for a 2,070-mile ocean race? The kids are both accomplished dinghy sailors, and have done a fair bit of inshore keelboat racing, but neither has ever sailed beyond the sight of land or spent a night at sea.

You might try running into their rooms every hour, night after night, shouting rapid-fire commands and dousing them with water. Or having them subsist on nothing but peanut butter, Top Ramen, and warm water for a week. Or building an outhouse on springs with a 30-degree tilt and kicking it every time they try to go to the bathroom. Or blindfolding them and ask them to drive down a bumpy country road.

All of it would be inadequate, however. There really is no way to prepare someone for offshore racing. The experience is entirely unique. You just have to do it. So this year Dan Doyle, a veteran of five doublehanded races from California to Hawaii, entered his 1D35 *2 Guys on the Edge* in the 2006 West Marine Pacific Cup with the intention of introducing his

ABNER KINGMAN

STORY BY ABNER KINGMAN WITH SEAN DOYLE

ADDICTION

sons, Sean, 18, and Justin, 17, to offshore racing. He shipped the boat from their home on Oahu to San Francisco in early June, and let the boys' imaginations work overtime for a month until the start.

While Sean and Justin knew *2 Guys* well from sailing inshore races near home in Hawaii, most of the offshore preparations including weather routing, installing a watermaker, and stowing two weeks worth of food were totally new. The boys just kept their mouths shut while the old hands did the work.

Bruce Burgess, Dan's longtime sailing partner and the other "guy on the edge" for whom the boat is named, rode to San Francisco from the Sierra Nevada foothills on his Harley for a few days of practice before the start and dispensed some of his experience, but as Justin says, "There were still parts that I wasn't expecting."

Dan, Sean, and Justin completed the race in 10d:20h:50m:34s, finishing seventh of eight in their division and smack in the middle of the 42-boat fleet. By the end, the boys were either going to love it or hate it. In this case, despite the fact that they hadn't slept more than an hour at a stretch the whole time, had been living in a cabin not much bigger (or better equipped) than a tent, and had subsisted on freeze-dried food, some of which tasted "kind of like vomit," they were both ready to do it again. "I wasn't really ready

With Sean Doyle on the wheel, Dan Doyle trimming main, and Justin Doyle on the rail, the 1D35 *2 Guys on the Edge* points toward Hawaii in the 2006 West Marine Pacific Cup.

for the sleep deprivation aspect of it," Sean says. "After the first two nights I was like, 'Wow, I am so exhausted.' But as we got closer I wanted to stay on watch longer. And at the end I just wanted to keep going."

In fact, Sean was so taken by the experience, he is formulating a plan to sail the Transpac from Los Angeles to Hawaii next year. He's hoping to charter his father's old boat, a Sonoma 30, and sail the race doublehanded with another teenage friend. To find out what hooked him so securely we had Sean provide a few excerpts from his race journal.

SECOND NIGHT of the race, and I'm starting to wonder what I've got myself into. It's freezing cold, and I'm taking a wave to the face every 10 minutes. There is nothing worse than crawling out of your warm bunk and into a pair of wet foulies. The waves are off our quarter, which is making for some fun reaching, but we've also had our fair share of broaches tonight. The moon hasn't come out yet, and it's frustrating when a bigger wave sneaks up on you in the dark and spins you out.

We've been eating Pop Tarts and energy bars for the past day, and that's getting old quickly. Everyone is too exhausted to cook freeze-dried food. An upside is that we're doing 10-plus knots with the No. 4 jib up. Justin and I are sharing a two-hour watch schedule, alternating with my dad during the night. We just talked about pushing a little more north of where we've been heading. Our weather guy told us to go hard south because the Pacific High is so close to the coast, but after only one day and no way to receive further weather—as our computer won't sync with the SSB—we are the southern-most boat in our fleet.

You can tell we are still pretty close to the coast and some shipping lanes as we have passed by a good number of container ships close enough to wave to the guys on the bridge. You get so zoned in on your sailing, sometimes you don't notice the ships until you are a half mile away.

DAY 3, 4 P.M., and the brand new symmetric kite just went back up. The rudder was acting non-responsive a half hour ago and Justin saw what he thought to be kelp on the keel. We took down the kite and tried to back down to clear the kelp. No luck. So I volunteered to dive over and clear the keel. I put on my board shorts and jumped in to find a fishing net about 40 feet long. I took the sharpest knife on the boat over with me, and cut the net away; it was wrapped very tightly around the prop. I had difficulty swimming in water so cold—it was hard to breathe.

I tried to bargain an extra hour of sleep for being the guy who jumped over the side, but Dad and Justin are too tired to even consider it. The sun is out, but the air is so cold, it chills you down to your bones. It feels good to finally drive under the kite and dry the boat out. We had a good few hours of reaching, doing about 13 to 18 knots. We're hoping to increase our position on the fleet.

IT'S DAY 5 and the halfway party is later this afternoon. It feels lonely out here, but the flying fish and the occasional boat sightings keep us sane. We've all settled into our new sleep pattern of one hour on and two off shifts. My dad finally got the computer to interface with the SSB radio and we can now receive weather maps from NOAA, but our strategy is already determined as we're positioned farthest north in our fleet—exactly where we don't want to be.

We set out two lures last night and when we woke up this morning we pulled them both in to find the lure and about two feet of the leader line eaten. We think we caught a tuna and it was eaten by something higher up the food

Sean, 18, and Justin, 17, enjoy warm running conditions (above) as *2 Guys on the Edge* closes in on the finish in Hawaii. Originally designed as a one-design buoy racer, the 1D35 isn't know for spacious accommodations (below). Spinnaker problems plagued *2 Guys* during the Pacific Cup. Sean (right) checks on the gear.

chain. I dropped the last lure and hand line in the water as I was retying it onto a winch. My dad and brother are giving me a hard time about it. I'm buying everyone a nice fish dinner when we get back in.

WE BLEW UP our new kite tonight (Day 6). I ran up on deck and it was in tatters. It was only blowing about 15 knots. We put up the other big symmetric kite, and we're under way again after a 30-minute, middle-of-the-night sail change. We're pretty far back in our fleet, so we're pushing hard on every wave. The squalls started tonight too. Not too much extra wind, but a good amount of rain. Still got to keep the foulies on at night.

ANOTHER 2 A.M. fiasco on Day 7. The spinnaker guy blew up in a squall and the spinnaker wrapped around the forestay. It was quite windy, but the jaws of the spinnaker pole are sharp and chafed through the guy. It took us 45 minutes to sort everything out. If you are off watch when something goes wrong, you have to jump out of your bunk and come up on deck ASAP. There is no time to even put on your jacket. You are still half asleep, and if there is no moon out, you get vertigo. Everything is black and if you go up to the foredeck, you have to be really careful because you are still so tired that losing your balance on one wave can mean going overboard. We should have been checking the chafe on the guy.

Crew morale is a bit low as our position is only worsening and bad things have happened the past two nights. The wind has been under 10 knots and the only fun driving is in the squalls.

IT'S DAY 8 and we're into shorts and t-shirts. It's so hot during the days you can't sleep. There is no ventilation in the back bunk, and I never look forward to crawling back there on my off watch. There isn't much wind and we're trying to make the best of our position. We need to make some more water as we are staring to get low. However, we can only make water on port jibe because of where we installed the through hull; and we've been on starboard for 95 percent of the race. I was driving in a squall tonight and blew up our last symmetric kite. There wasn't anything we could've done to prevent this. The kite material was just too old and it was about time. We had a bit of a scene with some tension and yelling at 2 a.m., but the small asymmetric is up and it's fairly windy in the squalls. After three nights of gear failure, I was pretty bummed out. I was feeling depressed as the crew went back to sleep for a half hour before my shift was up. Right after they went down, a pod of 30 dolphins followed us until the end of my shift. It was such a relaxing, soothing feeling. It was almost as if something was watching over us. I woke my dad up for his shift and to show him the dolphins, but they left as fast as they had come.

ON DAY 9 I had the best driving of the whole trip. The swells have finally gotten big enough to make for some good surfing. We have the big asymmetric kite up and are doing 15 knots for minutes on end. It's still raining a lot in the squalls at night. My dad says it's actually rare to get rained on, but after so much rain I'm having a hard time believing him.

It's been a good week spending some quality time with dad and Justin. The moon has been rising later and later every night and it didn't rise until 4 this morning. It's so pitch black in the squalls you can barely see your hands on the wheel in front of you. There is no luck seeing the waves, but after nine days of driving I've got the feel of the boat. You have a death grip on the wheel, and I've actually never been so exhausted the whole trip. I'm just staring at the compass trying to keep 5 degrees on each side of our course. We're reaching and the speedo hasn't been below 12 knots for my whole shift. You focus so hard on the compass that you start to see double or your vision blurs for a minute. Luckily we bought a case of Red Bull when we were provisioning. We also had another spinnaker wrap in the middle of the night.

COURTESY DAN DOYLE (3)

THE LAST NIGHT of the race, and the lights of Oahu are visible off in the distance. I saw a small plane pass just over the top of the rig in the middle of the night. He came by three more times with his lights on, and we attempted to call him on Channel 16. Later we saw two other planes flying some sort of pattern, most likely looking for somebody. I took an extra hour on my shift tonight, because truthfully I'm not ready to go home yet. It's true you can leave your problems behind you, and for those two weeks nothing else matters but you, the boat, and the race. I've never felt such inner peace before, where everything seems to come together in this perfect way. There's no way to really explain what happens out there. ✦

Somewhere between the monotony of the windward leeward and the exhaustive effort involved in an overnighter lies the underrated daytime distance race. Local knowledge is king, outboard leads are highly recommended, and everyone—or most everyone—is on the dock by sunset.

ABNER KINGMAN

An All-Day Affair

5 GREAT DAY RACES

DELTA DITCH RUN

THE LATE, GREAT Johnny Cash once sang, "I've been everywhere, man, I've been everywhere." In my happy, lucky career writing about sailboat racing, I used to think the same thing. I've zipped around the buoys in the sensational harbors of Auckland, Sydney, Cape Town, and Newport. I've doused spinnakers on Puget Sound, Lake Michigan, the English Channel, and Chesapeake Bay. I've stood midnight watches in the Newport Bermuda Race, the Transpac, and the Pacific Cup. Yeah, man, I've been everywhere.

Or so I thought.

As it turns out, none of it quite prepared me for the annual Northern California "jibefest" known as the Delta Ditch Run, a 65-mile downwind jaunt from the upper reaches of San Francisco Bay to the booming, decidedly inland city of Stockton. The Ditch Run is, quite simply, the most unique, interesting, and entertaining daylong race I've ever experienced.

The funny thing is, when the funky, friendly Stockton Sailing Club ran its first Ditch Run, some 16 years ago, it was actually a feeder event for the 140-mile South Tower Race. The tower in question belongs to the San Francisco side of the Golden Gate Bridge, and to get there you must beat up the California Delta's serpentine system of rivers and channels before rounding the course's sole mark (the Blackaller Buoy, just off the bridge) and running back to Stockton. The long, upwind slog apparently became less and less appealing as the years passed, and the proof is in the numbers: This year's South Tower Race drew 10 die-hard crews, while the Ditch Run attracted 120 entrants. That makes it official—the tail now wags the dog.

This year's Ditch Run started on June 10 with the fleet segmented into 12 classes: a half-dozen dedicated PHRF divisions; a separate class for cruising boats and another for multihulls; and four one-design classes comprised, respectively, of six Wylie Wabbits, eight Melges 24s, 11 Express 27s, and a whopping 26 Moore 24s. The starting line was set up just south of the Richmond Bridge—the race is run in conjunction with the Richmond YC—in a cold, steady, 15-knot southwesterly that had almost everyone buttoned up in full foul-weather gear.

It was a good thing, too, for as the fleet sailed under the bridge and into the expansive waters of San Pablo Bay, it suddenly got a whole lot windier, with gusts up to 30 knots. I was crewing aboard Steve Rienhart's Antrim 27, *Cascade*, and we were positively launched. Boosted by up to 3 knots of flooding tide—which we'd enjoy all afternoon—we were easily knocking off speeds up to 13 knots. We were in control, barely, but plenty of our neighbors weren't, and we enjoyed some outstanding visuals of round-ups, round-downs, blown kites, and related minor disasters. Had Dr. Crash been there, he might've called it an epidemic.

Once San Pablo was in the rearview mirror, however, the real fun—and the real racing—began.

ABNER KINGMAN

The Ditch Run is all about sail handling; in a typical year, on a sportboat like an Antrim, you might perform literally dozens of jibes. This year there was an inordinate amount of close reaching, but it was still rare to go more than ten or twenty minutes without some sort of sail change.

The scenery, up through the endless miles of farmland and dairy country, is unreal, and it's what really makes the Ditch Run a treat, not to mention a challenge. We always paid heed to the Ditch's two cardinal rules: Mud is slow, and if you see a seagull standing in the flats, turn the bloody boat. Fast.

On *Cascade*, we set and doused a couple of times through the Carquinez Straits, then held on under the Benicia Bridge and through most of Suisin Bay. We dropped at the blustery point off Pittsburg, but set again in New York Slough and carried on past Antioch. It had been cold at the start, but it was steamy by the end—another reason to love the Ditch Run—and the foulies had long been stashed by the time we encountered the armada of wakeboarding boats and jet skis signaling the beginning of the Stockton Deepwater Channel.

A busted sprit a few miles from the finish line ultimately killed our chances, but there's still no way we would've caught Jim and Rick Yabsley's Melges 32, *Yabsolutely*, which was the first monohull to finish, in just over six-and-a-half hours, about an hour off the course record.

At sunset and for the next few hours, in fading breeze, the last of the fleet finished off the porch of the Stockton Sailing Club, where everyone received a hail from the race committee, and the beer and barbeque were waiting. There may be a better place to finish a boat race, but it's hard to think of one.

Sipping a brew and taking it all in, it all became clear: Now I've been everywhere.

–HERB McCORMICK

DELTA DITCH RUN

Date: June 10, 2006
Bodies of water: San Francisco, San Pablo, and Suisun bays, and San Joaquin River
Host organizations: Richmond YC and Stockton Sailing Club
Websites: www.richmondyc.org and www.stocktonsc.org
Start: Northwest of Richmond Breakwater
Finish: Off Stockton SC, Stockton, Calif.
Distance: 67.5 miles
Fleet size: 128 boats
Boats entered: PHRF boats from 52-feet on down and a few souped-up multihulls.
Overall winner: Erik Menzel's Wylie Wabbit *Devil May Hare* (monohull) and Chuck Longanecker's Corsair F-27 *Trio* (mulithull)
Best elapsed time: Bill Erkelens' D-Class cat *Adrenaline* (5h:7m:15s) and Rick and Jim Yabsley's Melges 32 *Yabsolutely* (6h:33m:43s)
Secrets to success: Smooth sail handling. With so many jibes, sets, and douses, there's a lot to be gained in maneuvers.
Typical rookie mistake: Running aground, the San Joaquin River is full of trouble spots.

The Other 4

WIRTH M. MUNROE MEMORIAL

THIS SHOULD BE A SIMPLE AQUATIC DRAG race: time the "lights" right, hit the gas, and don't let up until you reach the finish and the safety parachute pops open. The course runs almost due north from Fort Lauderdale, Fla., to Palm Beach, and there isn't a turning mark, or a even a slight bend, in sight. But, like many things, it's not as simple as it appears. Just a few miles off the coast—and the rhumb line for that matter—the Gulf Stream is trucking northward at 4 knots or so.

"The race is a challenge navigationwise, and a challenge boatspeed-wise," says Gordon Ettie, who was first overall in 2004 and first in his division in 2005 aboard his Swan 40 *Sazerac*. "You have the choice of going out into the Gulf Stream or going inshore. One out of every 10

WILLIAM SPRUANCE, ERIK SIMONSON

WIRTH M. MUNROE MEMORIAL

Date: Dec. 1, 2006
Body of water: Western Atlantic Ocean
Host organization: Sailfish Club of Florida and the Cruising Club of America
Website: www.sailfishclub.com, or ingelaobrien@sailfishclub.com
Start: Just north of the Fort Lauderdale Cut
Finish: Off Palm Beach, Fla.
Distance: 46 miles
Fleet size: 24 boats
Boats entered: Small to large keelboats. In 2005 the fleet included three TP 52s and two Farr 60s.
Overall winner: Cai Svendsen's C&C 99 *Caruluna*
Best elapsed time: Dan Meyers' Farr 60 *Numbers* (4h:14m:09s)
Secrets to success: Warm equals fast. The warmer the water, the more Gulf Stream current is pushing to the finish.
Typical rookie mistake: Snacking during the race or right after the finish and not leaving room for the sumptuous buffet at the Sailfish Club.

years it pays to go inshore because you'll get more wind."

Even when the choice seems fairly obvious—the previous two races have been sailed in a steady northerly breeze and virtually everyone heading northeast off the line to get to the Stream—picking when to tack toward the finish line isn't easy. "When we won it overall, we were the first ones to tack and everyone else overstood," says Ettie. "This past year, we were the last ones to tack."

As fun as the race can be, however, it's the party afterwards that most sailors tend to remember. The host Sailfish Club in Palm Beach meets each boat with a tray of cocktails and then throws down a legendary buffet. "The hospitality at the Sailfish Club is just outstanding," says Ettie.

SAIL FOR HOPE

At 19 miles, a lap around Narragansett Bay's Conanicut Island makes for a very comfortable day race, with most boats finishing within three or four hours. So it's no surprise that the five-year-old Sail For Hope is only one of a number of races that use the island as one continuous turning mark. But the Sail For Hope stands out for a number of reasons, not the least of which is that in its short history—it was started as the Sail for Pride in the wake of 9/11—it has raised more than $325,000 for various charities including the United Way and the Red Cross, which received $107,128 last fall to aid victims of Hurricane Katrina. Since the event is as much a benefit as a race—if not more so the former—anyone can enter, with Sail Newport director Brad Read assigning PHRF handicaps to dinghies and catamarans, and anyone else without an official number, so they can compete.

There's also the regatta's timing; it's traditionally the last event of the sailing season for Newport sailors and being so late means the weather is, shall we say, a little more capricious. In 2003, as the bulk of the fleet rounded the exposed southern tip of Conanicut Island, the breeze gusted upwards of 25 knots. Masts came down, spinnakers shredded, and one small keelboat was even washed up on the rocks of Beavertail Point. Despite that year—known locally as the Sail For Fear—the regatta annually draws around 100 boats for one last fling before everyone either hauls out or heads south.

BILLY BLACK

SAIL FOR HOPE

Date: Sept. 30, 2006
Body of water: Narrgansett Bay (R.I.)
Host organization: Sail Newport
Website: www.sailnewport.org
Start: Between Rose and Goat islands
Finish: Inside Newport Harbor
Distance: Round-the-island track is 19 miles, bigger boats may sail a longer course.
Fleet size: 100 boats
Boats entered: Large keelboats, beach cats, and dinghies.
Overall winner: Paul Zabetakis' Farr 40 *Impetuous*
Best elapsed time: Lars Guck & PJ Schaffer's *Taipan* cat (2h:31m:14s)
Secrets to success: Persistence. "There's always something to come back on," says Sail Newport's Brad Read.
Typical rookie mistake: Underestimating Rhode Island's fall weather.

FIGAWI

Date: May 29, 2006
Body of water: Nantucket Sound, Mass.
Host organization: Figawi, Inc.
Website: www.figawi.com
Start: South of Hyannisport (Mass.) Jetty
Finish: Entrance to Nantucket Harbor
Distance: Varies depending on course chosen, 19.7 miles in 2006
Fleet size: 182 boats
Boats entered: Keelboats from small sprit boats to 12-Meters and large racer/cruisers
Best elapsed time: Clayton Deutsch's Swan 68 *Chippewa* (3h:45m:51s)
Secrets to success: Good traffic management. The race is often a fetch and getting past the slower boats, which start first, requires some planning.
Typical rookie mistake: Not granting the local authorities the proper respect.

MUG RACE

While there hasn't been a significant change in the participation level, the Mug Race really turned for the better in the late '90s. After a number of competitors complained about the danger involved in starting all the entries—sometimes upward of 200 boats—at the same time, The Rudder Club, of Jacksonville, Fla., decided to adopt a pursuit format for what they hail is the world's longest river race.

While this makes starting a somewhat laborious process for the race committee—the first boats head off around from Palatka, Fla., at 7:30 a.m., while the fastest boats don't start until after 10:30 a.m.—it has also made the race much more user-friendly. "It was too intimidating for many of the less experienced sailors," says Rich Brew, who won his first Mug trophy in 2005, after more than a quarter century of trying. "This race has a high percentage of performance cats and also a huge number of beginners who do the Mug Race more as a family affair than as a competitive event."

The pursuit start also gives everyone a chance, albeit a small one, at the coveted Mug, which is awarded to the first boat across the finish line, regardless of elapsed time. The fast 25- to 30-foot multihulls are still the prohibitive favorites each year, but since many competitors have a two- to three-hour headstart, the speedy catamarans don't usually take the lead until close to the finish of the 38.4-mile jaunt up the St. Johns River.

Off the water, the Rudder Club tries to make the race as easy as possible, organizing shuttles so competitors can drop their boats off in Palatka and take their trailers to Jacksonville. "The organization of the race is catered toward the out-of-town sailor," says Brew. Maybe, however, the club makes it too easy for outsiders. Brew's win in 2005—along with Mike Tiernet, and Skip Canfield—was the first by a Jacksonville skipper since 1979.

