

# Sailing WORLD

## speed shop

- ◆ Step-by-step rig tuning p.58
- ◆ PBO rigging for your boat p.44

## dinghy technique

- ◆ Club 420 chute handling p.68

The Farr 40  
Phish Food at  
breezy 2006  
Acra Key West  
Race Week

www.sailingworld.com



April 2006 \$4.99 Canada \$5.99

**LIGHTNING LESSONS:** World champ  
Tito Gonzalez, a tough act to follow p.62



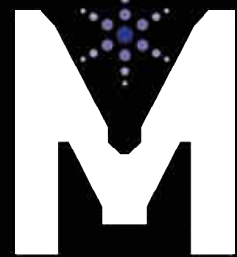
**IF YOU WANT TO WIN, WHY  
THE SAME SAILS AS YOUR**



ANTICIPATE THE SHIFT

WOULD YOU BUY  
COMPETITION?

FUSION



QUANTUM SAIL DESIGN GROUP

[WWW.QUANTUMSAILS.COM](http://WWW.QUANTUMSAILS.COM)

**NOBODY DOES IT BETTER**

# LANDS' END NOOD 2006 ♦ REGATTAS

## **St. Petersburg**

February 17-19, 2006  
St. Petersburg Yacht Club,  
St. Petersburg, FL

## **San Diego**

March 17-19, 2006  
San Diego Yacht Club,  
San Diego, CA

## **Annapolis**

April 28-30, 2006  
Annapolis Yacht Club,  
Annapolis, MD

## **Detroit**

June 2-4, 2006  
Bayview Yacht Club,  
Detroit, MI

## **Chicago**

June 16-18, 2006  
Chicago Yacht Club,  
Chicago, IL

Are you looking for a weekend filled with competitive one design and level racing, top notch race management, and plenty of food, fun and entertainment? If so, the Lands' End NOOD Regattas are for you. Since 1988, Sailing World

has owned and organized the largest and best series of regattas in North America, the NOOD Regattas. With nine venues from coast to coast, we hope you can join us for at least one. Details at [www.sailingworld.com](http://www.sailingworld.com).

**LANDS' END**  
BUSINESS OUTFITTERS

 **Sunsail**  
Sailing Vacations

**MOUNT GAY RUM**  
BARBADOS





### Toronto

June 23–June 25, 2006  
 Royal Canadian Yacht Club  
 and National Yacht Club,  
 Toronto, ON Canada

### Marblehead

July 27-30, 2006  
 Eastern Yacht Club,  
 Marblehead (Boston), MA

### Larchmont

September 9-10, 2006  
 Larchmont Yacht Club,  
 Larchmont (Westchester  
 County), NY

### Houston

September 22-24, 2006  
 Lakewood Yacht Club,  
 Seabrook (Galveston  
 Bay), TX

We are excited to welcome back Lands' End Business Outfitters for their second year as the NOOD's title sponsor. Plenty of great Lands' End NOOD Regatta gear will be available at the regattas. Don't forget, Lands'

End Business Outfitters is the perfect solution to dress up your crew or business staff in customized gear, showcasing your boat name or company logo. Call 1-800-920-1459



# DETAILS MAKE THE DIFFERENCE



## CB CAPTIVE BALL TRAVELERS

### CAPTIVE BEARINGS

Wire guides keep balls captive making cars easy to load and maintain. Guides circulate free-rolling Torlon® bearings smoothly under both high and low loads.

### STRONG, LIGHT CAR BODY

One-piece solid 6061-T6 aluminum construction for strength and durability. CNC sculpted to remove excess weight.

### LONG-LASTING PROTECTIVE FINISH

Car body and bearing races are deep-saturation Hardkote-anodized and Teflon®-impregnated for durability and UV-stabilized with black additive for maximum protection.

### CHOOSING YOUR SYSTEM

- Log on to [www.harkencompuspec.com](http://www.harkencompuspec.com) for an easy step-by-step guide to selecting the correct traveler system for your boat
- Contact your local dealer or sailmaker (dealers listed at [www.harken.com](http://www.harken.com))
- Call the Harken Tech Service Team at 262-691-3320



### BIND-FREE STAND-UP TOGGLE

Stand-up toggle holds mainsheet block upright off deck.

Toggle attaches low inside car so off-angle mainsheet loads apply less leverage on balls, allowing cars to roll freely. Cars accept loads to 40 degrees from vertical without binding.

Carbo® or Black Magic® control blocks attach directly to toggle ears to reduce load on car so bearings don't bind.

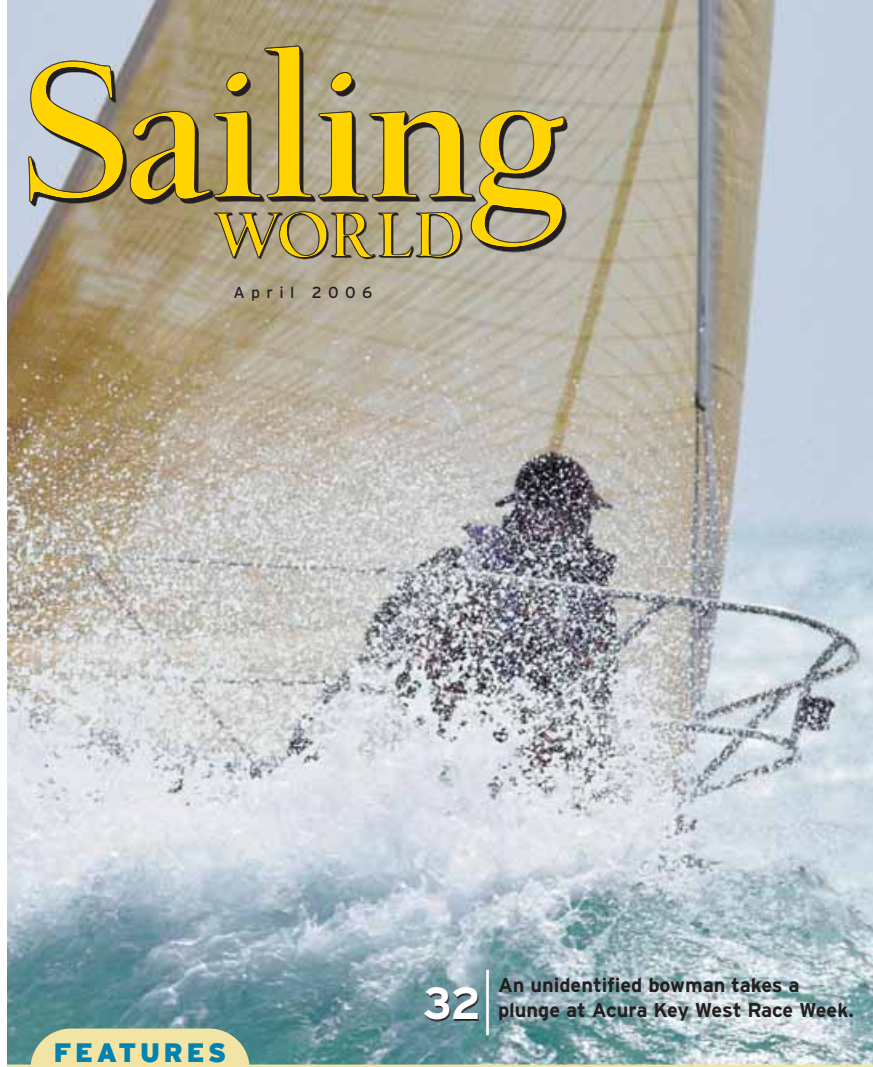
# HARKEN®

INNOVATIVE SAILING SOLUTIONS

1251 E. Wisconsin Ave., Pewaukee, WI 53072, Tel: 262-691-3320, Fax: 262-691-3008, Email: [harken@harken.com](mailto:harken@harken.com), Web: [www.harken.com](http://www.harken.com)

# Sailing WORLD

April 2006



32

An unidentified bowman takes a plunge at Acura Key West Race Week.

## FEATURES

### From Marblehead to Halifax, Al's Way

27

Having sailed the 360-mile summertime classic 18 times, you can hardly blame this near-octogenarian for being set in his ways.

By Tim Platt

### Serving in the Stock Island Militia

32

While the grand-prix boats were bathing in the spotlight at Acura Key West Race Week, the smaller PHRF and one-design racers of Division 4 were stealing the show.

By Dave Reed

### Tradition Endures in the Erie Archipelago

40

There are certain oddities and customs that set the Inter-Lake Yachting Association's annual Bayweek apart from your average race week.

By Michael Lovett

Cover Photo: Richard Langdon/Ocean Images

## TECH REVIEW

### 44/ PBO Rigging Upgrade

The latest development in standing rigging is lighter and strong than wire, but what does that get you?

### 50/ Boat Review

The Swan 46 nods to the cruisers, but it's an excellent raceboat.

### 54/ Tech News

Hoot singlehander, Virtual Skipper 4

## FROM THE EXPERTS

### 58/ Boatspeed

Tony Rey says there are five basic steps to getting your mast tuned right.

### 62/ Winner's Debrief

David Starck is schooled by Lightning world champ Tito Gonzalez.

### 64/ Rules

With new developments in sailing come new rules; Dick Rose explains.

### 68/ Technique

Mike Menninger and Bryan Pryor step-by-step a Club 420 spinnaker set.

## GRAND PRIX

### 70/ Bored and Stroked

Rich Bowen takes us on a magical mystery tour, following the creation of a TP 52 sail inventory.

### 78/ Grand Prix Re-Launches

*Yankee* has more wood than fibers, but is still to be reckoned with.

### 82/ According To Keith Kilpatrick

If a stint on the 86-foot *Pyewacket* is your dream, this guy can make it happen.

## COLUMNS

Editor's Letter	7
Sailors' Forum	8
Starting Line	10
Jobson Report	21
Finish Line	84
Contributors	103
Ask Dr. Crash	104



KEVIN BURNHAM

gary jobson

PRESENTS

# MOUNT GAY® RUM SPEAKER SERIES

The nation's premier sailing seminar series. Coming soon to a yacht club near you.

Gulf Yachting Association • January 7 Upper Minnetonka Yacht Club • March 10

South Atlantic YRA • February 3 Rochester Yacht Club • March 17

Milwaukee Yacht Club • February 7 San Diego Yacht Club • March 17

Windjammers of the Chesapeake • February 10 Charleston Yacht Club • March 24

California Yacht Club • February 11 Chicago Yacht Club • March 25

St. Petersburg Yacht Club • March 1 Raritan Yacht Club • March 25

Seattle Yacht Club • March 3 Cleveland Yachting Club • April 6

Oregon Corinthian Sailing Association • March 4 Indianapolis Sailing Club • April 7

Beverly Yacht Club • May 6

DAVE DELLENBAUGH

DAVE PERRY

butch ulmer

jean brenner

Go to [www.ussailing.org/speakerseries](http://www.ussailing.org/speakerseries) for more information.

SPONSORED BY



Walter Cooper photo



**Editor** Dave Reed

**Director of Design** William Roche

**Senior Editor** Stuart Streuli

**Associate Editor** Tony Bessinger

**Editors at Large** Herb McCormick, Peter Isler, Gary Jobson

**Racing Editors** Betsy Alison, Ed Baird, Greg Fisher,

Terry Hutchinson, Tony Rey

**Contributing Editors** Ben Hall, Dave Powlson,

Dick Rose, Dr. Stuart Walker

**Copy Editor** John Wilson

**Web Intern** Franz Ritt

**Associate Art Director** Joan Taylor Westman

**Assistant Art Director** Shannon Cain

**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** Ryan Williams

**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,

Laura Peterson, Lindsay Warden

## WORLD PUBLICATIONS

Terry Snow **President**; Jo Rosler **Chief Operating Officer**; Martin S. Walker **Advertising Consultant**; Bruce Miller **Vice President/Circulation**; Dean Psarakis **Circulation Business Director**; Leigh Bingham **Consumer Marketing Director**; Peter Winn **Director of Circulation Planning & Development**; 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**; Leslie Brecken **Marketing Director**; Heather Idema **Research Director**; Dean Turcol **Communication Director**



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  
Occasionally, we make portions of our subscriber list available to carefully screened companies that offer products and services we think may be of interest to you. If you do not want to receive these offers, please advise us at 1-866-436-2460.

# EDITOR'S LETTER

## I'm the FNG

AFTER DROPPING MY BAGS ON THE FLOOR of 219 Simonton Street, Key West, Fla., I met Kristine Hitz, fiancé to Mike Bird. Bird, from Chicago, was the first and only skipper to reply to my crew-position-wanted post on the Race Week website. Kristine was the alternate spinaker trimmer for the *J/30 Circus* and team mother, thanklessly tasked with delivering three square meals a day and clean towels for the week.

"I hope you don't take this personally," Kristine said with a menacing smile after she introduced me to the others. "But this week you're the FNG."

"Sorry, what's the FNG?"

"Never heard that before?"

"Uh...no."

"That's OK, FNG. It's the name we give to anyone who's new on the boat. You're the f@#%^\*! new guy—you'll get blamed for everything."

The rank, I later found out, also earned me the full-sized air mattress on the living room floor, flanked each night by two teammates, couch surfers Al and Herb.

Splayed out on this pillow of air that first night I thought about the awkwardness of racing with a bunch of guys

I'd never met before, on a boat on which I'd never set foot. I wanted to make a good first impression on the practice day, to avoid any big mistakes during the week, and contribute to a winning effort. I chuckled when I thought about the similarities between this and something that had happened a few weeks earlier when my predecessor, John Burnham, asked me into his office.

"Take a seat," he said, wasting no time with his delivery. "After 25 years I'm no longer going to be editor of this magazine." [Insert long, awkward pause.] "You are."

And just like that, he'd elevated me from being the magazine's managing editor to the FNG at the top of the masthead.

In putting the finishing touches on this very issue—the first on my watch—I've had anxieties similar to those I experienced that first night in Key West. Mainly it's the tremendous responsibility I'm now shouldering. I'm more restless at night and wide-eyed at first light, thinking about how we can continue to deliver unrivaled feature stories, or what we can do in our From the Experts instructional and Tech Review columns to help you enjoy, excel at, and better understand the sport.

And there's a much different challenge for me than there was for John back in the early '80s. We're looking out over the unbound digital world, finding ways to integrate it into what we do on these pages. In the coming months you'll see a major re-launch of sailingworld.com where you can continue to find the best racing news, narratives, and resources. There's even a digital version of the magazine available. It's an exact replica of the print version, and all of the URLs in the stories and advertising are live.

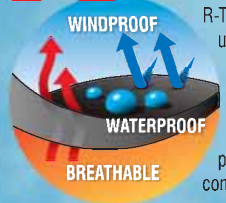
Download a trial issue at [www.zinio.com](http://www.zinio.com), take it for a test ride, and tell us what you think.

At a recent luncheon I found myself both agreeing and disagreeing with Bob Fisher, sailing's senior scribe, when he said to me emphatically from across the table, "The written word belongs on paper." At the ripe age of 35, I'm swimming in electronic media and enjoying every bit of it, but I have a bit of old school in me, too. It's probably because I know firsthand how much passion goes into each individual printed page, whether at the hands of our editors, our contributing writers and photographers, our designers, our ad sales team, or the industry that supports it. What you have in your hands, from front cover to back is a labor of love, and that is something that will never change no matter the medium.

**"You're the f@#%^\*!  
new guy—you'll  
get blamed for  
everything."**

DAVE REED

# RTECH



R-Tech™ gear utilizes the latest in material technology which gives you superior performance, comfort and value.

100% Waterproof • 100% Windproof • Breathable



Ronstan's range includes Coastal, Heavy Duty Inshore, Classic Inshore and Lightweight Inshore gear.



[www.ronstan.com](http://www.ronstan.com)

Ph 401-293-0539 Email [office@ronstan.us](mailto:office@ronstan.us)

Find Ronstan R-Tech Gear at the following retailers:	
Team One Newport	<a href="http://www.team1newport.com">www.team1newport.com</a>
Defender Industries	<a href="http://www.defender.com">www.defender.com</a>
Annapolis Performance Sailing	<a href="http://www.apsltd.com">www.apsltd.com</a>
JSI	<a href="http://www.newjsi.com">www.newjsi.com</a>
Tackle Shack Water Sports	<a href="http://www.tackleshack.com">www.tackleshack.com</a>
Svendsen's Boat Works	<a href="http://www.svendsens.com">www.svendsens.com</a>
Layline	<a href="http://www.layline.com">www.layline.com</a>
Fisheries Supply	<a href="http://www.fisheriesupply.com">www.fisheriesupply.com</a>
Sailing Supply	<a href="http://www.sailingsupply.com">www.sailingsupply.com</a>

# SAILORS' FORUM

[editorial@sailingworld.com](mailto:editorial@sailingworld.com)

## Tubs Are Meant for Bathing

AS A DINGHY SAILOR (12-FOOT MX RAY), I have enjoyed your magazine for some time. The March 2006 issue was a good one. I especially enjoyed the article about *Macquarie Innovations* because the world speed record has been of interest to me since the *Crossbow* days. Glen Dickson's "Batting for Barnegat's Bragging Rights," about dinghy sailing on my home turf of Toms River, N.J., was excellent, too. Although who wants those Tech Dinghies? They were bathtubs when I sailed them at MIT in 1968, and they seem even worse today compared to modern designs.

**ANTHONY LUNN  
PRINCETON, N.J.**

## Olympic Seating Needed

OLYMPIC SAILING IS IN TROUBLE BECAUSE there is no attempt to develop it as spectator sport. As an amateur racer who attended the Athens games on an impulse, I arrived with no tickets. I was able to watch any sport I wanted, except sailing. Tickets for the spectator boats were sold out. At other venues I could always get tickets even at the last minute.

Organizers should have arranged for more spectator boats, and they should have sold empty seats to the many who were standing by. They could have had large screen video coverage dockside.

*Track and Field* magazine organizes a tour to each Olympics. They have several hundred customers that stay in the same hotel and have dinners where the coaches and athletes speak. Twice, I have written to US SAILING with this suggestion without receiving a reply. Rarely do I see anything in any sailing magazine that is oriented toward being a spectator.

**DAVID W. EDSALL, MD  
HOLDEN, MAINE**

## Keep Beantown Boating Alive

IN THE WEST END OF BOSTON, THE WINTER of 1936 was cold and particularly hard on those without coal or wood for heat. In this depressing time, Joe Lee saw the potential of sailing. He knew how it raised spirits, made one feel content in the world, and taught survival and success. He designed a boat, grabbed West End street urchins by the scruff of their necks,

and made them into shipwrights and "River Rats." They sailed on the Charles River where they were not exactly welcomed. Powerful men ordered the cops to hassle them. They were chased. They ran. They hid. Finally they marched on the State House. Imagine, children pushing sailboats to the State House and demonstrating! What was the Governor to do? He said, "OK, let's get these kids a home on the river."

This was the beginning of Boston's Community Boating Inc., which will celebrate its 60th Anniversary this summer. Thousands of sailors have walked through the doors of CBI, and we're inviting everyone who has to come back. For more information, visit [www.community-boating.org](http://www.community-boating.org)

**CHARLIE ZECHEL,  
EXECUTIVE DIRECTOR,  
COMMUNITY BOATING INC**

## Looking for Exposure

I BOUGHT MINI 176 AT THE FINISH OF THE Mini Transat in Salvador, Brazil, last November. I have since sailed the boat alone to the Virgin Islands.

I have wanted to get involved in singlehanded offshore racing for years. This was the only way I could make it happen. I plan on doing the Caribbean racing circuit this winter in hopes of gaining publicity and sponsorship, not to mention it will be a blast to race.

After sailing close to 3,000 miles alone, I feel I've proven that I'm committed and capable of racing the boat.

I just need publicity. Right now I'm in Nanny Cay Marina, in Tortola, British Virgin Islands, working a little to earn some money to repair my sails and get my autopilots working again.

**JESSE ROWSE,  
BOSTON**

*As Bruce Schwab (p. 25) can attest, the hardest part on the road to singlehanded greatness is taking your first step. We're happy to see you've done it. Jesse can be reached at [JRowseJP@hotmail.com](mailto:JRowseJP@hotmail.com).*

**-EDITORS**

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



THERE IS ALWAYS SOMETHING EXCEPTIONAL

ABOARD A BENETEAU.



Beneteau 36.7

*Where the passion for the sea meets the drive for performance, you just naturally find Beneteau. The First 36.7, 40.7 and 44.7 have been created by Farr Yacht Design, undeniably one of the world's finest architects of racing yachts. With every mark rounded and through every nimble tack, First Series owners know they have selected a brilliant racing yacht at an exceptional value. Feed your passion. See your Beneteau dealer or visit us online.*



**BENĒTEAU**

Since 1884

843.629.5300

BENETEAUUSA.COM

F 36.7

F 40.7

F 44.7

# Starting Line

A group of sailors in blue and red jackets are leaning over the side of a blue and white racing yacht. They are looking down, possibly at the water or a competitor. The yacht is on the water, and the background shows other boats and spectators.

## Finding A Winning Determination

A WIN IN THE OPENING RACE gave Massimo Ferragamo's team the early lead in the Swan 45 Gold Cup at Acura Key West Race Week. A 14th in the second race dropped them down the second leader boat, but it provided the focus necessary to eventually win the regatta and Boat of the Week honors.

"That's the best thing that

could've happened," says Ferragamo, the chairman of Ferragamo USA. "We won the first race, which was a great feeling, and we said that shouldn't go to our head. But we sailed the second race with too much confidence—we got killed by a big shift. I think the race was useful because then we were in the back and we were concen-

trating, trying to catch up."

The two boats that Ferragamo and his team on *Bellicosa* set in their sights were Doug Douglass's *Goombay Smash* and Danilo Salsi's *DSK-Comifin*, both of which survived the first five races without a double-digit result.

In winds gusting upward of 30 knots, Ferragamo moved

into second after Race 6 and took over first from *Goombay Smash* after Race 7. But the drama was far from over, as Douglass regained the lead after Race 8. Ferragamo got the early advantage in the first race and was able to push *Goombay Smash* deep in the fleet. However, in doing so, they lost track of *DSK-Comifin*.



How well matched were the two top boats in IRC-1 at Acura Key West Race Week? In the third race, Jim Swartz' Swan 60 *Moneypenny* (above, background) and Nick Lykiardopulo's Ker 55 *Aera* (above, foreground) tied, to the second, for first on corrected time. As a result each added 1.5 points to their total scores.

After eight races, the battle for the overall title was just as close, the two boats tied on total points. Since none of the remaining boats could catch up, it was a match race for the first big title of the 2006 US-IRC season.

The final duel, however, proved anticlimactic. "The key moment in the last race was when we realized that *Moneypenny* had hooked a lobster pot at the top of the penultimate upwind leg," says *Aera*'s skipper Jez Fanstone. "This allowed us to get ahead and round the next two marks ahead so that there was not enough distance left for them to put their time on us."

*Aera* has accumulated an impressive string of distance and buoy race victories. But Fanstone said this crew included a number of sailors new to the boat. In addition, *Aera* hasn't often sailed in a fleet where it is one of the slow boats. In IRC-1, only one of 10 boats was rated slower than *Aera*. "Our upwind tactics were limited by what the bigger boats would let us do," says Fanstone, "Downwind we were able to sail our own race."

The action in IRC-2 wasn't nearly as close. Jim Bishop's J/44 *Gold Digger* won eight of nine races to win by 14 points over another Jason Ker design, Peter Rogers' *Highlife*.

S.S.