FIGAWI

You've heard this cliché before, but the Figawi race really isn't as crazy as it used to be. The annual Memorial Day weekend caravan from Hyannis to Nantucket is now into its mid 30s and, as would be expected, mellowing out a bit. "Frankly we'd have been kicked off the island if we hadn't [toned down the revelry]," says Charlie McLaughlin, the race's press officer and a member of the board of directors. "We want everyone to have a good time, but we've periodically thrown boats out of the basin—we did it this year—and banned them from coming back in the future."

That said, no one has forgotten the race was founded by three friends who thought it might be fun to race to Nantucket for a weekend. There's a start and a finish and plenty of trophies, but there's also a great party on Saturday night, a lay day on Sunday to enjoy the island, another party on Sunday night, and then a casual return race for boats heading back toward Cape Cod's South Shore. "It's a three-day party for a four-hour race," says Rob MacMillian, of Quantum Sails Newport, who's done the race eight times.

Like the Mug Race, the Figawi uses a pursuit start. Unlike the Mug Race, Wirth M. Munroe, or Ditch Run, the Figawi race doesn't have a fixed course, the race committee choosing any one of seven potential paths, from a straight 19-mile fetch to a more circuitous 28-mile course, depending on the wind. Even if the simplest course is chosen, it's important to remember that Nantucket Sound is rife with shoals, rocks, and myriad currents—and fog is a common race hazard—so having a competent navigator on board can be invaluable, whether you hope to finish first, or just get to the finish in time for the party.

–STUART STREULI

MUG RACE

Date: May 6, 2006
Body of water: St. Johns River, Florida
Host organization: The Rudder Club, Jacksoville, Fla.
Website: www.rudderclub.com
Start: Just northeast of the Riverfront Inn, Palatka, Fla. (South Course), southeast corner of the Buckman Bridge, Jacksonville, Fla. (North Course)
Finish: South of the Buckman Bridge (both courses)
Distance: 38.4 miles
Fleet size: 119 boats (South Course), 19 boats (North Course)
Boats entered: Multihulls, from Hobie 16s to a 25- to 30-foot cats and tris, dominate the South Course. There's also dinghies and small keelboats. Any boat with greater than a 44-foot mast must sail the North Course.
Overall winner: Robert Lyman's RC 27 *Daddio* (South Course) and Jeff Knoll's Beneteau 41 *Reasonable Advantage* (North Course)
Best elapsed time: Eric Roberts' RC 30 *Dream On* (3h:11m:0s)
Secrets to success: Lake sailors generally fare well, knowing where on the twisty, turny river to find the most breeze.
Typical rookie mistake: Mis-timing the start. Individual starting times are specified down to the second and it's each competitor's responsibility to sync their watches with the race committee and know when to cross the line.

CORY SILKEN

The inner workings of the Lewmar winch deliver winning performance.

The Lewmar winch is an engineering marvel. At the heart of it is an all-bronze, single-piece center stem and precision-machined bronze gears that deliver smooth, **Efficient Power**. Stainless steel roller bearings are housed in a rigid cage that performs under intense loads. A screw-on cap allows for fast, convenient access and **Easy Maintenance**, ensuring efficient operation. The Lewmar Ocean Winch (featured above) is fully **Convertible,** allowing for quick and easy transformation to an electric winch in models 40ST, 44ST and 48ST. Look into Lewmar's full line of winches at www.lewmar.com. There's definitely one that's engineered for you. **Lewmar. In Control.**

LEWMAR®

www.lewmar.com

Tech Review

Finding Dual-Purpose Perfection

BY TONY BESSINGER

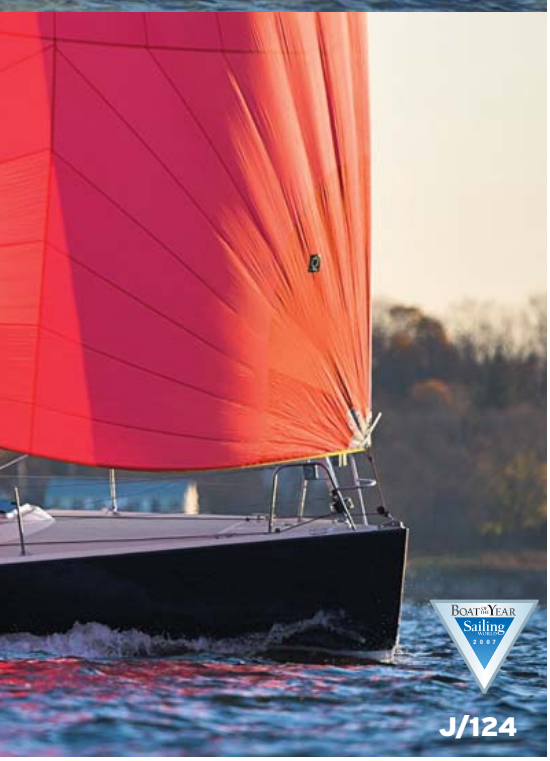
DANIEL FORSTER/ROLEX

THE STARS HAVE ALIGNED, THE BANK account is healthy; it's finally time to fulfill your dreams and buy a boat. Both cruising and racing are part of your plan, but owning two boats isn't. How do you decide what kind of boat to buy? We spoke with dealers from all around the United States, all of them with decades of experience in the marine industry, and all carrying a few of the most popular brands in the country. Their experience and collective wisdom should help you find a boat, new or used, that best fits your needs.

A savvy boat dealer will assess what a buyer is looking for before he or she shows them any boats or takes them on a test sail. "What we try and do is play a game by drawing a line with one side being a pure cruiser and the other a pure racer," says Garth Hichens, owner of Annapolis Yacht Sales, Md. "Then we try to find where they are in the middle of that. It's not as though there's a line in the middle that's racer/cruiser, it's more of a wide band. I talk to them and find out where they fit." Prospective buyers can help facilitate this process by first coming up with a simple "pros and cons" list.

According to Jeff Trask, owner of Sail

New Boats for '07



ONNE VAN DER WAL/J BOATS

California, which sells J Boats in Newport Beach, the first question you should ask yourself is: What is the most important thing you're going to do on a sailboat? "Then we take a look at the size of the family and the budget," says Trask. "You can cruise on anything, and you can race on anything, but it's a lot easier to race anything than it is to cruise anything."

The IRC Rule, slowly gaining a broader international foothold, seems to encourage roomy, stable boats with comfortable interiors, and builders are responding with many iterations of the racer/cruiser. Several new dual-purpose designs have been successful on the racecourse this year, hinting that the rule, thus far, is working as intended. Even a few of the new sportboats and multihulls give at least a small nod to sailors who desire accommodations. Many of the 21 new designs featured here will enter our Boat of the Year competition in October, and those are noted. Look for our winners in the January '07 issue. More details on each boat are available at www.sailingworld.com

The **Sydney 36CR** is a racer/cruiser with emphasis on the racer. A development of the IMS-designed Sydney 36, this iteration sports non-overlapping headsails on a powerful fractional rig with swept-back spreaders that eliminate the need for running backstays. The Australian builders have taken advantage of its large interior to provide comfortable, if minimalist, accommodations. www.sydneyyachts.org

Danish builder X-Yachts is promoting its **X-35 One Design** as a new one-design class. The hull has an integral galvanized steel grid that provides keel and rig support while increasing stiffness. The X-35 has a powerful 9/10 rig and non-overlapping headsails over a high-aspect rudder and bulb keel, a large open-transom cockpit, and accommodations for up to eight. www.x-yachts.com

The New York YC's **Club Swan 42** was designed by German Frers and intended to be a strict one design. With a provisional IRC rating of 1.182, we expect it will be a boat to be reckoned with in IRC fleets as well. Class rules require an all-amateur crew with the exception of one Category 3 sailor. A racing-oriented deck layout has few concessions to cruising. Two interior layouts are available. www.nautorgroup.com


X-35 OD

The **Beneteau First 10R**, a 33-footer designed by Farr Yacht Design is Beneteau's first sprit boat in the United States. With a carbon mast, a 63" wheel, and a racing-oriented deck layout, it's aimed at competitive sailors, but down below it has comfortable accommodations (with standing headroom), including a pair of settees in the saloon that can double as sea berths. A head/shower combination takes up the forepeak under the forward hatch. www.beneteauusa.com

Update the J/92 (1993 *SW* Boat of the Year) with a slightly deeper, more efficient keel and rudder, a larger cockpit, a sail plan that features non-overlapping headsails, and a masthead asymmetric flown from a carbon sprit, and you get the **J/92S**. This 30-


Beneteau First 10R


Sydney 36CR

Don't make the mistake of going solo. As with any other major financial decision, your significant other—and maybe even your kids, if they're old enough—should be part of the process of figuring out which boat best suits your needs. Of course, sometimes neither the wife (or the husband) nor the kids want anything to do with boating. You'll be the exception, but making the decisions might be easier and take less time.

Cruising boats outsell racing boats by a huge margin in the U.S., but it's become a lot easier to buy a true dual-purpose boat today and be satisfied with its performance in both disciplines. "New boats sail much better than boats used to," says Bump Wilcox, owner of New Wave Yachts, in Marblehead, Mass. "They sail higher and faster. You can make a decently stiff boat that doesn't need people sitting on the rail. " Last year, Wilcox cruised and raced one of the boats he carries, a Sabre 382. "We raced it a lot and did well," he says. "That's certainly a boat I wouldn't be embarrassed cruising on; it's a cruiser/racer not a racer/cruiser, but I put a carbon rig and good sails on it and we beat some flat-out raceboats."

"On the race side in particular, what I'm seeing is the customers buying these boats are looking at sail dimensions, power ratios, and displacement-to-length ratios," says Dan Krier, a partner in the Marine Service Center in Seattle and Anacortes, Wash., which carries the C&C, Jeanneau, and Elan lines. "They're looking at the handling, asking how big the headsail is. People are getting away from boats that take an army to crew and getting into smaller crews. That way it's easier to get out on the racecourse because it's easier to find crew. With carbon rigs, the weight aloft is reduced and one can get away with less righting moment."

And so, with the dual-purpose intention, what are the attributes a racing sailor should be weighing? Let's start at the bottom with the keel. "In a cruiser/racer you would have a little bit of a debate between a traditional fin keel and a wing

footer has four berths, an enclosed head, and a galley with a sink and a one-burner stove. www.jboats.com

The **J/124** is designed as a fast coastal cruiser and daysailer. The carbon wheel, clean lines, and powerful sail plan will have owners bombing around the racecourse. Its high-backed cockpit with 6'11" seats and accommodations for up to six will make this a boat the crew can inhabit at regattas, and the family can

comfortably cruise for a weekend or longer. www.jboats.com

Designers Alex Simonis and Maarten Voogd have given the **Dehler 44** a modern hull shape; fairly narrow with a fine entry forward and high aspect foils. On deck, a cockpit table folds and stows flush in the twin-wheeled cockpit and the dodger stows sports-car style on the cabin top. This boat is all about looking suave at the dock and on the racecourse. www.dehler.com

The **Grand Soleil 37**, from the design team of IMS and IRC wizards Marcelino Botin and Shaun Carkeek, may be a wolf in sheep's clothing when it comes to racing. It won its IRC Class at Cowes Week 2005. Below, satin-finished mahogany sheathes a roomy, comfortable layout. The cored hull features a galvanized steel grid structure to keep it stiff and lightweight and to support the keel and rig. www.grandsoleil.net

The **Maestro 40** is a Finnish-built cruiser/racer that places a premium on performance. The hull is built using vacuum-injection lamination. Joiner-work below is cored wood veneers for light-

IMAGES COURTESY OF THE MANUFACTURERS

O'pen BIC

Photos: Guillaume Plisson / Laurent Vidal

ENERGIZED SAILING

While new boats for adults have changed the face of dinghy sailing, there have been no new boats for younger sailors for some time. With the O'Pen Bic, youth sailors now have a true glide machine for real excitement on the water. The O'Pen is THE link between learning and the new school generation of sailing dinghies.

An energized dinghy:
- A fast, planing hull for a dynamic sailing experience.
- A totally open, self draining stern that makes capsizing fun!
- A modern design that looks like the boat of today's champions.
- A high quality foiled daggerboard and rudder for performance.
- A high performance rig package for power, speed and control.

O'pen Bic: A boat for fun, recreation, training and competition for children and teenagers alike.

HULL
Length: **9' / 2.75m** - Width: **45" / 1.14m**
Weight: **99lbs / 45kgs** - Capacity: **143lbs / 65kgs**
Hull material: **Thermoformed polyethylene (not roto molded)**
RIG
SAIL: Surface: **48sq ft / 4.5m²** - Material: **K.Film - 4 battens, adjustable tension**
MAST: L.: **12'10" / 3.90m (2 parts)** - Material: **Fiberglass - Epoxy**
BOOM: L.: **6'7" / 2.00m** - Material: **Aluminium**

www.openbic.com

Design : BIC Sport & VITALIDESIGN

North America distribution:
BIC Sport North America, Inc. West Wareham, MA 02576
Tel: **508-291-2770** / Email: **info@BicSportNA.com**

BIC Sport

keel," says Wilcox. "I think that for any type of performance, wing keels are hopeless." Racers want deep fins, cruisers want to gunkhole in shallow water. A T-bulb keel might best satisfy the center-of-gravity needs of a grand-prix racer, but it's not easy to get a lobster trap line off of one. The right keel is the one that works best for the type of sailing you plan on doing. For all-around usefulness, a fin keel with an aft-swept bulb can do the trick.

Cockpits are where a lot of a boat's action, either on the hook or on the racecourse, takes place. Our dealers recommend features such as removable stern lockers and tables, and high cockpit coamings for comfort and bluewater safety. Twin wheels make it easier to transit the cockpit, and they give the helmsman excellent visibility. "Typically, a wife's objections to cruiser/racers is the traveler in the cockpit," says Krier. "The traveler in the cockpit makes the table in the cockpit more complicated. We work around that because we eliminate objections. We put a quick-release shackle on the mainsheet system. You pop it off and bring it over and cleat it to the toerail. In the case of the

Maestro 40

C&C 115, you've got a Wichard padeye for the spin gear, which we attach the mainsheet to. Then you take a teak cockpit table that sets up on the binnacle and now you've got the dining experience."

"If a customer wants to do both racing


Corsair Sprint 750

ness and strength; the keel is a hollow steel fin with a lead bulb. there's a double berth forward, an L-shaped galley, and a choice of one or two double-cabins aft. www.maestroboats.fi

Jeanneau has updated its charter-based 49-footer to appeal to the racing owner. The **Sun Odyssey 49 Performance** has more sail area, Dyform standing rigging, feathering prop, and a 7'8" performance keel. This boat should be quick and responsive, with plenty of comfort for cruising. www.jeanneauamerica.com

The largest boat in Beneteau's First series of boats is now a 50-footer. Designed by Philippe Briand, the **First 50** has twin wheels, carbon cockpit fittings, a 9'1" T-bulb keel, and a three-cabin, two-head layout. Options include a carbon rig and a shallow-draft keel. This boat is aimed straight at the 50-foot racer/cruiser market and is made in France. www.beneteauusa.com


Salona 37

The Croatian-built **Salona 37** comes down solidly on the cruiser side of the equation, with three choices of layout, including two or three double-cabins, and one or two heads. But with a modern underbody and 900 sq. ft. of sail area, it should be fast enough around the buoys on a Wednesday night and still give the family a comfortable platform for the weekend. www.salona.cruiser-racer.com

The **Flying Tiger 10 Meter** originated when designer Bob Perry posed a question in the forum section of the Sailing Anarchy website. Deposits have been received for the first 100 of these Chinese-built, one-design, trailerable sportboats and five boats are already sailing.


Nacra F18 Infusion

The rig and retractable sprit are carbon and are designed to fit in a 40-foot container along with the boat. The interior is rudimentary. www1.ft10class.info

The **Annapolis 30** is designed to be a flat-out one-design racer. The boat is built with extensive use of carbon fiber and E-glass, keeping the overall weight to less


Flying Tiger 10M

than 3,900 lbs., which should make the boat lively on the racecourse. The rudder retracts while still allowing the boat to be maneuvered, and the keel retracts enough so the boat may be ramp launched. www.annapolisperformanceyachts.com

The 28-foot, Swiss-built **Esse 850** is an over-canvassed, trailerable sportboat with a plumb stem, a narrow beam, and a 6'7" lifting keel that makes up 60 percent of the boat's total weight. The builder wanted an easily handled daysailer that didn't require a huge crew. www.esse850.com

Billed as a luxurious daysailer, and designed to be raced hard, too, Synergy Yachts' 35-foot **350 RL** features a carbon rig and 7'7" bulb keel. The pole for the asymmetric spinnaker is fixed on deck and is easily removable as are the carbon cockpit seats. The interior has


Annapolis 30

5'6" headroom, and has a simple four-berth layout with a large icebox and an enclosed head. www.synergyachts.com

Designed to the Formula 18 Rule, the **Nacra F18 Infusion** is a production boat in a development class. It capitalizes on the experience the builder gained in manufacturing the current A Class Catamaran world champion, the Nacra A2. Its wave-piercing hulls are canted

ALL IMAGES COURTESY OF THE MANUFACTURERS


Admiral's Cup name approved by the Royal Ocean Racing Club, London.
The bold Admiral's Cup Competition 48.
Titanium and Vulcanized Rubber.
Certified Chronometer.
CORUM
THU 26
Admiral's Cup
COMPETITION
CORUM
J.R.DUNN JEWELERS
954-782-5000
TOPPER FINE JEWELERS
888-730-2221
ZACHARY'S JEWELERS
410-266-5555
FT. LAUDERDALE INTERNATIONAL BOAT SHOW PARTICIPATING SPONSOR • BAHIA MAR YACHTING CENTER • BOOTH #154 • OCTOBER 26TH - 30TH
www.corum.ch

and cruising," says Krier. "The owner will typically have a symmetric spinnaker to race with, so he can drive the boat deep and get those good VMG angles. Then, for cruising, he buys an asymmetric spinnaker. All we do is take the downhaul, and rather than running it up to a pole, we take it out to a block at the pulpit, and that's your tack line."

It's also getting easier to satisfy everyone's comfort wishes. Better batteries and charging systems, and lighter, more efficient equipment (think flat-screen TVs) make it possible to equip boats with the extras that making cruising (and distance racing) less arduous. "In the last 30 years there's been a dramatic increase in systems," says Wilcox. "Inverters are more efficient, but we're typically putting six-plus batteries in boats. We're finding lots more appliances on board that five or six years ago we couldn't do, energy-wise."

What about used boats? Look for a boat with a proven history in PHRF racing, by far the most popular racing rule among U.S. sailors. Construction is important, too. Older boats with cored hulls and decks should be rigorously inspected by a surveyor before any offer is made. Some boats that are popular now have been around long enough to start appearing on the used-boat market. Good examples are the Beneteau 36.7, the C&C 99, and the J/120. The Beneteau is solid glass, the C&C 99 has an epoxy hull, and the J/120 is made with J Boat's proprietary SCRIMP system. All of these construction methods offer longevity. ✦

Beneteau First 50

outboard 4 degrees, and flatter sections aft are designed to promote planing. The hulls are built with infusion technology, making them stiffer and lighter than those built using conventional layup process. The rig setup features a wing mast with a fat-head main, a self-tacking jib, and a high-aspect asymmetric spinnaker. www.nacra.us

Corsair Marine's 24-foot Sprint 750 is a trailerable one-design trimaran and camper. The attraction of this boat is its performance; it features a large sail plan that includes a square-top mainsail, a sprit-mounted screecher, and a spinnaker, over narrow hulls with an overall beam of 18-feet. A large, easily stowed boom tent is available for the cockpit, and there's a double berth below.

www.corsairmarine.com

In the strict sense of the word, the Raptor 16 is not a proa but an outrigger. An adjustable hydrofoil in the ama provides righting moment by pulling down when it's to weather and generating lift when to leeward. The Raptor hulls are molded carbon fiber and epoxy over a foam core; all up weight is 95 pounds, including rig. www.hydrovisions.com

Lightspeed 32

The O'pen Bic is a planing dinghy with a hull made of thermoformed polyethylene, a carbon and fiberglass two-piece mast, and an aluminum boom. The target audience for the O'pen is kids who need a transition boat between the Optimist and a 420. www.openbic.com

The design brief for the carbon Lightspeed 32 One-Design called for "a simple, lightweight, offshore-capable rocket ship with the emphasis on performance, fun, and safety." The boat features high freeboard to avoid slamming the cross beams into rough seas. There's 175 sq. ft. of deck and trampoline area, and high-backed seats on each hull.

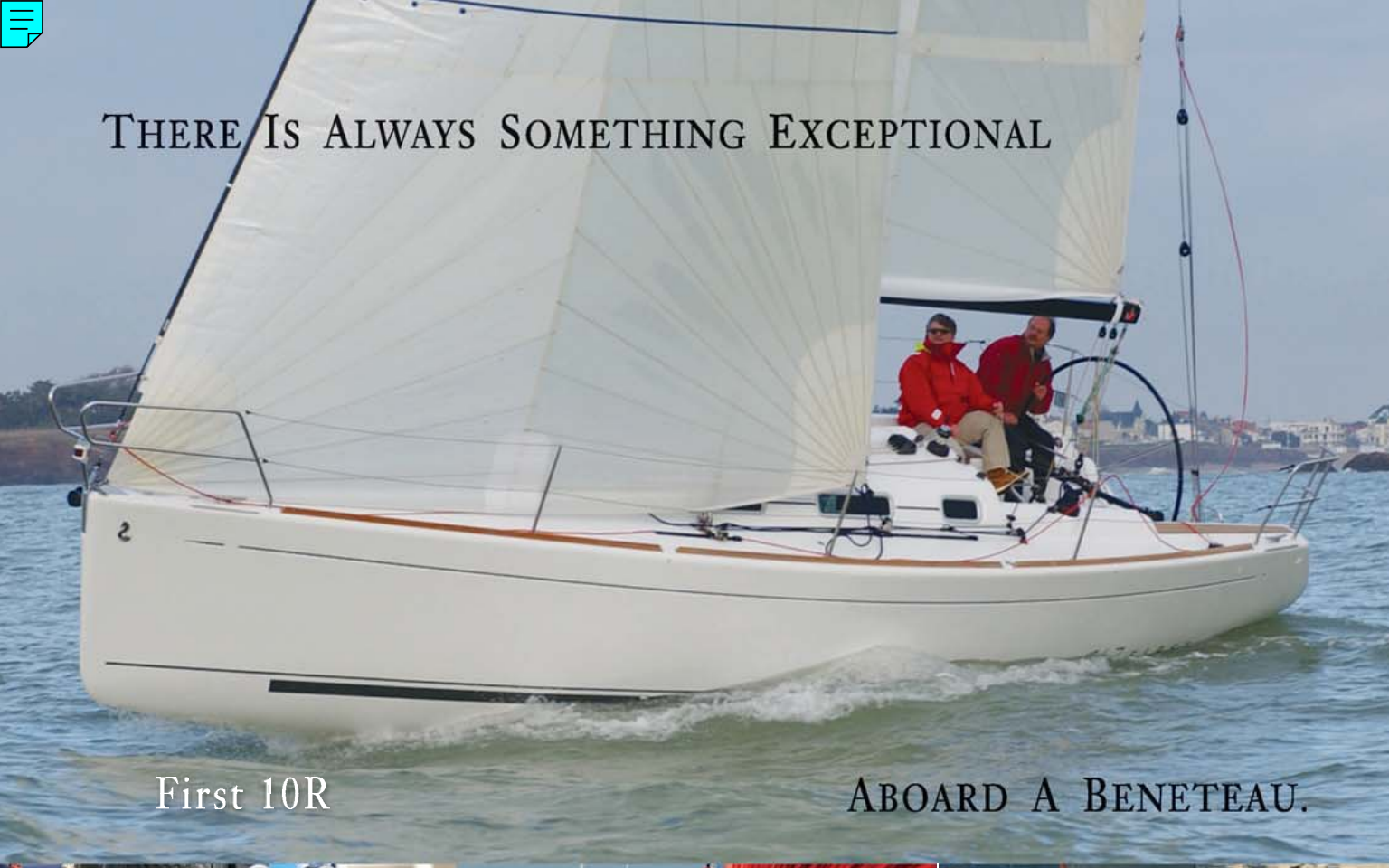
www.lightspeedboats.com


O'pen Bic

Designed by Bruce Kirby as a transitional boat for junior sailors graduating from the Optimist, the Pixel is aimed at crews too light for powered-up dinghies. It's built in China and has an epoxy hull, carbon rig, and an asymmetric spinnaker. www.brucekirbymarine.com

–ANDREW BURTON

ALL IMAGES COURTESY OF THE MANUFACTURERS



Introducing the remarkable new Beneteau First 10R. Farr Yacht Design and Beneteau have pulled out all the stops to unleash unmatched technology, innovation, and racing prowess to present a new generation of 10 meter racing yachts. The result is a breakthrough model with a unique "one-shot" hull molding process that combines injection and infusion to finitely control displacement, weight distribution, and shape for excellence in one design parameters. The exceptional features of a Hall carbon mast, Farr's latest thinking on hull/appendage design, premium equipment from Harken or Lewmar all combine to provide the most incredible racing experience. Call your Beneteau dealer or visit online to see how exciting your sailing could be on a First 10R built in Marion, SC.

BÉNÉTEAU

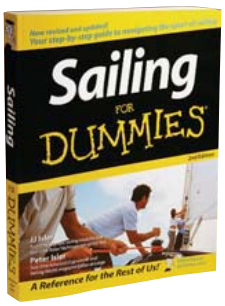
20 Years In Marion SC

843.629.5300 BENETEAUUSA.COM

First 10R First 36.7 First 40.7 First 44.7

Isler's Required Reading, and a New Box Rule

EVEN WE HAVE TO ADMIT THAT SAILING ISN'T the easiest sport for neophytes. If you know someone who's interested in sailing, but doesn't know where to start, point them toward the latest edition of JJ and Peter Isler's *Sailing For Dummies*. This well-illustrated, straightforward book covers everything a rookie (and some self-professed experts) could ever want to know about the sport. Sections of interest to racers include: "Sailing Fast: Taking Your Sailing to the Next Level," "Trimming Your Sails for Speed," and "Racing Sailboats: Going for the Gold." The clearly written, often humorous text reflects JJ and Peter's love for the sport, and goes a long way toward making it less daunting for those with little or no experience. $21.99, www.dummies.com



Sailing for Dummies

New Product

Velocitek has developed two GPS-based instruments for sailors, the Speedcompass and the S5.

The Speedcompass has a large display that will show your heading in degrees true, as well as your speed in knots. If you're only concerned with one at a time, you need only flip it over on its mount; the Speedcompass detects the tilt and will switch its display accordingly, right-side-up for speed and upside-down for heading. Or, if you'd rather see both, the Speedcompass will switch between the two displays every second. The damping time (time it takes for the compass to update) is also adjustable for sailors who'd rather not see every small change of heading or speed.

Speedcompass

Want to know your VMG in real time? The Velocitek S5 uses GPS satellites to track actual boatspeed every second and then computes your VMG based on a user-defined line between two reference points (such as windward and leeward marks). The result is a display of your VMG every second, a useful reading to have if you're trying to decide if heading up or footing off will be faster overall. The S5 will also recall your top speed and your best 10-second average when you're done racing. You may not want to toss your TackTick quite yet. It's unlikely that the

ON TEST

Dubarry boots, made in Ireland, have been gaining a lot of traction at all levels of performance sailing since being introduced to the U.S. market in 1999. They're comfortable, long lasting, and perfect for tough offshore sailing conditions. The designers at Dubarry understand that not all sailors need boots designed specifically for offshore use, so they came up with a mid-calf boot that's lighter and less bulky than their offshore boots.

Sean Horrigan, an amateur racer based in Newport, R.I., was given a pair of the Annapolis boots to test-drive last summer. Horrigan sails on quite a few different boats, so the boots got a good tryout, and here's what he had to say.

"Since I got the Dubarry Annapolis boots, I've raced to Bermuda and delivered back on a Swan 45, raced J/24s around the cans, done Wednesday night racing on a Shields. With each use, the boots feel more and more comfortable, like a good pair of sandals. The Gore-Tex lining and the supportive sole help make the boots livable, and the rubber soles grip relentlessly to everything from nonskid to teak.

"The mid-calf height helps the boot breathe, but it keeps out most deck wash and spray. They're not designed for harsh winter or hot summer sailing, but they're good in-between boots for those days when the breeze is up, traction is key, and warmth is an issue.

"Although they're at the pricey end of the spectrum ($285), the boots have proven their worth to me so far. I recommend the Annapolis Dubarry boots to sailors who have a hole in their gear inventory and value comfortable, durable boots." www.dubarry.com

ON TEST, ONLINE

◀ Jetboil

Jetboil camping stoves are perfect for offshore racers. Lightweight and easy to use, the Jetboil can make boiling water for coffee, tea, or freeze-dried meals in about two minutes. www.jetboil.com

Uniden Mystic GPS/VHF ▶

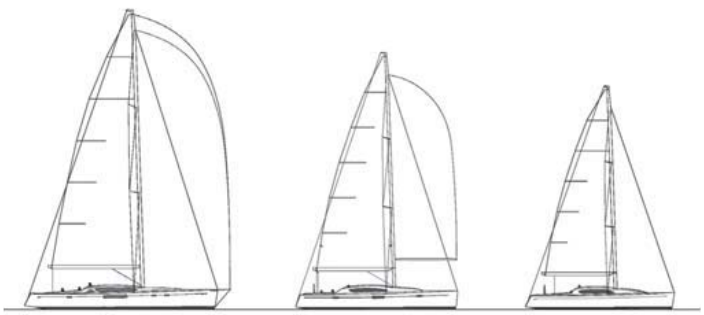
With the introduction of Digital Select Calling, VHF radios and GPS units took on a whole new role. This handheld combo by Uniden is a great marriage of the two technologies. www.uniden.com

For detailed reviews of these products and more, visit www.sailingworld.com

Photo: Francolini / Azzura Marine

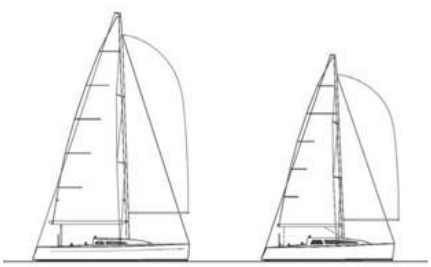
SYDNEY **36** CR

Cruiser Racer Range



47CR 39CR 36CR

One Design Range



38OD 32OD

Sydney Yachts - Head Office
Suite 110 Jones Bay Wharf, Pirrama Road, Pyrmont, NSW, 2009, AUS
Tel: (612) 9552 1133 Fax: (612) 9552 1100 info@sydneyyachts.com

Sydney Yachts USA - Seatime Yachts
Tel: 877 358 SAIL Direct: 415 378 3840 cruisedt@earthlink.net

Sydney Yachts USA - Pacific Yacht Imports
Tel: 510 865 2541 Fax: 510 865 2369 sydney-yachts@mindspring.com

Sydney Yachts USA - WM.J.Kolkmeyer Yachts, LLC
Tel: 203 878 6373 bkolkmeyer@snet.net

Sydney Yachts

www.sydneyyachts.com

a member of Azzura Marine

Velocitek products will be legal for most one-design classes anytime soon, due to the instruments' use of GPS satellites; so far, testing and use has been mostly restricted to high-performance classes (49ers, International Moths, cats, and sailboards) that allow electronic aids. But for training and adjusting boat settings, these tools would be useful for any sailor. $399 (Speedcompass), $250 (S5) www.velocitekspeed.com

New Designs

When the Storm Trysail Club proposed the Storm Trysail 65 box-rule last year it seemed a good idea; a class of offshore boats with an emphasis on performance and long competitive life. But nobody built one. Recognizing that a boat with a broader appeal might interest prospective owners, the STC joined forces with the Transpacific YC, and tweaked the rule to make it work for owners on both coasts.

"Transpacific hit a home run with the TP 52," says TYC Commodore Al Garnier, "and in 2005 it was recommended to our Transpac board that we move up in range to the 65-foot class. In November, Alan Andrews and Bill Tripp promoted a joint

Storm Trysail Transpac 65

effort, and the board was very supportive, with the main requirement that the boat also meet the needs of West Coast owners. Partnering with an existing group and rule outline was an obvious choice for us."

In the world of custom raceboats, nothing rolls until someone opens a checkbook, which is what Roger Sturgeon did as soon as the ink was dry on the new rule. Sturgeon, who campaigned his TP 52 *Rosebud* to wins in Bermuda Race, Big Boat Series, Key West Race Week, and Transpac, is the first owner to publicly commit to the new STP65. Designed by Farr Yacht Design, Sturgeon's latest ride is under construction at Westerly Marine in Santa Ana, Calif.

The STP65 box has an overall length of 65.6', a displacement range between 28,660 and and 29,541 lbs., a beam range between 14.76' to 15.75', and a lifting keel with a draft of 15'9" down, 10'10" up. For those who believe the IMS rule is dead, note that, as with the TP52 class, the STP65s must have a valid IMS certificate (or an ORR certificate, a derivation of IMS). There's also a maximum crew weight of 3,196.7 pounds, with the caveat that "A yacht's total crew weight may be protested any time during a race or event up until the completion of the last race." Class rules also prohibit outside assistance from support boats, as well as moveable ballast of any kind, including water and swinging keels. The complete STP65 Rule and other information can be found at www.stormtrysail.org

–TONY BESSINGER

ABN AMRO ONE

ABN AMRO TWO

BRASIL 1

ERICSSON

ING REAL ESTATE

MOVISTAR

PIRATES OF THE CARIBBEAN

In addition to the Ronstan batten car systems on all seven VO70's, take a closer look at the fleet and discover the exclusive Series 42 RollerBall mainsheet traveller systems, powerful Orbit blocks and the QuadRace Cars and Tracks.

There *is* a choice when it comes to hardware.

RONSTAN

www.ronstan.com

Unique Solutions & Technical Support: amcglashan@ronstan.us

From the Experts

TECHNIQUE BY STEVE MARSH

The Bowman's Guide to the Asymmetric

I'VE BEEN SAILING PRIMARILY ON THE J/105 *Masquerade* for the past six years, and in that time I've made every mistake possible (that I know of). Shrimping, big knots, torn spinnakers, you name it. But with each mistake, and each regatta, we've developed highly choreographed techniques to managing our asymmetric spinnaker. Fundamental to the success and efficiency of all our maneuvers is clean, consistent bow work, so let's take a look and see how it's done.

Start with the setup. On *Masquerade*, we set up our asymmetric spinnaker for inside jibes, where the clew passes between the spinnaker and the headstay during the jibe, and we launch out of the forward hatch. We use spinnaker sheets that are spliced together; the splice is about 18 inches back from where the sheets are tied to the clew with a bowline. The splice has less drag on the headstay during a jibe than individual sheets tied to the clew. With a single splice, there's also less weight pulling down on the clew, which is important in light air. We run the spinnaker sheets outside the lifelines to an aft block and then, as another trick, we run them forward through a stanchion base that's in line with the mid-boat turning block, which leads the sheet to the cabin top winch. We've had the blocks blow up in a big breeze, and having it led through the stanchion base has allowed us to finish the race without compromising our performance too much.

When rigging the spinnaker gear, make sure the sheets, halyard, and the tack-line are led under the jib sheet. The most important tip on rigging for an inside jibe is to "tack down" the lazy spinnaker sheet. By this, I mean we have the tack line running over the top of the weather spinnaker sheet, which is lead around the headstay (for port roundings). As with a symmetric spinnaker, I have the head between the clew and tack and the spinnaker halyard over the top of the leeward sheet. Next, I tape the halyard to a stanchion, below the lifeline. This keeps the halyard out away from the rig, and the tape will break during the hoist. The last thing I do for the setup is take about 15 feet of the lazy spinnaker sheet and place it on top of the spinnaker in the hatch. This ensures that the weather sheet will be loose during the set.

To set up for an outside jibe, where the clew passes out and around the spinnaker, the tack line will be under the lazy sheet. The biggest issue with the outside jibe is having sheets that are long enough, and not letting the lazy sheet fall over the outboard end of the pole. Many one-design fleets do not allow adding battens or extenders to the pole tip to prevent this from happening, but in open classes, or handicap racing, such devices can help prevent a lazy sheet from going over the bow.

KURT ARRIGO/ROLEX

Setting the spinnaker

As we come to the weather mark, the crew is hiking, and if there's an offset in place, we stay on the rail until the boat flattens on the reach to the offset. Once it's flat, I open the hatch, go forward, and pull the tack out past the pulpit. As we start to round the offset, I'm pulling the rest of the tack, and the head, out of the hatch (or bag), and as the mastman hoists, I run the luff tape to make sure there are no twists. A twist generally shows up near the head, and by running the tape it can be cleared quickly as it comes out of the hatch. If your previous drop was questionable, then give yourself a couple of extra seconds to make sure it comes out clean. It is always best to have your mastman and pitman on the same page with you during any maneuver. If they're watching what's going on, they can control the speed of the set and allow the bowman to clear a twist or fouled sheet.

The key to having good sets is marking everything. For the tack line, we have a 3-inch-long mark at the jammer. The halyard has a mark showing full hoist, and the pole has a mark to confirm it's fully extended.

As soon as the spinnaker is clear of the hatch, I go directly to the furling line exiting the drum and furl the jib. An immediate furl allows the spinnaker to fill more quickly. Once the jib is furled, I get ready for a jibe by grabbing the weather sheet, sitting low, and waiting for the call. At this point, take a look back; it's always fun to see if the spinnaker is up and flying before your transom clears the offset. Make it a goal.

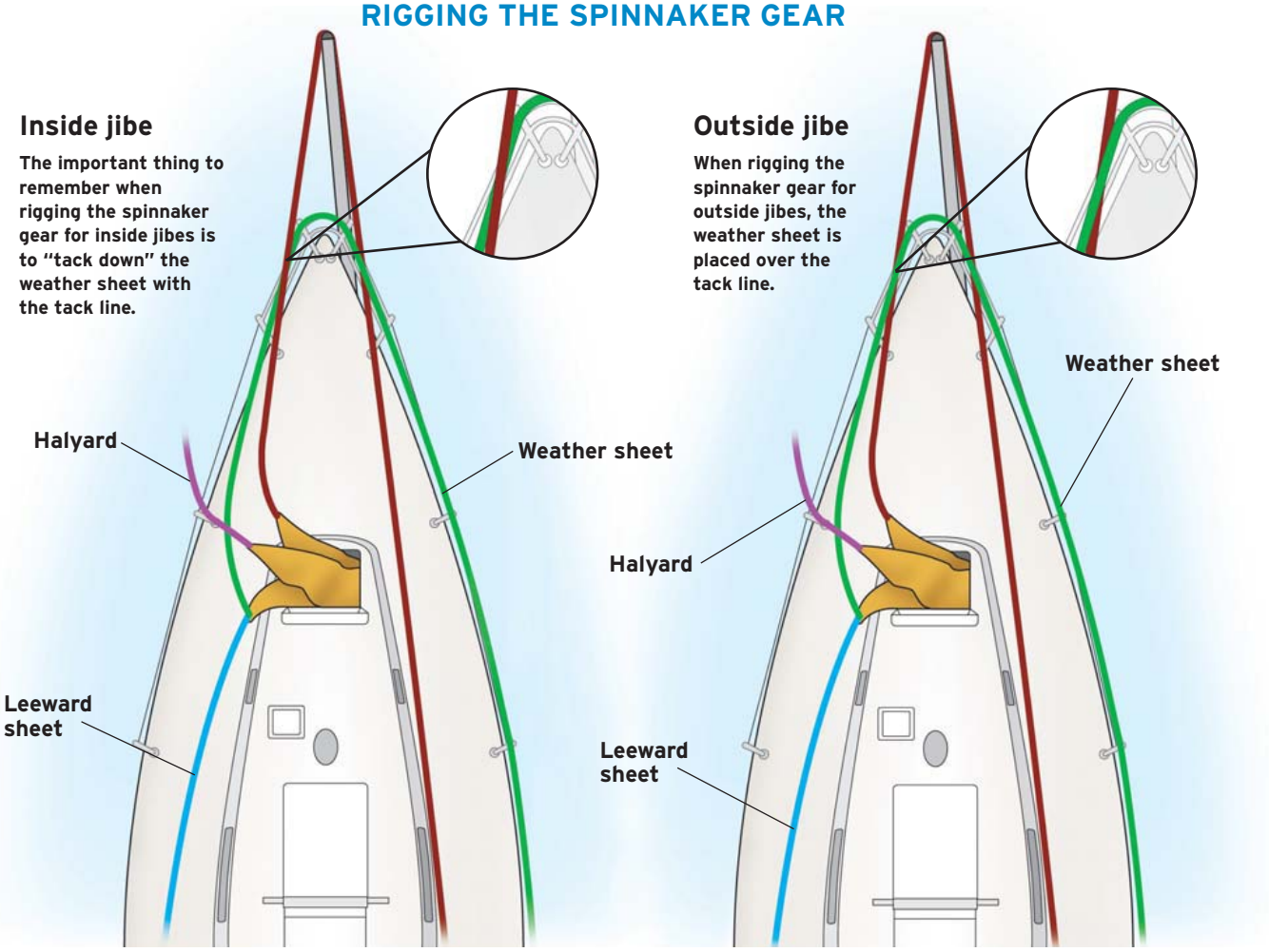
Assisting through the jibe

When the call is made to jibe, I stand up, go forward, and as the boat starts to go through the wind, help the kite through the jibe by pulling aft and down. How hard and fast you need to pull is determined by the wind strength; slow and controlled in the light stuff, fast and furious in the breeze. Kite size also makes a difference because larger kites require more strength in the breeze. On a J/120, with its massive spinnaker, we've found that in more than 18 knots, the outside jibe is much easier than muscling the entire thing through an inside jibe. With either jibe, the rate at which the trimmer tails can make or break a good jibe. The trimmer should be tailing the sheet for all he's worth. The second trimmer simply eases the old sheet, and once the clew is past the headstay, lets the sheet run free (making sure he's not standing on the tail).