#### FAMILY AFFAIR

Brother Leonardo Ferragamo may own Nautor's Swan, but Massimo Ferragamo ruled the Swan 45 class at Acura Key West Race Week, winning three races en route to the class's world championship. Winds to 30 knots made the boathandling a chore. "It was my first time sailing with a spinnaker in 28 knots," says Ferragamo. "I wiped out a couple of times, so I've got to do some training there."

"We rounded the top mark in the middle of the pack," says tactician Howie Shiebler, a top Star skipper, "but we knew we had put *Goombay* away. Now we had to make sure we weren't too far back on *DSK*. We had a real battle on our hands because it was one of those races with steady breeze and it was really hard to pass."

With two legs remaining, *Bellicosa* needed to move up two spots to guarantee the championship. Playing the shifts upwind, Ferragamo slipped past two boats. Holding them off downwind was a struggle, but a successful one. *Bellicosa* finished eighth by a few feet and won the championship by 1 point over *DSK*, with *Goombay*

a point further back.

"I do not remember being more tense in my sailing life," says Ferragamo, who's brother Leonardo owns Nautor's Swan. "Mainsail trimmer Peter McCloskey, halfway down the leg, said, 'Do you mind remembering to breathe, I think it would be good for you.'"

-STUART STREULI

"When I went downstairs again, I got a real shock. The generator box was already completely underwater, and the water had spread through the entire mid compartment."

—movistar skipper Bouwe Bekking, describing his near sinking as they approached Cape Horn.

"What else do you do? Bail, of course, like mad, but I felt it was like watching television where somebody is using one small water hose to protect his house against a raging bushfire."

—Bekking, in describing what happened next.

"Down below you get used to being thrown around, but this was bloody ridiculous. You could barely move around without being violently upended and dumped in the leeward bilge!"

—Ericsson navigator Steve Hayles, on approaching the Horn in 50-knot winds and "monumental waves."

"Seb [Sébastien Josse] is exhibiting some symptoms of being a 'Crazy Frog,' making motorbike noises both on the wheel and in the nav station whilst at speed."

—ABN AMRO Two navigator Simon Fisher, two days from Cape Horn, doing 35 knots.

"Any hope of getting the cheesy photo in front of Cape Horn has been long since abandoned—right now we'll just be happy to get passed the thing."

—Fisher the following day.

"The light is on at the end of the tunnel, we'll be out of the Southern Ocean in 12 hours time, not to come back in this version of the race. I have to confess that I will be a relieved man."

—ABN AMRO One skipper Mike Sanderson, writing from the pole position again.

"I enjoyed this one much more than the previous two. We took time to absorb the moment."

—Black Pearl skipper Paul Cayard, happy to be around the Horn.

# It's Still a Harsh Environment

COMFORT IS A STATE OF mind or physical condition in which one feels relaxed. Such a state is impossible in ocean racing, so it's laughable that the creators of the Volvo Ocean Race's new 70-footer even attempted to make the carbon beasts "more comfortable than the 60-footers that preceded them." An enclosed head, wider berths, increased interior volume, and fewer sails were all measures intended to make this 32,000-mile race more pleasurable. By all accounts, however, it's become clear that no matter how gussy up an ocean racer, the experience is rarely comfy.

"Down below in these conditions it isn't much better than being on deck," wrote Paul Cayard, the skipper of Pirates of the Caribbean's *Black Pearl*, on Leg 4 from New Zealand to Rio. "When you try to get dressed, it is all you can do to not get thrown down and smash your face into the leeward hull 15 feet below. It's like being inside a 55-gallon drum and dragged down a cobblestone road."



Andrew Cape (left) and Jonathan Swain devour another serving of freeze-dried onboard movistar. *Brasil 1* bowman Stu Wilson (below) repairs a torn genoa below decks. "No easy task in my small loft, the galley floor," says Wilson.

"Then you hit a wave and it is a violent smash. Water is hard when you run into it at 20 knots. Everything vibrates for a few seconds, the computer screens flicker, the keel makes a few loud popping sounds, but we continue as though nothing happened."

And what of the carbon-



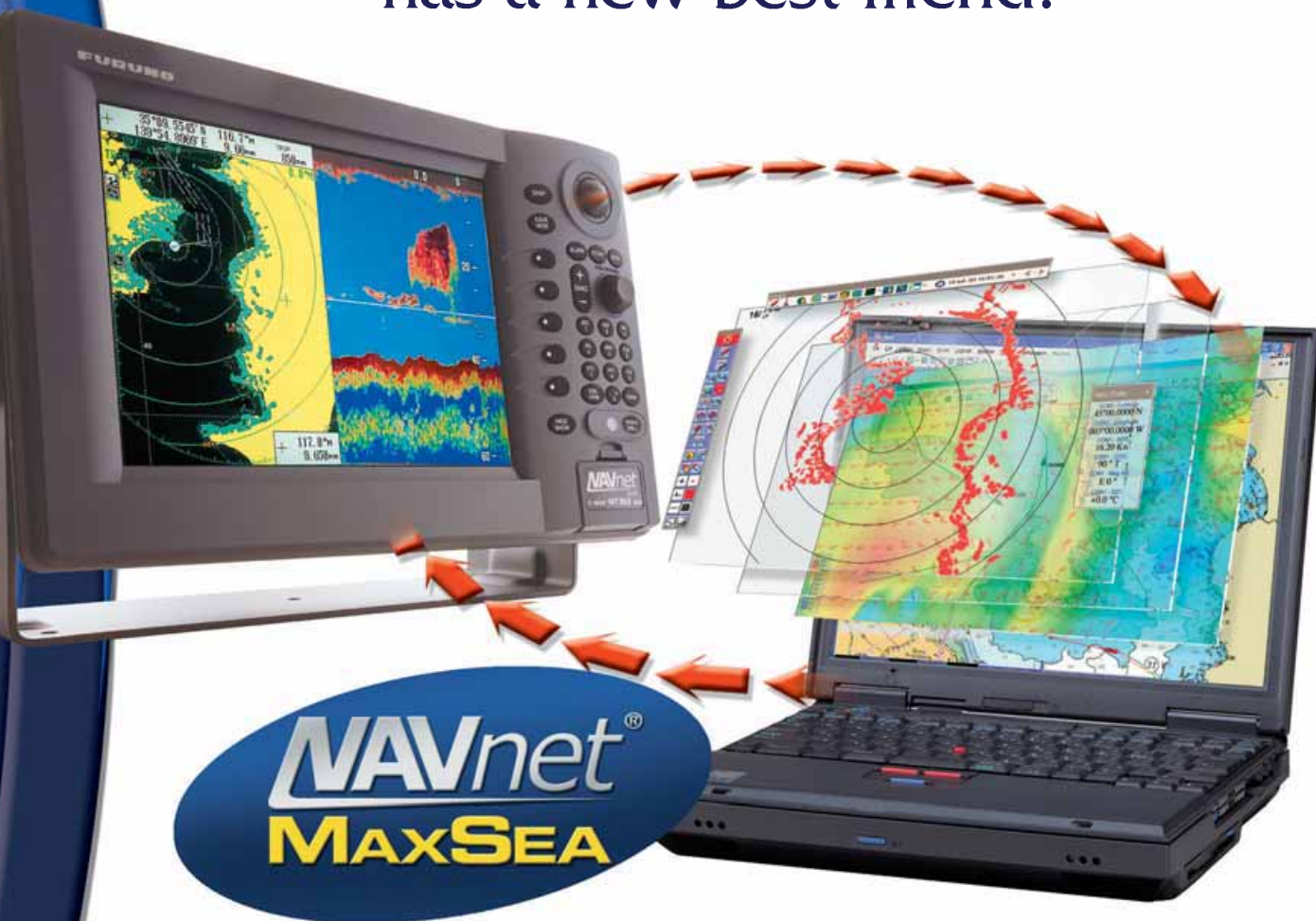
walled "confessional"? Even that is no sanctuary in the Southern Latitudes. "Regrettably, I have to inform you that *ABN AMRO One* would currently not get a Volvo 70 certificate ever since Brian Thompson burst through the wall of the toilet," wrote skipper Mike Sanderson on Leg 2. "Taking the whole side out of the cubicle as the boat got thrown around in a big wave. It was a situation where it was pretty hard not to laugh even though it looked like it had some good pain potential."

Even in the lighter winds and warmer temperatures of the equator, the atmosphere is oppressive—the stench becomes, as Cayard describes, "like a kennel." It took first-timer Simon Fisher only a few days to realize how bad it would be. "It's unbearably hot, everyone is struggling to sleep without sweating too much during daylight hours," he wrote from the cave that is his nav station, "especially as every few hours the engine is switched on to recharge the batteries and the stove is switched on to heat the food."

And speaking of the food, while freeze-dried may come in greater varieties nowadays, the experience, as well as one's tolerance for it, never changes. "I already had lunch but couldn't find out what it was," wrote João Signorini, *Brasil 1*'s helmsman, from the Southern Ocean. "I identified rice and some grains of beans and nothing more. It's better to think about sleeping. . ."

—DAVE REED

# The best kept secret in marine software has a new best friend.



## Introducing MaxSea-NavNet Marine Software

The most powerful marine software can now interface directly with your NavNet system, creating a breakthrough in marine navigation. Whether you use it for racing sailboats, cruising, sport fishing, workboats or commercial fishing, this package can be customized to meet and exceed your needs.

Out of the box, you will be able to navigate more efficiently with its seamless chart displays that utilize either raster or vector cartography, overlay weather forecast and ocean data, record events, display world wide tidal data and much more. When you need additional features, you simply add on modules such as real-time three dimensional images of the seabed, ARPA Radar target tracking, AIS target tracking and the list keeps going. Once connected to the NavNet network, you can also overlay Radar targets onto the charts, receive fish finder data and other navigation information.

For more detailed information on MaxSea-NavNet, visit your local Furuno dealer or visit our web site at [Furuno.com](http://Furuno.com).

RADAR

FISH FINDERS

SONAR

NAVIGATION

COMMUNICATION

AUTOPILOTS

### HUGE REBATE SAVINGS!!!

We are offering big savings on a variety of Furuno equipment. See your dealer or visit us at [www.Furuno.com](http://www.Furuno.com) for details.

[www.Furuno.com](http://www.Furuno.com)

**FURUNO**

The most trusted name in marine electronics!

## COLLEGE RANKINGS

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

Rankings based on results through Feb. 13.

### COED (prev. rank)

1. Boston College	(6)
2. Harvard	(2)
3. Hawaii	(3)
4. Georgetown	(1)
5. USC	(5)
6. Brown	(4)
7. UC Irvine	(8)
8. Stanford	(7)
9. Charleston	(15)
10. Tufts	(9)
11. South Florida	(10)
12. Hobart/Wm. Smith	(11)
13. Dartmouth	(12)
14. Yale	(13)
15. St. Mary's	(14)
16. Roger Williams	(16)
17. Washington	-
18. Navy	(17)
19. UC San Diego	-
20. UC Santa Barbara	-

Also receiving votes: Kings Point, Old Dominion

### WOMEN (prev. rank)

1. Yale	(1)
2. Navy	(2)
3. Charleston	(5)
4. Harvard	(9)
5. Hawaii	(4)
6. Stanford	(7)
7. Georgetown	(8)
8. St. Mary's	(3)
9. South Florida	(6)
10. Tufts	(10)
11. Eckerd	-
12. Brown	(11)
13. Dartmouth	(12)
14. Boston College	(13)
15. UC Santa Barbara	(14)

Also receiving votes: Old Dominion

# U.S. Championships Receive Makeover

THE MAINSTAYS OF US SAILING's annual slate of national championships will have a new look this season. The Mallory and Adams Trophies, the men's and women's sailing championships, respectively, will be held over weekends with hopes that reducing the number of weekdays competitors must miss will increase interest in the annual ladder competitions. For the first time in at least a decade, the Chubb U.S. Junior Championships will have a title sponsor. In addition, US SAILING has drafted regulations for any private coach hoping to be on the water at a junior championship.

"Two of the four days [of racing] will be occurring over the weekend," says Liz Walker, US SAILING's Championships Manager, of the Mallory and the 82-year-old Adams. "We recognize that our sailors have busy lives and we're moving with the times."

Walker added that not only do the competitors find it difficult to take a full week off, the host yacht clubs struggle to recruit the necessary volunteers. Other championships such as singlehanded and team racing, have benefited from a similar change. The Adams will be held Sept. 13 to 17 at the Edgewater YC in Cleveland, Ohio, and the Mallory, Sept. 19 to 23—Tuesday through Satur-



The accommodate busy sailors, US SAILING is scheduling its Mallory (above) and Adams Championships so they include a weekend.

day this year—at Boston YC in Marblehead, Mass.

The contribution of Chubb Insurance to the Junior Championships, aka, the Sears, Bemis, and Smythe Trophies, will actually be felt most on the semi-final level of the annual ladder competitions. Chubb will sponsor clinics at the Area Eliminations for each trophy.

"It'll give those kids who are putting their first feet on the ladder some top-level coaching," says Walker, "and it'll give our coaches a chance to identify up-and-coming kids that we didn't have on our radar."

The new regulations for private coaches will allow them to

interact with their charges on the water at major US SAILING youth events, but require they help other sailors as well and follow the lead of the on-site head coach. While the pre-regatta clinics have a 10-to-1 boat-to-coach ratio, most of the coaches leave once the regatta starts. "It's just two coaches for the rest of the week," says Mike Kalin, US SAILING's development coach in 2005. "It's hard to keep track of any one boat and add much to any one sailor." With private coaches helping shoulder the load, US SAILING hopes this won't be the case in the future.

—STUART STREULI

## HARRIS FIRST ON BOARD FOR GOC

Having sailed the Transat Race and the Route du Rhum, both big-time solo events, Joe Harris, 46, from Hamilton, Mass., has entered the Global Ocean Challenge, a new around-the-world race. The GOC, says race co-founder Brian Hancock, of Marblehead, Mass., is a return to the amateur-oriented events of the past, namely the BOC Challenge. The race, which will likely start in Portugal, will have five stops, including one in Charleston, S.C., and will host two fleets; a singlehanded Open 50 class

and a doublehanded class using the Class 40 box rule gaining popularity in Europe. Hancock, who founded the race with ocean racing veteran Josh Hall, says he expects as many as six Open 50s, and 20 or so Class 40s. "The doublehanded 40 fleet really makes this race unique. Two guys can get into it together, get a new boat, be competitive, and finally do what they've always wanted to do." The race is scheduled to start in September 2007. [www.globaloceanchallenge.com](http://www.globaloceanchallenge.com)



**FROM OLYMPIC GOLD IN THE STAR  
CLASS TO A PICKLE DISH IN YOUR CLASS,  
YOU NEED UK-HALSEY  
IN YOUR CORNER.**



*Brazil's Torben Grael and Marcelo Ferreira after clinching the Gold Medal in Athens*

The fastest shapes. The latest technology.  
The top step on the Olympic podium.



**We're there.**

[www.ukhalsey.com](http://www.ukhalsey.com)

Guy Gurney photo





# you ready?

Twelve years ago, North 3DL® thermo-molded sails revolutionized modern sailmaking, elevating sail performance to a level that remains unmatched by any other sail technology. Today, another 3D sail revolution begins... it's called **3Dr™**. 3Dr sails are manufactured on an extraordinary rotating drum mold that has to be seen to be believed. Its superior efficiency and output allows North to deliver 3D thermo-molded performance — at lower prices and faster delivery times — for one-designs up through medium-sized performance yachts. No matter what

you sail, now you can sail with 3D power. *Call your North representative today and tell him you're ready for 3Dr!*



# 3Dr™



"Pure genius!"

**Faster by Design**

[www.northsails.com](http://www.northsails.com)

**1-800-SAIL-123, ext. 964**



For an online tour of the 3Dr plant, visit [www.northsails.com](http://www.northsails.com). The tour is available in 3D or 2D. If you need 3D glasses, call your nearest North Sails representative at **1-800-SAIL-123, ext. 964**.

## WINDSHIFTS

►► *Sailing World* will use 1bigthink's Regatta Manager to aid with the entry management of the 2006 Lands' End NOOD Regattas. [www.sailingworld.com](http://www.sailingworld.com), [www.1bigthink.com](http://www.1bigthink.com)

►► BoatU.S. and the National Women's Sailing Association presented Cory Sertl with the Leadership in Women's Sailing Award for 2005. [www.boatus.com](http://www.boatus.com)

►► US SAILING's 2005 Athletes of the Year are Paige Raleigh, Andrew Campbell, the Yngling team of Sally Barkow, Debbie Capozzi, and Carrie Howe, and Paralympic sailor Nick Scandone. [www.ussailing.org](http://www.ussailing.org)

►► Craig Mitchell, of Southampton, England, is the new Director of the World Match Racing tour. [www.worldmatchracingtour.com](http://www.worldmatchracingtour.com)

►► The required races for the Northern Ocean Racing Trophy (IRC) are the Newport Bermuda Race, the Vineyard Race, and one of the following: Block Island Race, Around Long Island Race, and Ida Lewis Distance Race. For the New England Lighthouse Series (PHRF) the required races are Block Island Race, the Vineyard Race, and one of the following: Around Long Island, Ida Lewis, and Monhegan Race. [www.stamfordyc.org](http://www.stamfordyc.org)

►► The 2006 International Foundation for Disabled Sailing Multihull Championship will take place Aug. 3 to 11 at the Rutland Sailing Club in England. The Challenger Trimaran will be used. [www.sailing.org/disabled/](http://www.sailing.org/disabled/)

►► West Marine's New Boat Owner program gives anyone who's purchased a new or used boat 10 percent off all boating products and 5 percent off electronic purchases for 30 days. [www.westmarine.com](http://www.westmarine.com)

►► The Dennis Conner International YC Challenge will be held Aug. 22 to 26, in New York City, utilizing the Manhattan SC's J/24s. [www.thenorthcove.com](http://www.thenorthcove.com)



## Secrecy Returns to Cup Arena in 2006

EIGHT OF THE 12 SYNDICATES preparing for the 2007 America's Cup spent the winter building new boats designed to Version 5 of the America's Cup Class rule. Including Shosholozza, which debuted its Version 5 design last summer, three-quarters of the teams should have a new design—rather than a modified Version 4 hull—available for Acts 10, 11, and 12, this summer. How many of them use their new boats, however, is a question that will only be answered in May, when the 2006 America's Cup Class season gets underway in Valencia. The top three teams, in particular, were waiting to see whether other teams would commit to sailing their new designs in the 2006 series.

"The plus of sailing a new boat is you always end up

learning as much or more in racing than in in-house testing," says BMW Oracle Racing navigator Peter Isler. "If anyone else races a new generation boat, it enables you to get a direct one-to-one measurement. However, by sailing your old boat, you keep information away from the enemy, which is a big part of the America's Cup game."

BMW Oracle's new boat was slated to hit the water in late March, giving them more than a month to round the boat into racing shape. Not impossible, says Isler, "but Murphy's Law always creeps in there. A month would be a pretty short workup."

Alinghi should also have its new boat ready by May. Design coordinator Grant Simmer says the defender will, like most other syndicates,

**Emirates Team New Zealand's first new boat for the 2007 America's Cup testing on the Hauraki Gulf in January.**

keep its choice secret until the last possible moment. But Simmer expects to see the team's Version 5 design sailing in at least one of the three regattas.

"We've always had the philosophy to be really strong whenever we're in a competition," says Simmer. "That way we learn more even though we risk giving away something. We hope if we use the new equipment we'll stay ahead of the pack."

One team aspiring to use its new boat is Emirates Team New Zealand, which launched NZL-84 in Auckland before Christmas, and spent more than a month testing it on the Hauraki Gulf.

—STUART STREULI

## CUP HARBOR COMING INTO ITS OWN

It's not finished, but the America's Cup harbor in Valencia, Spain, has made major progress over the winter. "We're probably 85 percent there," says Marcus Hutchinson, Head of Media for America's Cup Management. "The canal's been cut and all the bases, except one, are either finished or under construction." The mile-long canal [at right] is a significant improvement, cutting the commute to the racecourse from an hour to 15 minutes, and allowing the America's Cup harbor to be isolated from the rest of Valencia's busy industrial port. "It took them a while to get started," says Al-



inghi design coordinator Grant Simmer, "but it's amazing what they've achieved."

—S.S.

**Launching  
June 2006**

# Farr 42 Performance

Concept Becomes Reality

**FARR<sup>®</sup>42**  
PERFORMANCE



## **Racer/Cruiser or Cruiser/Racer? Rules don't apply!**

*The debate ends here! Farr Yacht Design has put an end to the senseless compromise and mediocre designs flooding the market. The Farr 42 is a high quality performance yacht designed to cope with the demand for comfortable cruising and the desire to win.*

**Whatever the rule!**

**FARR<sup>®</sup>**  
YACHT SALES  
410.267.6550  
[www.FarrYachtSales.com](http://www.FarrYachtSales.com)

# New Gear Is Here!

All the latest products are now available—electronics, fishing gear, apparel and more!

Check Out  
Garmin's New  
Product Launch!  
Available March 25th!



**GPSMAP 492**  
Waterproof Color  
GPS/Chartplotter  
Model 7793243 899.99  
**AND**



**GPSMAP 498 Sonar & Chartplotter**  
Model 7793276 939.99  
*Transducer sold separately*

1-800-BOATING  
westmarine.com or  
BoatUS-store.com

# West Marine® and BoatU.S.® Marine Centers

SAVE \$50



*Pettit*  
**Ultima SR**  
Antifouling Paint

- Ablative, with anti-slime properties
  - Blue, Black and Red
- Model 1371822 Reg. 189.99/gal. **SALE 139.99/gal.**

SAVE \$50



*Lewmar*  
**Pro-Series**  
Stainless-Steel Windlasses

- Low maintenance, 100% stainless-steel housings, fast retrieval speeds and easy installation
  - Ideal for small boats to 35'
- H700—Model 6867600 Reg. 699.00 **SALE 649.00**  
H1000—Model 6867618 Reg. 769.00 **SALE 719.00**

*West Marine*  
**Men's Third Reef Foul Weather Gear**

- Breathable, waterproof and designed for an active fit
- Jacket—Model 7851140S 99.00  
Bibs—Model 7851132S 84.00



SAVE 20%

*New England Ropes*  
**Endura Braid Dyneema Double Braid**

- Superb handling double braid with Endura 12 core and proprietary coating that's easily spliced and tapered
- Ref. Model 2671667 Reg. 1.72/ft. **SALE FROM 1.37/ft.**



**NEW**  
*ICOM*  
**M504**  
Waterproof DSC VHF Radio

- LCD has full dot matrix characters so it can easily be read in any lighting conditions
  - large knob for fast and easy channel selection
- Model 7834898 299.99



**NEW**  
*Raymarine*  
**ST60 Plus**  
Depth/Speed/Wind Value Pack

- Package includes all three displays and transducers for the ST60 Plus Wind, ST60 Plus Speed and ST60 Plus Depth instruments
  - Depth and Speed transducers are thru-hull type
- Model 7845480 1599.99

*ICP Solar*  
**Sunsei™ Solar Panels & Panel Kits**

- Multicrystalline panels generate a higher power output in the same footprint as older designs, using a higher grade of crystalline cells
  - Workhorse power producers for heavy marine and remote off-grid applications
- Ref. Model 7831415 Reg. 699.99



SAVE \$8

*HoseCoil*  
**20' Self-Coiling Hose with Nozzle**

- Delivers a powerful stream when you need it, yet keeps your cockpit clear
  - Stainless-steel components and a soft ergonomic comfort grip
- Model 5369319 Reg. 27.99 **SALE 19.99**



## MUST PRESENT THIS AD!

to get the Sale Prices\* shown. Specials in this ad not combinable with any other offer.  
Sale Prices good April 6–30, 2006

\*Cashier please ring through as POV using item discount, reason code "Event".  
Product descriptions, typographic, price or photographic mistakes are unintentional and subject to correction.

# JOBSON REPORT

BY GARY JOBSON

## A Breath of Fresh Air

“IT WILL BE A LONG TIME BEFORE I START PAYING SOMEBODY TO STEER MY boat,” declared George Uznis,” skipper of *Retaliation*, during a heated race against a team of professional sailors. The owner of Uznis’s rival IMS racer sat quietly on the rail while his paid hands worked the boat around the racecourse. Within two years the owner was gone from competitive sailing. The game was simply not enjoyable. ¶ Many stories of similarly unsatisfied owners have been told over the years, but with the implementation of owner/driver rules in many

classes, such stories are becoming rare. At Acura Key West Race Week in January, all of the big-boat one-design classes featured owners steering their boats, and many of them were performing quite well in the difficult conditions. As I looked across the fleet at Key West and witnessed the high level of competition in many classes, I was excited to see that the owner/driver philosophy was encouraging more people to be on the water.

The current protocol in the Farr 40, Swan 45, and TP 52 classes is for amateur owners to steer their boats and use a specified number of professionals. The owner/driver concept works for Tom Stark, of Riverside, Conn., who was in Key West racing his TP 52. Stark had campaigned a series of boats named *Rush* over the past 20 years, but he left sailing in 1997. “I was having a bad experience where I hired a pro to drive my boat, and I just stopped having fun,” he told me in Key West. “When the Swan 45 class started it had an owner/driver element that brought me back into the sport. It forces me to work on my own skills because I don’t want to be the weak link.”

Stark’s tactician for Key West was pro sailor Ed Baird, who served mainly as an onboard coach. “Tom missed that part of life where dinghies might have been involved,” says Baird. “A big part of my job is to prepare him for what’s going to happen, keep him focused on the right thing at the

Speck’s tactician for the week, and he too, is a fan of the owner/driver concept. “I think it has helped [sailing],” he says. “A lot of guys wouldn’t be out there if they had to steer against pros—it’s not fair in close situations.”

The Farr 40 is one of the more evolved classes, and it has sustained itself through competitive owner/driver racing. Its class rules are strict when it comes to defining who can drive. Today, the Farr 40 class remains one of, if not the most competi-



Transpac 52 owner Tom Stark steers while Ed Baird (right) calls tactics.

right time, and help him feel he is doing a good job. I’m really just his conscience.”

Craig Speck, of Newport, RI, who raced his Swan 45, *Vim*, in Key West has a similar philosophy. “On my boat, we keep the number one word in front, which is fun. The professionals are here to help us get better as amateur sailors.”

Pro sailor and coach Ed Adams was

tive big-boat one-design classes in the world. The tacticians are typically top-shelf pros, and the skill level of the owners is impressive, as demonstrated by tight racing and the regular dethroning of defending world champions. Most of the 25 Farr 40s at Key West finished each race within two minutes, and overall winner, Vincent Onorato, of Italy, had a

6.2 average. Six different boats won at least one of nine races.

The owner/driver philosophy is not necessarily new; it had been adhered to periodically in the America's Cup. Professionals helmed the first 12 defenses, but in 1920, Charles Francis Adams steered *Resolute* to victory over *Shamrock IV*. There was considerable concern about the amateur Mr. Adams' ability at the time, but he finished the job with a thin 3-2 victory. Adams's performance in-

spired Harold "Mike" Vanderbilt to steer his own J-boats during three successful defenses in the 1930s. The 12-Meter era was an amateur event until the arrival of Dennis Conner. Today, the America's Cup is the realm of professional sailors, but I'm sure that amateur owners Larry Ellison, the man backing BMW Oracle, and Ernesto Bertarelli, of Alinghi, would rather steer than support from secondary roles.

In the 1980s, the Maxi class thrived

when owners were required to steer during the start and the first leg. Yet, when the class shifted back to pro drivers, participation faded. There's a lesson here.

"The owner/driver concept is a good thing," says Stark. "It is a real change in the sport after the demise of the Corel 45, the 1D48, and the IMS 50 classes."

But not every owner likes having pros on board. J/109 skipper John Halbert, who also raced at Key West and whose class is strictly owner/driver, has his own protocol. "There is a little bit of rock star attitude that you get with professional sailors that you don't get with amateurs," says Halbert. "I actually prefer the amateurs."

Yet another example of the owner/driver concept taking hold is the strong interest in the New York YC's Swan 42 class. A group of owners recently spent a full day hashing out the class philosophy, and they agreed that only one paid crew could race on the boat, but not steer. In fact, only owners will be allowed at the helm. At this writing, 36 of the boats had been ordered.

One could argue that the owner/driver concept will diminish professional sailing, but there are many disciplines available at the upper levels of the sport to support the pros. Many of them are also finding themselves coaching more and crewing for thriving owner/driver classes.

As I listen to the renewed enthusiasm among owners, I think about the difference in skill sets between the amateur and professional drivers, which Baird says is "often small" because many pros get into a specialty. Adams explains the difference: "Mostly it comes down to attitude. Pros work longer hours. And the amateurs are into fun. Amateurs are just as good when it comes down to it."

In their supporting roles, however, pros need to be careful not to be too verbally heavy-handed. Baird is discreet with his guidance. "We feed Tom information that helps him realize he is doing stuff correctly," he says. "If he gets out of a groove we just ease him back into the good mode again." On *Vim*, Adams calls tactics while Speck listens to trimmer "Moose" McClintock. "They work together with constant conversation," says Adams.

The positive result of this emphasis on the owner/driver philosophy is that we are seeing more amateurs and pros having fun as they work side by side for a common competitive goal, learning and feeding off each other. This is critical for the health of the sport because while the owners make things happen, they also need to be important members of the team. ♦

Get a little balance in your life. \_\_\_\_\_



## DINGHY/ONE DESIGN

Part of the most comprehensive dinghy/one design range we have ever offered, our dinghy smock is loaded with comfort and performance features:

- Waterproof-fully taped
- 2-Dot™ breathable fabric
- Adjustable neck and cuff seals
- Neoprene adjustable waist band
- Chest pocket w/PFD access zip
- Women's and junior sizes available

[www.gillna.com](http://www.gillna.com)



**Gill 06**  
RESPECT THE ELEMENTS™







34z<sup>®</sup>

# Twice the Fun Half the Fuel

## Burns Less Fuel

**34z** owners report day-in-day-out fuel use, when boating near homeport, averages only 4–5 gallons per hour. Cruising at 25 knots, this high-tech beauty burns only 11 gallons per hour, or about half that of similar-sized boats. Top speed with single diesel is 31 knots.

## America's Best Built

The only way to achieve this breakthrough is with a narrower, low-resistance hull and high-tech construction for less weight without loss of strength. **34z** is built by Boston BoatWorks with epoxy pre-impregnated Kevlar/E-glass and Corecell, laminated under vacuum and post oven-cured to exceed draft 2005 CE Mark (ISO) structural standards for an ocean-going yacht capable of 40+ knots in 21 foot seas! It took an Olympic Class and America's Cup custom raceboat builder to take this first step into motorboating's future. MJM's founder Bob Johnstone, who's launched 11,000 J Boats, the world's leading performance sailboat brand, believes no other power-boat in its category has **34z**'s strength-to-weight ratio, joinerwork or quality of finish.

## 28" Shallow Draft

Having just 28" draft and the agility from only 10,500 lbs displacement, 11 ft. beam and bow-thruster: **34z** can cruise to places in the Bahamas, Keys or Florida's West Coast that would be out-of-bounds for the majority of Downeast-style yachts with their 3 foot plus deep drafts.

## Drives Like a Sportscar

With low center of gravity, large rudder and Carolina bow flare, **34z** is stable when banking into turns; has crisp control in waves without bury or bow-steer; accelerates level so visibility is not lost at 10–15 knots; and has excellent tracking and control in reverse. Doug Zurn designed the **34z** hull to run offshore with a modified deep-V hull, having fine entry, dual lifting strakes and chine flats, that flow into a long aft section with constant 18-degree deadrise with prop pocket. **34z** offers more precise control than jet-powered boats when needed most... offshore in rough waters. Ask any of the 39 experienced boaters who did their homework driving other boats before buying a **34z**.

## 3 Couple Comfort

Few motorboats under 40 feet offer 6 people the shaded comfort of **34z**'s plush Ultra-leather seating in the pilothouse or room for another 4 people, sunning on the elegant teak Adirondack stern seat. What's more, on a beautiful, warm day with side curtains rolled up, cruising at 20 knots, guests can be in fresh air, still talk and stay dry. Underway, **34z** is the quietest and driest boat you'll find in its class. Evenings in the marina, you can enjoy a gathering of 4–6 people belowdecks on a spacious wrap-around saloon lounge.

## Ideal-Sized Yacht

**34z** is perfect for those downsizing from larger power or sail: Elegant enough to be a yacht; powerful and large enough to handle the Gulf Stream and seat guests in comfort; yet, small and agile enough to operate unassisted and be fun to drive. When you own a **34z**, it won't be left sitting in the slip. There's no excuse not to go boating.

**mjm**<sup>®</sup>  
yachts

"One of the most imaginative and well-thought-out boats seen in some time."

Motorboating Magazine

For information, please call (617) 723-3629 or visit our website: [www.mjmyachts.com](http://www.mjmyachts.com)

Save  
up to **25%**  
CALL FOR DETAILS.



Any charter company  
can transport you. Ours will  
*move you.*

### Why Sail With The Moorings?

- 99% Customer satisfaction
- Custom yachts
- 42 Destinations worldwide
- Full service travel agency
- Over 36 years of experience
- Highest quality and service standards

  
**The Moorings®**

*The Best Sailing Vacations In The World!*

[www.moorings.com](http://www.moorings.com) | 800-345-2598

# FOR THE RECORD

INTERVIEW BY STUART STREULI

## Schwab Lured Back to the Open Ocean

TWO DAYS BEFORE THE FIRST RACE OF ACURA KEY WEST RACE WEEK, A cold front swept over the Florida Keys. The ensuing 35-knot winds battered boats berthed in the Truman Annex Navy Basin. Among them was Bruce Schwab's Open 60 *OceanPlanet*, which sustained serious damage to its starboard rail. Schwab, who'd sold crew positions on the boat to raise funds for his OceanPlanet Foundation, was forced to bow out of the regatta without sailing a race. "I was a mess," says the 45-year-old Schwab, the only American to finish the solo

non-stop Vendée Globe. "The people that did the most to bring me out of my funk were the people there to race on the boat." Repairs should be finished in time for *OceanPlanet* to compete in this month's Charleston Race Week, with many of the Key West crew onboard. Meanwhile, Schwab is pushing an aggressive program—a sailing academy, a domestic circuit of singlehanded events, and a new Open 60—he hopes will put an American on top of the French-dominated world of singlehanded ocean racing.

**What surprises most average sailors when they sail on *OceanPlanet*?**

How easily driven the boat is; 20 knots is not that big a deal. With the unstayed rig, even experienced sailors, it takes them a while to grasp how the boat is rigged. The way we jibe is very different. You don't even pull the mainsheet in, you let the sail out and then you turn the boat. The boom comes whipping across.

**You don't bother to control the boom?**

We bring the windward runner forward. You let the main out to 80 or 90 degrees and then you spin the boat down on the wave. The main takes a long time to come across and as it does you continue to spin into the wind. If you do it right the main never reaches the end of the sheet, it goes into a luff. It's very anticlimactic when it looks like all hell is going to break loose. Then the battens pop through, you head down, and off you go.

**What's next for the boat and the OceanPlanet Foundation?**

We're going to create an offshore sailing academy for regular sailors to improve their own skills, taking what I've learned and what the other people involved have learned for shorthanded offshore sailing. We have this special boat, we want to make it available to other people.

**How does this connect with developing an American Open 60 program?**

Part of what we want to do with the OceanPlanet Foundation is be tied to a successful racing program. That's real important for growing and bringing sponsorship into the sport. I thought it would



In 2003, after two solo circumnavigations, Bruce Schwab had had enough. Now, he's considering entering the Vendée Globe again.

be a waste if I didn't utilize the success of the Vendée Globe and go out and get sponsors, even if it wasn't me on the boat.

**And you're willing to give the posh ride to whomever is most qualified?**

Yes, except it's not a posh ride. And that's something that everyone's going to learn. The flat-out racer guys have to learn a lot of stuff about keeping the machine going. Lifelong boat maintenance people have to refine their competitive game. And everyone has to be on top of the weather analysis.

**You said you'd never do another Vendée. What changed your mind?**

It's complex. There's the desire for speed and for the boat. I'm a lifelong rigger and lifelong tinkerer. I'm nuts about fast boats and Open 60s and I can't resist the pull. I would like to be in a competitive situation. I would like to prepare myself. There's just as much value in preparing for that, in my own improvement, as there is doing the race myself.

**Would this require a new boat?**

*OceanPlanet* was the perfect boat for a limited budget, but it's never going to win against a modern Open 60. The concept wasn't as far out there as people think. But if you want to go to the next level now you need to approach the Open 60 rule with a different framework.

**Would it look like the latest Open 60s?**

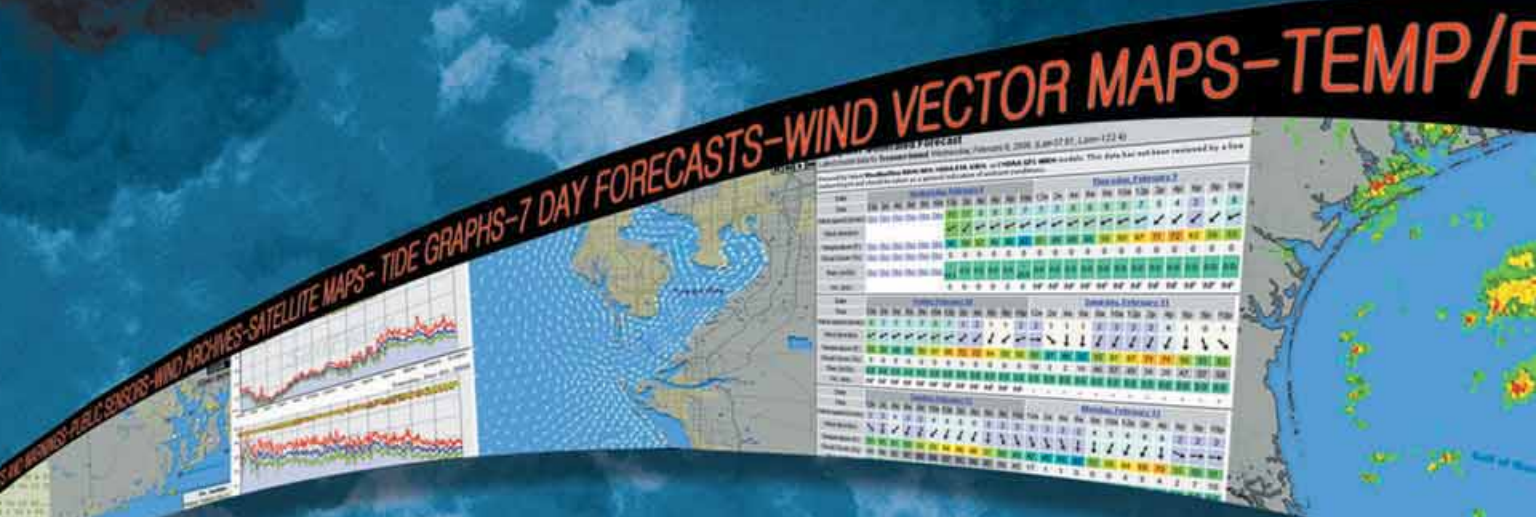
We have to look at all the options with two perspectives: to be competitive and to actually finish. It's going to be wider, it's going to have a canting keel, it'll look more like the other boats. But that's not to say myself and the design people I'm working with don't have some new ideas.

**What ideas would you carry over from *OceanPlanet*?**

My pet area is the rig design and I think that's the area of the most likely results. *OceanPlanet*'s unstayed rig is just a first generation. We have a lot of ideas on how to do a more competitive option that would keep the desirable features. ♦

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

– William, Boston



# SailFlow.com

weather where you sail

**"Congratulations!  
YOUR WEBSITE REPLACED 25 OF MY WEATHER 'FAVORITES'.  
I love it. Thanks."**

– Michael, San Francisco

**"Your site is the best invention since the wind!"**

– Joan, Chesapeake

**"YOUR SITE HAS BECOME A KEY SOURCE OF WEATHER PLANNING  
FOR OUR REGATTA MANAGEMENT.**

**Thanks a ton."**

– Jeff Johnson, Regatta Manager, San Diego Yacht Club



**Away From Keyboard?**

Check live wind reports,  
Forecasts, and more  
on virtually any cell phone  
or wireless PDA!

Powerful  
**FREE**  
service!

# INSIDE STORY

BY TIM PLATT

## From Marblehead to Halifax, Al's Way

UNDER A BRIGHT BLUE SKY AND A STRONG SUN, WITH A WESTERLY WIND AT HIS back, Al D'Alessandro guides his Aerodyne 38 through the nearly 2,000 boats moored in Massachusetts's Marblehead Harbor. It could be any Sunday morning, with *Alexis* on its way to compete in a summer racing series event. But on this particular weekend, Al and his crew of seven will be starting the centennial 2005 Marblehead to Halifax Ocean Race. It's the 18th time he's contested the 360-miler from Boston's North Shore to the Nova Scotian capital. ♣ Despite horrible knees, a smoker's cough, and other ailments typical for a

near-octogenarian, Al is more comfortable at sea than ashore. He's a proud Navy man who has been racing sailboats for eight decades across three continents. One of his earliest childhood memories is of sailing a Beetle Cat off Cape Cod. With no prodding from his parents, he sought out the boat and taught himself to sail.

With a deep bulb keel, fractional non-overlapping jib, and asymmetric sprit-flown kite, the Rodger Martin-designed Aerodyne 38 demands attention and agility. Skeptics questioned Al's acquisition of the Aerodyne four years ago; they wondered whether he had the touch necessary to guide it to the bluewater triumph he covets. But the initial forecast for this race—strong westerly winds for the first 24 hours—is a promising one; the downwind conditions should play to *Alexis*' strengths.

The core crew members for this race are familiar faces from Marblehead's racing scene: Justin Muller, a brawny one-design racer; Norris Nicholson, a telecom engineer and an all-purpose handyman on board; and Brianne Baker, a strong-willed blonde. Together, they have sailed more than 20 distance races with the Al and his wife Joanne. The D'Alessandros effectively held tryouts in recent races for the other three slots, which yielded the two watch captains, Amy Jordan, a sleep-disorder specialist from Australia, and

myself. Mike Spooner earned his berth with dedication and muscle.

"It is my job to get you all here, to get the boat ready, and to approve the overall strategy for the race," Al says during the pre-race briefing. "It is your job to sail the boat fast and get us to Halifax." He turns to Justin, our navigator, whose first ocean

journey with Al was 20 years ago, at age 16. Justin quietly explains the strategy for the race: "Stay right of rhumb line and sail for target boatspeed as long as the downwind leg lasts." Al takes over again: "We must push the boat as hard as possible. With a trailing wind and some good seas, I want to see her break away."

This edition of the race is significant for Al and Joanne. During the pre-race festivities in Marblehead, the race committee presented Al with the Longevity Award, triggering a roar of approval. Al will also be competing for the Crescendo Plate, a new trophy for the top North Shore team; it was created in honor of the late Paul New, a famous Harvard neuro-radiologist. New and his string of sailboats, all named *Crescendo*, were a fixture in the Marblehead racing scene and Paul and Al shared many ocean races together,



With the author trimming the asymmetric kite and skipper Al D'Alessandro at the helm, the Aerodyne 38 *Alexis* reaches away from Marblehead in a dying breeze.



**The centennial Marblehead to Halifax Ocean Race was Al D'Alessandro's 18th.**

including one Newport Bermuda Race where *Crescendo's* mast snapped in half.

As we approach the starting area off Tinkers Ledge at half past noon, our mild-mannered skipper lets everyone know he's put on his game face.

"Where's the signal boat?" he growls. "Where's the pin boat?"

"They would be the white hulls with the BYC and Eastern burgees," says Justin, playfully. "The orange flags mark the line."

"Tell me something I don't know," Al snaps, "and answer the darned question. Where's the line?"

The skipper calms only when his eyes are guided to both ends of the line. Thirty minutes later, Al is squinting into the sun at the telltales as *Alexis* approaches the starting line. We're half a length short when the gun sounds and Mike finishes jumping the spinnaker halyard.

Less than 2 miles into the race, what should be a very simple picture no longer makes any sense.

"Why are we making gains on the big boys?" Al asks, referring to IRC speedsters like the 75-foot *Titan*, 60-foot *Hissar*, and 66-foot *Blue Yankee*.

"The gradient winds appear to have stalled ahead," Justin says, "and by the looks of the chutes behind us, the breeze will soon be on life support."

"Let's stay engaged, guys," Al says. "Light air is not our enemy."

Amy offers some advice: "You need to pay more attention to Tim's feedback about pressure. When it's light, you need to heat it up."

"Amy, if you think you can do a better job driving in this crap..." Moments later, Al decides he's had enough time at the wheel and turns it over to Justin. Al drags his legs over the traveler bar and plops onto the leeward aft rail for the first of countless cigarettes. "Don't lose my lead," he barks.

When it comes to meals, Al and Joanne refuse to concede to the convenience of freeze-dried food. The first evening, Joanne serves fried chicken and a tangy cucumber salad, virtually daring the wind gods to respond with more breeze.

By mid-evening, the dare pays dividends, as a new breeze gradually fills from the north, 20 hours earlier than originally forecast. Al sends Justin below to download the latest weather forecast and reconsider strategy. After checking and rechecking his options, Justin recommends we

## GMT Carbon Spars Go the Distance

**CELEBRATING 20 YEARS OF INNOVATION** GMT has been applying technology and craftsmanship to carbon fiber since 1984. GMT carbon spars provide the best in reliability, safety and performance. Visit our web site or contact us to learn more about GMT Composites' carbon products.



Photo: Alan Parks

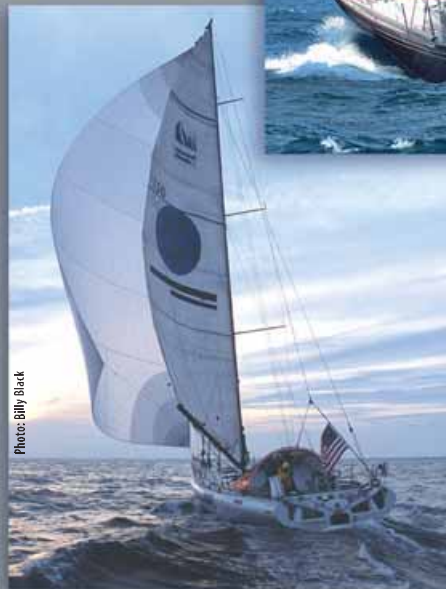


Photo: Billy Black

Alden 54 *DESPEDIDA*, training prior to her victory in the 2001 edition of the Marion - Bermuda Race.

Rugged yet beautiful, carbon Faux Bois spars on *ZANNA* (SYS built/Datzell designed 82 ft. yawl) have logged nearly 100,000 miles since commissioning.

Tim Kent's Open 50 *EVEREST HORIZONTAL* finished 2nd in Class II of Around Alone 2002-03.