Coordinating the drop

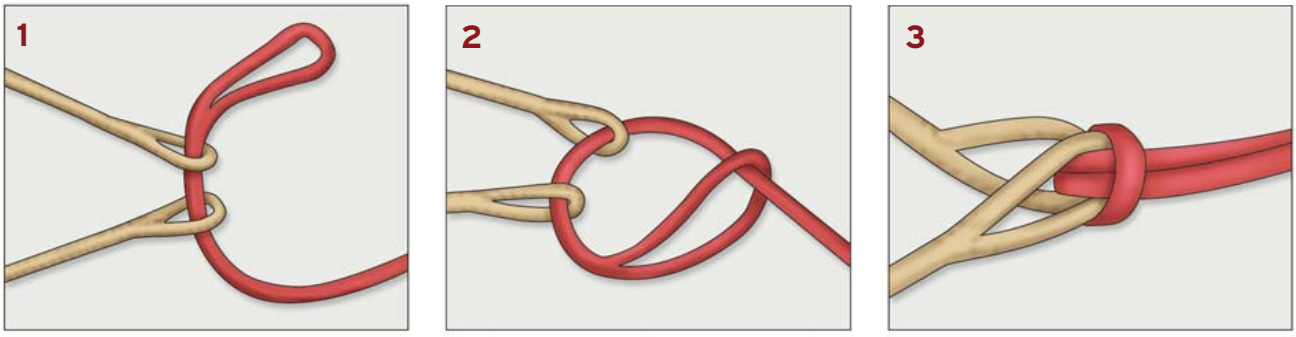
For sets and douses, our team has developed a choreography that has a few of the crew changing positions. The bowman always stays forward, but the spinnaker trimmer, who happens to be one of our bigger guys, bumps the halyard on the set, and helps get the kite down. Our pitman works the middle during the sets and jibes, but moves below to become the sewer man during the douses. The second trimmer takes the spinnaker sheet on the set, then passes it to the trimmer, who is already on the weather rail and in position to trim. The hardest part of this crew-switch technique is the second trimmer's multitasking. Before the drop, he

RIGGING THE SPINNAKER GEAR



JOSEPH COMEAU

PIGTAIL THE SPINNAKER SHEETS



The author recommends splicing spinnaker sheets, but another popular method is to "pigtail" the sheets (purportedly developed by Walt Brown at Layline, Inc.). A Spectra line with an eye splice is passed through both spin sheet eye splices and then back through itself. The pigtail's bitter end is tied to the spinnaker with a small bowline. Check with a rigger or class specialist for a recommended pigtail length.

needs to preset his jib, take the spin sheet from the trimmer, and then become the pitman where he drops the halyard and releases the tack line.

As we get ready to douse, I confirm whether the douse will be a standard weather strip, or a leeward drop. When it's a weather strip, I call to the pit for, "Sheet, tack, halyard," which reminds them the order of release. We put two guys on the bow and one in the pit for most of our douses. When the call is made to drop, the trimmer dumps the sheet, and as I start to pull the weather sheet to the foredeck, he dumps the tack line. This does two things: it unloads the kite and allows it to come down clew first, which sets the kite up properly for the next hoist.

It's important to control the halyard drop so that the kite is brought around to the weather side. The forward bowman concentrates on gathering the foot, making sure the entire length of it is on board, and the aft bowman gathers the belly (running a leech tape as he does so). The sewer grabs the belly and pulls it through the hatch (also running a leech tape to make sure it's coming in clean). The entire maneuver takes 10 to 15 seconds, so the added weight on the bow is worth the efficiency and success rate in any wind condition.

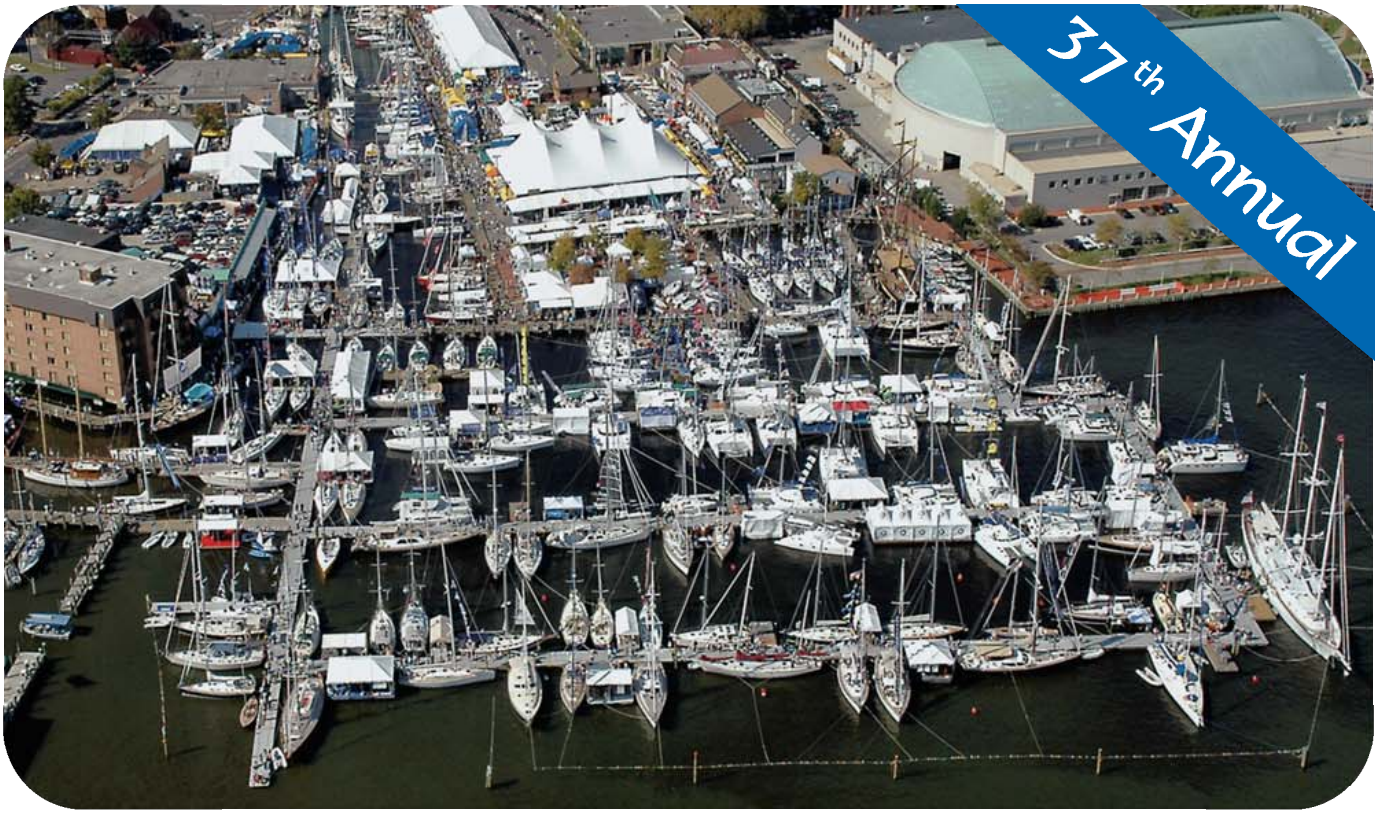
With a leeward drop we also have two guys on deck, but this time my call to the pit is to, "hold the tack and pole, blow the sheet and halyard." The important thing here is to keep the foot stretched flat until the bulk of the spinnaker is under control; once it is, the sheet can be blown and the pitman controls the halyard drop. ✦

JOSEPH COMEAU

Annapolis Boat Shows

The Original In-Water Boat Shows – An Annapolis Tradition Since 1970

Buy Your Tickets Online – www.annapolissailboatshow.tv



United States Sailboat Show®

October 5*-9, 2006

The World's Largest Sailboat Show

- All the new racing and cruising sailboats from leading U.S. and foreign builders
- Nation's largest multihull display sponsored by *Multihulls Magazine*
- Smaller Sailboats–One designs and trailerables to sailing dinghies and inflatables
- Plus a vast array of sailing equipment, accessories and gear
- Seminars–Thursday through Sunday, sponsored by the Sailing Company, publishers of *Cruising World* and *Sailing World*

Thursday Trade/Press/V.I.P. Day
October 5, 2006 • 10 am - 6 pm

Friday, Saturday, and Sunday
October 6-8, 2006 • 10 am - 7 pm

Monday, Columbus Day
October 9, 2006 • 10 am - 5 pm

SPONSORED IN PART BY:

VOLVO Mid-Atlantic Volvo Dealers

K. Hovnanian's Four Seasons At Kent Island An Active Adult Community

ZURICH Marine Specialty

CIRRUS

Thursday VIP Day - $30 (all ages); All Other Days: $16 adults, $8 children 12 & under • *Please, no pets or strollers.

DIRECTIONS & PARKING Take Rte. 50 to Annapolis/Rowe Blvd. Exit #24 and follow signs to nearby parking and free shuttle buses to City Dock.

For accommodations call 1.410.280.0445 or go to www.visit-annapolis.org. For show info. call 410.268.8828.

WINNER'S DEBRIEF BY JESSE FALSONE

505 Worlds, Mark Upton-Brown & Ian Mitchell

When two teams are sailing extremely well in a series, each race result is crucial. Such was the case at the 2006 CSC International 505 Worlds, in Hayling Island, England, where Mark Upton-Brown and Ian Mitchell, of England, won their second 505 world title by edging Americans Howie Hamlin and Jeff Nelson in the final race of the series.

Upton-Brown and Mitchell's winning formula in this very competitive fleet might be described as a careful assessment of risk. In keeping with the theory that big risks can also reap big rewards, it is telling that Upton-Brown and Mitchell didn't win a single race in either of their winning world championship efforts (the first being in Gilleleje, Denmark, in 1997). Rather, this team was masterful at stringing together a consistent series devoid of big mistakes, winning in 1997 by a scant 0.3 points (under the old bonus-point scoring system) and by 2 points this year. Mitchell hypothesizes that "with low-point scoring, there is not much reward for winning races, whereas a couple of poor results can be disastrous."

Poor individual race results haunted numerous would-be contenders, and with a shortened series and only one discard, only two teams proved to be consistent enough to have a chance at victory.

The Pre-Worlds regatta provided Upton-Brown and Mitchell with an excellent indication of who the top contenders would be during the world championship, and they used this knowledge to their advantage at the Worlds. "The conditions at Hayling were varied and sometimes very tricky," says Mitchell, "so we tried to sail conservatively and keep the initiative by not having to rely on using our discard. We took calculated risks, but wherever possible, we made sure we knew where the other contenders were and what we needed to do to protect our overall lead."

Upton-Brown and Mitchell credit their daily race routine for putting them in the right competitive frame of mind. "At the championship we followed a bit of a routine for getting ready each day so that we didn't forget anything and kept stress levels low," says Mitchell. "We tried not to have too many big nights in the bar, which is an easy thing to do at the 505 Worlds. We also didn't dwell on mistakes that we had made the day before."

Upton-Brown and Mitchell took a self-proclaimed "professional approach" to running their campaign, which was compacted into three months of intensive training, and with a great deal more focus than they had given previous efforts. Mitchell elaborates: "We started our campaign around Easter and tried to do everything as well as we could the first time around. This meant sourcing the current winning kit [an all-carbon Rondar hull, Holger Jess Foils, Superspar M2 Mast, and sails from Bojsen-Moller and Pinnell & Bax]. We endeavored to make small improvements rather than undertaking a full development program as we were very short on time. We did the campaign for fun but always tried to sail and train as if we were racing, and to improve on any weaknesses that we found as quickly as possible. Whenever we made a mistake in training we tried hard not to repeat the error."

Upton-Brown adds, "We covered all aspects and tried to be truly objective about each, including the equipment, weather data, local wind and current effects, and personal preparation like weight, fitness, attitude, and team development."

While the pair took a hiatus from the class from 2001 until 2006, the 505 continued to evolve. This evolution was most evident with foils and spinnakers. High-aspect foils were going through rapid development during this time, especially among American teams that increasingly tested ever-smaller gibing centerboards and very high-aspect rudders. In fact, as far back as 1999, Upton-Brown suggests his low-aspect, non-gibing foils were outclassed in anything under 12 knots of wind. The change in the spinnaker rules in 2002 allowing an effective 50 percent increase in area had a dramatic effect on downwind sailing performance, opening up more tactical options. Additionally,

After a five-year hiatus, Mark Upton-Brown and Ian Mitchell, '97 505 world champs, re-emerged on pace with the class's top teams to win their second world title together.

STEVE ARKLEY/SAILSHOTS

MEET THE LATEST ITALIAN THOROUGHBRED
from
CANTIERE DEL PARDO

GRAND SOLEIL 43 by Botin and Carkeek

Just one month after her initial launch, the NEW GRAND SOLEIL 43 has begun her winning streak with a definitive first place finish at Spi Ouest in France. Following in the footsteps of her sister-ships, she definitely has the pedigree to take on all comers in Europe as well as here in America.

Grand Soleil Yachts are built utilizing advanced technologies typically seen only on custom yachts. Our one piece, hot-dipped galvanized steel structure chemically bonded to a Termanto foam cored and vacuum bagged hull, form the basis of our construction method throughout the range. This allows us to build a lighter and stiffer boat with a very low center of gravity resulting in greater speed and stability in all conditions.

Cantiere del Pardo has made a substantial investment in the highly competitive racing world in order to explore and test under extreme conditions our hull forms, deck gear, sail plans and build techniques. This tough environment has helped develop precisely engineered yachts that form the Grand Soleil range and in the process raising the level of performance, safety and comfort one should expect from a true offshore racing or cruising yacht.

GRAND SOLEIL

MAREBLU NAUTICAL IMPORTS, LLC
Annapolis, Maryland
888-GS YACHT
e-mail: info@mareblu.net

Congratulations Kalevala II
1st NYYC 152nd Annual Regatta
2nd Overall IRC East Championship

www.grandsoleil.it

37' B&C	40' B&C	43' B&C	45' J/V	50' J/V	53' Brenta	56' Briand

Mitchell felt that 505 sailing style has also changed; "Everyone now points very high upwind, which we found a struggle to match at first." However, the changes in downwind technique did not elude Upton-Brown, who has spent time sailing International 14s, a boat that always sails downwind at tighter angles in apparent wind or "wire-running" mode.

The championship was still undecided going into the final race, where a fickle westerly filled, and flirted with the sea breeze. Many top teams expected a left shift soon after the start, but to their dismay, a substantial right shift filled early on the first beat. Upton-Brown and Mitchell had gotten separated from Hamlin and Nelson after the start, the latter gaining an advantage on the right.

Rounding the first weather mark in 40th, well behind the Americans, Upton-Brown and Mitchell were looking down the barrel at defeat after leading for most of the series. However, the British team was unfazed, knowing full-well that more big shifts were in store as the sea breeze started to settle out. "There was too much to concentrate on to be concerned about where Howie was on the course," says Upton-Brown. "We could see Howie up ahead," adds Mitchell, "and we knew that he would move forward through the fleet, so we concentrated on doing the same."

"We took calculated risks, but wherever possible, we made sure we knew where the other contenders were and what we needed to do to protect our overall lead."

–Ian Mitchell

Sensing a shift back to the left, Upton-Brown and Mitchell made a bold decision by rounding the right-hand leeward gate mark for a clear path and going left up the next beat. This was the decisive move, as they were able to gain valuable leverage on the fleet and close down the American's lead as the wind increased and backed. By the end of the race, Upton-Brown and Mitchell finished right behind Hamlin and Nelson to secure the championship.

The 505 World Championship perpetual trophy—affectionately known as "the Junk" (it's a metallic replica of a Chinese Junk)—is littered with the names of Americans. Hamlin's name is on the trophy more times than he probably cares to remember (about a half-dozen), but the 1999 world champion is more disappointed for his teammate, Jeff Nelson. "Jeff's tactics were really good," says Hamlin. "It would've been really cool for him to get a worlds win. I don't do the 'woulda, coulda, shoulda' thing anymore. We sailed a great regatta and could have just as easily won. Of course that is much easier to say once you have won a worlds!"

Nelson will have another crack at the title in only five short months when he teams again with Mike Martin for the 2007 SAP 505 Worlds in Adelaide, Australia. Martin won as a crew with Hamlin, and has since been on his own quest to win as a helmsman since 2000, finishing third in 2004 and second in 2005. Hamlin feels he owes it to Martin to help him succeed.

"Mike was responsible for our worlds win, so now it's my turn to help him and Jeff by being a good training partner. It's good to have a singular goal instead of conflicting ones." So, in Hamlin's opinion, what were the keys to Upton-Brown and Mitchell's win? "Nothing unique," says the affable Hamlin, "just solid boatspeed and tactics."

Upton-Brown, however, summarizes the win with one word: teamwork. "I am lucky," he says, "because I enjoy sailing with Ian. Teamwork is easier if you enjoy sailing together and know that you can depend on the other if necessary both on and off the water."

Ed.'s note: Falsone, crewing with Tyler Moore, won the opening race of the Worlds, but finished fourth overall in the 111-boat fleet, lower than they'd hoped for (they were second overall at the previous worlds), partly on account of a DNF in their scoreline.

Falsone explains: "We made an awesome move on the first run by wiring out to the left in a puff while the leaders were sitting DDW in the middle. We made a huge gain, but slightly overstood such that we were a little tight coming into the leeward mark on starboard. We crossed the path of the first few boats around the mark on port. In doing so, our kite snagged on someone's rigging and tore in two.

By the time we realized it, we had already gone around the mark and couldn't ID who had fouled us. Judges saw the whole thing but could not protest on our behalf. So, since we couldn't identify the boat, no protest, no redress. They did let us measure in another kite though. Basically, that took us out of another top-10 finish and third overall, but that's how the cookie crumbles." ✦

Baja Sur

Jacques Cousteau considered the Sea of Cortés the world's largest aquarium. Come view it from within.

The Sea of Cortés is not only winter home to the grey whales, it has more marlin than any area of the world as well as thousands of other colorful creatures that are ***not*** to be observed from afar. So, to get an up-close view, and to experience the adventure of this unique environment, just dock your vessel at any one of the four superb marinas in La Paz and, at your leisure, wander the streets and byways of this picturesque town, cruise to the fishing grounds, or explore a quiet island, cove or inlet. Then as Mr. Cousteau preferred, jump right into the aquarium. You'll never feel so alive.

For more information visit:
marinacostabaja.com; marinadelapaz.com; marinapalmira.com; clubcantamar.com

México
BEYOND YOUR EXPECTATIONS

Come Explore the Richness of Baja Sur.

Baja California Sur

mybajasur.com

1 877 MY BAJA SUR

Gaining Extra Height With Inhaulers

An inhauler brings the clew inboard, which narrows the slot between the main and non-overlapping jib. Inhauler systems can be simple or elaborate; an early-generation one on the Swan 45 *Devocean* (above) uses a block at the sheet to pull the clew inboard (with the inhauler led through the block's shackle). Blocks can scratch a deck, however, so an alternative is a pressed loop (right).

For many years, most top racing boats had overlapping headsails. This overlap of the main and genoa slows the airflow between the two sails, resulting in power and boatspeed. But nowadays, many boats carry non-overlapping jibs that produce much less power, especially in light air. One solution to this power shortage is the jib inhauler, which is a purchase system that pulls the jib clew inboard, thereby narrowing the sail's sheeting angle.

To understand how inhaulers affect your sail trim, let's first review some basic principles. When sailing upwind in normal trim, a jib slows the airflow as it passes the mainsail's leading edge (luff), which makes the sailplan more efficient, and the mainsail less resistant to stalling as it is trimmed to the boat's centerline. As the jib is trimmed closer to centerline (i.e., with an inhauler), the airflow slows even further. The result is improved pointing, and ultimately, an efficient light-air trim. Boats with non-overlapping headsails normally have jib tracks that are angled anywhere from 8 to 10 degrees off the centerline of the boat. This angle creates a wide gap, commonly called the "slot," between the two sails. With a wide slot, the jib is too far away from the mainsail to sufficiently slow the airflow. The inhauler reduces this slot. For maximum efficiency, the jib leech must be parallel to the luff of the main. When these two are parallel, airflow exits off the mainsail at the correct angle (not stalled or too open).

When the air flows off the sail at an angle of 10 degrees to the centerline it's thrusting the boat forward at a wide angle, but not as efficiently as at 8 degrees, or better yet, 7 degrees. Certain boats, such the Farr 40 and the Mumm 30, are designed to sail with the jib set at 7 degrees. To make this happen, the jib clew must be pulled inboard so the top of the jib is twisting open and the bottom is pulled in parallel with the main.

For an inhauler system to work, the jib clew must be at cabin height. And, if there's a lot of inherent leech return (return is when there's a belly in the leech and the exit of the sail turns in towards the centerline), inhauling will create excess drag and slow the boat. Remember, the greater the return on the leech towards the centerline, the more it works like an airplane's flaps during landing—the resulting drag causes the airflow to really slow down, and in turn, backwind the main.

It's helpful to have a small amount of return in light air; the jib will develop just enough power to provide feel to the helm without losing pointing ability. When the boat is at speed, it's not necessary to have return to develop power. With a smaller and flatter jib, say a No. 2 or No. 3, return is unnecessary because there's no need for it in heavier airs when these sails are used.

Installation and customization

If your boat doesn't have inhaulers, and it's something you'd like to experiment with, there are a few factors to consider: your current sheeting angle, your keel and hull design, your sail plan, and whether you'll be able to install an inhauler system that works within your deck layout.

With regard to sheeting angles, you'll

NEW 29z®

Twice the Fun, Half the Fuel...New Size

29z is the perfect weekender for two. Like the 34z, **29z** consumes half the fuel of other boats its size at 25 knots. How? Unique among powerboats is the wet-preg Kevlar/E-glass/epoxy, Corecell laminate that's vacuum-bagged and oven-cured by Mark Lindsay's Boston BoatWorks for lightweight & exceptional strength.