Photo: Ben Sprague



## GMT Composites

48 Ballou Blvd. Bristol, RI 02809  
Tel: 401-253-8802 Fax: 401-253-9395  
[www.gmtcomposites.com](http://www.gmtcomposites.com)



Al's wife Joanne is no sideline cheerleader. She is a regular part of the crew and an excellent offshore cook.

head north of the rhumb line, in the hope that we'll have a more favorable sailing angle when the wind goes forward.

"The inherent danger in this Inside Strategy," says Norris, the most senior crewmember, "is there's more exposure to the strong currents ebbing out of or flooding into the Bay of Fundy."

Al listens to the new plan. "There is nothing left of the original strategy," he says. "I gotta go with the guys who brought me to the dance. We're going left."

The wind veers right faster than expected the following day; we approach Brazil Rock—a major waypoint, 250 miles from Marblehead—at a wider and faster angle than most boats in our class.

In the midst of the afternoon's second squall, a ferocious bellow emanates from the galley area. "Flatten the boat, we're trying to cook down here."

"But Al, we're racing."

"Goddamit, if you want me to show you how to race and cook at the same time, I'll bloody well do it. Now flatten the boat."

The sails are eased, and Al and Joanne are soon serving meatloaf and mashed potatoes.

As the sun sets, the temperature drops into the low 50s, and Al and the off-watch crew, myself included, head below for sleep. On deck, we can hear Amy coaching Mike: "Our VMG will be faster if you steer a tighter course."

"Our VMG would be faster if we had a leather cover on this wheel," he says. "I can barely grip this thing it's so cold."

"I heard that," Al says from the quarter-berth. "Why do you think we serve you hot meals?"

"To warm up the wheel?" Justin asks. "Geez, all this time I thought it was to keep our energy up."

"In the Navy," Al offers before pausing. "Oh, forget it, you wouldn't understand. Get some gloves and stop whining. Some of us would like to sleep."

Brianne, settled into the port berth, leans toward me and makes a face.

"And one more thing, Brianne," Al says. "I am not grumpy."

**O**n the morning of the third day, with less than 12 hours left to sail, our position in the fleet begins to

drop. Each boat is equipped with a transponder and positions are updated on the race website every two hours. For the first 44 hours, we paced many of the faster IRC boats and held the lead in PHRF 1. Now we're tumbling through the standings.

"Why is it that something always goes wrong?" Joanne asks. "It is so unfair."

"Look on the bright side, Jo," I reply, "no one has passed us."

"So why is this happening?" she says.



**AIRX**  
SPINNAKER FABRICS

**Definitely Better!**

**Downwind Upgrade**  
**Reduced Stretch**  
**Better Shape**  
**More Durable**

AIRX Spinnaker Fabrics are an upgrade over all other downwind materials. AIRX combines unparalleled strength with essentially zero porosity to give you reduced stretch and much better performance. AIRX is engineered with:

- Stronger tear strength
- Superior burst resistance
- Zero porosity finish that holds fast shapes

AIRX has won many World Championships from Farr 40s to Mumm 30s to 18ft Skiffs. From the incredibly light AIRX-400 developed specifically for the America's Cup, to the durable and versatile AIRX-900 used on Volvo 70's and Open 60's, there's an AIRX fabric to fit your championship desires.

**Upgrade your spinnaker inventory with AIRX today.**

**Stand on the podium tomorrow.**

 **BAINBRIDGE**  
INTERNATIONAL  
THE TRUE FABRIC OF INNOVATION.

[www.sailcloth.com](http://www.sailcloth.com)

"Why are we losing?"

"We had good air for a while," I say. "Now it is their turn." I'm not sure she buys it. I know others don't.

"We're not quitting now," Al says. "Full crew until the finish."

A quiet crew brings *Alexis* across the finish line at dusk. A poor showing is always disappointing, but a monumental collapse in the last half-day of the race is impossible to swallow.

"Hey, cut the doom and gloom here,"

Al says. "You should be proud; you raced as hard as you could." He ignites a round of high fives and hugs among the crew.

We're greeted at the dock with six-packs of Alexander Keith's, a local brew, and the safety inspectors. The former is a courtesy afforded every boat that finishes the race. The latter, however, is reserved for potential winners.

"Permission requested to board the yacht *Alexis*," says one of the inspectors.

"Permission granted," I respond. As Al

and I trail the inspectors down the companionway, the chief inspector faces us. "We only inspect the boats that are first at time of finish," he says with a grin.

"But what about *First Light* and..." I ask, inquiring about the boats in our division that finished ahead of us.

"You have corrected out over them," he says.

The news travels instantly. Joanne is so happy, tears form in her eyes. A new round of hugs and high-fives breaks out. Back in the cabin, Al is grinning as he shakes the inspectors' hands and humbly accepts their congratulations.

"Of course," the inspector adds, "you owe time to a few boats still on the course."

By the time we clear customs, we've cleaned the boat and moved from beer to Dark 'n' Stormies. We've also determined that our transponder stopped working sometime the previous night, causing our position to drop so quickly on the final morning of the race. Shortly after midnight, one of the inspectors returns.

"*MacIntosh* has finished and overtaken you for first in class," he says, "but congratulations all the same on a great race, it looks like you are solidly in second."

We take the news silently. The weariness of the race suddenly dims Joanne's sparkling eyes. Her shoulders slump. Justin and I exchange downcast glances.

"I am still very proud of what we have done here, let there be no mistake," Al says. "Here, here," I add.

"Thanks so much for a great race," says Amy, flashing her infectious grin.

Justin emerges from the cabin and informs us that *MacIntosh* is a Custom 44 skippered by Durk Steigenga, from Canada's Cathedral Bluffs YC.

"The amazing thing," he adds, "is that they are doublehanded."

"Then they deserve the victory even more," Al says. Cheerful, if not victorious, we head into an all-night celebration.

Two days later, at the Royal Nova Scotia Yacht Squadron, we receive more good news. We've placed second in the 76-boat PHRF fleet, and led our Boston YC team to the Parker C. Hatch Memorial Trophy.

More than a month later, the final piece falls into place when Al learns he has earned what he wanted the most, the Crescendo Plate. At the BYC's season-ending awards ceremony, Al addresses the crowd after receiving the trophy. "We are extremely honored to win this special trophy presented by Paul New's family," he says. "He has done so much for sailing, and he was with us all the way." ♦

landfallnavigation.com

electronic charts  
paper charts  
SOLAS flares  
life rafts  
foul weather gear  
navigation software  
MOB equipment  
inflatable PFDs  
cruising guides  
almanacs, pilots  
tethers  
jacklines  
clocks, barometers  
instruments  
EPIRBs  
water makers  
drogies  
sea anchors  
abandon ship gear  
rigging cutters  
medical packs  
night vision  
sextants

See our catalog online  
or call for a  
free print catalog

800-941-2219

 **LANDFALL  
NAVIGATION**  
OFFSHORE OUTFITTERS






# New sails. Best crew. No mistakes. Finished first. (Of course, it could have been the paint!)

You want speed? VC 17m<sup>®</sup> Extra with Biolux<sup>®</sup> is the only antifouling you'll need. It can deliver up to a 10% speed advantage.



**Biolux<sup>®</sup>**  
Blocks Slime



It applies in a smooth, ultra-thin film so you'll never get paint build-up. And it is packed with low-friction Teflon<sup>®</sup>, to give you the speed you need to win and keep on winning.

And VC 17m Extra is formulated with Biolux for the ultimate in boosted biocide performance. Choose VC Offshore for salt water and VC Performance Epoxy white for racing hulls that do not require antifouling.

Fast to apply – launch the same day you paint.  
And leave the others in your wake.

## Paint to Win



While the spotlight focused on the grand-prix boats at Acura Key West Race Week, the small craft of Division 4 were engaged in battles of their own.



# Serving In the Stock Island

**O**n the bulkhead of Peninsula Marina, a dilapidated boatyard on Stock Island, Key West's dingy northern neighbor, weary crews shuffled past a short stack of the *Race Week News*, rustling under a coral paperweight. The *News*' front-page headline—in large, bold type—read, “An Eye On the Prize.”

The article highlighted the various “final-day battles” in 18 of 19 individual classes, but there was one

contest it failed to mention altogether—the title bout for PHRF 7, a ragtag collection with a handicap rating spread of 132 to 171. There it was, plain as day in the results sheet—a three-way tie for first. After eight races in four days, two of which were sailed in no less than 25 knots of wind and big, lumpy waves, the PHRF 7 regatta had come down to a one-race, winner-take-all affair.

At the bottom of the trio was Mark Milnes' J/24

BY DAVE REED



*Team Circus (left) asserts its rights over a C&C 99 at the leeward gate.*

# Militia

*Blah, Blah, Blah.* Milnes, a building contractor originally from the Northeast, is one of a handful of locals that regularly show up for the big circus in their backyard. In 10 years of sailing the event he has come to accept his J/24 makes a far better one-design than a PHRF boat.

Third overall was the best he'd ever done, but this year he picked up two smart collegiate sailors—one a product of the Key West YC junior program. Collec-

tively, he had the advantage of a youthful crew and some serious local knowledge. He also had the advantage of being one of the smallest boats. While everyone else in PHRF 7 was reefing mains and reaching for the smallest headsails on Tuesday and Wednesday—the windiest days of the week—*Blah, Blah, Blah*, with a full main, blade jib, and full crew on the rail, displayed an upwind pace that the bigger boats couldn't rival. They were weaving through



**The waves were at times smaller than those on other circles, but the wind blew just as hard in the lee of Stock Island.**

waves upwind and surfing downwind under jib and main alone, winning one of two races each day and finishing second in the others, putting them second overall at the midpoint of the regatta.

Sitting directly above *Blah, Blah, Blah* on the results sheet Friday morning was *Circus*, a J/30 co-owned by Mike Bird and Charlie Wurtzbach, both of Chicago. Bird, 50, is a fireman (who played a bit part as one in the movie “Backdraft”) and Wurtzbach, 56, is an investment executive. This was *Circus*’ fifth trip to Race Week, and after winning in 2004 and finishing second in 2005 the boat was prepped as well as it could be, its bottom wet sanded to a splotchy black and white slickness, and short genoa tracks screwed to the deck for a new No. 2.

*Circus* struggled upwind for much of the week, unable to sail to its rating with a reefed main and No. 3 headsail, but Thursday was pivotal. When winds dropped to a more manageable 20 knots, Bird and Wurtzbach were finally able to pull the new genoa from its bag and the speed gain was immediate. Plus, Wurtzbach, who had been tossed head first down the companionway the day before—which earned him an emergency room visit and staples to the head—managed to shake his tactical cobwebs. They were sailing smarter and the net result was back-to-back race wins, which suddenly made them a player.

Atop the PHRF 7 threesome was a 25-year-old S2 7.9 called *Mistress*, trailered to



Key West by 62-year-old aerospace engineer Bryan Coon. The boat, which he keeps in Huntington, N.Y., was crewed by a collaborative of S2 sailors from Long Island Sound. They’d only sailed together twice, and they were Key West virgins, often unmistakable on the racecourse in day-glow orange crew shirts. *Mistress*’ presence at the top of the class was no fluke. After an S2 7.9 won PHRF 8 in 2005, Coon had sought one out with the sole intention of taking it to Key West and doing the same. The boat was in decent shape when he bought it; with some minor boat work and a new set of sails, it was race ready.

The tie ultimately came about when

**Bryan Coon’s S2 7.9 *Mistress*, with Roy Sherman on the tiller, was a speedster in all conditions, but Mark Milnes’ J/24 *Blah, Blah, Blah* (below) was a surprise threat on the roughest days.**

*Mistress* dug its own grave in Thursday’s second and final race. After having built its overall lead during the week with all but one top-three finishes, *Mistress* nearly sank after Coon’s tactician Roy Sherman called for the retractable centerboard to be pulled up on the first downwind leg.

“We’d discussed it the day before, and I said to him, ‘OK Roy, if you want to pull the keel up, you steer—it’s too squirrely for me,’” said Coon. “So he got on the helm, we pulled it up, and the boat just rolled right, rolled left, and then it was over. We had a bunch of people on the left-hand side of the boat because we were getting ready for a jibe, so it was a combination of that and not having the keel down.”

*Mistress*’ bowman went for a swim and was picked up by nearby J/24; everyone else was holding onto the shrouds and the mast, which kept the boat horizontal. “It wouldn’t right with everyone holding on so I told some of the guys to let go. We left two people on and they went inside and



hugged the floor of the cabin, so to speak, and then it finally came up.”

With his competitors a leg ahead, and everyone back onboard, Coon called it quits for the day. If not for his 14-point death roll, he would’ve had his first Key West victory sealed. No such luck.

“We were all bummed when we got



back to the condo, but when we found out about the tie, the crew got up and went to the boat and took every ounce off of it we could,” said Coon. “The boat was sponge dried, there was no extra beer, no extra water—nothing was on that boat except what we needed for the race.”

There was only one motivational speech for the *Mistress* crew that morning and it happened in the condo the seven guys shared for the week. “I told Roy, ‘You dumped the boat yesterday, so you have to win for me today,’” said Coon. “All he said was, ‘I’ll do it.’”

The wind that final morning was a comparatively benign 20 knots, and it was forecast to shift from the east to the south. Coon said he knew he had to protect the right side of the racecourse. The crew of *Circus* had the same plan and a simple strategy: push the boat to every godforsaken second of its rating, don’t do anything stupid, and stay out trouble.

“Bird, we need to win the boat,” he was told early in the starting countdown. “Cover the fleet from the right.”

“Win the boat, play the right,” he repeated aloud.

But somehow in the final 60 seconds,

*Circus*’ approach was cut short by the rest of the fleet piling up early at the committee boat. Bird reacted with a hasty tack, which put him underneath the entire pack. By the time the air horn whimpered, he’d eaten up the starting line and was alone near the pin.

*Blah, Blah, Blah* was behind and to weather, choking in *Circus*’ backwind. “*Blah, Blah*’s no longer a problem,” was the word from the rail. But up on top of the pack, alone and motoring along in its own freeway of clear air was *Mistress*.

“In all the other classes that started before us, everyone was anxious, leaving the right side open, so we knew it would be open,” said Coon. “So we just timed the line perfectly and no one was there when we started—no maneuvering, we just sailed straight across right on time.”

As the lateral separation grew between the two, *Circus* cut its losses and tacked to

ing for seconds here.”

With a clean jibe and an open racecourse *Circus* pulled ahead on the first downwind leg and for the first time in the regatta, a stopwatch was used to gauge *Mistress*’ progress. Despite a loose cover for the remaining three legs, Bird couldn’t shake Coon and his boys, who were sailing their best race yet.

*Circus* finished first, but there was no celebration—just anxiety and the silence of a timer. The seconds dragged as *Mistress* slowly made its way downwind, and there was a fleeting moment of hope when

*Mistress* came up underneath a B-25. But *Mistress* passed clear ahead and finished without incident. The stopwatch read 3:08, not nearly the four minutes *Circus* needed. But there was a mellow silence on *Mistress*, too. No pumping fists or high-fives as they crossed the line.



port to be in the same part of the racecourse as *Mistress*. Halfway across, *Wildcat*, a J/30 that was deep in the overall standings, crossed a boatlength ahead and tacked right in *Circus*’ face. “Oh come on guys,” the crew pleaded halfheartedly. “Was that really necessary?”

Unable to stay in the filth washing off the back of *Wildcat*’s sails, Bird took two clearing tacks, and with each second lost to the clock another nail was driven into the proverbial coffin. The race was a 7-mile, four-legger, which meant *Circus* owed its rival nearly 4 minutes when it was all said and done. “Come on guys, get that spinnaker flying, damnit,” moaned Bird as they rounded the first weather mark ahead, but not by much. “We’re rac-

**It’s said that the first trip to the winner’s platform at Key West Race Week is the sweetest; Bryan Coon (holding trophy) and the *Mistress* crew savor the moment.**

“Did you guys get us?” asked Coon as he sailed past *Circus*. “You guys were so far ahead we couldn’t get your finish.”

“Nah, you got us,” Bird replied, coolly accepting his 1m:6s defeat. He raised his can of Miller Light, toasted his rivals and then his crew. “Great race guys.”

Coon had made good on his intention to uphold the S2’s winning streak, and even though not a single camera clicked as they finished, it hardly mattered. Their moment came as they took to the winner’s stage last, stood before the crowd, and flashed their engraved silver platter. ♦

The Division 4 circle is home to Race Week's smaller boats, and it's here where the event's rank-and-file sail for the pure satisfaction of winning. We checked in with each of the division's class winners to see how they fared in one of the windiest race weeks on record.



Chuck Simon's PHRF 6-winning Tartan Ten *LIQUOR BOX* (below) kicked off Wednesday with a hard-earned heavy-air win, but broke its boom while waiting for the start of its second race. They put their mainsail below, took the boom off the mast, and radioed the race committee announcing their retirement from the second race. "But then we said, 'If we sail this race we'll save 1 point, and it's early in the week so we may need it,'" said helmsman Bill Buckles. It turned out to be the right call. After an OCS start, they jibed around the pin, restarted, and took off on port tack, passing boats that were struggling under reefed mains. After rounding third they did the unthinkable. With 30 knots and no main to block the spinnaker during the hoist, the kite filled halfway up and flogged wildly as the crew wrestled with the halyard. They managed to get it flying, passed one boat as it broached, moved into second, and held that position to the finish, losing by only 28 seconds. "The thing is we were still overpowered and heeling more than we like with everyone hiking," said Buckles, "which makes me realize there's a point where mainsails are overrated."

### PHRF 6



ONNE VAN DER WAL, TIM LONG/TIM WILKES PHOTOGRAPHY

## Corsair 28R



If there's one team that makes a Corsair 28R look easy to sail in the roughest conditions it's Randy Smyth and his teammates on *ROCKETEER II*. Race after race, they sped around the racecourse, virtually untouched, often finishing a leg ahead of the tail end of the fleet. "It's a matter of picking your way through the troughs and finding the right angle," said Smyth. "Too low is slow and too hot is suicidal—it just takes anticipation."

Bruce Gardner's Annapolis-based Beneteau 10 Meter *L'OUTRAGE*, PHRF Boat of the Week in 2000, is the kind of boat that loves a good blow. So does its crew, which won PHRF 5 despite a mid-week slump. "We did make a few mistakes early and the wheels fell off the short bus, but we rebounded nicely," said Gardner. "With no reef points in the main and the smallest jib in our inventory being a No. 2, it wasn't easy."

## PHRF 5





J/109

As **TRUMPETER** rounded the weather mark with the wind at the masthead reading in the low 30s, the only thing Bob Wilson could think about was his broach at Race Week last year. But there were three boats ahead he wanted to pass. "There was only one thing for us to do," said Wilson, 42, whose C&C 99 is from Toronto. "We threw the chute up and took off like you would not believe—easily doing 14.7 knots. I've never done that in my life." With a white-knuckle grip on the wheel, Wilson sensed the boat's every awkward motion. "It rolled a few times and each time I thought to myself, 'Uh oh, here we go again,'" he said, "but we managed to keep it under control." After creaming past his competitors, he looked over his shoulder and saw the separation he needed. "The moment I said, 'Let's take this thing down,' we rolled right into a broach—flat on our side." They snapped their spinnaker pole in half, but lost only one boat. "We got greedy," he says, "but it was worth it." *Trumpeter* won its division by 8 points.



C&C 99

Steve Rhyne, of Seabrook, Texas, 46, makes his living in the oil-recovery business, but it wasn't his intention to be cleaning up his own messes at Race Week. After his team "celebrated a little too hard" on Monday night he admitted he should have thought better. After a mediocre day on Tuesday, Rhyne said his teammates on the J/109 **MOJO** "recommitted themselves to a curfew, got the boat set up for heavy winds, and got serious." It's a good thing, too, as conditions became more difficult. "The boat is heavy enough that it doesn't plane," he said. "And when it doesn't plane its uncontrollable with the kite, so we didn't bother. But when it seemed to be get lighter at the end of the day we tried, just to pass one boat, which we did, and then right before the finish we wiped out and lost the boat we'd gained." They kept to the jib for the rest of the day.



## PHRF 4

While most teams on the Stock Island circle were flying jibs downwind and keeping their boats intact, the crew of Robert Hibdon's SR33 **TEMPTRESS**, from Charleston, S.C., was setting its spinnaker, piling into the back of the boat, and watching its speedo light up. "We had practiced in all sorts of weather," said Hibdon, a first-timer to Race Week who bought his boat a year earlier. "So we were all working well together on the really windy days." In taking PHRF 4 with five wins and three second-place finishes, however, *Temptress* did get caught with its pants down when a nearby photo boat captured its spectacular chicken jibe. "We were doing 16.6—just going incredibly fast," says Hibdon. "When we went for a jibe on the wrong side of a wave, the main wouldn't come across and it all went wrong from there. It was an incredible week of sailing, and no doubt everyone will remember that moment the most."



# Tradition Endures in the ERIE ARCHIPELAGO



TOM MCDERMOTT/WWW.BOATPIX.COM

The Inter-Lake Yachting Association's annual Bayweek is appreciated for what makes it similar to other race weeks, and what sets it apart.

BY MICHAEL LOVETT

**S**teering his S2 10.3 *Lionheart II* around the north flank of Rattlesnake Island in the final stretch of the 2005 Detroit Deepwater Race, Len Strahl knew he was well clear of "The Rattles," a notorious series of large, partially-submerged boulders extending from the island's western tip.

What the 57-year-old quality systems specialist from Windsor, Ontario, didn't know was that the north side of Rattlesnake Island—an 85-acre private resort in Lake Erie's western basin—conceals an entirely different navigational hazard, and that it wasn't his keel he should be worried about, but his mast.

"We were butted right up against the island in about 10 feet of water," says Strahl. "All of a sudden we see this plane coming right at us—I mean, RIGHT at us. We could see the pilot's face. We bore off immediately, and as the plane flew by it just missed the top of our mast. Apparently there's an airport on the island."

For those unfamiliar with the region, the fact that Lake Erie has islands—let alone islands with airports—may come as a surprise. As it turns out, Lake Erie has more than 20, each carved from the bedrock by glaciers receding at the end of the Pleistocene Epoch 10,000 years ago. On an August afternoon, a stranger could mistake this cluster of islands, topped with red cedar and ringed by limestone cliffs, for an exotic archipelago. In January, when the blue-green waters have turned to a pale black ice over which locals drive their pickup trucks to and from the mainland, there's no mistaking the place for anything but Ohio.

For the past 112 years, the town of Put-in-Bay on South Bass Island has served as the quasi-tropical locale for the annual West Marine Inter-Lake Yachting Association Bayweek Sailboat Regatta at Put-in-Bay. Held the first three days of last August, the 2005 I-LYA keelboat regatta (not to be confused with any scow events held by the Inland Lakes Yachting Association) pulled in 98 boats.

Some quick arithmetic reduces this year's turnout to an average of six boats in each of 16 divisions, a sure sign that 2005 wasn't the biggest year for the regatta. In fact, Put-in-Bay veterans often reminisce about the 200- to 300-boat fleets of the late '70s and early '80s. "In the old days we'd fill up the docks," says 25-year Bayweek veteran Robert Coleman, whose Soverel 39 *Hellion* took second place in PHRF B. "You could walk clear across the harbor on all the rafted boats."