Front windshields fully open for "flybridge-like" fresh air, shaded comfort. Rain or cold? No problem. Roll down the curtains, turn on the heater and enjoy the day. **29z** offers a choice of cockpits: either wrap-around seating (above) with single diesel sterndrive, or an open cockpit with twin, 4-stroke outboards. A modified-V offshore planing hull, low VCG and bow flare, make **29z** dry and fun-to-drive in seas other 30 footers may fear to face.

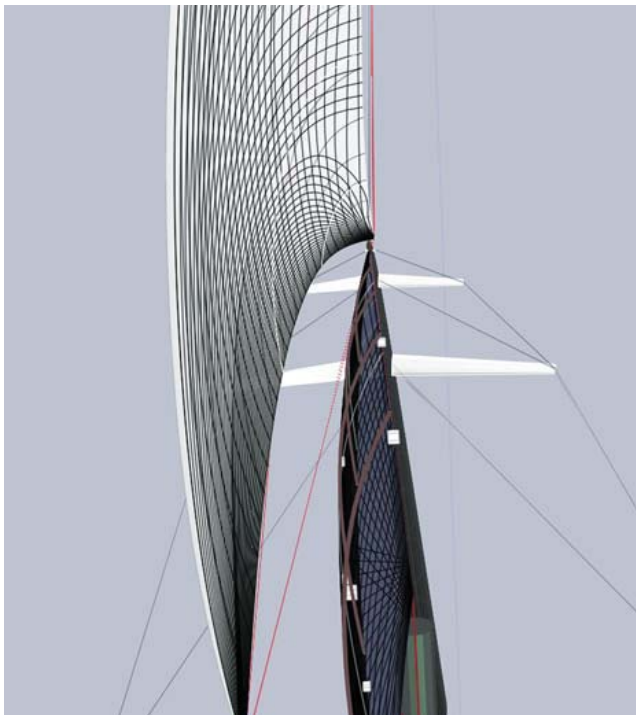
Designer Doug Zurn (the "Z") has created in the **29z** the head-turning good looks* to grace any waterfront home. And, with only 16" hull draft, there are few docks it can't reach. The perfect blend of function & beauty.

mjm yachts

www.mjmyachts.com - (617) 723-3629

*US Design Patent D475,338S - LOD 29' - LOA 31' - Beam 10'2" - Dry Weight 7000 lbs - Hull Draft 1'4" - O/B Draft 2'2" - S/D Draft 2'11"

Express Hardtop model shown. Downeast Hardtop, Runabout & Soft top models also available.



With the inhauler off, and the jib sheet eased, the jib leech is twisted open, not parallel with the main luff, which is a good angle for building speed. Applying about five inches of inhauler and trimming the jib to its maximum (illustration at right), the leech is parallel and there's about five degrees of twist—good light-air upwind trim.

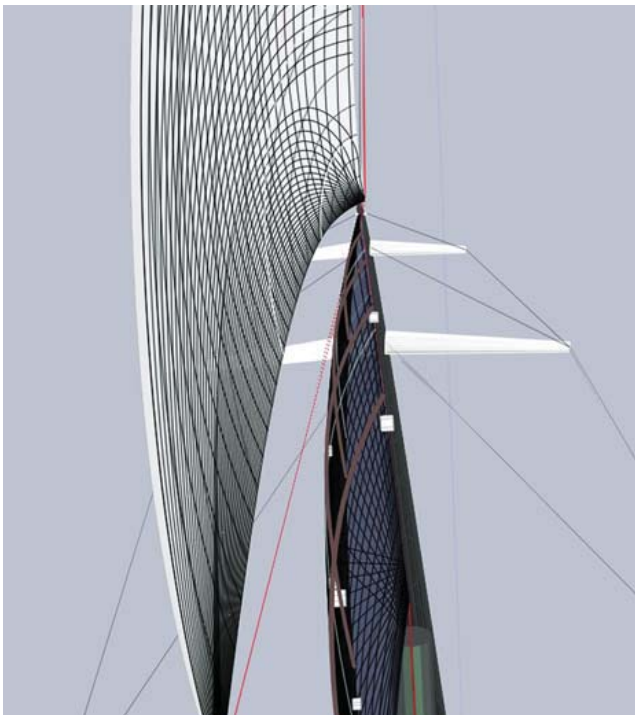
encounter performance problems if you start sheeting the jib tighter than the boat is designed for. In other words, if you're pointing at a higher angle, and the flow over the keel is reduced, you may increase the leeway of the boat and slide sideways upwind. If your standard sheeting angle is at 8 to 10 degrees (off your boat's centerline), then you shouldn't have problems inhauling an extra degree or two, so long as your keel and sail plan allow you to do so. One of the easiest ways to determine this is to look at the height of the jib clew off the deck. If it's high enough, you'll be able to set up the inhauler at the correct angle. If the clew is close to the deck, have your sailmaker re-cut it to allow you to inhaul.

When it comes to keel types, a narrow, slender keel with a short chord length can work well with inhaulers. If the keel's leading edge is fat, the boat will be slow and sluggish, and it will be harder to get up to speed when you're inhauled.

If you set up an inhauler, it's critical that it pulls inboard at an angle perpendicular to the sheet. If not, it will increase sheet load or leech return. Other issues that need to be addressed are how the system can be worked into the deck layout; it will need strength in some areas, as the loads can be significant. Most inhaulers are set up on the centerline of the boat using a pad eye. For *Devocean*'s (Swan 45) deck layout (see photo), the inhauler is in a 2-to-1 system that passes through a block and then runs forward to a pad eye on deck. The pad eye is supported with a backing plate under the deck. Having the system come to a central point makes it easier to trim the inhauler evenly on both tacks, which is important because you want equal, repeatable settings from tack to tack.

Most racing boats lead the inhauler control line through a block on the cabin top and run it aft to a winch or purchase system on the top of the cabin. A basic setup is a simple 2-to-1

COURTESY BARRY HAYES (2)



purchase leading to a 6-to-1 system from the pad eye. Smaller boats can get away with a 4-to-1 purchase that will have a line from the clew of the sail leading to the purchase system.

On smaller boats I've always used Spectra inhaulers, but on boats larger than 40 feet, Vectran is better because it will stretch less than the Spectra. When building my systems I've always used Harken blocks, but there are other companies that now offer complete systems; some of the best are from Diverse Yacht Services (www.diverseyachts.com).

Putting them to use

One thing I've always found when using inhaulers is that the crew and driver need to work more closely as a team; the ability to adjust the inhauler while the driver keeps the boat in a groove is an art. The driver must learn the fine art of pointing high while keeping the boat up to its polars. Certain boats with inhaulers, such as the Swan 45, are difficult to keep in the groove, and constant work by the crew trimming the jib in conjunction with the driver footing and pointing, working the boat through the speed builds and lulls helps the boat stay in the groove.

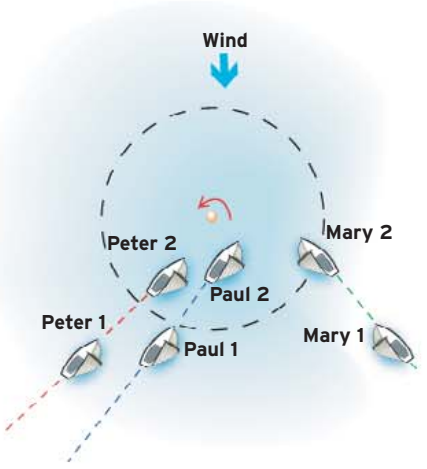
When trimming with an inhauler, there are rules of thumb. When the boat is starved for power, ease the inhauler a little to let the driver foot a little more until he's up to speed. This means opening up the slot until the boat is back up to speed. If the driver keeps dropping speed, and can't settle into a groove, move the car forward to round out the foot a little to make him sail lower. This builds power and helps the driver generate speed faster. You will need to ease the jib sheet when you do this to make the leech parallel to the main.

If the boat is not pointing, the foot may be too round, so flatten it a little by taking in on the sheet or easing the car aft. If the boat is going fast, but not pointing, take on a little more inhauler—up to the coach roof. This will be the limit on how much you can adjust the inhauler. Most of the time, if the boat is not in the groove, it has to do with the driver struggling to keep the boat sailing fast. If this is the case, and he is starved for power, the solution is to ease the inhauler. ✦

Tacking Near a Mark

In the last two issues, I've explored the risks and rewards of certain moves you might make while rounding a *mark*. This month I'll consider how the rules cover tacks made near *marks*.

Most tacks near a *mark* are made either in the vicinity of a windward *mark* or at the end of the rounding of a leeward *mark* when the next leg is a beat to windward.



Paul is sailing into a dangerous situation. His only escape is to duck Mary's stern.

The first diagram shows Peter, Paul, and Mary approaching a windward *mark* that they must leave to port. Consider the situation from Paul's point of view. The rules apply to pairs of boats, so we must consider both Paul's rights and obligations with respect to Peter, as well as his rights and obligations with respect to Mary.

At position 1, Paul reaches the *two-length zone clear ahead* of Peter, at which time Rules 18.2(c) and (d) give Paul very strong rights. He has right of way over Peter and may change course to round the *mark* as rapidly as he likes with no constraint from Rule 16.1. In addition, if Peter manages to obtain an inside *overlap* on Paul, Peter is not entitled to *room* and, if Peter becomes *overlapped* outside Paul, Peter must give Paul *room* to round. Paul is in the catbird seat unless he turns past head to wind (see the last sentence of Rule 18.2(c)). Obviously, he will have to tack to round the *mark* and when he does, he will turn past head to wind. At that moment, Rule 18.2(c) ceases to apply and Rule 13 begins to apply. Rule 13 requires Paul to *keep clear* of Peter until he is on a closehauled course.

Now let's consider Paul's rights and obligations with respect to Mary. Because Paul is making a *port-tack* approach to the *mark*, he is long on obligations and short on rights. In positions 1 and 2, Rule 10 requires him to *keep clear* of Mary. If he turns past head to wind, Rule 13 applies, replacing Rule 10, but he must still *keep clear* of Mary until he is on a closehauled course. "Once he is on a closehauled course he obtains right of way under Rule 11. However, he must comply with Rule 15 by initially giving Mary *room* to *keep clear* and with Rule 18.3 by not causing her to sail above closehauled.

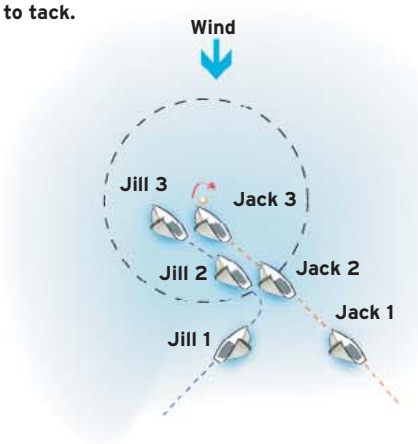
If Mary were not present, and if Paul's boat was heavy enough, there is a tactic that would allow him to round the *mark* ahead of Peter. At position 2 he could simply luff up to head to wind and hold that course until he was abreast of the *mark*. By not turning past head to wind he would maintain his rights under Rule 18.2(c), and Peter would be required to *keep clear*. Peter would likely sail behind Paul's stern, at which point Paul would be able to complete his tack without breaking Rule 13. However, Mary is present, and so, Paul's crew better have the mainsheet out of its cleat and ready to ease big-time so he can duck Mary's stern.

With both Mary and Peter present at position 2, I can't see how he could possibly tack without breaking at least one rule, and perhaps as many as three. This is just one of many possible examples that vividly illustrate the risks of making a *port-tack* approach to a windward *mark* on a track that will require you to tack from *port* to *starboard* within the *zone*. If you must approach a windward *mark* on *port tack*, do it at least three lengths below the *mark* so that you can complete your tack to *starboard* outside the *zone*. Better yet, approach about six lengths below the *mark* and you'll likely find a hole you can tack in and be able fetch.

The second diagram allows us to study two situations that are common when boats are required to leave the windward *mark* to starboard. Jack is approaching the *mark* closehauled on *starboard tack* on a course that will take him just to leeward of the *mark*. Jill is on *port* and tacks to leeward of Jack between positions 1 and 2. While she is turning from head to wind to closehauled on *starboard* Jill is required by Rule 13 to *keep clear* of Jack. The moment she is on her new closehauled course, Jill obtains right of way under Rule 11. However, Rule 15 initially requires her to give Jack *room* to *keep clear*, and Rule 18.2(a) also requires her to give Jack *room* to round the *mark*. Rule 18.3 does not apply because Jack is not "fetching" the *mark*. A boat is fetching an object only if her course will take her past it to windward without changing tacks.

Immediately after position 3, Jack will tack around the *mark*. Until Jack turns past head to wind, Rule 18.2(a) continues to apply. It requires Jill to give him *room* to round, including *room* to tack (see the preamble to Rule 18). However, the moment Jack turns past head to wind, he becomes a boat on port-tack (to understand this, study the definitions *Tack, Starboard* or *Port,* and *Leeward* and *Windward*). Because Jill will still be on *starboard tack* at that moment, the boats will be on opposite *tacks*. They are still on the windward leg and so Rule 18 ceases to apply (see Rule 18.1(b)) and is replaced by Rule 13. Under Rule 13 Jack must *keep clear* of Jill. This should not be a problem for Jack because his momen-

After Jill tacks to starboard, she must give Jack room to round, including room to tack.



ELIZABETH WISHE

We publish and clarify the Racing Rules of Sailing.

(at least 10 of which apply here)

Rules

©Billy Black

U.S. SAILING

YOUR PASSION. [ORGANIZED].

Instructor Training

U.S. Championships

Safety-at-Sea Seminars

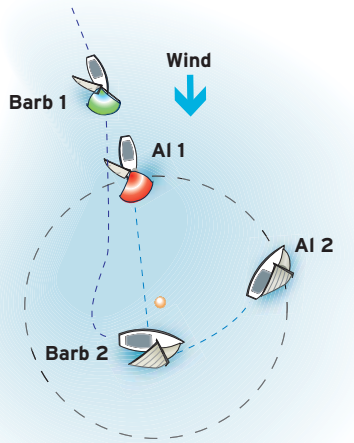
Education

Certified Judges

Offshore Certificates

US Sailing Team

For $50 you can make your love of sailing official. Do it today. Visit us at ussailing.org/sail or call 1 (800) US SAIL-1. Test your knowledge of the Racing Rules. Visit us at ussailing.org/rulesad to see which rules apply in the photo above.



Al would like to tack after position 2 but he risks breaking Rule 13 if he does.

tum during his tack will carry him away from Jill.

Suppose the two are really close and that Jill holds her course while Jack tacks and, just after Jack turns past head to wind, the port corner of his transom hits Jill's starboard side. Would that constitute a breach of Rule 13 by Jack? No, because it would demonstrate that before Jack turned past head to wind Jill was not giving him *room* to round the *mark*. (See Rule 18.2(a) and the preamble to Rule 18. ISAF Team Racing Call E2 covers a similar situation.) If that happened, Jill should be penalized for breaking Rule 18.2(a) and Jack should be exonerated under Rule 64.1 (b).

The third diagram shows Al and Barb rounding a leeward *mark*. The next leg is a beat. Al reaches the *zone clear ahead* of Barb, and so Rule 18.2(c) provides him with all the protections that Paul had with respect to Peter in the first situation discussed earlier. Al is permitted to make a tactical rounding that, if successful, would put Barb in his backwind or blanket zone. However, his crew blows the spinnaker takedown and he ends up in position 2. Barb can sail any course she pleases before and during her rounding, provided that she complies with Rule 18.2(c). Initially she sails wide of the *mark* and then rounds up close to it so that she will end up with relatively clear air on Al's weather quarter.

Suppose the left side of the next beat has fresher wind and Al would like to tack right after position 2. Don't try it Al! Barb, who remains *clear astern* during her rounding, is under no obligation to give Al *room* to tack. Because she does not *overlap* Al, her only obligation under Rule 18.2(c) is to *keep clear* of him, which she definitely does. If Al were to start a tack by luffing to head to wind, Barb could continue to round the *mark* and assume a closehauled course. If Al turned past head to wind Rule 18.2(c) would no longer apply, but Rule 13 would, and it would give Barb right of way. What's more, the boats would be on opposite *tacks* on a beat to windward and, as Rule 18.1(b) states, no part of Rule 18 would apply. Al's only protection, if he tacks, comes from Rule 16.1. This rule prohibits Barb from changing course in a way that deprives Al of *room* to *keep clear* of her. However, it does not begin to apply until Barb becomes the right-of-way boat when Al passes head to wind. By that time, Barb will probably be on a closehauled course in a position to block Al's tack. Al should not risk a tack unless he is confident that he can complete his tack without breaking Rule 13.

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

ELIZABETH WISHE

ST. PETERSBURG

STRICTLY SAIL®

NOVEMBER 2–5

Spa Beach at the St. Pete Pier

Enjoy 4 big days of sailing fun and once-a-year deals at the only ALL–SAIL BOAT SHOW on the Gulf Coast!

Skip the lines! For advance tickets and show details visit **StrictlySail.com** or call 800.817.7245

Sail America® · NMMA National Marine Manufacturers Association · Discover Sailing® · Sailing For Miracles · FloridasBeach.com · West Marine We make boating more fun! · Allstate Floridian Insurance Company

The Flying Dutchman Reigns in Spain

The 2006 Breitling MedCup attracted the kings of the sport, not to mention the actual monarchs of Spain and Norway, but after four of six events, the boat at the top of the standings was driven by a retired venture capitalist.

Peter de Ridder's name—and that of his countless Mean Machine yachts—has been synonymous with top-flight keelboat racing for more than two decades. He's won an Admiral's Cup, an ILC 40 world title, two Mumm 30 European crowns, and Boat of the Week honors at Key West Race Week. During the last four years, he's been a fixture in the two big owner/driver classes, the Mumm 30 and the Farr 40.

This year, however, de Ridder stepped up to a new level when took the tiller of his new TP 52 for the first of six regattas in the MedCup series. For the first time, the 60-year-old de Ridder—who didn't start helming his boats until four years ago—found himself competing mano y mano with some of the best sailors on the planet; guys like Paul Cayard, Dean Barker, Russell Coutts, and Gavin Brady. Not only has de Ridder proven he can survive in this rarefied arena, he has excelled, enjoying one of his most successful seasons to date. Through four of the six events of the MedCup, de Ridder's Mutua Madrileña/Mean Machine led the series standings by 6 points over the Barker-driven Warpath.

"We decided to do it when we heard that the King of Spain was changing his

BY JAMES BOYD

ideas," says de Ridder, a Dutchman who resides in Monaco. "We knew that big-boat IMS racing was dead in Spain and we knew that those guys would eventually go into the TP 52 class." While he made his decision in the fall of 2004, de Ridder waited patiently for a year to see how the class developed before commencing construction of his Judel/Vrolijk design at Hakes Marine in Wellington, New Zealand.

Raised in Holland, de Ridder comes from a sailing family; although his parents' preference was for cruising. In his teenage years he was an athlete, and is a lifelong skier. "The feeling when a boat is surfing is the same as when you ski fast," he says. "And with both sports you are on the edge looking for the limit."

In the early 1970s he got into racing when he spent two seasons sailing a Flying Dutchman, citing America's Cup

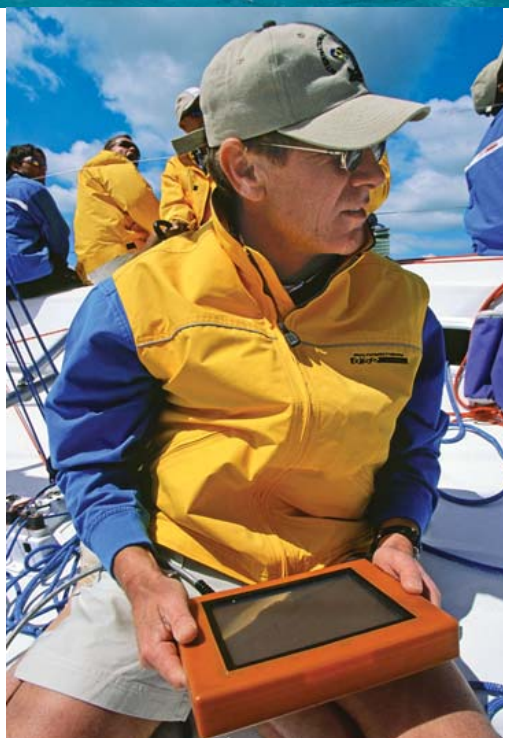
Peter de Ridder (at helm) drives his *Mutua Madrileña/Mean Machine* during the Regata Breitling in late July in Mallorca, Spain. Of the three dozen or so TP 52s now built, de Ridder's Judel/Vrolijk design is the only one equipped with a tiller.

legend and media mogul Ted Turner as his inspiration. Then, in the mid-1980s, he transitioned to bigger boats. For a decade he raced a succession of IOR boats before moving with the trend into IMS.

A strong supporter of yacht racing in Holland, de Ridder has competed in the Admiral's Cup four times as a member of the Dutch team. Over the years, all the top Dutch sailors have raced with him, including Bouwe Bekking, Roy Heiner, and navigator Marcel van Triest; and de Ridder still keeps small boats there in order to audition emerging native talent. However, of late a long association with New Zealand sailors has marked his sailing. For the 1997 Admiral's Cup he raced his ILC 40 as part of the Kiwi team, and among his crew at that event were Team New Zealand crewmembers Tom Dodson, Joey Allen, and Tony Rae, all of whom have sailed with him this year on the TP 52.