One could argue that the regatta has clung too steadfastly to

**Robert Coleman's *Hellion* (Sail No. 5558) and William Hertel's *Magic* race downwind during 2005 West Marine Put-in-Bay Bayweek. Traditions such as the Deepwater Races—during which competitors must avoid obstacles like Rattlesnake Island—the opening day pomp and circumstance, the land-based finish crew, and sleep-aboard crews (top to bottom) keep the regatta true to its roots.**

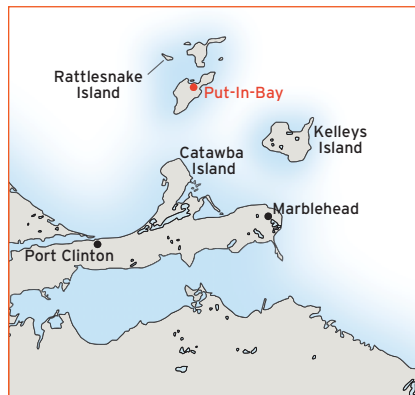




A pair of Abbott 33s, Brian and Katie Harwell's *Fiesty* (No. 15193) and Andy Kozieradzki's *Yes* (No. 30578) finished first and third, respectively in PHRF D. James Wilson's Evelyn 32 *Tsunami* (No. 33699) was sixth in PHRF C.

its traditions and that the event isn't quite as good a fit for the modern big-boat sailor. For instance, organizers could attract more boats by switching from the Monday through Wednesday racing schedule, but it's these same traditions, cumbersome as they may be, that make the I-LYA Regatta as unique as the venue in which it's held.

Bayweek participants are a hearty lot with profound affections for the regatta's anachronisms, not only for the bagpipe parade that heralds the opening ceremonies, but also for the event's more trying vestiges—like sleeping onboard for the entire week, lugging spare equipment around the racecourse, and traveling to the event via the oft-fluky "Deepwater" feeder races from Cleveland, Port Clinton, Sandusky, Toledo, and Detroit.



For Gary Karges and the crew of his Beneteau 36.7 *Unruly*, the tedium of a night spent drifting during the Cleveland Deepwater Race, waiting for the offshore breeze to turn on, then watching helplessly as it turned off again, was well worth the savory rewards waiting at Put-In-Bay.

"The Deepwater was a little frustrating," says Karges. "I was down below when the wind really shut off, hearing no water pass by the hull and thinking, 'Thank God it's my time to take a nap.' Out there in the middle of the night, all you're thinking is, 'I can't wait until we get in, to go to Frosty's and drink a Bloody Mary.'"

The opportunity to grab a drink (or six) at Frosty's, the legendary Put-in-Bay watering hole, is one of the best incentives to take a week off work and head to South Bass Island. With a 7 a.m. harbor gun for the weekday around-the-bouys racing, sailors normally get off the water by noon. Shortly thereafter, Frosty's fills with sunburned faces and the unmistakable roar of post-race hyperbole.

For others, it's not the rowdy camaraderie of the afternoon drink-ups, but the unlikely splendor of the Lake Erie islands—and the free afternoons to appreciate it—that makes Bayweek as much a late-summer vacation as a sailing regatta. After years of sleeping on his boat for the duration of the regatta—and showering in the public bathrooms and falling asleep

each night to the sounds of the nearby bar scene—Coleman, 69, decided to treat himself to some much-deserved creature comforts and take in the subtler joys of island living. "One of the crew lined up a house in the woods," says Coleman. "We had the luxury of A/C—it just made the week that much more enjoyable."

On the water, racing was tightest in the nine-boat Beneteau 36.7 division. At the end of the seven-race series, 8 points separated the top four boats, sequentially, *Unruly*, Terry Freeman's *Freckles*, Mark Cummings' *Big Electric Cat* and Tom McNeil's *Overkill*. Race 6 ended with a photo finish, with *Unruly* edging out *Big Electric Cat*.

With the win in what would be the penultimate race, Karges reclaimed his lead from Freeman, who, in the same race, had been forced over early and finished fifth. The battle for overall class honors came down to a match race between Karges and Freeman. "Going into the last race, we knew we didn't have to worry about the third-place boat," says Karges, "We just knew we had to beat Freeman."

Karges won the start and put a tight cover on Freeman, who tried his best to break free for the remainder of the race. "It just wasn't pretty," says Freeman, "He sat on us the whole race, and I wasn't smart enough to get out."

Rounding the leeward mark for the final upwind leg, hopelessly ensconced in Karges' wind shadow, Freeman resorted to a surprising desperation tactic, "We were about six feet apart," says Karges. "He was to leeward and I was concentrating on driving. All of a sudden, Terry strikes up a conversation, 'Hey Gary, how's the family?' he asks. 'Fine, by God,' I said."

Neither Freeman's heckling nor a last-ditch tacking duel succeeded at unseating Karges, who took fourth place in the race and first place in the series. "It's a ball," says Karges about his friendly rivalry with Freeman, "Those guys are great sailors and a hell of a lot of fun."

The regatta's most satisfied customer, however, didn't win his fleet. In his first-ever Bayweek appearance, Russell Krock, a 35-year-old chemical engineer from Columbus, Ohio, was thrilled to take second in a Schock 35 division perpetually dominated by *Fever*, skippered by Jim Penning, of the Cleveland Yachting Club.





Put-in-Bay's prominent monument commemorates Commodore Oliver Perry's crucial sea victory during the War of 1812. Jim Penning's *Fever* (right) has dominated the Schock 35 class of late. He won again in 2005, with Dan Heitzenrater's *Raven* third.

"Bayweek was unbelievable," says Krock, who commutes two and a half hours from central Ohio to weekend races on Lake Erie. "We had great weather, a great race committee, great competition, a great crew—I can't wait for next year."

Krock's shining moment was a first-place finish in Race 6. "Getting that bullet was definitely the high point of the regatta," he says. "We really felt like we were in control of our position. We got a good start, hit two shifts as good as we could, tacked over, and realized we were crossing everybody. Luck had a little something to do with it."

Like so many Bayweek sailors before him, Krock made a happy discovery on South Bass Island. "It's like you're in your own little world," says Krock. "After the races you go over to the bar and have a cold beverage with your competition, who are your friends. The same guys you were just yelling for mark room will come up to you at the bar and share their secrets. Everybody's trying to help each other out."

Predominantly light winds meant that the racing in the PHRF divisions was largely uneventful, which is not always the case. As big as Lake Erie is, it's still a Midwestern lake and prone to the occasional unannounced storm. Five years earlier, a 40-knot squall swept through the sailing area during Bayweek, capsiz-



ing several boats and sinking four Crescents, whose soggy crews were plucked from the water minutes later as they clung to the masts of their sunken vessels.

John Greiner skippered his Santana 35 *Red Cloud* to a class win that year. "Thankfully nothing that exciting happened this year," says Greiner, a retired sailmaker from Toledo, Ohio. "Still, a little more breeze might have helped us out on some of those downwind legs."

In the light breezes, *Red Cloud* had a difficult time keeping pace with *Lionheart II*, a shoal-draft design considered by skipper Strahl to be "devasating in light air and chop."

Arriving at the Bay after their near-miss with the airplane during the Detroit Deepwater, Strahl and his crew were disappoint-

ed to discover that just four boats had registered for the PHRF E division. "That was definitely the low point of the regatta," says Strahl, "We sat down at Frosty's, had a beer, and talked it over. We decided that rather than get bummed out about the fact that we had sailed all the way from Canada to race in a four-boat fleet, a better approach would be to go for the overall win."

Following the impromptu pep talk, Strahl and crew won every race in their division, which translated into first overall and I-LYA "Boat of the Year" honors. "We didn't think it would be easy," says Strahl of his victory, "But that's what we did."

As for the prospect of defending his title in 2006? "We'll be there," says Strahl. Rattlesnake Island Air Traffic Control, take note. ♦

# Tech Review

BY JESSE FALSONE

## Is It Time to Upgrade to PBO Rigging?



THE WEIGHT-SAVING BENEFIT OF HIGH-TECH fiber rigging is no secret: the stuff has been used by grand-prix, America's Cup, and other high-end teams for 10 years. Yet high prices and custom fits have kept it out of the hands of the competitive sailing masses. This is starting to change as advanced production of smaller diameter cable increases, driving down the cost, and termination technology suitable for existing rigs becomes available. For most of us, the wire rigging now supporting our rigs is perfectly suited for our needs: it's relatively inexpensive and its limits and capabilities are well known. So why make the upgrade to PBO? Two of the big names in the sailing world, West Marine and Navtec, now offer semi-production PBO standing rigging, so we asked them.

First, a note about manufacturers of fiber rigging: A three-year collaborative effort between West Marine and Applied Fiber produced the PowerLite system, specifically designed for yacht rigging applications. This system includes the PBO cable and the advanced termination technology and spreader fittings that allow single-strand PBO bundles to be used on existing spars that utilize continuous rigging (discontinuous PBO rigging solutions are under development by West and Applied Fiber). Applied Fiber also develops PBO cable and terminations for the U.S. military, NASA, and the medical, automotive, and timber industries.

Navtec started from ground zero back in 1997, assigning engineers in their Connecticut plant the task of figuring out how best to make production PBO rig-

**WEST MARINE'S POWERLITE PBO rigging can be installed using existing turnbuckles and save a lot of weight aloft.**

## Wire Vs PBO Results

Boat	Weight (lbs.) Wire	Weight (lbs.) PBO	Weight (lbs.) Delta	Add. Wt. (lbs.) on Rail 10°	Equiv. Wt. (lbs.) on Rail 20°	Equiv. Wt. (lbs.) on Rail 30°	Equiv. Wt. (lbs.) Reduction at Bow
S2 7.9	16.9	4.5	12.4	5.7	10.7	15.8	27.4
J29 Masthead	21.05	5.75	15.3	6.7	12.7	18.6	38.2
Tartan 10	19.4	5.2	14.2	7.3	13.6	20	23.8
Henderson 30	30.9	8.1	22.8	11.2	21.0	30.8	50.9
C&C 115	72.0	18.8	53.2	29.1	54.5	79.8	130.9

In writing this article, the author created a spreadsheet to get the results for this table. You can download this spreadsheet at [www.sailingworld.com](http://www.sailingworld.com) and input your boat's rigging specs.

ging. Navtec's PBO rigging is called the Z-System, with proprietary cables and sockets produced by Lapp Muller, one of the world's largest cable manufacturers. Navtec's terminations are available for both continuous and discontinuous rigging. Both companies have predicted the future of standing rigging is fiber technology, and are aiming their sights not only on the high end of the sport, but the club racer as well. Other companies, such as New Zealand's Southern Spars and England's Future Fibres make aramid and PBO rigging too, but the price tag for their custom rigging, which is continuously wound from one very long fiber filament, is still out of the average sailor's reach.

**THE Z-SYSTEM** is Navtec's PBO rigging alternative. It's custom made for your rig.

### Sizing Up PBO

Standing rigging is normally sized for stiffness, or the stretch per cross-sectional area, which shouldn't be confused with strength, maximum working load, or minimum breaking load. Sizing for stiffness will yield a PBO cable size that is approximately 50 percent stronger than the equivalent stainless wire or rod, but with a whopping 75 percent reduction in weight. Because of the cable cover, PBO cable has a larger diameter as compared with equivalent stainless wire, but the windage penalty is negligible.

While Navtec custom sizes its cable and fittings depending on the boat, West Marine offers a Rigging Comparison Table in which the PBO replacement cable is simply 1/16" thicker than the equivalent wire. For example, West Marine has intention-

**POWERLITE SPREADER TIP** adaptors allow West Marine's continuous PBO rigging to be used with spreaders designed for steel shrouds. Previously, synthetic cable rigging was limited to discontinuous-rigging applications.

ally lowered its published minimum breaking strength values to be equal with the wire equivalent. No doubt, with this practice West Marine hopes to prevent customers from undersizing their rigging. Currently, West Marine PowerLite product line is designed to replace wire rigging from 3/16" to 3/8" at 1/16" increments. Navtec's PBO product line has 13 sizes covering the range from 1/4" through 1 1/4".

### Weight and pitch come into play

Why do we sit on the rail of a keelboat, or hike and trapeze on a dinghy? To offset the heeling force produced by the wind on the sails and to offset the heeling moment produced by the weight in the rig when heeled. The less weight aloft, the lower the heeling moment produced by the rig. And, because the heeling moment is proportional to the height of the applied force, the higher that weight, the greater the moment. A small amount of weight reduction at the top may have far larger effects than a larger reduction at the spreaders. This is a static effect, which can

be viewed as a snapshot in time, with the boat at a constant heel angle. Any reduction in heeling moment realized by reducing weight aloft can be viewed as an equivalent increase in weight on the rail, and to a lesser degree, less weight pushing

**NAVTEC'S Z-SYSTEM** can be retrofitted to discontinuous rigging systems (at right) or continuous rigging systems. Navtec's PBO product line has 13 sizes, ranging from 1/4" to 1 1/4".

the boat deeper into the water.

We all know that excess weight in the ends, and in our rigging is considered a no-no. But, what's the big deal? Besides pushing the bow knuckle further into the water, weight on the bow translates into an increased pitching moment. As the name implies, pitching moment is not a static effect. In flat water, with steady wind, an increased pitching moment will not present significant performance degradation, but, in waves, this increased pitching moment can be a huge disadvantage. Extra weight in the rigging is like having a bowman on the pulpit, and the dynamic effect of weight aloft can be translated into weight on the bow.

### Important considerations

PBO is particularly susceptible to increased humidity at elevated temperatures, and ultraviolet rays, which will cause degradation of the fibers. Furthermore, PBO fibers are not amenable to chafe and crimping. Therefore, a PBO cable's life expectancy is inextricably tied to the durability and watertight integrity of its protective coating, which is extruded around

**POWERLITE RIGGING** is available in four sizes from 1/4" to 7/16".

# WORLD-CLASS FOREDECK PERFORMANCE

Centred and insulated forestay. Low friction, no metal-to-metal contact.

Patented load distributor in the halyard swivel. Low friction. Long life.

Marine grade, stainless steel ball bearings.

Twin groove extrusion for conversion to racing.

Tack swivel with free turn for improved sail shape.

Split drum for conversion to racing.

Unique line-guide system.

Fully integral rigging screw (optional).

Furlex TD – through deck version with maximised luff length for even better performance.

Furlex is by far the world's best selling jib furling system and is available as a complete kit for yachts up to 70 ft. For extra convenience choose Furlex Hydraulic. [www.seldenmast.com](http://www.seldenmast.com)

 **SELDÉN**  
for sailing

Rig solutions for dinghies, keelboats and yachts. Aluminium and carbon spars. More than 750 authorised dealers worldwide.

Seldén Mast Inc. Tel 843-760-6278, [info@seldenus.com](mailto:info@seldenus.com)

The product of the Japanese company Toyobo, and marketed under the name Zylon, PBO possesses incredible strength (10 times that of steel) and fatigue resistance, with minimal stretch and creep. This can translate into huge weight savings in the most crucial area of the boat, aloft. Companies like Future Fibres ([www.futurefibres.co.uk](http://www.futurefibres.co.uk)) in England have pioneered the use of PBO cable for standing rigging applications, providing rigging solutions to the upper-crust of sailing—supermaxis, America's Cup Class yachts, Open 60s, Volvo 70s, and maxi-catamarans.

the fiber bundle during the cable manufacturing process. Furthermore, PBO cannot be swaged like stainless wire and rod.

Navtec offers specific guidelines concerning PBO life expectancy based on working load as a percentage of the cable's rated strength. If the cable is sized such that the working load is less than 25 percent of the rated breaking strength, Navtec recommends changing intervals of between 26,000 and 30,000 miles, with a thorough inspection every three years of use if under the mileage limit. If the working load is 25 to 35 percent of the breaking strength, the recommended replacement interval drops to 17,000-20,000 miles, with an inspection following two years of usage. It is not recommended that the working load exceed 35 percent of the rated breaking strength for PBO. West Marine claims the PowerLite rigging has a lifespan of up to 4 years or 35,000 miles with similar disclaimers. It seems that these life expectancies are driven more by the lack of historical data than science, because the fatigue resistance of PBO far exceeds that of steel.

So far, it's safe to say that there is an absolute performance advantage to PBO vis-à-vis reduced heeling and pitching moments. But how much of an advantage can we expect? To get an answer, we looked at five test boats to get some hard data. We have assumed that the data supplied by the manufacturer is correct, and no spot checks of the quoted physical properties have been made (cable diameter, weight, stretch, and breaking strength). Although PBO is advertised to have less stretch than equivalent steel rod, it is assumed that stretch of either is negligible, and small increases will not yield significant performance improvements.

For simplicity and practicality, only the weight of the actual cable and wire is considered. West Marine suggests its PBO terminations are comparable in weight to wire terminations. While the weight savings that PBO offers is large when compared with the weight of wire, the difference does not have an appreciable effect on the overall displacement of the boat.

Evaluating the expected performance of PBO rigging is not an easy matter. We have based our study off supplied data given by the manufacturers, and simple static formulations used in a spreadsheet. The performance results are given in easily under-

## THE PRICE BREAKDOWN

Both Navtec and West Marine have produced cost estimates for rigging options on the C&C 115. PowerLite is offered as a factory option on the C&C 115.

	West Marine (PowerLite)	Navtec Biconic
Wire	\$1,897	\$1,570
Rod	\$5,249	\$2,625
PBO	\$6,137	\$8,034*

\*The -10 rod size used extensively on the C&C 115 does not coincide well with Navtec's product line, and therefore PBO sizing was based on a -12 rod equivalent.





*Still the  
best Ride*

*the  
Hobie* BRAVO

 HOBIE

Call for your nearest dealer 1.800.HOBIE 49 [hobiecat.com](http://hobiecat.com)



## SAIL FAST & CARRY A BIG STICK

*The Forespar "Big Stick" is incredibly light and stiff, it provides a great feel in light air and does not flex in the breeze.*



**SALLY BARKOW**  
2005 ROLEX Women Sailor of the Year  
YNGLING & ISAF MATCH RACE  
WORLD CHAMPION

**NEW**

### BIG STICK Tiller Extension

A simple design offering precision helm control from any angle at any length. Stiff, rugged and comfortable, the Big Stick is the perfect extension for fast dinghy or keel boat sailors.

- Ultra Light Weight
- Stiff and Rugged
- Speed-Lock Quick Mount
- Texture Finished for Positive Grip
- Easily Customized Length
- Precision Helm Control
- Replaceable Universal

### TWIST LOCK

A long time favorite of serious sailors, the Forespar Twist-Lock extensions offer a complete line of options to meet every sailor's needs.

- Infinite Locking Positions
- Available with StaFAST or TFP Connections Systems
- White Aluminum Construction
- Crisp Positive Lock & Easy Release



SEE OUR FULL LINE CATALOG FOR ALL EXTENSION OPTIONS INCLUDING THE OCEANRACER

**FORESPAR**  
TILLER EXTENSIONS

Ph: 949.858.8820  
Fax: 949.858.0505

[www.forespar.com](http://www.forespar.com)

stood terms. The static effect of the weight savings is translated into equivalent weight on the rail, while the dynamic pitching effect of the weight savings is translated into equivalent weight reduction on the bow. Most sailors can think in these terms, and determine if these differentials will make a significant impact on performance of their respective boat.

The heeling moment produced by the standing rigging is heavily dependent on heel angle. The smaller the heel angle, the lower the heeling moment. Therefore, we express the results for equivalent weight on the rail as a function of heel angle. The optimum heel angle for each boat will vary, and will depend on the wind condition, but suffice it to say that most boats don't sail with an optimum heel angle greater than 30 degrees, so this is the maximum practical angle for which results are given.

### Test subjects and results

Five popular PHRF racers were chosen as the subjects of this study. The selection was based not only on popularity, but on size and rig type so as to provide a broad cross-section. Owners with boats not portrayed here can select the one that most accurately approximates their kit, or go to [www.sailingworld.com](http://www.sailingworld.com) and download the spreadsheet developed to calculate these numbers and input data for their own boat.

The results for the five boats are shown with all values in pounds. Where possible, manufacturer and class data was used in the calculations. While principle dimensions are well documented, standing rigging wire diameters are difficult to find. The results reflect the weight differences between wire and PBO cable for the shrouds and backstay only. Due to torsion, Power-Lite is not designed for headstays. The Z-System, with the proper terminations, can be used on headstays, but this is beyond the scope of this piece, and adds cost and complexity to the rigging.

The results indicate modest improvements in heeling moment, shown in equivalent terms as additional weight on the rail for 10, 20, and 30 degrees heel. This additional weight can be thought of as "virtual weight" because it is transparent to the boat, which doesn't pay any additional displacement penalty. Still, these numbers are nothing to get too excited about. The big performance gain seems to be in the reduction of pitching moment, shown as equivalent weight reduction at the bow. Twenty pounds and more out of the pointy end is a big deal. In the case of the larger C&C 115, this weight-equivalent decrease is about 130 pounds because of the taller rig, longer foretriangle, and the larger diameter wire that the PBO replaces.

Based on our findings, the justification of a PBO retrofit depends on what you think is significant. At the moment, PHRF does not penalize PBO rigging, and that is one large consideration. Clearly, each owner must think intuitively on the matter, or find a way to complete a more rigorous VPP analysis. For the S2 7.9 and Tartan 10 owner, the difference in pitching moment is akin to removing a relatively large anchor off the pulpit, while the J/29 and Henderson 30 owner might be adding a length of chain to that anchor. The C&C 115 realizes a sizeable pitching moment reduction. When pricing out PBO rigging and considering the change, it is perhaps fair to compare the replacement cost with that of a new sail, and the added performance the sail offers over the sail it will replace. Manufacturer's cautions regarding PBO degradation under UV light, chafe, and moisture are considerations, and thorough periodic inspections need to be taken into account as well. ♦

The author thanks Lee Jerry for technical assistance.

ARC - HEAT AND ABRASION RESISTANT COVER FROM NEW ENGLAND ROPES

# TESTED TOUGH!

PROTECTION FOR YOUR CORE INVESTMENTS

Repeated shock loading is merely one of the factors working to attack the integrity of your line. Add the devastating effects of heat, friction and abrasion, and you've got a powerful combination of elements bent on destruction.

ARC is specifically engineered to resist these forces. Using Hybrid Performance Technology™ ARC fuses the great qualities of Nomex™, Technora™, and Polyester into an effective, durable, protective cover for the core of your lines.

ARC is designed to work with a variety of cores including Endura-12 (100% Dyneema ) and V-12 (100% Vectran), and is available in three distinctive colors and sizes, keeping your decks organized while providing the maximum in protection.

**For the complete cover story, visit [www.neropes.com](http://www.neropes.com)  
Others make line. We make line perform.**



Official Sponsor of  
the 2005-2008  
US Sailing Teams

**Performance Guaranteed.**



**NEW ENGLAND ROPES**



**BOAT REVIEW** BY TONY BESSINGER

# The Swan 46, A True Performance Cruiser

THERE ARE FEW NAME BRANDS IN THE WORLD of sailing as well-known as Nautor's Swan. The racy good looks, teak decks, and high level of craftsmanship have imprinted themselves on the psyche of a generation of sailors. Under the influence of Leonardo Ferragamo, who purchased the Finnish company with a group of investors in 1998, Nautor has been updating its product line with both raceboats and performance cruisers. We had the opportunity to sail the latest design, the Swan 46, last fall in Annapolis, and while it's marketing target is cruising sailors, we found it to be a responsive, great-sailing boat with the chops to get the job done on the racecourse, too.