The Kiwi with whom de Ridder holds the strongest ties is present Emirates Team New Zealand afterguard member Ray Davies, who is also the *Mean Machine* crew manager. Davies and de Ridder first sailed together during the 1999 Admiral's Cup and formed a fast partnership.

When de Ridder returned to yacht racing after a short layoff during 2000 and 2001, Davies was at the helm of de Ridder's IMX 45 in 2002, and then was at his side as the Dutchman made the transition from owner to owner/driver. Traditionally, de Ridder sailed as navigator on board his boats, but the Farr 40 class required he steer. "I could helm," he says, "but at the beginning I was a little bit nervous. As a helmsman of the boat I started from zero, but I felt more part of the team than I did as navigator." He adds that his ability to concentrate for long periods of time helped him quickly get up to speed.



In 2004, *Mean Machine* won the 23-boat Farr 40 class (top) at Key West Race Week by 1 point, earning Boat of the Week honors for owner Peter de Ridder. Before jumping into owner/driver classes like the Farr 40 in 2002, de Ridder was primarily a navigator. At the 1999 Mumm 36 Worlds (above), *Mean Machine* finished seventh.

"Peter took to it brilliantly," confirms Davies. "He is a natural helmsman. He had sailed a lot in the Dragon class, but I think when he was surrounded by pros he lacked the confidence to actually helm his own boats. The Farr 40 was the perfect transition for him."

As much as he enjoyed the one-design racing, there was also something missing from the experience, something that had been an integral part of racing under the IOR and IMS measurement systems. Joining the TP 52 class marked his return to a rule where boats can be custom built. "You have guys—and I myself am a little bit like that—who like to start a project from the designer's board," he says. "Your race starts when you go to Farr or Reichel/Pugh or Rolf Vrolijk. And because it is a box rule you can tweak it and have your own personal input into the boat. So that makes the project more interesting."

Another attraction of the TP 52 class is the pace of the boat. Top speed to date was at the MedCup warm-up event in Palma last spring when they hit 22.6 knots. "If you look at pictures of these boats and compare it to pictures of other boats you always see speed in it—it looks like it was blowing 20 knots when it was only 10 to 12," he says. "Lots of speed makes it interesting and enjoyable to sail, especially downwind."

Though de Ridder has the TP 52 MedCup title squarely in his sight this year, he still campaigns both the Farr 40 and the Mumm 30. The latter is in Miami

ONNE VAN DER WAL, RICHARD LANGDON/OCEAN IMAGES

Wake Photo by: Oskar Kihlborg Film

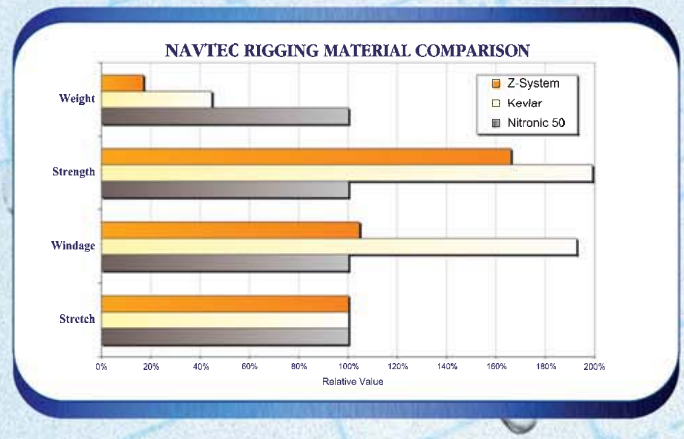
Z-System PBO Rigging

Designed to be fast - Engineered to last

Navtec's fiber rigging is built to maximize performance while minimizing weight. PBO fiber is incredibly strong, but it must be protected from both the environment and physical damage. The Z-system accomplishes this through the use of sealed lightweight carbon composite end covers, high strength thimbles and a highly chafe-resistant Technora midspan cover. The cables are manufactured with pinpoint accuracy on Navtec's proprietary computer-controlled equipment. The resulting cable is extremely strong, lightweight, and completely protected from the environment. The Navtec Z-System — Velocity Made Better.

NAVTEC®
Rigging Solutions℠

www.navtec.net



After taking a break from racing during 2000 and 2001, de Ridder bought an IMX 45 to do some cruising and casual racing. It wasn't long before he drastically changed those plans and dove into a more ambitious grand-prix schedule.

RICHARD LANGDON/OCEAN IMAGES

ready for the Worlds in late November, and he was also planning on competing at the Rolex Farr 40 Worlds in Newport, R.I., in September. He remains a big fan of the 40: "I think it is an exciting class, especially now. The Worlds will be held in Denmark in 2007 and that means we have an influx in the class of Danish and Scandinavian owners. So I think the class is still flourishing and highly competitive."

Campaigning three boats simultaneously is one of the secrets to de Ridder's present success: quite simply he does more sailing than most professionals. One of the benefits of being a 'retired' venture capitalist is he can race as much as 150 days in a calendar year.

"I have to keep up with the boys," says de Ridder. "I have all professionals on the boat apart from two or three, myself included. And if you want to do it well, you have to do it well. You spend lots of money on it, so if I want to helm the boat I have to be up to standard as well, which is why I have a lot of helming in my life at the moment, but also because I like it very much. I am 60, so I can do it for at least four or five more years maybe and then it is all over. I try to enjoy a little bit of the money I earned in my past life and put it into sailing."

All the practice comes in handy on the MedCup. Helming a fully optimized TP 52 is no job for the inexperienced. The

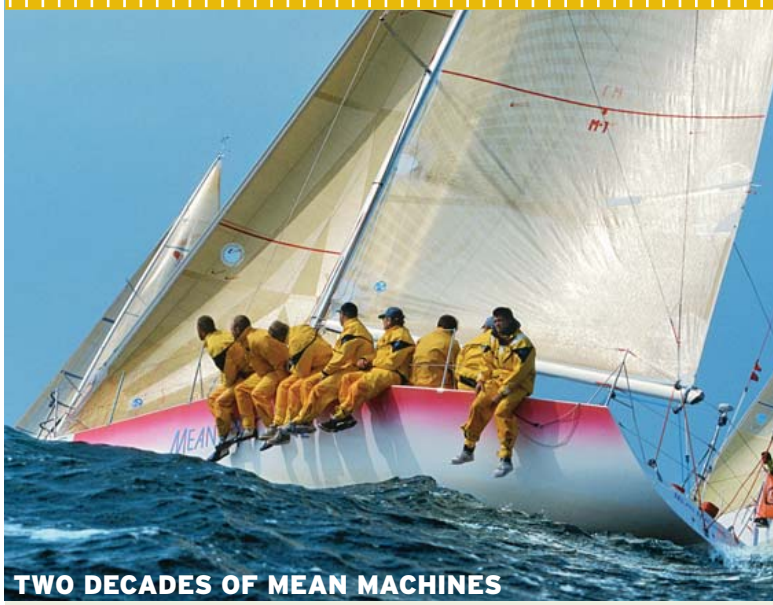
JEAN-MARIE LIOT/DPPI

While the TP 52 MedCup title is his primary goal for 2006, de Ridder hasn't forsaken either the Mumm 30 (right) or the Farr 40. He planned to sail the Farr 40 Worlds in Newport, R.I., in September, and the Mumm 30 Worlds in Miami in November.

boats have small, low-drag foils—Davies reckons *Mean Machine*'s foils are smaller than those found on the Farr-designed 52s. Because of this, a deft touch is required to keep the boat at optimum speed. In light conditions the helm has very little feel. "You can feel it has small foils; on average I feel less helm on the 52 than I do on the 40," says de Ridder, the only owner so far to choose a tiller over dual wheels for his 52-footer. "So it is a challenging boat to sail, but, if you are able to keep it in the small groove, it is a quick boat."

Looking at what constitutes a winning TP 52 campaign, de Ridder believes around 20 percent is in the design and basic concept of the boat, then the rest is in boatspeed, particularly sail development and trim of both sails and rig. He points out that while *Mean Machine* led the Breitling MedCup standings after four events, its exact sistership *Anonimo* was lying 11th. "So it must come down to the team and our preparation," says de Ridder. "We put a lot of work into our sail program with North Sails New Zealand doing our mainsail and spinnakers while the jibs come from Henrik [Soederlund] at North Sails Denmark. And we've been learning about tuning the mast. You have to do a lot during the races, fore and aft trim of the mast depending on the conditions."

All told, it's an impressive package,



RICHARD LANGDON/OCEAN IMAGES

TWO DECADES OF MEAN MACHINES

Sentimentality isn't a part of Peter de Ridder's passion for racing sailboats. In 22 years, he's owned 19 different boats—including a Mumm 36 (above, sailing in the North Sea Regatta in 1999). His sailing team website provides a detailed history, with photos and a few short comments from de Ridder. We selected a few examples. For the full list, www.mean-machine.nl.

PAST BOATS

➤➤ *Way of Living* (1984)
Type: One-Tonner
Designer: Rob Humphries
"The first boat was a dog. Though to our surprise we did win the first race of the One Ton Cup in Poole Bay. Helped by a huge layer of fog during the first leg and quite an important left-hand shift we found ourselves, when the sky cleared, first at the top mark."

➤➤ *Mean Machine No. 1* (1986)
Type: One-Tonner
Designer: Judel/Vrolijk
"After Hans Otto Schumann's One-Tonner won the Admiral's Cup in 1985 the boat was put up for sale, and became the first *Mean Machine*. Though quite heavy compared to actual standards the boat was fast and competitive."

➤➤ *Mean Machine No. 4* (1989)
Designer: Judel/Vrolijk
"Farr was dominating the One-Ton scene during the mid-80s; a good reason to go the other way; back to Judel/Vrolijk to see whether they could come up with a solid answer. And they did! During the Admiral's Cup, with Roy Heiner helming and Dee Smith on tactics, we managed to be best in class."

➤➤ *Mean Machine No. 7*
Type: Grand Soleil 45 (1991)
Designer: German Frers
"By the end of the 1990 season the first signs of IOR falling apart appeared. I decided to quit the big-boat racing scene and

albeit one that doesn't come cheap. De Ridder estimates a new TP 52 costs around $1.3 to 1.4 million including mast and sails. Then there are the costs of sail development and hiring a professional crew, including travel, accommodation, and food. Running costs per year de Ridder estimates at about 75 percent of the build cost. He says he tries not to look too closely at the invoices.

Offsetting this, to a small degree, has been another oddity of sailing on the Spanish circuit. A whole media jamboree follows the racing thanks to the presence of the King Juan

to go cruising. Within a year, cruising became a boring exercise and a Dragon was bought. Soon the cruising boat turned into a floating caravan for the Dragon crew."

➤➤ *Mean Machine No. 9* (1994)

Type: Mumm 36

Design: Farr Yacht Design

"In 1996 we competed in the Mumm 36 Worlds in San Francisco. We started the event quite convincingly, but slowly faded to sixth overall. The team was strong with Jens Christensen (tactics), Rod Davis (helm), and myself navigating. Rod's starts were excellent, but most of the time he was doing tactics as well. The moment we found ourselves buried in a corner of the course, he usually turned around while asking: 'What is your little game plan now, Jens?'"

➤➤ *Mean Machine No. 11* (1997)

Type: ILC 40

Designer: Judel/Vrolijk

"Our aim was to beat the Farr ILC 40s in every race. The ILC 40 Worlds in Poland boiled down to a shootout between *Mean Machine* and [sistership] *Pinta*. *Mean Machine* made the decisive move early morning during the short offshore by running through *Pinta*'s lee. By covering *Pinta* in the last race *Mean Machine* won the Worlds."

➤➤ *Mean Machine No. 13* (1999)

Type: Mumm 36

Designer: Farr Yacht Design

"In late 1998 plans were made to enter a professionally-lead Dutch team for the Admiral's Cup 1999. In order to get a Mumm 36 of good quality, it was decided to buy back *Mean Machine 9*. After a complete overhaul she was, in her traditional pink color scheme, ready to race. It all worked out well as, for the first time ever, Holland was able to win the Admiral's Cup."

➤➤ *Mean Machine No. 14* (2002)

Type: IMX 45

Designer: Nils Jeppesen

"In late 2001 I decided to get myself a kind of a cruising boat to sail around in the Med and do some occasional racing. The newly launched IMX 45 seemed to be a good alternative for that goal. Within a few weeks time, the original plans were drastically changed and the racing was full-on again."

➤➤ CURRENT BOATS

•*Mean Machine No. 16* (2003)

Type: Farr 40

Designer: Farr Yacht Design

•*Mean Machine No. 17* (2003)

Type: Mumm 30

Designer: Farr Yacht Design

•*Mean Machine No. 18* (2004)

Type: Maxi Dolphin 65

Designer: Luca Brenta

•*Mean Machine No. 19* (2006)

Type: TP 52

Designer: Judel/Vrolijk

Carlos of Spain, who helms Jose Cusi's *Bribon*, so many teams have been able to find sponsorship. Last summer *Mean Machine* was sponsored by Mutua Madrileña. This Spanish insurance company approached de Ridder rather than the other way around. For next season, Mutua Madrileña will back a program run by Mascalzone Latino-Capitalia Team skipper Vasco Vascotto and *Mean Machine* may have other backers. De Ridder jokes that maybe soon he'll get paid to go sailing. If he's regularly giving Coutts, Cayard, and Barker a whipping, then why not? ✦

Blue Yankee, Reichel/Pugh 66

DANIEL FORSTER/ROLEX

Grand Prix LAUNCHES

When Reichel/Pugh Yacht Design was asked to design a new 66-foot *Blue Yankee* for Bob Towse, of New York, N.Y., they jumped on it. After a four-month build in Argentina, the carbon-fiber 66-footer was shipped to the United States for the first races of the Onion Patch Series/New York YC Annual Regatta in early June. With its low freeboard, and narrow hull painted in Towse's trademark dark blue, *Blue Yankee* showed what it was made of, scoring a 3,1,1,1 for the series (under IRC) and taking first place over the canting-keel R/P 66 *Stark Raving Mad*, and the 75-foot R/P *Titan XII*.

"Because of the nature of the concept, and the performance characteristics of the boat as a very good offshore boat, it will do well buoy racing," says Jim Pugh. "The boat isn't fine-tuned to IRC, but it doesn't pick up any major penalties. Because *Blue Yankee* wasn't designed to any handicap or box rule, we were creating a box of our own. The characteristics of the beam-to-length, and all the general parameters, allowed us to create a powerful boat with a high prismatic. It doesn't have much wetted surface so you get performance across the range."

On deck, twin wheels set relatively far forward give the helmsman good visibility and keep weight out of the stern. A small, narrow deckhouse allows for jib inhaulers, perfect for power reaching. "With that hull shape, as soon as you head off even slightly, the speeds start going up," says Pugh. "The boat has very good upwind performance, but as soon as you crack off even a little bit, it's just gone."

Towse does a lot of the navigation and leaves the driving to others. His nav station is directly under the mainsheet winches, and like many of Towse's boats, has a hatch overhead, which allows him to communicate with the watch on deck. The interior is painted white, rather than clear-coated carbon, and boasts a two-burner stove, a head, and pipe berths.

The rig uses Southern Spars' Element C6 carbon-fiber rigging, which is continuous and has no terminations. "We wanted a simple rig," says Pugh. "It's pretty straightforward, but it takes a while to tune it properly because you've got very few adjust ments—no runners, no checks, no headstay cylinders." Permanently rigged jockey poles and a long spinnaker pole attached to a single gooseneck on the rig, control large asymmetric spinnakers.

–TONY BESSINGER

TECHNICAL HIGHLIGHTS

LOA	66'4"
LWL	61'7"
Beam	15'9"
DSPL	30,644 lbs.
SA (u/d)	2,906 sq. ft./5,920 sq .ft.
Draft	13'4"
Design	Reichel/Pugh
Builder	Compania de Barcos
Sails	North Sails
Paint Systems	Awlgrip
Mast/Rigging	King Composite
Instruments	Ockam
Deck hardware	Harken and Spinlock
Rigging hydraulics	Navtec
Engineering	SP Technologies
Project manager	Bob Wylie

Grand Prix
ACCORDING TO
Richard Matthews

"I'd like to go out and win my next race and the one after that, but for me now, the winning is not the main thing. It's what makes you go sailing."

Of the many divisions at Rolex Antigua Sailing Week, the big-boat Performance Cruiser class, with each team vying to boast they have the better, faster luxury ride, is considered one of the most difficult to win. And it is among this grand-prix cruising set where Oyster Yachts owner Richard Matthews is most at home. He's a world cruiser as well as an inveterate racer who won his division in Antigua with the 72-footer *Oystercatcher XXV*. As far as he's concerned, the best way for his cruising clients to get the most of their boats is to occasionally race them hard.

You advocate your cruising-oriented customers race their boats and you sponsor annual Oyster-only regattas; what do they get out of racing?

They learn to sail their boats better. They like to learn how to set the boat up to go its best. Ultimately though, fun is the name of the game. We deliberately dumb down the racing side so it's not a cut-and-thrust regatta like some other builders do. We allow pros to come and sail, but if they sail more than one race on any boat, that boat is penalized.

The word is you own a lot of boats.

I'm not sure how many boats I have at this moment: a bit more than one and less than 20. They range from a beautiful 16-foot rowing skiff based on a New York Harbor pilot cutter and a 16-foot clinker-built sailing dinghy, to *Oystercatcher XXV*. Then there are a couple of powerboats in there somewhere, a 12-Meter, a 27-foot Fife dayboat and, of course, the 50-foot Fife I'm restoring.

What does racing do for you personally and professionally?

In my business, people are more likely to believe you if you're a successful racer. It gives you credibility with your staff, your suppliers, and your customers. On the personal side, I'm just happy to go sailing. I don't mind where we come in the race as long as I believe we had a chance. Nine times out of 10, you didn't win because you didn't sail as well as the guy who did.

Does winning drive you?

Absolutely. I'd like to go out and win my next race and the one after that. But for me now, the winning is not the main thing. It's what makes you go sailing. There was a time when we really expected to win and were disappointed when we didn't. But it's not like that anymore. We're happy to win occasionally. You've got to have a non-winning season to appreciate the winning ones.

These days, I prefer inshore racing. I like day racing. It's because I've gotten soft. I had some surgery six years ago and I'm not as fit as I once was. There was a time when I used to think nothing of spending two nights without sleep and going for it the whole time. But these days, I get quite a lot of competition during the week. I like to sail three, four, five hours, come ashore, have a nice dinner, a few beers with the boys, and get eight hours of sleep.

The boats have changed. In the days I used to do a lot of offshore racing, we would keep proper watches and the off-watch would prepare proper meals. Now, it's a whole different game. You sit on the weather rail and have your sandwich in your pocket. It's not the thing I want to do with my leisure. Having said that, I'll continue to do the Fastnet Race as long as there is one and I can still get around the course. I'll continue to do the odd long-haul sail, but I don't want to do an entire RORC season sitting on the weather rail, thank you very much.

–KENNY WOOTON

To read more of this interview, visit www.sailingworld.com

On boats & at work, we outfit your crews.

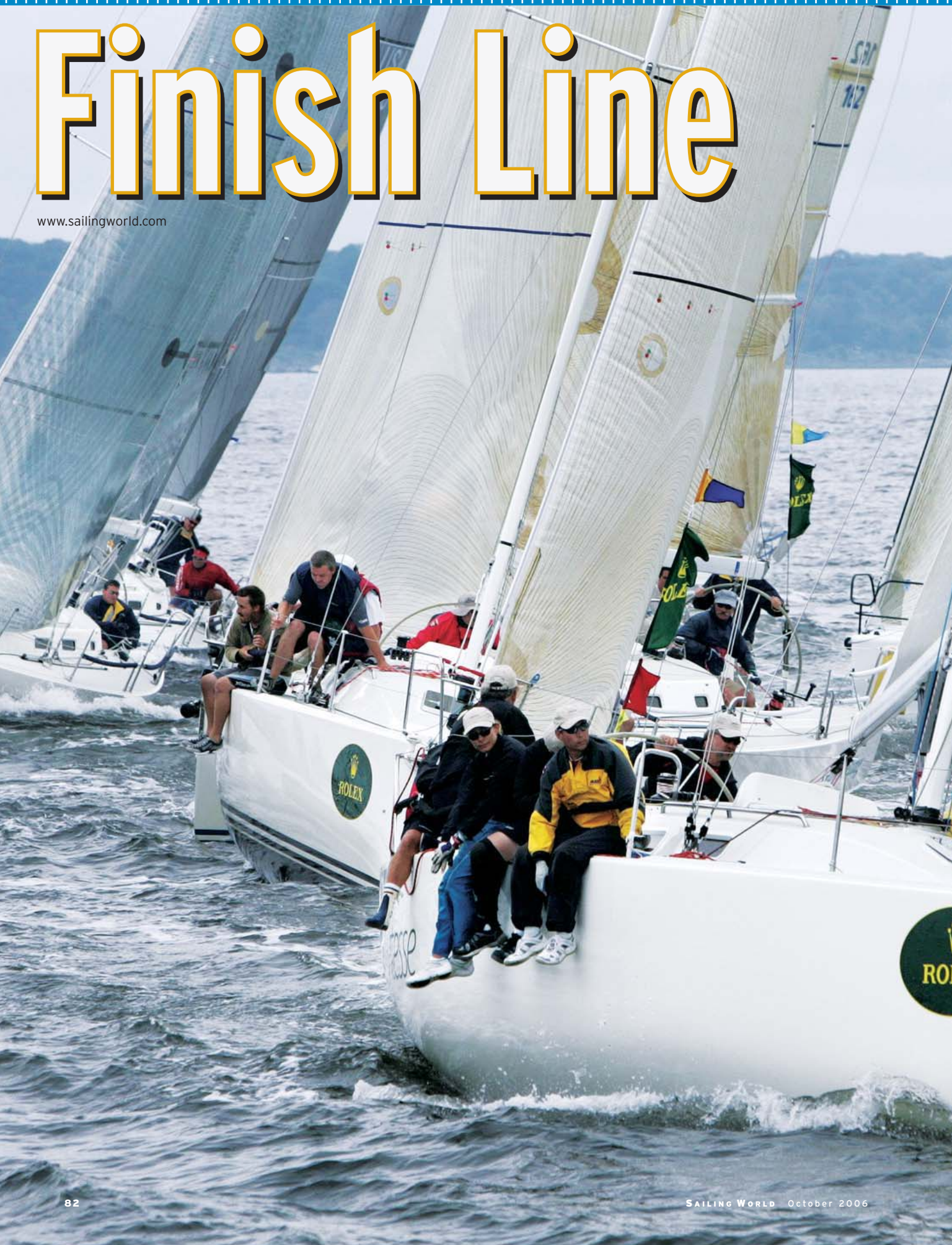
Good news for crews! Like sailors in the NOOD races, your crews at work—and your brand—can look their best in high-quality, logo'd apparel from Lands' End. This apparel meets Lands' End's demanding standards for comfort, durability and value. Business Outfitters makes obtaining our clothing in a corporate program as pleasant as shopping Lands' End at home—no matter how large your company is. We'll find the perfect fit for your staff and brand, advising on colors, style and casual-to-dress options. Contact us today and find out why so many companies are happy to have us on board! **Call today: 800-920-1459.**

LANDS' END
BUSINESS OUTFITTERS

LANDS' END
NOOD
2006 REGATTAS

Finish Line

www.sailingworld.com



DANIEL FORSTER/ROLEX

J/109 NORTH AMERICANS

John Halbert's *Vitesse* won the inaugural J/109 North American Championship at the biennial New York YC Race Week at Newport presented by Rolex. *Vitesse* went into the final race of the series 3 points behind class leader, Ted Herlihy's *Gut Feeling*, but Herlihy dropped to third overall after a disqualification. www.nyyc.org

NEW YORK YC RACE WEEK

Jim Madden's canting keel R/P 66 *Stark Raving Mad* won the nine-boat IRC 1 class at New York YC's Race Week at Newport presented by Rolex. In IRC 2, the Swan 45 *Bandit*, skippered by Andrew Fisher, won its class by 7 points. Craig Albrecht's Farr 395 *Avalanche* won PHRF Class 3. In IRC 4, Tim McAdams' modified Beneteau 44.7 *Four Stars* crushed the competition, winning its divsion by 19 points. In PHRF 5, Tom Rich's evergreen Peterson 42 *Settler* sailed a stellar regatta, taking firsts in all eleven races. Dick Hyde's Frers 41 *Freight Train* topped PHRF 6. In the seven-boat 12-Meter class, two former New Zealand boats, Eduardo Penido's KZ-3 *Wright on White* and Bill Koch's KZ-7 *Kiwi Magic* were first and second, respectively.

In the one-design portion of NYYC Race Week, Massimo Ferragamo's Swan 45 *Bellicosa* was top dog in the seven-boat class. Jeff Ecklund's *Star* won the nine-boat Melges 32 division and the class's first national championship trophy. In the Farr 395 class, also sailing its national championship, Roger Wagner's *Endurance* was first overall. John Halbert's *Vitesse* won the 19-boat J/109 class. Tom Coates' *Masquerade* won the J/105 class by 18 points, Tom D'Albora's *Coconut* won a competitive Beneteau 36.7 class, and *Sled* skipper Takashi Okura's picked up a Rolex watch for his efforts in the Farr 40 division.
www.nyyc.org

HOBIE TIGER WORLDS

Jean-Christophe Mourniac and Franck Citeau, of France, won the Hobie Tiger Worlds, recording seven wins in the 16-race, 59-boat series, held in Cangas, Spain. French teams claimed the other two spots on the podium, with Moana Vaireaux and Petit Romain second and Christophe Renaud de Malet and Alban Rossollin third. Top American finishers were Greg Thomas and Jacques Bernier. The Californians led through the first three races, but finished fifth overall. www.hobieworlds.com

LEITER TROPHY

The fourth time was the charm for Sarah Lihan, this year's U.S. Junior Women's Singlehanded Championship winner. Lihan won five of seven races in the 56-boat fleet, which sailed on Galveston Bay, Texas. This is the first junior national championship title for Lihan, who's also the youngest female member of the 2006 U.S. Sailing Team. Two other event veterans finished on the podium; Ann Haeger and Claire Dennis finished second and third, respectively. www.ussailing.org

CAPRI 25 NATIONALS

Three firsts helped Eric Roubal's *Consensus* win this summer's Capri 25 Nationals, hosted by Wayzata YC on Lake Minnetonka, Mich. The Brennom family's *Code Blue* was second overall, followed by and Joel Ronning's *Catapult III*. www.wyc.org

RICH ROBERTS/UNDERTHESUN PHOTOS.COM

LASER RADIAL WORLDS

Lijia Xu, of China, won the 172-boat Laser Radial Worlds, hosted by the California YC. While a relative newcomer to the new Olympic class, the former Europe dinghy sailor has previously finished as the top woman in the 2001 Optimist Worlds, and placed second overall at the 2002 Miami OCR. Anna Tunnicliffe was the top American finisher at this year's Radial Worlds, placing fourth overall. No. 1-ranked Paige Railey, was yellow flagged three times for Rule 42 kinetics violations, and was forced to retire from the championship. Fabio Pillar, of Brazil, won the men's division. www.calyachtclub.com

KAREN HIRSCH

CHICAGO TO MACKINAC

Despite a storm that hit on the final day of the Chicago Mackinac Race, the father-son team of Jerry and Shawn O'Neill on the Sydney 38 *Eagle* managed to grab a very close, 4-second win in the Mackinac Cup division as well as the overall IRC victory. This is the O'Neill team's third win, a race record. By contrast, the first-time racers aboard Pete Mather's Canadian entry *Smokum Too* won the Chicago Mackinac Trophy division. Matt Scharl's F25C *Gamera* won the multihull division, and Tom Geisler's MaxZ86 *Windquest* picked up its third Royono Trophy for line honors. www.chicagoyachtclub.org

IDA LEWIS TROPHY

Amanda Johnson, of Berwyn, Penn., and Ellie O'Brien, of Westfield, N.J., won the 42-boat US SAILING U.S. Junior Women's Doublehanded Championship last July, sailed in Club 420s and hosted by the Milwaukee YC. Johnson and O'Brien took a lead on the first day and never looked back. At the end of the four-day event, the pair were 17 points ahead of runners up Ann and Lindsey Kent. Sarah Lihan and Caroline Wright were third overall. www.ussailing.org

SNIPE JR. NATIONALS

Tyler Sinks and Ben Todter, of Diego YC, won the 2006 Snipe Jr. Nationals, held in July at Erie YC, Penn. Austin Kana and Morgan Commette were second, 1 point behind Sinks and Todter. Third overall went to Joe Morris and Wilson Stout. The win qualified Sinks and Todter for the 2007 Snipe Junior Worlds, which

will be held in Oprto, Portugal. www.snipeus.org

YOUTH MULTIHULL CHAMPIONSHIP

Sarah and Elizabeth Newberry, of Miami, Fla., won the U.S. Youth Multihull Championship, sailed in Hobie 16s and hosted by Miami YC last July. The sisters, 18 and 12, respectively, scored 12 points in nine races, and became the first female team to win the event. Because Sarah will age out of the 2007 event, runners-up Eric Raybon and Jason Bilow will defend the title at next year's Youth Multihull Regatta in Kingston, Ontario, which is also the qualifier for the 2007 ISAF Youth Worlds. www.ussailing.org

LIDO 14 NATIONALS

Stu Robertson, sailing with novice crew Steve Mendenhall, defended his Lido 14 class championship title on Huntington Lake, Calif. This win in the

LANDS' END MARBLEHEAD NOOD

Julia Marsh demonstrates fancy bow work at the pointy end of Eric Goethert's Sonar *Backseat Driver* (No. 425) at the 2006 Lands' End Marblehead NOOD Regatta last July. Rob Gorman's *Tijuca* won seven races to win the Viper 640 class and the regatta's overall title. The Cressy Trophy, given to the top competitor in the most competitive class, went to Marblehead's Peter Morgan, who skippered *Steelaway III* to first place in the J/105 division. www.sailingworld.com

MICHAEL LOVETT

MEGHAN SEPE

U.S. SAILING'S SEARS CUP

Three Florida sailors pulled off a come-from-behind victory to win the annual U.S. Junior Triplehanded Championship, held this year at Detroit's Bayview YC. Fred Strammer, Katrina Salk, and Zeke Horowitz drove the Mission Bay YC team of Scott Hoffmann, Evan Hoffmann, and Eric Alamillo deep into the pack during the final race, to win the regatta by 1 point. This is Strammer's second Sears Cup win. www.ussailing.org

46-boat fleet earned Robertson his third consecutive title, and his fourth overall. Stephen Mueller and George Shelton won the silver fleet. www.abyc.com

J/24 WOMEN'S CHAMPS

Sarah Buckley skippered *Quantum Racing* to an overall win in the 17-boat J/24 Women's U.S. Open Championship, sailed out of Beverly YC in Massachusetts in July. Buckley and her crew won four races in the eight-race series. www.j24fleet16.com

HIGHLANDER NATIONALS

Ed Spengeman topped the 20-boat championship division at the Highlander National Championship, sailed out of Cleveland's Edgewater YC in July. Dick Doyne won the 16-boat president's division, Mike Shayeson won the master's division, and Maegan Ruhlman the women's. www.sailhighlander.org

Catch the Shift in Sailboat Racing

PREMIERE RACING INC.

SAIL NEWPORT

Waikiki Yacht Club

US IRC

For More Information please contact:
US-IRC Managment Committee
PO Box 5 • Tiverton, RI 02878
401-816-0421 • Fax 401-816-0423
www.us-irc.org • Email info@us-irc.org

Presented by

Sailing WORLD

TARGETSPORT ADVENTURES

The Cup is finally returning to Europe — don't you think it's time you did the same?

VALENCIA Selected as the host city of the 32nd America's Cup races, and the first European city to host since the race's inception in 1851. Witness these historical races from the waters of the Mediterranean, while rubbing elbows with Sailing World editors. All-inclusive tours feature air, five nights in the unique and modern city of Valencia, with optional excursions and extended stays throughout Spain and Europe.

800-832-4242 ext. 4 ***617-562-1300 ext. 4*** ***www.targetsport.com/valencia***





¡Acompañanos! *Join us!*

2007 AMERICA'S CUP | VALENCIA, SPAIN

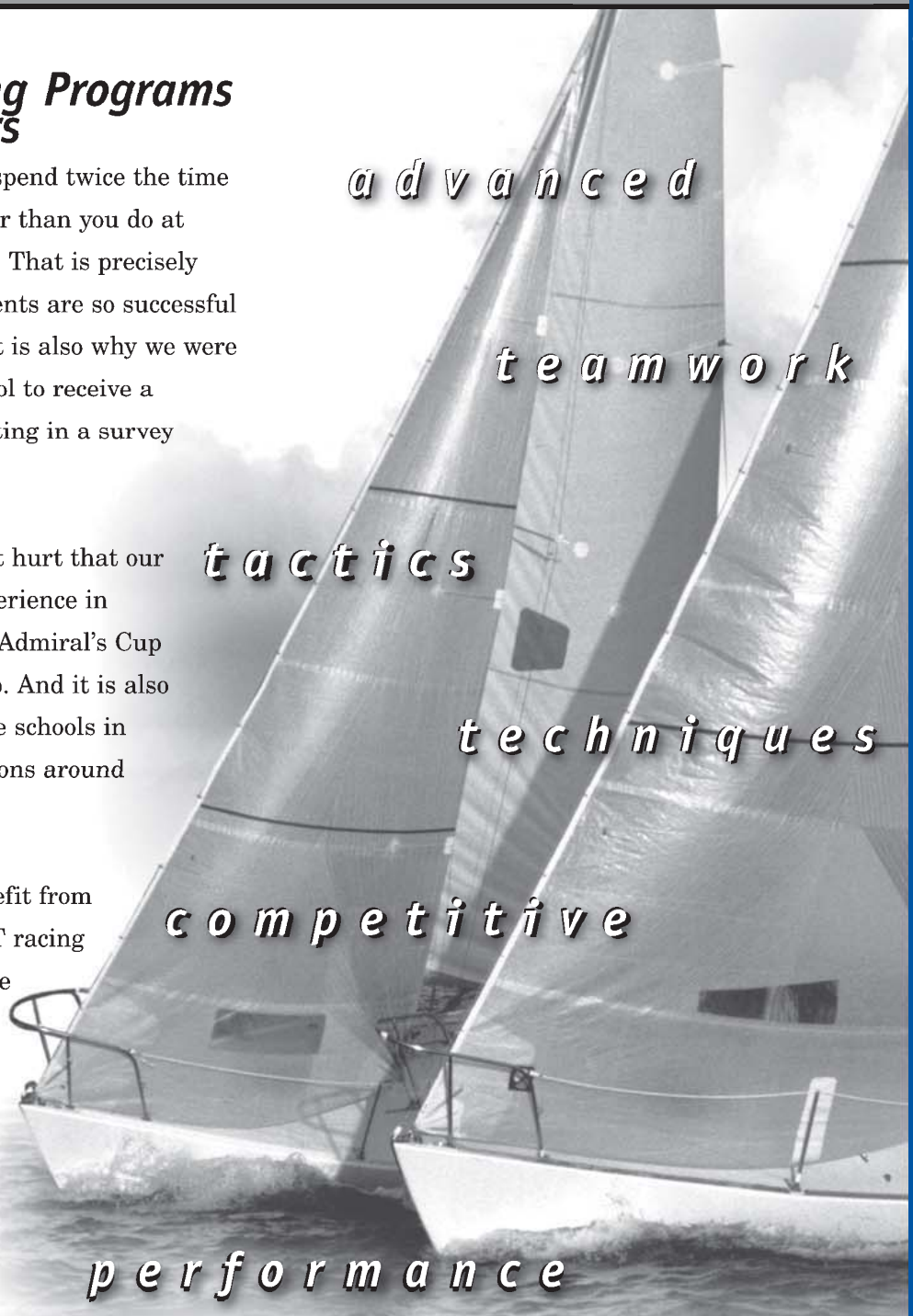
It's close...your mouth goes dry... you're glad you went to J World.

Great Racing Programs For 25 years

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

Of course it doesn't hurt that our instructors have experience in everything from the Admiral's Cup to the America's Cup. And it is also an advantage to have schools in the top sailing locations around the country.

If you want to benefit from 25 years of the BEST racing instruction, and come out ahead of your competition, call ***J World***.



J® WORLD

The Performance Sailing School®

J WORLD SAILING SCHOOL 25th Anniversary The BEST in Sail Training Since 1981

J® WORLD

San Francisco Bay, CA
800.910.1101
www.jworldschool.com

Annapolis, MD
800.966.2038
www.jworldschool.com

Newport, RI
800.343.2255
www.jworldschool.com

Key West, FL
800.343.2255
www.jworldschool.com

San Diego, CA
800.666.1050
www.jworldschool.com

A sampling of exceptional listings...

MARINEEDGE

1992 Beneteau First 310
$45,000
Charleston SC

2006 Beneteau 36.7
Maryland • New York • Texas
South Carolina • California

Beneteau First 40.7
$176,900
Massachusetts

1985 Beneteau First 42
Massachusetts

Beneteau 44.7
California
Massachusetts

2001 X-Yachts 412
California

2006 Wauquiez 40 Centurion
California • Charleston SC

1986 37' Custom Express
$62,000
Annapolis MD

Whether you're buying a brokerage boat or a new performance boat, you don't want to deal with salespeople who don't appreciate the importance of milliseconds at the starting line or what difference positioning of winches can make. With 25 MarineEdge locations around the country, you can work with sailors who are at the helm or on the foredeck of winning racing yachts. They know what you want because they race for the silver. And they know how to bring it to you. Call your nearest MarineEdge Dealer and learn how you can find the edge before you ever approach that first rounding.

1989 38' Tripp
$79,900
Annapolis MD

2001 C&C 110
$145,000
Massachusetts

1984 36' Frers F3
$60,000
Massachusetts

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

2003 Cape Fear 38
$209,000
Houston TX

2005 J/109
$239,000
Houston TX

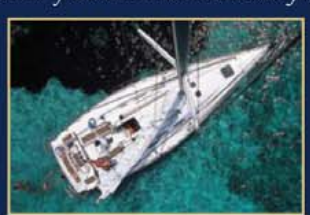
1988 J/33
$44,900
Rochester NY

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

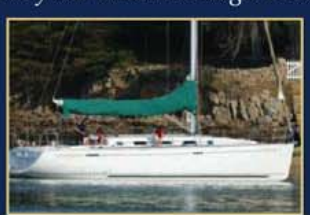
BENETEAU Wauquiez SABRE *Featured new yachts...available from your MarineEdge Dealer*

Beneteau First 10R

Beneteau First 36.7



Beneteau First 40.7



Beneteau First 44.7

800.758.1518 WWW.MARINEEDGE.COM

Racing Experience.

MarineEdge Dealers are on course, at the helm, and ready to help you win.

Join Us At The MarineEdge Racers' Edge Reception Featuring the First 10R.

During the Annapolis Boat Show, MarineEdge Dealers will host a reception to introduce the all new Beneteau First 10R. This exclusive, invitation only event will include discussions from the experts at Farr Yacht Design, Hall Spars, Beneteau, and the racers who are successfully campaigning First Series boats. Call your nearest MarineEdge Dealer for an invitation today!

Experience. Service. Trust.

Annapolis Yacht Sales
Annapolis

Annapolis Yacht Sales-South
Deltaville

Cape Yachts
Harwich Port
Marion
Manchester
Warwick
Essex
Mamaroneck

Murray Yacht Sales
New Orleans
Mobile
Pensacola
St. Petersburg

Passage Yachts
Point Richmond
Alameda

RCR Yachts
Buffalo
Erie
Rochester
Sodus Point
Youngstown

Sea Lake Yachts
Houston
Dallas
Austin

St. Barts Yachts
Charleston
Oriental
Jacksonville

MarineEdge

800.758.1518
www.MarineEdge.com

Best of DR. CRASH CALENDAR

Sailing World's practitioner of nautical calamities has been busy roaming the worldwide regatta circuit lately, and thankfully he's had no trouble finding material for yet another *Best of Dr. Crash* calendar. This one's sure to make you wince every month.

The 2007 Best of Dr. Crash Calendar measures 14 x 22 inches open. Large grid for your appointments. Cost is just $13.95 plus $5.00 for U. S. shipping and handling per address or $8.00 for Canada shipping and handling per address. SPECIAL OFFER: PAY FOR 3 AND GET 1 FREE! (Shipping is $9.00 for U.S. and $12.00 for Canada). Please allow two weeks for delivery.

Order Form:

Quantity	Price	Total
_____	$13.95	_____
S&H per U. S. address	$5.00	_____
S&H per 4 calendar offer	$9.00	_____
	Total	_____

Ship To:

_____

_____

_____

Payment must accompany order. Make checks payable to World Publications, LLC, 55 Hammarlund Way, Middletown, RI 02842

❑ MasterCard ❑ Visa ❑ American Express ❑ Check (enclosed)

Credit Card # _____

Cardholder's Signature _____

Exp. Date _____

(Charge will be from World Publications)

Credit Card Orders call toll free

1-888-847-2121

(9-5 EST, Mon.-Fri.) or fax 401-845-5180.

SHANNON CAIN

BOAT SHOW BUYERS GUIDE INDEX

WHEEL-A-WEIGH® BOAT AND KAYAK DOLLIES

Get your boat or kayak to and from the water quickly and conveniently. Boat dollies are adjustable to fit rowing shells, pulling boats, canoes, small sailboats and dinghies. All dollies are constructed of anodized aluminum tubing and polypropylene struts. Santoprene rubber covers the bunks to be kind to your boat's finish. Pneumatic or semi-pneumatic tires. Choose the model that's right for you.

Davis Instruments
3465 Diablo Avenue
Hayward, CA 94545
800-678-3669
Fax: 510-670-0589
E-mail: sales@davisnet.com
Website: www.davisnet.com

DAVIS

WHALE TAIL XL®

ALUMINUM STABILIZER & SKI BOAT FIN

Whale Tail improves performance in any I/O or outboard motor. Unique hydrodynamic design extends out behind the prop to utilize prop wash energy, transforming it into lift for immediate response when the throttle is applied. Skiers pop up quicker, wake is reduced, bow-light boats are stabilized, fuel is saved. Installs in 15 minutes. Hardware included.