The standard mast on the 46 is made of IRC-friendly aluminum, with two sets of swept spreaders. A carbon rig is a \$75,000 option. The cockpit has two wheels, which allows for easy passage

from the companionway to the drop-down transom door—which doubles as a gangway when moored stern to a dock. The helmsman's seat lifts out of the way easily, courtesy of a gas piston. Another concession to comfort is the absence of a traveler, but Swan has reinforced the boom and the vang, so vang-sheeting

<b>Swan 46</b>	
LOA	46'
Beam	14'
DSPL	36,800 lbs.
SA (u/d)	1,201 sq. ft./ 2,854 sq. ft.
Design	German Frers
Price	\$770,000
www.nautorsswan.com	

helps compensate for the loss of the traveler. To keep shorthanded skippers in the cockpit, the main is reefed with a single-line system, which leads to the cockpit

The deckhouse is long and low, and sports the trademark dark-blue stripe, in which the four portlights seem to disappear. A lot was done to free the deck area of obstructions; the turning blocks for the halyards at the base of the mast are sunk into the deck, as are the halyards, which don't re-appear until they exit the coaming surrounding the companionway. The mainsheet, which is

**IN 16 KNOTS OF WIND, A SWAN 46 PACES down the Chesapeake at 9.5 knots under a cruising masthead asymmetric spinnaker and full main.**

rigged grand-prix style, also runs under the deck to a spot just forward of the helmsman. The roller-furler drum for the headsail is rigged below the deck as well. The only protrusion on the deckhouse is the dorade vent forward of the mast, and it's well protected by a cage of metal tubing.

The Swan 46 motors at 8 knots with the 53-horsepower Volvo saildrive at 2,800 rpm., powering a three-blade folding prop. An option for those who wish to make it home to the marina faster is a 75-horsepower engine driving a four-blade folding prop. Our backdown test showed a slight tendency to pull to the left, but the twin rudders manage that tendency nicely. Two turns is all it takes for the helms to go lock-to-lock, which means handling is crisp and tight.

The 46 we sailed is equipped with a



## Race and Cruise in Comfort In an Easy-to-Sail 35 Footer

The concept sounds simple, but few do it as well as the J/109. Here's a boat that accelerates in the lightest of puffs; can short-tack a narrow channel with mainsail only; is responsive enough to interest the kids, yet stable enough to inspire seagoing confidence.

The key to J/109's short-handed performance is the retractable bowsprit and asymmetric spinnaker which can be flown, jibed and doused by just one person. Add to that a sailing-friendly deck layout with mainsheet controls within reach of the wheel, halyards and reef lines led to the cockpit, and a simple working sail plan of 100% jib on roller furler and mainsail on slides, and you have the perfect set up for short-handed daysailing, cruising or racing.

J/109's versatility at sea doesn't end on deck. Below is a home away from home with a spacious two cabin/aft head layout, full headroom, an off-shore galley, and sit-down navigation station, all finished in varnished cherry. With accommodations like this, it's no wonder that J/109 owners are as often found weekendng and cruising as they are winning major racing events in Europe and the USA.

And now with 12 organized fleets, a class website, and an active one-design schedule, there's a whole new sailing dimension owners can enjoy to further improve and test their skills.



For more J/109 information including photos, specifications and class info, please visit [www.jboats.com](http://www.jboats.com) or call 401-846-8410.

**J**<sup>®</sup>  
**109**



fiberglass daggerboard and twin rudders, an optional package for shallow waters which gives the boat a draft of 4'4" with the board up, 11'1" board down. Being racing sailors, one of the first tests we did while sailing downwind was to raise the board to see how much faster the 46 would go without it; we went from 9.5 to 10 knots with an asymmetric spinnaker up in 16 to 18 knots of wind. We also figured out when the daggerboard is up, having both rudders in the water was better than having only one; when we pressed the 46 and the weather rudder came clear of the water, we could feel the leeward rudder start to cavitate. The daggerboard is ballasted, driven by hydraulics, and can go from up to full depth in 4 seconds, and up again in 12. If the electric motor that drives the hydraulics isn't working, the daggerboard can be manually pumped up or down, or lifted by a halyard through a hatch located directly over the daggerboard housing in the salon. The daggerboard is "somewhat sacrificial," according to Nautor, and will break before it damages the structure of the boat. There's a panic switch, which, if you feel the keel strike something, pulls



**THE NAV STATION DOUBLES** as an entertainment center. When it's time to plot, the flat-screen monitor comes out from the bulkhead on an articulating arm. The boat's plumbing, which is accessed under a removable floorboard in the main salon, is clearly labeled. Deep bilges, and an aluminum framework that supports the floorboards are hallmarks of Nautor's Swan builds.

WALTER COOPER (3)



**Day 5: Jack realizes his new friend's accent is almost as cool as sailing lessons.**

When you stay at a Sunsail Sailing Resort, you set the pace each day. Spend the day blasting around the bay on one of over 100 cutting edge boats while your kids learn how to sail. Set off on a mountain bike. Or just sip piña coladas by the pool. It's all up to you. Colonna Sailing Resort, our flagship beachfront property in Antigua, attracts travelers from around the globe. And with top-of-the-line watersports equipment, plus all-day childcare and mouthwatering cuisine included in your package, kids aren't the only ones who'll think this is a cool vacation.



Call us: 800-797-5907. Or go to [sunsail.com](http://sunsail.com) today.

the board up, very quickly.

The full batten mainsail attaches to the mast with an Antal batten-car system, which, when combined with the power winch on the cabin top, makes for a sail that's a cinch to set. We sailed upwind with a full main and 543 square foot headsail, and enjoyed every minute. The 46 is almost, but not quite a masthead rig (31/32), so the non-overlapping jib is tall, and has plenty of grunt.

It's the small details in the interior that add up and make a Swan a Swan: the floorboards are all labeled, so if the floorboards have to come out, putting them back in is easy. If a floorboard is damaged or lost, the factory can replace it from the same lot of teak; they keep each boat's details on file. When one of the floorboards is lifted with the Swan suction-cup handles, deep bilges and an aluminum framework are visible. When there's plumbing, every



**ALL SAIL HANDLING CONTROLS ON THE SWAN 46, including halyards, cunningham, and reefing lines are led aft from the mast to the cockpit under the deck. The mainsheet (outboard) is also led underdeck. Note the access panel to the halyards aft of the mast.**

tube, pipe, through-hull fitting, and hose is labeled. All fuel tanks are designed to be removed through the companionway if necessary. The two chairs found below can be moved anywhere in the cabin, but when the weather gets rough, they lock down into fittings built into the floorboards. At first glance, there appears to

be no nav station. In its place are two bench seats and a small table just forward of the galley to starboard, and across from the settee and its table. But when it's time to navigate, a flat screen monitor that doubles as an entertainment system is pulled out from the bulkhead on an articulating arm and the area turns into a nav station. Frers and Swan understand how navigation has become mostly digital, and has turned a semi-wasted space into a dual-purpose masterpiece. It's obvious this latest Swan isn't a flat-out racer, in fact, it's downright luxurious. But for those who walk both sides of the cruiser/racer divide, it's a boat that will satisfy both needs with aplomb. Whether it be a doublehanded race to Bermuda, or simply a friendly race to the best mooring after a day of cruising, the Swan 46 will get you there with style and speed ♦

WALTER COOPER

## NOTHING ESCAPES THESE EYES.

Penetrate darkness and haze with the new Commander V.

Give your eyes the power to penetrate darkness while maintaining the highest levels of clarity and detail. With Steiner's new Commander V, you've got the brightest marine binocular made. The Commander V's High Definition lenses enhance your eyes visual acuity and brightness better than any other optical instrument. Available with or without illuminated compass. Add power to your eyes.



**STEINER**  
GERMANY  
www.steiner-binoculars.com

# Singlehander is Worth Hollering About

ONE WAY TO GET PEOPLE EXCITED ABOUT A new performance dinghy is to say: “The hardest thing to get used to is the acceleration.” That’s what the builders of the **Hoot**, a 14-foot, single-sail dinghy with wings are saying about their new ride. The Hoot is the brainchild of a group of San Francisco Bay area sailors, one of whom is, Doug Kidder, who owns Kidder Racing, in Richmond, Calif., which builds rowing shells. The first prototype was one of Kidder’s shells, cut down to 16 feet, with a windsurfer rig on it. While difficult to sail, it proved the effectiveness of the large wings off the main hull.

Designer Chris Maas, sailboard sail designer Bill Hansen, and boatbuilder Billy Service worked up a second prototype, which is the basis for the production version. After many test sails on San Francisco Bay’s Berkely Circle, they made further refinements in rig, sail, wings, and hull. The waterline beam of the finalized Hoot is 31.5 inches, but when the wings are attached, the beam is 8’4”. Fully rigged, the Hoot only weighs 140 pounds, of which the hull is 50 pounds, which makes it perfect for car topping and singlehanded launching.



Kidder and his team chose relatively staid fiberglass boatbuilding technology, vacuum-bagged polyester resin, fiberglass cloth, and Divinycell core, and credits his company’s shell-building experience for the relatively light weight of the hull. “We see most boat manufacturing as pretty crude,” says Kidder, “lots of resin, very thick hulls. We routinely make 21- and 24-foot rowing shells that only weigh 35 pounds. We’re used to very light laminates, so we knew we could make a light boat.”

The two-piece rig is carbon, as is the boom. Hansen, who owns the sailboard company Windwings, originally envisioned the rig as a classic boardsailing rig with a wishbone boom, but the Hoot ended up with a “standard” sailboat boom when test sails revealed the board-sailing setup performed poorly upwind. The sail, however, uses other boardsailing concepts, specifically camber inducers, which help the sail rotate through a tack.

Sailing a Hoot is relatively simple, according to Kidder, and has a lot to do with figuring out how to balance the boat. Under each wing is a pod with flotation,

**AN EXTREMELY NARROW** hull with hiking racks and an efficient windsurfer-type rig combine to make a head-turning singlehander.

## Hoot Specs

LOA	14'
Beam	8'4"
Waterline beam	31.5"
S/A	107 sq. ft.
Weight	140 lbs.

which prevents capsizing in most conditions. The full-battened sail’s shape is controlled with a mainsheet, vang, and a downhaul, with the downhaul controlling how powered up the sail is. Pull on the downhaul and the mast bends, the sail flattens, and the top twists off. The vang also controls mast bend, straightens the leech, and flattens the foot. Kidder says the Hoot planes upwind, sailing at 8 knots of boatspeed in a 7-knot breeze. They’ve also clocked the boat at 18 knots in 20 knots of breeze. \$7,000, [www.gohoot.com](http://www.gohoot.com)

## New Products

Would you like to match race America’s Cup Class boats off Valencia, or take an ORMA 60 trimaran around the buoys on San Francisco Bay without leaving the comforts of home? It’s possible with **Virtual Skipper 4**, the latest version of the most visually appealing



**THE GRAPHICS AND** interplay of **Virtual Skipper 4** rival any other simulator.



## THE MELGES 32.

THE ULTIMATE.

THE MAXIMUM.

IN ULTRA HIGH PERFORMANCE

ONE DESIGN RACING.



JULY 20-23 • 2006 MELGES 32 NATIONAL CHAMPIONSHIP • NEWPORT, RI

**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

software sailing simulator available. Users can choose from four boat types, including the AC and ORMA boats, a Melges 24, or a 40-foot ocean racer.

In this new edition, the manufacturer, Nadéo focused on making the game as realistic as possible by using detailed ocean modeling, which applies accurate tidal currents for the area you're racing in, as well as waves as high as 30 feet. Wave type is a result of wind speed and direction.

For those handy with computers, the game has tools and editors that allow the user to create customized regattas. A 3D model import functional allows players to sail their own designs. If racing against silicon chips doesn't do it for you, take your game online and sail in multiplayer mode, but be aware that VS has been popular in Europe and there are highly skilled players in the ether.

PC users can purchase and download the software directly from the Virtual Skipper website and start racing im-



**Foarm GPS Case**

mediately. \$44.99, [www.virtualskipper.com](http://www.virtualskipper.com)

After years of frustration with poorly made cases for electronic devices we've finally found the perfect one. Foarm cases are made of a molded woven fabric and Polyethylene foam laminate, which absorb impacts and have non-skid exteriors. Their design allows access to control buttons and the GPS screen. We've been using a Foarm case with a Garmin Map 76 GPS, but the company makes cases for a wide variety of products. A bonus feature for us was the clear, adhesive screen protector that came with the case. \$19.95, [www.foarm.com](http://www.foarm.com)

Sailors tend to open their fuel tank caps far less than powerboats, and as a result, threads get fouled with salt and grime, making them hard to open. For those tired of looking for the key, and skinning your knuckles opening the recalcitrant cap with a tiny tool, there's the

**Key Wiz.** It's adjustable to any size filler cap, and big (but lightweight) and orange, so it's hard to lose. It's designed to work with a socket wrench to provide more torque for stubborn caps. \$19.95, [www.keywiz.net](http://www.keywiz.net)

### Industry News

**SeaTime Yachts**, of Newport Beach, Calif., was appointed as the exclusive North American dealer for Sydney Yachts, of Australia. SeaTime president, Dave Tomlinson, has a long association with the Sydney line of one-designs and racer/cruisers, having been involved with the development of the Sydney 38 fleet in San Francisco.

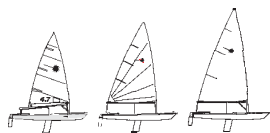
As the primary importer, however, he says he now intends to bring the brand's overseas popularity to the United States as well. "I've been trying to get this going for a long time," says Tomlinson, "because there are so many models that fit perfectly with the U.S. market—the new 36CR in particular is an excellent IRC design." The Sydney Yachts range includes the Sydney 32OD, Sydney 36CR, Sydney 38OD, Sydney 39CR, and the Sydney 47CR. [www.sydneyyachts.com](http://www.sydneyyachts.com), [www.seatimeinc.com](http://www.seatimeinc.com)

—TONY BESSINGER

COURTESY FOARM



**No One Ever Got So Good They Outgrew A Laser.**



Just ask the world-class sailors who race them. The Laser is the one design high performance boat that adapts to you, no matter what your level. It provides you three different mast and sail options — Laser, Radial and Laser 4.7. Each perfectly suited to bring out the best in you. [www.teamvanguard.com](http://www.teamvanguard.com)



**YANGUARD**  
Sailors for life.

# Introducing the C&C 115



## Experience the Difference



**Fly Faster with C&C Yachts**

Find out how at

[www.c-cyachts.com](http://www.c-cyachts.com)

**C&C**  
**YACHTS**

**Sailing Machines**

[www.c-cyachts.com](http://www.c-cyachts.com) (440)357-7223

▲ 99 ▲ 110 ▲ 115 ▲ 121

A polyester Stealth Fighter wouldn't fly. That's why it's built of carbon and epoxy. We used the same logic when engineering the new C&C 115. As its sleek, progressive design suggests, the C&C 115 is a marvel of sailboat engineering.

The combination of attention to construction details, state-of-the-art technology and IRC optimized design ensure that the C&C 115 will lead the fleet on the racecourse and cruise back to her homeport in comfort.

### **Carbopoxy™ Laminates**

The Stealth Fighter required new technology to perform. High strength and light weight were achieved through the use of an oven-cured, carbon reinforced, epoxy resin composite. This same technology is used in C&C's Carbopoxy™ hull laminate. Our "All Muscle, No Fat" laminate system dramatically outperforms SCRIMP and all other laminating systems.

### **Carbon Fiber Mast & Rudder**

Highly stressed Stealth components are laminated from prepreg carbon fiber in high temperature auto-clave ovens to produce the ultimate high strength and low weight composites. The 115's carbon mast and rudder use the same technology to deliver the ultimate in high performance sailing.

### **Vacuum Infused Decks**

Strict resin control is critical to producing optimal performance in Stealth composites. The C&C 115 deck is laminated under vacuum and the vinyl ester resin is infused into the laminate using atmospheric pressure to create the best resin-to-glass ratio. The result is an optimized composite that delivers high strength, increased performance and greater safety.

# From the Experts



Make a mark showing the wheel (or tiller) center-line position, and monitor rudder angle on each tack.

BOATSPEED BY TONY REY

## Five Rules for a Straighter Rig

EVERY SO OFTEN I GET ON A BOAT THAT HAS rig-tune “issues” and sometimes the more we try to tune the rig straight, the worse it gets. When this happens I find it useful to step back and focus on five rules that make up what I call my Rig-Tune Primer. This guide helps me quickly figure out whether the rig is straight in the boat, and what to do if it’s not.

### Rule No. 1: Start with the basics

There are three reasons we want a straight rig on any raceboat: we want a symmetric structure that gives us an iden-

tical mainsail shape on both tacks, we want that structure to bend evenly fore and aft, so it matches the luff curve of the mainsail, and we want to be able to alter the mast bend evenly on both tacks (via changes in rig tension) throughout the wind range to provide the mainsail with power when we need it and a flat shape when we’re overpowered. In some classes it’s fast to let the mast sag to leeward in the middle to add power to the mainsail. In other boats, shims can be adjusted at the partners while racing, but either adjustment will be more effective if the mast

is straight in the boat to begin with.

Let’s assume you had a bad day on the water where the boat felt different on each tack, and the mainsail looked different as well. You look up the rig on your way in to the harbor and the mast resembles a piece of pasta al dente. Here’s where the next of our rig-tune rules applies.

### Rule No. 2: Start from the masthead and work down

First, make sure the mast tip is as close as possible to centered in the boat. On bigger boats, I like to measure this by hang-



Make sure the masthead is centered in the boat by measuring side-to-side placement.

To see if the mast is bending uniformly side-to-side on each tack, sight up the trailing edge. To gauge fore and aft bend, sight up the windward side of the mast.

Confirm that spacing at the mast partners is uniform, and that the mast bears evenly at the step (i.e., check for gaps at the butt).

Measure spreader sweep. The spreader tips should be equal distance from the forestay.

## RIG SYMMETRY CHECKPOINTS

If your sails aren't setting up right, and you're getting different results from tack to tack, there are five points to check to determine whether your rig tune is symmetric.

ing a crewmember over the side from the main halyard. The halyard will bear against the hull or chainplates at the same tension on each tack. (If you don't have a volunteer or a harness, you can also use something heavy, such as a handled one-gallon water jug filled with water.) Mark the halyard at a point of intersection on one side and compare that measurement against an identical point on the other side of the boat. On a smaller boat, the free end of a tape measure hoisted to the top of the mast on a light-air morning works really well. Adjust your upper shrouds until your measurement shows the tip is centered.

The partners (the hole in the deck

through which the mast passes) are a common cause of rig asymmetry. Ideally, the partners are perfectly centered over the top of the mast step when the boat is built, and typically the builder will make the partners wider than the tube to make it easier to step and un-step the mast. Most raceboats have shimming material in the partners to keep the mast stable once it is stepped, and because the mast is locked in by the shim material (hard plastic, wood, or a poured resin like Spartite), the partners act like another set of spreaders to keep the mast in column. If one is "longer" than the other, the mast will be pushed out of column, and it will be impossible to tune that problem away with adjustments to the vertical or diagonal shrouds.

In fact, we had this very problem on a Farr 40 I once sailed with. During one regatta, the helmsman and I were trying to work out why the rudder felt more loaded on one tack than the other. One of the trimmers commented that the jib looked different tack to tack. On port tack, the jib met the spreader

farther inboard than on starboard tack, with the sheet set the same. How could that be? We thought about the geometry a bit, and

came to the conclusion that if the tack was fixed, and the clew was sheeted to the same distance from the lead block, then the head of the sail must be in a different place in space on each tack. This was a subtle clue we had side-bend issues.

After making careful measurements at the dock, we discovered that the shim material in the partners was pushing the mast slightly to port, which gave the mast a permanent wiggle in the panel between the gooseneck and the first set of spreaders. The mainsail set up beautifully on starboard tack, but in order to get the mast to look right on port tack, we had

changed the vertical and diagonal shrouds so far out of the tuning guide that the tip was off to one side, which made the sail deeper on port tack (as noticed by the trimmer and helmsman), and even made the jib sheet into the rig differently.

Amazingly, once we shifted the mast partners about 5 mm (1/5"), the rig tuned perfectly on each tack, the mainsail set up the same, and the helmsman could no longer detect the helm difference that had plagued him at the previous regatta.

If you're having difficulty straightening the mast on a rig that is deck-stepped, be certain that the mast butt bears evenly on the step. If the walls of the tube are not sharing the load evenly, the mast will want to bow out of column once compression in the form of rig and sheet tension is applied. Check for any gaps around the mast butt while sailing, as you want that interface between mast and step to be locked in, particularly side to side.

There is an exception on some smaller boats, where you can induce or reduce pre-bend by shimming under the mast, to purposely load either the front or back of the mast. For example, in light air a very thin shim (like an aluminum can or lucky coin) could be added under the aft edge of the step, which forces pre-bend into the bottom section of the mast by loading the aft wall more than the front. That same shim might be removed for medium air, and even added to the front of the rig to prevent pre-bend in heavy air when you are already bending the mast with backstay and boom vang. The use of a shim at the mast base may not be legal under your class rules, so be sure to check first.

The final area to check is your spreaders. Many classes have a sweep measurement in the tuning guide, and you should make sure this measurement is symmetric. To do this, run a tape measure from each spreader tip forward to a fixed point on the headstay. On a smaller boat you can make that same measurement aft to the backstay or even down to the transom. OK, you feel confident you've got the rig in the right place, so it's time to move onto the next step.

### Rule No. 3: Get the mainsail to set the same on each tack

While sailing upwind, view the mainsail from under the boom on each tack, keeping the mainsheet and backstay tension the same and sighting from a specified point on the boom. If everything is

right the leech telltales should be flowing evenly on each tack and the horizontal or diagonal wrinkles should look the same on each side. If the subtleties are difficult to see with your naked eye, then take a digital photo from the same sight point on the boom on each tack and compare later with your crew. Mark the boom so the camera is shooting from the same place all the time.

Next, it's time to make sure the mast looks the same, side to side, on each tack.

To do this, face the bow and sight up the aft edge of the rig. Get your head right in next to the sail, above the boom. If the mast is out of column, a small adjustment to one of the diagonal shrouds may bring the mast in line. Have a look on the other tack and see how it compares. I also face aft and sight up the leading edge of the rig to get a comparison with the trailing-edge view. Typically, the view up the front face doesn't show the subtleties of the column, but will provide a better look at how

much the mast tip is falling off to leeward.

If you noticed earlier that the sail had some overbend wrinkles radiating aft and down from the luff that looked different tack to tack, have a look at the fore and aft symmetry. Stand at the windward side of the mast and sight up to the masthead, following along the mainsail boltrope slot. It can be difficult to see this fore and aft bend, but after a few tacks it'll be evident if there's a difference. If the mast bends differently on one tack, it could be asymmetry in the sweep of the spreaders, so note to double-check this measurement at the dock.

#### **Rule No. 4: Get the boat to feel right on each tack**

I like to describe the sensation of rig asymmetry as grumpy versus fast. Sometimes, the boat just feels wrong on one tack; it's hard to build speed and tough to keep the speed in windshifts and waves. If you have wheel steering, make an accurate centerline mark on it, and you can see if your rudder angle is similar tack to tack. With a tiller, monitor the angle relative to a fixed point in the center of the cockpit.

Clues to grumpiness may include the helmsman feeling more pressure on one tack. The boat may feel better on one tack than the other. The mainsheet may need to be eased slightly on one tack to get the telltales to flow evenly. It's easier to build to full speed on one tack than the other, the mainsail requires more cunningham tension on one tack, or the helmsman begs for the traveler to come up on one tack and down on the other.

These symptoms are often caused by a mainsail that is set up full on one tack and flat on the other because of asymmetric mast bend. Some of these clues are obvious, and some are fairly subtle, but keep in mind that the boat may feel grumpy on one tack because of a varied wave angle or a bit of wind shear. If you notice any one of these clues, monitor it carefully and see if it reappears in different wind and wave conditions.