Davis Instruments
3465 Diablo Avenue,
Hayward, CA 94545
800-678-3669
Fax: 510-670-0589
E-mail: sales@davisnet.com
Website: www.davisnet.com

DAVIS

AIR-DRYR™ – SAY GOOD-BYE TO MOLD, MILDEW AND MOISTURE

An inexpensive and effective way to fight moisture problems and corrosion. Designed to operate in home, boat, or office. Place on the floor in any damp, enclosed space and plug in to a 110/120 volt outlet. Damp air is heated above dewpoint, holding moisture in suspension. Costs no more to operate than a light bulb. Silent operation 24 hours a day.

Davis Instruments
3465 Diablo Avenue,
Hayward, CA 94545
800-678-3669
Fax: 510-670-0589
E-mail: sales@davisnet.com
Website: www.davisnet.com

DAVIS

KNOT-A-BAG® MOST CONVENIENT PLASTIC BAG– ANYWHERE!

Unique dispenser holds 32.5' (10 m) of tightly wound polyethylene film, yet fits in the palm of your hand. Create a bag of any length! Pull plastic bag material from center of dispenser, take length you need, cut with built-in safety cutter, and tie a knot in the end. Absolutely waterproof when tied.

Davis Instruments
3465 Diablo Avenue,
Hayward, CA 94545
800-678-3669
Fax: 510-670-0589
E-mail: sales@davisnet.com
Website: www.davisnet.com

DAVIS

Trust the Original

Why rely on traditional aftermarket outlets for parts when you can rely on the professionals at C&C Parts and Service.

Our extensive inventory of existing parts is supported by our ability to manufacture parts to original designs.

We offer:

- *New* Carbon Fiber Masts for all classic model C&C yachts
- Factory approved upgrade kits
- Original equipment parts, featuring "hard to find" parts
- Replacement rudders offered from original molds
- A wide range of tanks, toerails, tillers and more

New boats or classics.

C&C Parts is the source for manufacturing and engineering excellence to maintain and improve your C&C.

C&C PARTS & SERVICE

Visit us on the web at: ***www.c-cparts.com***
parts@c-cparts.com • p: 440-354-3111 ext. 171

I Owe My Life To A Winslow® Life Raft!

True Survival Story

My fateful trip began in Ft. Lauderdale, bound for New York aboard my english keel cutter. Quite seasoned at this, it was my 13th jump between the two cities. After six days of relentless thunderstorms the crew was seasick. Upon clearing Hatteras, exhausted from sleep deprivation, I added the compass variation when I should have subtracted producing a course bearing that led us over Barnegat Shoals off of New Jersey. At 2AM on a squally pitch black night, we hit the shoal hard. Pinned on the bar in rough weather, I knew we were in trouble so I made a Mayday call and discharged several flares. As the boat rolled sideways and started breaking up we scrambled topside. My Winslow was stowed on deck so I tied its painter around a shroud and before I knew it the life raft inflated. We quickly jumped on board to safety and cut the painter. Fortunately, we had strong onshore winds blowing us toward the coastline rather than farther out to sea. Without my Winslow life raft I am absolutely certain, we all would have been goners!

Stuart Reininger *- Marine Technical Editor & Writer*

#1 Rated
Super-Light™
Ocean Rescue™

Isn't Your Life Worth a Winslow?

Why compromise your safety? Choose only the highest rated life raft. In recent in-water tests of more than 22 coastal and offshore life rafts by Practical Sailor and Powerboat Reports, only Winslow life rafts were rated #1 in every category. Winslow is also the only manufacturer to offer the exclusive WINSLOW® UltimaWrap™ providing a 3 Year maintenance free service cycle.

FREE ICom VHF

Place an order by 11/30/06 on a new "Plus" series or better life raft and receive a FREE ICom IC-M2A handheld VHF Radio.

Order Now

WINSLOW® LifeRaft Company

800 838-3012

Made in the USA

www.winslowliferaft.com

QUICK FIST® ONE PIECE RUBBER CLAMP

Securing your equipment just got a whole lot easier! Quick Fist® rubber clamps mount easily to keep equipment firmly in place. Made of heavy duty transportation grade rubber; will not rust or corrode. Quick Fist holds objects from 7/8" to 2 1/4" in diameter. Super Quick Fist holds objects from 2 1/2" to 7 1/2".

Davis Instruments
3465 Diablo Avenue,
Hayward, CA 94545
800-678-3669
Fax: 510-670-0589
E-mail: sales@davisnet.com
Website: www.davisnet.com

DAVIS

POWERFUL... COMPACT... LOW COST

Is the Sailtec T6 Panel right for you? Remote control for hydraulic backstay and/or boom vang tension. Only 6"x6"x3" space needed. Sailtec provides hose assembly and cylinder of your choice. Easy installation. Simply to use for smooth sailing.

Sailtec Inc.
2930 Conger Court,
Oshkosh, WI 54904
920-233-4242
Fax: 920-233-8767
E-Mail: sailtec@juno.com
Web: www.sailtec.com

SAILTEC® INC.

INTRODUCING THE WORLD'S FIRST TRULY MAINTENANCE-FREE BATTERY.

Lifeline batteries incorporate advanced AGM (Absorbed Glass Mat) technology – originally developed for military aircraft where power, weight, safety and reliability are critical factors.

Lifeline AGM Batteries have been proven to be the fastest recharging batteries today by 20% because of their low internal resistance. Plus, these sturdy batteries eliminate terminal corrosion and the need for water replenishment; have higher shock and vibration resistance than Gel or Flooded type batteries. And all Lifeline Batteries are completely sealed never requiring maintenance or terminal cleaning.

These are some of the reasons why Lifeline Batteries are the safest, fastest recharging batteries today and why Lifeline Batteries are now original equipment in over 118 Marine and Motor Coach builders.

To learn more about Lifeline Batteries contact us at 1-800-527-3224 or visit our web site at www.lifelinebattery.com.

LIFELINE INC.
955 Todd Ave, Azusa, CA 91702
626-969-6886 • Fax: 626-969-8566
E-Mail: sales@lifelinebatteries.com
Website: www.lifelinebatteries.com

EASY TO STOW. TOUGH TO BEAT.

MERCURY INFLATABLE BOATS. Whether you're returning to shore or heading off for an afternoon of exploring, Mercury Inflatables are up for anything. Our quick-lift end cones make for faster planing and a low center of gravity provides excellent stability. Tough enough for virtually any environment, Mercury Inflatables are lightweight, easy to store and simple to set up, making them a welcome stowaway on any boat. To learn more about Mercury Inflatables, visit mercurymarine.com.

800-MERCURY
MERCURYMARINE.COM

MERCURY Inflatable Boats

SPINNAKER

STA/MASTER TURNBUCKLES

Fine tune sailboat spar tension in a matter of seconds! Finely calibrated center traveler quickly locks for exact repeatable settings for each wind condition. Precision crafted of stainless steel for long trouble-free life. Four sizes now available for cable sizes from 3/32" to 3/16".

Spinnaker, Inc.
P.O. Box 326
Sioux City, IA 51102
712-258-6120
Fax: 712-258-3224

It's Only a Click Away . . .

Discover *Sailing World* Online!

PLUS . . . SUBSCRIBER CARE, *SW* POLL, AND BUYERS ZONE

www.sailingworld.com

SAILING WORLD PERFORMANCE CLASSIFIEDS

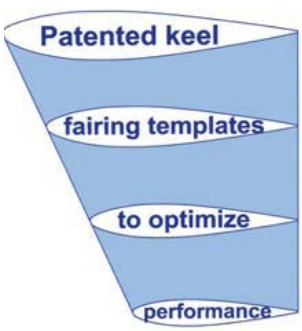
FAST BOAT BUYS

T-15.5 PERFORMANCE DAYSAILER
Light, fast, comfortable for 3 adults, epoxy, vacuum-bagged, shoal draft, centerboarder. Built by TRANSFUSION BOAT WORKS INC., 30B Mitchell Rd., Ipswich, MA 01938. PH: (978) 356-1764. www.transfusionboats.com See us at Annapolis & Newport Shows. ❑

JS9000: Innovative New 30' PHRF Racer/Daysailer
Only 2-3 crew. Fast, fun, affordable! New builder now supplying boats to the US market. Call (770) 965-8500 for more information. Visit www.jsyachtsusa.com or www.admiralty.com.sg ❑

VIM 2000 IMS WORLD CHAMP
Designed by Nelson-Marek in 1997 and Built by Westease Yachts in Holland Mich. out of Kevlar, Epoxy and foam sandwich. Captain maintained since new. Recent topside and deck coatings. Truly Like New condition. New Masthead Spinnaker upgrade for superior downwind performance. Ready to win races anywhere in the world. Contact Steve Rock Yacht Broker for particulars. 619-857-9297 fiddlers green@nethere.com ❑

KEELS & KEEL FAIRING



WHY THE WINNERS HAVE BETTER SPEED AND POINTING
Compukeel and Universal template kits and templates. www.computerkeels.com (952) 829-5670. ❑

WINNING GEAR

FARYMANN DIESEL & LOMBARDINI MARINE
Farymann Diesel & Lombardini Marine parts & engines in the US and Canada. We stock most all Farymann parts & accessories for propulsion units as well as generators. Call (732) 286-6104. www.prp-inc.com ❑

WINTER STORAGE COVERS
Color coded aluminum frames, canvas covers, all inclusive. TOP SHOP, INC, (800) 268-4186, Check website for available patterns www.topshop.on.ca ❑

LED Cabin And Running Lights
www.bebi-electronics.com
High quality. High output. Low Cost. SoPac Cruiser Proven. ❑

RACE COMMITTEE GEAR

STARTER CANNON AMMUNITION
10-GA., blank, plastic, black powder. Case of 500 Rds., $278. Call VAWTER AMMUNITION, INC., (979) 543-3682, FAX (979) 543-8648, or Mail: PO Box 665, El Campo, TX 77437. ❑

REGATTA PRO-START
Fully automatic starting horn. Eight selectable sequences from RRS and ICYRA for racing and coaching. www.phcsystems.com (631) 321-6997. ❑

RACE MARKS, FLAGS & RACE COMMITTEE SUPPLIES
Call, ETP, Engineered Textile Products, (800) 222-8277, or online at: etpinfo.com/sailing ❑

TROPHIES/ PROMOTIONAL GIFTS

SAILING TROPHIES
www.sailingtrophies.com
Designers of exceptional sailing awards, acrylic sailboats, and executive gifts. (877) 393-2443. ❑

ShackleDog's
www.shackledog.com
Prizes, Promotion, "Swag"
Cute useful sailing tool with personalization available. Michael@shackledog.com Tel/fax: (203) 312-0071. ❑

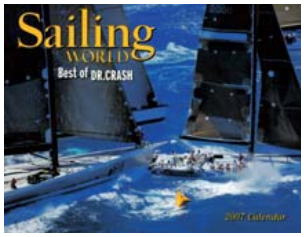
MARINE ART

JOHN MECRAY'S LATEST WORK
Flying Home
Through a special arrangement with Mystic Seaport, CW has reserved 300 lithograph prints and a select number of canvas giclée prints of John Mecray's latest work, Flying Home, 130-foot cutter Columbia in trials with Defender before the 1899 America's Cup. Each lithograph print measures 26.5 by 31.5 inches and is numbered and signed by the artist. Each canvas giclée print measures 26 by 35 inches and is numbered and signed by the artist. Cost of the unframed print, including U.S. shipping, is $365. Cost of the unframed giclée canvas, including U.S. shipping, is $1,515. To purchase, send a check or money order payable to World Publications LLC (55 Hammarlund Way, Middletown, RI 02842) or call 888-847-2121. Visa, MasterCard, and American Express are welcome (include expiration date and signature). The charge will come from World Publications LLC. Mystic Seaport Museum reports that the value of a signed lithograph edition Mecray print after a series has sold out is between $1,200 and $2,200. ❑

PERFORMANCE INSTRUCTION/SCHOOLS

Camp Sea Gull
Sail On Program
Come live aboard a 70' gaff-rigged schooner for an exciting 12-day leadership program. Rising 9th through 12th grade young men can enjoy high adventure while exploring the NC Outer Banks! Call (252) 249-1111 or visit www.seagull-seafarer.org for details. ❑

CALENDARS



The 2007 BEST of DR. CRASH CALENDAR
The 2007 Best of Dr. Crash SAILING WORLD Calendar measures 14" x 22" open. Large grid for your appointments. Cost is just $13.95 plus $5.00 for U.S. S&H per address ($8.00 for Canada S&H per address.) SPECIAL OFFER: PAY FOR 3 AND GET 1 FREE! (SHIPPING IS $9.00 FOR U.S. AND $12.00 FOR CANADA). Please allow two weeks for delivery. MC/VISA/AMEX orders call 1-888-847-2121 (9-5 EST, Mon-Fri), fax (401) 845-5180 (any time). Or mail orders (check payable to World Publications, LLC) to SAILING WORLD Calendar, 55 Hammarlund Way, Middletown, RI 02842. ❑

MARINE INSURANCE

INSURANCE FOR RACING YACHTS
One Design and Offshore; vessels over 30' or $100,000, contact MORGAN WELLS of Jack Martin & Associates, Annapolis, MD, (800) 421-8818, (410) 626-1000 ext 5723. morgan@jackmartin.com ❑

Insurance for Racers and Cruisers
Racing coverage for owner & crew. High limits available. Contact: Rod Clingman at GOWRIE BARDEN & BRETT: 800-BOAT-911, rodc@gowrie.com ❑

HOT SAILS

WANTED
DONATE YOUR
USED SAILS TO MORC
Letting your old sails gather mildew? Send them to MORC & receive a tax deductible contribution. Call Paul (727) 327-5361. 2201 1st Ave. S., St. Petersburg, FL 33712. ❑

CHARTERS: FLORIDA/CARIBBEAN

VIRGIN ISLAND SAILING, LTD
offers hundreds of power, sail and mega-yachts in the Caribbean or Mediterranean. Bareboat or crewed, tailored and catered for you. Elegant cuisine, personal service, surprisingly affordable. Credit cards accepted. (800) 382-9666. CYBA member. www.visailing.com ❑

CHARTERS: EAST COAST

WindPath Sailing
Stop Dreaming, Start Sailing!
WindPath offers luxury sailboat lease-shares in your local waters for a fraction of the cost of ownership. Stamford CT, Cape Cod, MA, Annapolisn MD, Sag Harborn NY. WWW.WINDPATH.COM - info@WindPath.com ❑

CHARTERS: FOREIGN

THAILAND SWAN 55
Phuket, Fax 6676381934, Euro$700/week/person incl. E-mail: bigasail@samart.co.th ❑

CHARTERS: WEST COAST

WindPath Sailing
Stop Dreaming, Start Sailing!
WindPath offers luxury sailboat lease-shares in your local waters for a fraction of the cost of ownership. SF Bay Area. WWW.WINDPATH.COM - info@WindPath.com ❑

WINNING BUSINESS OPPORTUNITIES

Start Your Own Sailing Business
Let WindPath Sailing show you how! Low up front investment, turn key sailing operation in your local waters. Visit the website, then click the "Start your own sailing business" link on the lower right WWW.WINDPATH.COM - info@WindPath.com ❑

Sailing School For Sale
ASA Certified Facility on Tampa Bay beachfront resort in business since 1981. Fulfill your lifelong dream with a turnkey operation for under $100,000. CaptChris13@aol.com. (727) 804-5944. ❑

WINNING WEBSITES

PERFORMANCE SAILING WORLD CLASSIFIED RATES

- **REGULAR CLASSIFIEDS** $2.95 per word, 15 word min. $130/photo/logo (above copy)
- **DISPLAY CLASSIFIEDS** $140/per column inch.- Width of column is 1 9/16 inches.
- **PRE-PAYMENT REQUIRED** Checks, MasterCard, Visa or AmEx, Money Orders.
- **DEADLINE** Material is due the 5th of the month, 2 months preceding cover date.
- **AD MATERIALS** Please send digital artwork (EPS, TIFF) on disk or E-Mail.

Contact Michelle Roche for more information.
Phone: 401-845-5140 Fax: 401-845-5180
classifieds@sailingworld.com

Set Sail with SAILING WORLD

SAVE 37%

Try our new digital edition!

One-year subscription - 9 issues for only $ 28

DIGITAL Get it Now!

SAILING WORLD is the #1 source of news and information on sailboat racing at every level. In every issue, you get advice on the latest boat models and equipment, racing tips, how-to articles, tactics and techniques. See what you've been missing!

Subscribe NOW!

Set Sail with SAILING WORLD

SAVE 37%

Try our new digital edition!

One-year subscription - 9 issues for only $ 28

DIGITAL Get it Now!

SAILING WORLD is the #1 source of news and information on sailboat racing at every level. In every issue, you get advice on the latest boat models and equipment, racing tips, how-to articles, tactics and techniques. See what you've been missing!

Subscribe NOW!

ADVERTISING INDEX

Volume XLV, Number 8 SAILING WORLD (ISSN 0889-4094) is published 9 times a year by World Publications, LLC, 460 N. Orlando Ave., Suite 200, Winter Park, FL, 32789.

Editorial contributions should be accompanied by a self-addressed, stamped envelope. Editorial offices are at 55 Hammarlund Way, Middletown, RI 02842. Manuscripts, art, and photographs are handled with care, but no liability is accepted. Periodicals postage paid at Winter Park, FL and additional mailing offices. **POSTMASTER:** Send address changes to PO Box 420235, Palm Coast, FL, 32142-0235. Subscription rates. For one year (9 issues) $28.00. In Canada $37.00, other International $50.00. Orders Outside the US must be prepaid in US funds. Publication Agreement Number #1238973. Canada Return Mail: 4960-2 Walker Rd., Windsor, ON N9A6J3

ABNER KINGMAN, COURTESY BARRY HAYES, KIRSTEN SCULLY, COURTESY STEVE MARSH

CONTRIBUTORS

ABNER KINGMAN

In researching and photographing his story on Dan Doyle racing the West Marine Pacific Cup with his two sons, Kingman spent a day sailing onboard *2 Guys on the Edge* trying to master the art of wide-angle photography. His onboard photos will be featured online at sailingworld.com. "It's much more challenging than shooting boat to boat," says the 37-year-old father of one. "Using a wide-angle lens makes composition more difficult. You have more elements in the frame, so you have to be conscious of the foreground, middle of the frame, and back of the frame all at once."

BARRY HAYES

Hayes, 29, works at UK/Halsey Sailmakers' mega-facility in Hong Kong, which is far from his home in West Cork, Ireland. But he gets away a lot, sailing a number of boats from Maxis to 40 footers, most of which now use inhaulers, the subject of his column on p. 62. "Non-overlapping jibs and inhaulers are the future," says Hayes. "And there's definitely a learning curve for people that are new to them. They complicate things a bit because it can be much harder for the helmsman to keep the boat in a groove, but it's the trimmer who really has to be on top of the trim to keep that groove."

DAVID SCULLY

Scully, who reported on his experiences sailing in the Archipelago Raid in this issue, is no stranger to adventurous sailing. He finished fourth in the 1994 BOC Challenge and was the first American to compete in the French-dominated Figaro circuit. In 1993, Scully connected with Steve Fossett and sailed with him to numerous victories and records on the 60-foot trimaran *Lakota* and the 125-foot catamaran *PlayStation*. He served as a watch captain on *PlayStation* when it set the round-the-world record in 2004. Scully and his wife, and sometimes crew, Claire, live in Cadiz, Spain.

STEVE MARSH

Marsh, 42, of Marin, Calif., is a bowman who refuses to let his age get in the way of a good spinnaker douse. And, as the point man for Tom Coates' North American champion J/105 *Masquerade*, Walsh, who owns the oufitter Left Coast Apparel, has asymmetric spinnaker handling down pat. "It's all about technique," says the author of "The Bowman's Guide to the Asymmetric," p. 54. "If you watch any video from the NAs, you can see the various differences in how teams do the drop. It's all about getting the foot, it's not about grabbing the material. I just keep pulling on the foot until I see the tack."

ASK DR. CRASH

DEAR DR. CRASH,

I'm the mast man on a local racing boat, and I recently made a wager with my counterpart on a rival boat. I bet him that I could haul the spinnaker to the top of the mast faster than he could; that I could "ring the bell" first. I clearly won the race, but because my pit man couldn't keep up, the spinnaker didn't stay hoisted. I say a ring is a ring, but he says otherwise. Is he right?

–DUMPED IN DARTMOUTH

DEAR DUMPED,

I'm afraid your unresolved bet highlights a very important condition of human nature. All too often we focus so much on our individual interests that we lose track of the big picture. For any crewed sailboat, a race is the ultimate reality check. Individual efforts amount to nothing if the team as a whole cannot dance the dance and watch each other's back. If you prefer to display your brawn, join the Strong Man competition—when it comes to sailing, there's no "I" in "team."

–DR. CRASH

STEVE ARKLEY/SAILSHOTS

CLASS OF THE FUTURE

35 37 40 41 43 46 50 55 IMX 70

x-yachts.com

X-35 on show at
Annapolis Boat Show, Maryland
October 5-9

The X-35 One Design
has already proved her potential on the race courses under IMS and IRC. With more than 150 yachts sold, and ninety launched before Summer 2006, she is heading for the future.

X-Yachts USA LLC
Stamford, CT · Tel 800 926 2878 · info@xyachtsusa.com

X-Yachts
WORLD CLASS SINCE 1979

The Spirit of Swan.

INTESTA

ONE DESIGN — 45 601

PERFORMANCE CRUISING — 46 53 56 62 66 70 75 82 90

CUSTOM — 100 112 115 131

40TH ANNIVERSARY
NAUTOR'S SWAN
1966-2006

www.nautorswan.com