#### **Rule No. 5: Write it all down**

It's important too keep a running log of any changes you make to the rig, so you can repeat fast settings and quickly get back to basics if you get confused. Be sure to share the notes with the trimmers and keep the notebook on board so it's always handy. And finally, remember that in the end, what you're after is a symmetrical rig so you can apply your tuning guide over the wind range with confidence. ♦

# Class Lines

Cordage will make or break a boat's sailing performance. That's why so many builders, designers, riggers, and owners insist on outfitting with Yale performance lines. Look at the top performers in your fleet—chances are they're sailing with Yale. Whether around the buoys or around the world, winners rely on Yale products for innovative rope-making technology, predictable performance, and optimum sail control. Get to the head of your class: contact Yale today for a catalog and rope selection guide, and the name of your nearest Yale Cordage chandlery or certified Yale rigger.



77 Industrial Park Road  
Saco, Maine 04072  
T: (207) 282-3396 • F: (207) 282-4620  
[www.yalecordage.com](http://www.yalecordage.com)



# *Come Sail Away!*

**Strictly Sail<sup>®</sup> Pacific**  
**April 19–23, 2006**

*The Only ALL-SAIL BOAT SHOW on the West Coast.*

For tickets and show details visit [StrictlySail.com](http://StrictlySail.com)



# Realizing the Gonzalez Difference

MY TEAMMATES AND I LED FOUR OF NINE races at last year's windy Lightning Worlds in Chile. Each time, Tito Gonzalez, sailing with his 18-year-old son Diego and Cristian Herman, would go blazing past on the final downwind leg, leaving us awestruck as they sailed to a 20-point victory. Clearly, the defending champions had a gear no one else possessed. It was frustrating because my teammates were absolutely fantastic and we had trained for the better part of six months. It made me wonder how much more we could've prepared, or on what else could we have focused. Soon after the regatta I turned to the defending world champion himself and quickly learned the difference between being No. 1 and a distant No. 2.

Gonzalez had been on a hot streak and rode it right into the Worlds last November. Two months before, he had won the Etchells Worlds in San Francisco, sailing with Diego, Bill Mauk, and Jeff Linton. After winning his first Etchells title, he returned to Chile and immediately began training for the Lightning Worlds. They trained on a lake near Gonzalez's home, and they trained in the waters where the

Worlds would be sailed. "We got lucky and had several days with 20-plus knots and a few days over 30 knots at the Worlds site," says Gonzalez. "On those days we sailed outside the bay [where the course would be] and into the Pacific Ocean, looking for the hardest conditions we could find. With that type of training I knew the whole team and boat were prepared beyond the class's wind limit."

Three days a week, Tito and Diego also competed against fellow Laser sailors, sailing three-hour sessions in winds ranging from 12 to 22 knots, and sailing 45-minute upwind legs. "We felt that with this type of physical training no one would outhike or outwork us," says Gonzalez.

For their Pacific Ocean training, they mainly focused on boatspeed, especially downwind, as Gonzalez felt this was where the regatta would be won. "We focused on keeping the boat in control at all times going downwind," he says. "Especially working on sailing deep, which proved to be faster but also more dangerous. To execute this properly we needed perfect synchronization between all of us. The bowman needed to hike to leeward, as well as lean

fore and aft while hiking, to keep help keep the boat planning. Likewise, the spinnaker trimmer and skipper together needed to move forward and aft depending upon the swell—forward to initiate planning and aft to keep the bow up. Also, the trimmer pulled the sheet once hard to help planning. It sounds simple, but a small mistake costs considerable distance."

Gonzalez says there were times they would train for two hours, going upwind and downwind without working on any specific point, but rather getting a feel for the area's winds and waves. As a result, there were a few things they changed; he swapped out his normal tiller extension for a flatter one, which gave him more control, and they moved the boat's jib leads aft 4 inches, a distance much greater than the class norm.

Forty-five teams representing eight countries sailed the Worlds in 18 to 25 knots, coupled with a large swell, which was misaligned with the winds and waves. This made the racecourse extremely

**World champ Tito Gonzalez, his son Diego, and Cristian Herman, round the weather mark at the 2005 Lightning Worlds.**





challenging and Gonzalez says it took them the entire two months of training to master this type of sea and swell.

“Going upwind, I concentrated on using the change of wind angle due to the swell in our favor, but I never used more than 50 percent of that advantage because if I did I wouldn’t be able to get back to our original course before the next swell. This was especially critical in lighter winds.

“As the breeze builds you can use the swell downwind, gaining a huge distance to leeward [by sailing low when surfing]. In winds greater than 17 knots, it’s all about working with your teammates and being in sync with one another. Our ability to anticipate the next shift and swell, having our minds connected, and being in the right position, produced results.”

Gonzalez’s all-up crew weight was less than 470 pounds, a relatively light team for the conditions sailed, which impacted how he sailed the boat. “With the heavy wind and swells I focused on having a little weather helm and good speed forward, so we flattened the sails as much as possible. I didn’t pre-bend the mast, and instead allowed the sail to become flatter in the lower front part of the sail. The main traveler went to leeward as much as we needed to keep the boat flat and fast. Backstay is the most powerful tool you can use to de-power the Lightning in those conditions, so I recommend having it in hand all the time and playing it in every puff to make sure that the boat doesn’t heel. This is a critical adjustment. The flatter the water, the better the performance with that adjustment. The last resort for the skipper to de-power is the mainsheet.

**His speed upwind was adequate,  
but once he turned the corner  
he was unbeatable.**

“With regard to the jib, the two most important adjustments are the jib lead and the sheet. Moving the leads back, in combination with easing the sheet really helps avoid heeling and having the main backwind. Moving the leads back 3 to 4 inches makes a big difference in the feel of the boat because it flattens the lower section of the sail and twists the top batten—it’s another powerful adjustment for those conditions.”

Being on the lighter side, crew weight-wise, also affected his strategy. “If you’re not the fastest team upwind [due to being light], make sure not to start to windward of the heavier teams,” he says. His starting strategy was brilliant. He had a good sense of the line, usually started in the middle, and never had a “big” team to leeward. He felt his speed upwind was adequate, but once he turned the corner he was unbeatable.

We witnessed this downwind speed first hand, and quickly realized Gonzalez and his teammates were simply much better. We’d done our share of practicing for the regatta, but the result of our training was noticeably different than that of the world champ. I sailed as many regattas as possible: the 2005 Lightning Southern Circuit, Districts, Canadian Open, North Americans, and other events scattered therein. My teammates joined in when possible, but the three of us weren’t always available. We did earmark several practice weekends at the Buffalo Canoe Club that were helpful, but the wind didn’t cooperate as much as we wished. Nonetheless, we worked hard on our communication, weight and body positioning, physical conditioning, and boat preparation. We were confident, and we knew Gonzalez would be very tough to be beat. Turns out we were right. As we’d come to learn, his preparation far exceeded ours, which taught us a valuable lesson about what it takes to win a world championship. ♦

# WORLD-CLASS SAIL HANDLING PERFORMANCE

Longitudinally stiff mast section prepared for MDS (Multi-Directional Support) cars



The Seldén MDS system interacts with the mast section making sail handling much simpler. The MDS cars are supported in all directions, running practically friction-free even under heavy side loads created by full-battens.

[www.seldenmast.com](http://www.seldenmast.com)

 **SELDÉN**  
for sailing

Rig solutions for dinghies, keelboats and yachts. Aluminium and carbon spars. More than 750 authorised dealers worldwide.

Seldén Mast Inc. Tel 843-760-6278, [info@seldenus.com](mailto:info@seldenus.com)

# Changes in the Game Bring New Rules

WHENEVER A NEW EDITION OF THE *RACING Rules of Sailing* is published I'm invariably asked, "Why so many changes?" My response is that there are three influences that lead to rule changes: difficulties that competitors and officials have in interpreting rules, changes in equipment, and changes in how competitors want to play the game. This month I cover three developments that in years to come may result in a few new rules.

**Umpired Fleet Racing** The International Sailing Federation is under pres-

The medal ceremony will take place as soon as the boats reach shore, and the Medal Races and the medal ceremonies for each class will be televised.

This will require a few new rules. We have rules for umpired match racing and umpired team racing, but no agreed upon international rules for umpired fleet racing exist. These rules will be developed by a special ISAF committee, of which I am a member. For the 2008 Olympic Regatta these rules will be in an addendum to the sailing instructions that will apply only to

results of the regatta should be available very quickly after the boats finish; (3) the course and the penalties for breaking a rule should be designed to keep the racing close and exciting; (4) protests and requests for redress should be minimized.

The current draft of Addendum Q makes only two insignificant changes in the rules of Part 2 and the Definitions. All protests under the Part 2 rules (except under Rule 14 when there is damage or injury), for touching *marks*, or under Rule 42, Propulsion, will be decided by one of the three pairs of umpires assigned to each Medal Race. *Protests* are made by a competitor flying a red flag and hailing, "Protest." A boat may accept a penalty by jibing if she is sailing upwind, or by tacking if she is sailing downwind. If she does not accept a penalty, the umpires will decide the *protest* and, if a boat is penalized, the penalty will be at least one turn including both a tack and a jibe. Other protests or requests for redress may be made orally to the race committee at the finish and will be heard immediately thereafter. A competitor may not ask for a hearing to be reopened, and decisions may not be appealed.

If this approach to making our sport more exciting for television is successful, I suspect we will have a new Appendix Q titled "Umpired Fleet Racing Rules" in the 2009-2012 edition of the *Racing Rules of Sailing*.

**Global Positioning System** GPS receivers are now ubiquitous and inexpensive, their accuracy is uncanny, and virtually all boats with cruising accommodations have one. Readers Dave Irish, of Harbor Springs, Mich., and Cameron Lewis, of Monterey, Calif., sent me similar questions involving GPS. In each, the sailing instructions included the GPS waypoints for the rounding *marks*, and when a *mark* was missing some competitors simply "rounded" the waypoint and continued racing. In Irish's case, six of eight boats in a particular race spent considerable time casting about where the



On-the-water umpires are standard in match racing, like the Swedish Match Cup (above), and team racing, and under a new Olympic scoring system, they'll be present at select fleet racing events as well, requiring the addition of several new rules to the Rulebook.

sure from the International Olympic Committee to make the Olympic Regatta more exciting for television audiences. In response to this pressure, ISAF has changed the format of the Olympic Regatta by introducing an umpired Medal Race as the last race of the regatta for each class. The Medal Race will be limited to the 10 boats with the best series scores prior to the Medal Race, it will count double, and it may not be used as a throwout. ISAF studied the results of past Olympics and determined that the winners of the gold, silver, and bronze medals are quite likely to be decided in the Medal Race.

the Medal Race. A test draft of these rules, called Addendum Q, has been developed and was tested at the Rolex Miami OCR earlier this year. Based on feedback from test events, the rules in Addendum Q will be modified so that by the time the Olympic Regatta is sailed all the kinks should be worked out. (You can read the latest version of Addendum Q on the ISAF website at [www.sailing.org](http://www.sailing.org).)

ISAF has requested that the rules of Addendum Q fulfill several goals: (1) The rules for umpired fleet racing should differ from rules of traditional non-umpired fleet racing as little as is possible; (2) the



# Win a luxury adventure in *Paradise!*



up to  
**\$20,000**  
Value

***Kick back, relax and set sail*** on the trip of a lifetime to the British Virgin Islands with 5 of your closest friends!

Explore a different and unique island each day, lounge on pristine beaches, snorkel the caves of Norman Island and the extensive reefs off Eustacia Island, or just spend your days swimming in beautiful tropical waters.

***Your yacht vacation for 6 includes:***

- 7 nights/8 days aboard the award-winning Moorings Signature 4500
- Roundtrip coach airfare for 6 from the nearest major commercial airport to the BVI
- Experienced Captain and Chef
- Double staterooms with en suite lavatory and shower
- All food, beverages, fully stocked bar
- Housekeeping services
- Snorkeling equipment, sailboard, kayak

***You must enter to win!*** Simply complete and mail the attached postage-paid card today. That's it. No essays to write, no puzzles to solve, nothing to buy, no entry fee.

***If you like,*** subscribe to *Sailing World* and you're automatically entered to win. *Sailing World* is the authority on performance sailboat racing for over 40 years. In every issue, you get news and information on racing at every level, advice on the latest boat models and equipment, as well as racing tips, how-to articles, tactics and techniques.

 **American Airlines**

  
**The Moorings®**

**Sailing**  
WORLD

See page 88 for official sweepstakes rules.



## J/FEST REGATTA Series 2006

BACK BY POPULAR DEMAND—THE 2006 J/FEST SERIES.

Now in the fifth year, these events have provided J/Boat owners and crews with some of the best racing and playing in the country. With support from our loyal and amazing sponsors, we will bring you events this year that are bigger and better than ever!

Don't be left out!



**San Francisco** • April 8-9 Encinal Yacht Club

**Seattle** • June 17-18 Corinthian Yacht Club

**Annapolis** • June 30 July 1 J/Port Annapolis

**San Diego** • Sept. 29 - Oct. 1 Long Beach Yacht Club

**New Orleans** • TBD New Orleans Yacht Club

Platinum



Gold



Silver



[www.jfest.org](http://www.jfest.org)

*mark* should've been, and stopped racing when they couldn't find it. Two competitors "rounded" the waypoint and continued to sail the course. In Lewis' race, which was sailed in strong winds, all but two of the boats in the fleet dropped out for reasons unrelated to a missing *mark*. The two remaining boats "rounded" the waypoint, kept *racing*, finished, and didn't request redress.

In my view, the scores of the boats that quit *racing* in Irish's example were certainly made significantly worse by an improper action of the race committee—its failure to properly position the *mark*—and they were therefore entitled to redress. Because such a large percentage of the fleet was affected, the appropriate redress would be to abandon the race. In the Lewis' race, I believe the race results should've been allowed to stand because no boat's score was significantly worsened by the race committee's improper action.

It is often the case in long races that a boat rounds a *mark* when no other boat is in position to witness her rounding it, and we routinely accept her word that she rounded it. Given the accuracy of GPS, should we accept a "rounding" of the waypoint when a *mark* is missing? Do we need a rule that addresses this?

When boats equipped with GPS receivers are racing, do we even need rounding *marks*? Why not just specify waypoints that must be rounded and simply set a start and finish line? The sailing instructions for at least one offshore race have already done this. Now, imagine two overlapped boats approaching a waypoint that they are about to round. Does Rule 18 apply?

**Indoor Radio Controlled Land Sailing** High school sailing has been slow to start in the Seattle public schools. So Todd Staheli, a former Laser sailor who is now a middle school science teacher, has taken a new approach. In an effort to interest high school and middle school students in both science and sailing, Staheli has started a racing program for a one-design class of radio-controlled land sailors. Three high schools and two middle schools have joined so far. The sponsoring organization, a non-profit corporation called Sailing Through School, has raised funds to purchase five large industrial-strength fans. Races are held indoors on a basketball court with the fans providing reliable and consistent wind that permits the land sailors to zip along on any part of the court. Marks are small traffic cones taped to the floor. At the monthly regattas, in addition to racing and munching on pizza, teams hear short talks or watch videos related to on-the-water sailing or the physics of sailing.

I've been asked to help develop rules for competition among the teams. We've tried two formats so far. One is slalom racing, in which "boats" are timed as they maneuver through a zigzag course. Each student gets three chances to sail the course, and prizes are awarded to the individual and the school team with the lowest elapsed times. We also tried match racing on a windward-leeward course with incredibly basic rules: port-starboard, windward-leeward, and give room to an inside boat at a *mark*. There's no penalty for hitting a *mark* because if a land sailor touches a one it usually stops dead, and that's penalty enough. Teams are discovering the benefits of placing team members around the perimeter of the court to signal advice to the sailor operating the radio controls, which suggests we may need a rule on outside help, which is yet another example of how a new development in competitive sailing requires new rules. To learn more about this program, visit its website, [www.sailingthroughschool.org](http://www.sailingthroughschool.org)

E-mail for Dick Rose may be sent to [rules@sailingworld.com](mailto:rules@sailingworld.com)



**18 U.S. YOUTH AND ADULT CHAMPIONSHIPS RUN BY** 

**25 USA JUNIOR OLYMPIC FESTIVALS RUN BY** 

**AN OLYMPIC AND PARALYMPIC TEAM TRAINED BY** 

**581 RACE OFFICERS CERTIFIED BY** 

**280 JUDGES CERTIFIED BY** 

**1,200 LEVEL I INSTRUCTORS TRAINED BY** 

**OVER 4,500 KEELBOAT SAILORS CERTIFIED BY** 

**1,200 OFFSHORE CERTIFICATES ISSUED—YOU BET—BY** 

**8 SAFETY-AT-SEA SEMINARS SANCTIONED BY** 

**SAILING NEEDS ALL OF US**   
**JOIN TODAY!**

Together we are better! Become a member now for just \$50.

Visit [www.ussailing.org](http://www.ussailing.org) or call 1 (800) US SAIL-1



**TECHNIQUE** BY BRIAN DOYLE

## Fast 420 Spinnaker Set

DODGING TRAFFIC, STAYING AT TOP SPEED, AND EXECUTING THE mark-rounding maneuvers after an exhausting upwind beat makes the top third of any weather leg one of the most intense parts of the racecourse. It's where boatlengths can be gained or lost, especially during the weather-mark rounding. But setting the spinnaker and turning onto the run should be more fun than work—if you're prepared. Let's look at Vanguard Team Rider Mike Menninger, who in February qualified for the ISAF Youth Worlds, and his stand-in crew, coach Bryan Pryor, as they once again show us how it's done.

**1. TO KEEP THE BOAT FLAT WHEN BRYAN COMES OFF THE trapeze, Mike hikes extra hard. As Bryan comes inboard he reaches down to get the pole, trying to keep his weight as much as possible.**

**2. NOTICE HOW FLAT THE BOAT IS WITH BRYAN'S WEIGHT** at the tank versus the previous photo where he's standing and leaning to windward. Bryan attaches the pole to the guy first and then to topping lift. Mike and Bryan recognize that they're slightly overstood so they ease the jib early. Mike eases the mainsail to help the boat turn downwind. The less the skipper steers with the tiller during this or any maneuver, the better.

**3. BRYAN EASES THE JIB BEFORE GETTING THE POLE ON** the mast. This allows the boat to sail at full speed while turning rather than slowing down in the turn because the sails are over trimmed. Be careful not to ease the jib too much; the head of the spinnaker might get caught up in the jib sheet or jib when it comes out of its bag. Mike makes sure the boat is flat, or heeled slightly to windward, for the downwind turn.



PETER MCGOWAN (8)



**3.** **4. BRYAN WAITS TO CONNECT THE POLE TO THE MAST** so he can push the pole out to weather while Mike pulls up the halyard. This combination allows the spinnaker to come out and fill immediately without needing too many adjustments. As Mike reaches for the halyard, he's hand steering, which is important. The more he hand steers, the more control he has during the maneuver.

**5. NOTICE THE SPINNAKER HALYARD IS NOT IN THE GUY HOOK** or any other retaining device, which allows it to run free to the top of the mast. Some sailors use a bit of tape or batten, either of which will break free when the skipper pulls on the halyard tail. This keeps the halyard under control on the windward leg. Mike transitions to using his legs in order to steer. Doing so frees his hands so he can manage the spinnaker sheets and halyard.

**6. IN HEAVIER WINDS IT'S IMPORTANT FOR MIKE TO** keep the tiller in his hand. Cleat the guy and let the crew handle the spin sheets. As the halyard goes up, the pole goes out in unison. The pole tensions the guy when Bryan pushes it outboard, and this action helps force the windward clue out of the spinnaker



bag. As soon as Bryan puts the pole on the mast the spinnaker will be full and although the weather mark is now out of the picture, it is only just out of the picture.

**7. AT THIS POINT, MIKE MUST FLY THE SPINNAKER, CLEAT THE** halyard and steer the boat. A goal, as you get better at this, is to hold the tiller through as much of the maneuver as possible rather than putting it between your legs. Once the pole is on the mast, Bryan can check to make sure the guy is still cleated on the windward side. He then moves his weight to windward while Mike moves to leeward and forward at the same time. Once to leeward Mike switches back to hand steering.

**8. IN WINDIER CONDITIONS THE SKIPPER MAY NOT BE ABLE** to move to leeward and will have to stay in the center of the boat while crew goes to the trapeze. Once the crew is on the wire the skipper would go to the leeward tank where he or she can reach the jib sheet, centerboard, vang, and mainsheet to make the proper adjustments as they sail down the leg. As it gets even windier, these settings must be taken care of well before the set.



# Grand Prix

## SAILING



## Bored and Stroked

Extracting the maximum horsepower from a raceboat's carbon, Mylar, and steel engine is a time-consuming and highly technical undertaking. A soup-to-nuts look at the development of a grand-prix sail program.

FROM HIS OFFICE WINDOW RICH BOWEN CAN SEE CATTLE GRAZING across the street. Beyond the cattle rise the northern Sierra Nevada Mountains, snow still clinging to the north-facing slopes. May is a nice time of year in northern Nevada. It's sunny and warm, though not too hot. The abundant snowmelt gives the high desert a rare green tinge. But Bowen, a sail designer who works at North's sprawling 3DL plant in Minden, Nev., is nine months in the future and thousands of miles away. Using his computer as a sort of time portal, he is putting the sail inventory of a Transpac

52 through its paces on the aquamarine waters off Key West.

The inventory is for Tom Stark's new Farr design, called *Rush*. If everything goes according to plan, the sails and the boat—which is in mid-build at Mick Cookson's shop in Auckland, N.Z.—will rendezvous on Long Island Sound in late September 2005 for some initial tuning and a few practice regattas.

Stark has owned a number of raceboats named *Rush*, but he hasn't owned any of them for very long [see "Grand Prix According to Tom Stark," p. 82, Jan./Feb. 2006 issue]. He likes to hit





## BY STUART STREULI

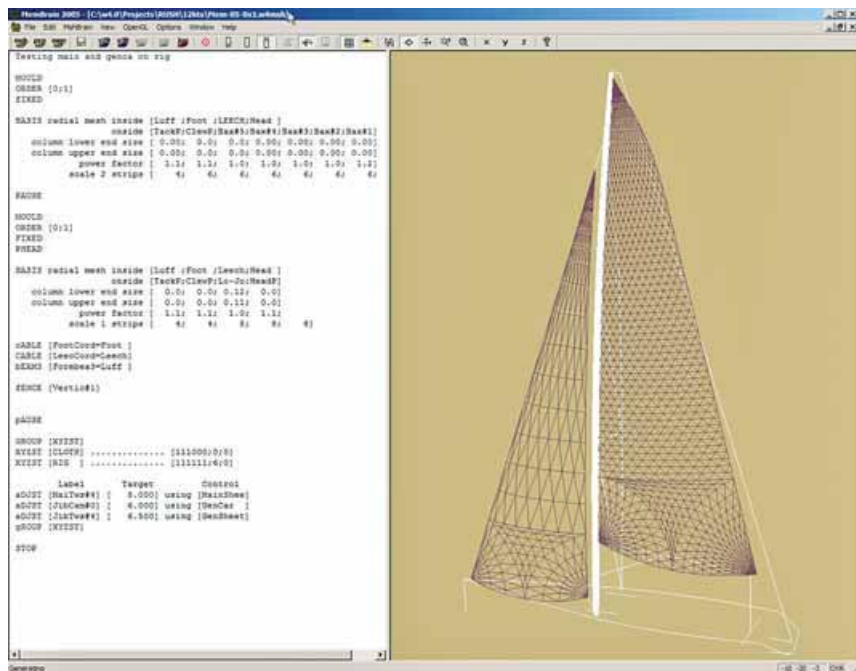
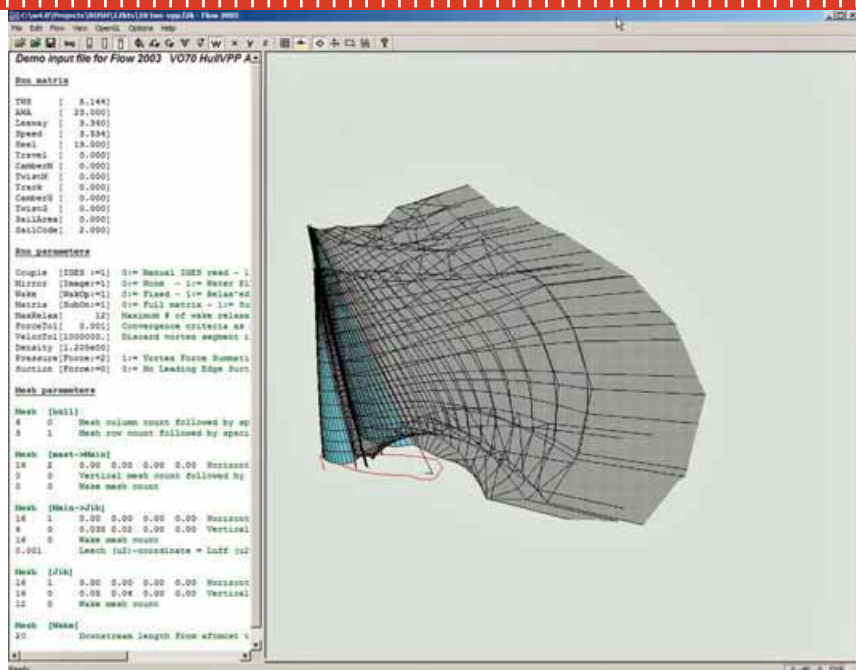
the ground running, campaign intensely, and then get out. So while each of the sails Bowen is designing will be refined and replaced—some a few times over—by the time the boat is turned over to a new owner in October 2006, this first batch must be fast. After weekend tune-up regattas in Long Island Sound, Annapolis, Md., and Fort Lauderdale, Fla., Stark and his crew will test their mettle at Key West Race Week and the Transpac 52 Globals in Miami. For the summer of 2006, the boat will head to Europe for the MedCup and race against boats helmed by guys

**Downwind in heavy air, a TP 52 is a thrill to sail. But in a race, speed is all relative. Squeezing every last tenth of a knot from the allotted sail acreage involves a combination of sailing skill, innovative technology and design, hard work, and instinct.**

named Barker, Coutts, and Cayard.

Stark knows this routine well, but it's something of a new experience for the 38-year-old Bowen, a native of Rhode Island, who started his sailmaking career on the loft floor in 1988.

"For me personally it came out of the blue," says Bowen. "I



was contacted by Andreas Josenhans and he said, "Tom Stark has commissioned a TP 52, and we'd like you to work on the sail designs."

North has a strong presence in the burgeoning TP 52 class, so while Bowen didn't have a lot of experience designing sails for the 52-foot box rule, he had plenty of shoulders to stand on.

"We have a pretty good design database," he says. "So what I did was go through our database and review the other Farr TP 52 designs, pick the sails that got the best feedback, and make adjustments to fit our boat and our rig as far as sheeting locations and the luff curve."

Once Bowen tweaked the designs to fit *Rush's* specific geometry, his company's two proprietary sail design programs

took over. One made a digital map of each sail shape and flowed a specific windspeed over the surface of the sail. Among the inputs that can be changed are true wind speed, true wind angle, leeway, boatspeed, and heel angle.

Working one sail at a time, the program then exported this information into another program, which virtually puts the sail onto the boat and deforms the sail and rig as a unit, tensioning the shrouds, and allowing the mast tube to bend accordingly.

Since this process then changes the sail geometry and, accordingly, the sail shape, the two programs work back and forth to simulate the actual sailing shape for a specific windspeed. Then, using the latter program, Bowen adjusted the sheet, traveler or car position, and backstay tension,

North's Flow (top) and MemBrain programs allow designers to model a sail design as it would look on the actual rig, and then tweak a variety of sail controls to see how each affects the shape and driving force created by the sail plan.

among other things, to see how the sail and rig reacted and how the driving force was affected.

"It takes a little technical knowledge, but the program can be as accurate as your keystrokes," says Bowen. "Then it's a matter of tuning the rig and sailing the boat in the program and analyzing the results."

Working with an existing database cut a significant amount of time out of the process. But for a sail inventory that includes, at a minimum, four upwind jibs, three spinnakers, a main, and a spinnaker staysail, it's still time consuming. In addition, there were a few things that required extra attention. "The most challenging part was getting the clew height on the jibs where we wanted them," says Bowen.

Since the TP 52 class allows for a hydraulic headstay in addition to an adjustable backstay—either hydraulic or manual—it's easy to make significant changes in the rake of the rig. This makes the clew height a floating target.

After thoroughly looking at this conundrum, Bowen decided it was time to make a call to New Zealand. "We thought the jib track could be farther aft to better fit the boat and still reach maximum LP," says Bowen, LP being the shortest distance from the clew to the luff. "I contacted the boat captain and said we need to move the jib tracks five inches. He said, 'Maybe.' I asked him, 'When do you need to know?' He said, 'Two days ago.' But Cooksons was able to move the tracks."

Designing the basic inventory took approximately two weeks. Two months later the sails were laid up on malleable three-dimension molds. "I didn't oversee them," says Bowen. "But I knew when my sails were being built so I walked out there to take a look at them. It's pretty neat to see a Mylar sheet pulled out on these molds, with a bunch of yarns going down, and then the next time you see it, it's coming out of a bag on the foredeck."

After curing for 5 days, the 3DL membranes—called molded blanks—were flaked, bricked, and prepared for shipping to a loft for finishing. The first round of sails for *Rush* were finished at North's Stevensville, Md., loft, while later sails have been completed in Milford, Conn.

*Rush's* first event was the Manhasset

*Continued on page 75*

# WE'VE GOT PBO RIGGING DOWN TO A SCIENCE: Z-SYSTEM RIGGING

Zylon®, better known as PBO, is a high performance fiber with extraordinary physical properties. PBO's tensile strength and modulus make it 50% stronger and 80% lighter than an equivalent N-50 steel rigging assembly.

Navtec has been on the cutting edge of PBO fiber rigging technology for the last seven years, and has now turned their design and engineering expertise on to the next generation of PBO rigging.

Introducing the Navtec Z-System; a Unidirectional "sling" style rigging cable, created by continuously winding a single strand of PBO fiber around two lightweight thimbles.

Navtec has enhanced this cable style and technique with extensive study of the fiber properties and the introduction of a proprietary CNC assembly process, ensuring you get customized PBO assemblies that can repeat exact design specifications with pinpoint accuracy.

Now that Navtec has taken it to a new level, we are proud to offer you the Z-System, PBO rigging that outperforms anything available so far...

## The Navtec Z-System.

**Designed to be Fast, Engineered to Last**

### WHAT THE Z-SYSTEM MEANS FOR YOU:

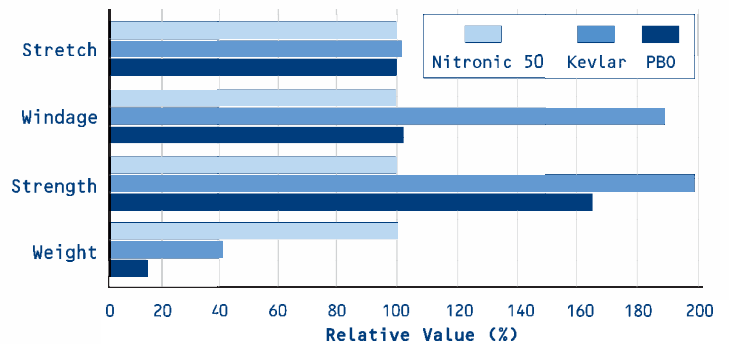
- **Light and Fast.** PBO fiber bundle captured within an abrasion-resistant mid-span cover with carbon fiber clamshell end covers generate the lightest rigging cable available.
- **Low Windage.** Efficient construction and compact aerodynamic Titanium termination hardware generate less drag.
- **Tuning Accuracy.** Navtec eliminates constructional stretch resulting in quick, easy installation and more accurate rig tuning.
- **Durable.** Navtec minimizes cable degradation by creating UV-stable, waterproof cables with high abrasion resistance.
- **Customizable.** A complete CNC assembly process allows Navtec to create cables to exact design specifications. This efficient construction technology also lends itself to use with other fibers.



*Z-System spreader ends*



### RIGGING MATERIAL COMPARISON



**NAVTEC**<sup>®</sup>  
Rigging Solutions<sup>SM</sup>

www.navtec.net

## BUILDING ON LAST YEAR AT THE 2006 MEDCUP CIRCUIT

**W**hile North Sails equipped the majority of the TP 52s that competed in the inaugural MedCup in 2005, they didn't have a monopoly. After an inauspicious start, the *Quantum Racing/Lexus TP 52* charged through the fleet, winning two of five events and finishing the season second in the overall standings. This year Quantum Sails plans to increase its presence on the MedCup circuit to three boats. Sail designer Dave Armitage will be sailing on the new *Warpath*.

**With little experience in the class, how did you approach the sail design for Lexus?**

It wasn't quite a completely blank slate. We'd done sails for several West Coast boats. But we were starting from a smaller database than some of our competitors.

**What were your strengths and weaknesses?**

The first regatta in Punta Ala, we shouldn't have been there. The guys were delivering the boat and still putting on deck hardware just days prior to the event. We were fortunate that our upwind sails were fairly quick right out of the box. We proved to be a little off the pace downwind in the first event and as a result had to work really hard with some recuts and re-designing to bridge the gap.

**What makes the downwind sails difficult to perfect?**

Downwind sails are considerably harder to model. By far the best platform for testing is on the water. Even Russell Coutts kept hammering us about this. Despite all the resources they had with Alinghi, the real development took place on the water. We spent a lot of time sailing in light to moderate air. In 3 to 7 knots,

you're using a sail that's not max area and you're dealing with apparent wind angles that are quite tight. You've almost got to think of them as reaching genoas; they're undersized, smaller in the mid girth, and quite flat. That's the biggest change we had to get into our minds versus designing conventional IMS-type sails.

**Any changes we can expect to see this summer?**

There's still some room for improvement with the boats. There'll be more boats in the fleet [20 at last count] so there'll be a premium on holding thin lanes and being able to tack down-speed. The foils will be a little fatter and a little longer in chord length so the boats will be more maneuverable in big fleets.

**What about with the sails?**

The biggest area for development for us, and the class in general, is downwind sails for under 14 knots. Once you get into the light air, the boats are accelerating very quickly and you see dramatic changes in apparent wind angle—one or two knots more breeze and it's amazing how much faster and deeper you can go. Last year none of the boats seemed to have a complementary downwind inventory. Everybody had a weak spot.

**How has the TP 52 program benefited the company?**

It's definitely given us more credibility in other markets. We're really starting to make some inroads in the Farr 40s; our goal is to have as many as 10 at the Worlds this summer. Having Russell and other high profile sailors in the industry working with us to help perfect our product has been great; Russell has a great eye for sails and that's an association we are going to continue. -ss

## GET AHEAD WITH TUFF LUFF SCHAEFER MARINE



Pyewacket photo by: Daniel Forster

Developers of innovative technology like Team Pyewacket swear by Tuff Luff headstay systems. Because they push their boat to its limits and demand gear that stands up to the most grueling tests, they rely on Tuff Luff. Join the winners and get on board with Team Schaefer!

**SCHAEFER**  
LEGENDARY STRENGTH

158 Duchaine Blvd., New Bedford, MA 02745-1293 Tel: 508.995.9511 Fax: 508.995.4882

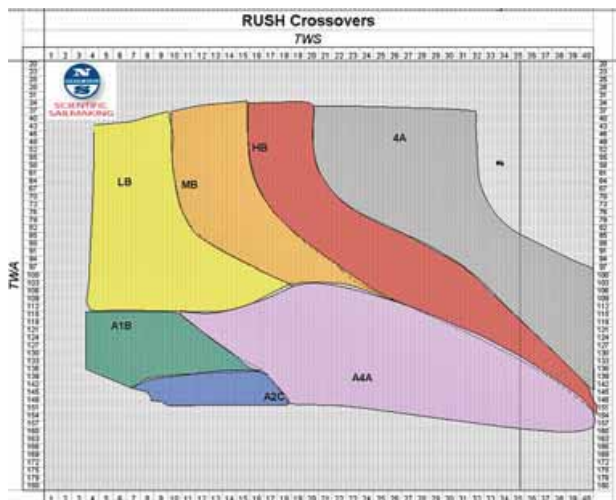
[www.SchaeferMarine.com](http://www.SchaeferMarine.com)

CONTENDER  
SAILCLOTH  
**MAXX**  
MULTI SPIN FIBRE

AUS  
631  
AUS  
631

RONSTAN  
NATZNOA

Contact your sailmaker to learn more about  
Maxx® technology.  
[www.contendersailcloth.com](http://www.contendersailcloth.com)



**Rush's inshore sail chart. Since buoy racing involves only upwind and downwind legs, the sail choices for a specific wind-speed are found at the top (upwind) or bottom of the colored area. The jib progression is from LB (Light No. 1) to MB (Medium No. 1) to HB (Heavy No. 1) to 4A (No. 4). The three spinnakers are a 1A (VMG), 2A (Runner) and 4A (Heavy runner).**

says Bowen. "I'm not sure if the sail didn't have enough luff curve or the spar was bending more than anticipated, but the sail was a little too flat up top."

It took a while for Bowen and the rest of the speed team, the trimmers and owner/driver Stark, to figure out what didn't feel exactly right. In the end, though, the change was so small they decided not to alter this sail, but make the adjustment in the next main, which was delivered for Key West Race Week.

Bowen's first look at other top TP 52s came in early December off Fort Lauderdale. The four-boat regatta featured short courses and close competition; it was a great chance to speed test and to get a peek at some of the other boats, including the Quantum-powered *Windquest*, owned by Doug DeVos.

It was a positive event in both regards. "We didn't see anything we wanted to emulate," Bowen says. "There's a lot of action with staysails and a couple of different configurations. Our set-up has a shorter luff and higher clew. One boat was sailing with a longer luff and a much lower clew."

*Rush* won by a point over *Windquest*, with Philippe Kahn's *Pegasus 52* a point

Continued from page 72

Bay Fall Series. Without any other TP 52s in the field it was strictly a shakeout event.

Bowen arrived a day ahead of most of the crew to prepare the sails. In addition to inspecting the finish, all the jibs and the main needed their battens inserted and taped—to prevent the spinnaker from snagging on batten pockets during take-downs or hoists, 12-inch by 4-inch strips of sail tape are wrapped around the end of

the pocket. Then each jib sail was luff-flaked, with the luff tape gathered at one end of the bag to ensure a smooth hoist.

The next day, Bowen saw the sails he labored over four months earlier flying in the breeze. For the most part, everything looked as expected. The only hiccup was with the top section of the main.

"We could've used four or five millimeters more luff curve in the area from the head down to the middle draft stripe,"

COURTESY NORTH SAILS



# Engineered for Precise Control!



Ultra-Light Racing Wheels



Super-Sensitive Rudder Bearings



Friction-Free Steering Components



Precision Engineered Systems



Ten Seconds to the gun... you have to get your bow up there NOW! Instantly your boat reacts to the slightest wheel movement. Your hands are an extension of the rudder.

As your crew looks back at the competition you look forward and see nothing but clean air between you and the first mark. You have complete control - over your boat, over the fleet.

How do you get it? With Super-Sensitive Edson Steering. Contact Edson today for your FREE Catalog and Wheel Brochure.

**EDSON INTERNATIONAL • NEW BEDFORD, MA • 508.995.9711 • WWW.EDSONMARINE.COM**

**STEERING | NAVCOM MOUNTS | DINGHY HANDLING | BOATER'S SOLUTIONS | PUMPS**



further back in third.

Six weeks later, Bowen was back in Florida, flying into Key West International Airport or the Wednesday before North America's annual keelboat extravaganza.

In addition to new medium and heavy jibs, which were hoisted in Fort Lauderdale, but never raced, the team broke out a new main, a new light jib, two new spinnakers, a spinnaker staysail, and a

Code 0, which isn't much use in buoy racing, but would be included in the inventory for the Globals in March. Thursday is the day for looking at all the sails.

It's not a fun process, especially for the front of the boat crew, who are constantly hauling, hoisting, dousing, and re-packing sails. Everything from spreader and stanchion patches to the corner attachments is quickly examined once the

**With much of Key West sailed in 20 knots or more, *Rush's No. 4* jib got a workout.**

sail is up. A photograph of the sail shape is also taken, as well as photographs of any details that can be improved upon.

Most of the sails passed inspections, but one of the main batten pockets needed reinforcing and the light jib required an adjustment. They'd decided to sail the boat with less rake in light air and needed to

AMORY ROSS

# Start to Finish

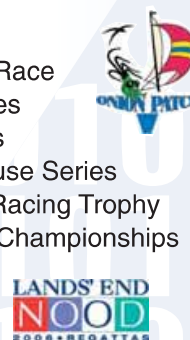
The first comprehensive tool to help race organizers manage their events

Premier Clubs and Events Now Using **Regatta manager**:

Storm Trysail Club  
Larchmont Yacht Club  
Stamford Yacht Club  
Balboa Yacht Club  
Royal Bermuda Yacht Club  
Eastport Yacht Club



The Bermuda Ocean Race  
The Onion Patch Series  
The Gulfstream Series  
New England Lighthouse Series  
The Northern Ocean Racing Trophy  
The US-IRC National Championships  
The Baltic Spirit Cup  
Lands End NOOD  
Vic Maui Race



## Regatta manager

regatta-manager.com  
301-251-8570  
info@marine-suite.com

Specialized software from 1bigthink.com **1bigthink**

*"Soup to nuts"*  
management software for  
regattas through a simple  
web-based interface.

bring the clew closer to the deck. So that afternoon at Geslin Sailmakers in Key West, Bowen cut a thin sliver off the forward bottom of the sail, shortening the luff by two inches. Bowen took the repair as far as he could without sewing—loft personnel tend to be protective of their sewing machines—and left it for the local personnel to finish.

The jib was back on the boat by noon on Friday, shuttled out by the team's tender. Friday through Sunday was both handling and boatspeed practice, though Saturday was blown out as a 35-knot northerly blasted Key West and kept everyone ashore.

Dave Hirsch, the sail designer responsible for the downwind sails on the *Rush* program, spent a lot of time shadowing the team from a powerboat, and offered up some advice about trimming the spinners, especially the A4.

"Generally, he thought we were setting up with the pole too high, which closes the leech and rounds out the sail too much," says Bowen. "In A4 conditions [20-plus knots], that could be deadly. Following his advice we were able to go faster more comfortably."

As it turned out, 2006 was one of the

windiest Key West Race Weeks ever, with the majority of races sailed in more than 20 knots and some sailed in more than 30. So the advice from Hirsch proved particularly relevant during the week.

Tuesday, says Bowen, was *Rush's* toughest day. With the breeze building from the high teens into the mid 20s on the sail to the course, they decided to switch from the "fresh fruit," the new main delivered for the regatta, to their older sail, which was on the tender. The transfer was tricky, loading the battens in wind-whipped 3- to 5-foot seas was equally challenging.

"By the time we were ready to hoist, it was nearly time for the starting sequence," says Bowen. "We'd taken all of our pre-race prep time to change sails rather than go upwind and figure out the set-ups for the sails and rig. Instead, we had to learn this on the first beat. Our results [3, 4] for the day showed our lack of preparation."

Taking the regatta as a whole, the team spent more time looking at the No. 4 jib than most teams will in a normal year of sailing. As a result, by Thursday, Bowen had decided to make some substantial changes to the sail in its next iteration. "It's going to be pretty different from

what we had," he says. "We didn't like the way it was sheeting to the boat. It got us through the week, but we learned a lot about what we could do better."

Bowen says it wasn't an easy conclusion to reach, and one that involved more gut instinct than actual science. "We thought [a different design] would do a better job of giving the helmsman something to work with," he says, noting that heavy air often means heavy waves and a need for the power to accelerate the boat. "We were having trouble putting the bow down and keeping the main full. This was a result of not being able to twist the jib enough due to its geometry."

After an exhausting nine races, *Rush* finished second, again one point head of *Windquest*. The British boat *Stay Calm II* won the regatta by a convincing 6 points, with three victories and three seconds. "We got our goals accomplished," Bowen says. "Everything seems to perform well."

Though the Globals, March 9 to 13, loomed on the horizon, Bowen was already looking ahead to the summer, trying to determine what he could do to help the team add a few more tenths, which he's knows they'll need when they travel to Europe. ♦

## Performance made easy...

h1000

**B&G**

RACING  
PERFORMANCE



For years, B&G has been the brand of choice among top sailors and yachtsmen. And with good reason. With a 50-year reputation of helping to set records in the world's toughest events, B&G is trusted for absolute accuracy and unequalled reliability.

We have now developed the easiest system to use on the market. The latest h1000 pilot and instruments make superior performance available in competitively priced packages for both sail and power. Stop envying boats with B&G products from Simrad. - It's easier to own one!

Simrad Inc.: 19210 33rd Ave West, Lynnwood, WA 98290.

Tel: 425-778-8821 Fax: 425-771-7211 Email: seattle.comments@sim.net

www.SIMRADUSA.com



COMMUNICATION



NAVIGATION



INSTRUMENTS



AUTO STEERING



FISH FINDING

**SIMRAD**

THE FULL PICTURE

# Grand Prix

## RE-LAUNCHES

K 103  
EOIK

Xérès, IMX 70

Yankee, Frank Stone 52

IN THE PRE-DAWN QUIET OF APRIL 18, 1906, a sleek, new, low-displacement racer sat on the ways at W. Frank Stone's San Francisco boatyard. It was nearly ready for launching. In a few hours the yard crew would arrive to put the finishing touches on Stone's latest design, a 52-foot sloop purpose built for winning races in the Pacific—almost 100 years before the first TP 52. But at 5:12 a.m. a magnitude 7.9

earthquake liquefied the marshy ground beneath the yard, and it broke free. The yacht slid down the rails into the bay, unchristened, but practically ready to race.

The legend of *Yankee's* precocious launch has circulated among generations of San Francisco sailors, so many of whom have won aboard it, or lost to it. And, like all oral history, each retelling

places more emphasis on allegorical significance and less on accurate portrayal of the original events. The reality, says Dick Ford, 67, whose family has owned *Yankee* since 1925, is that the quake rattled the boat and it suffered cosmetic damage. But it wasn't launched until days later, and at the hands of man.

*Yankee* splashed as a gaff rigged sloop with a long boom that overhung the tran-





som and a correspondingly long bowsprit. In old photographs the boat is indistinguishable from the rest of the fleet. “What made her different was her hull design,” says John McNeill, Dick Ford’s brother-in-law. “The almost flat entry and exit of her bow and stern sections, coupled with a quite broad and shallow midsection provided a boat that resembled a dinghy more than a classic of

the era. Downwind, with the right swell running out of the Pacific, she would surf because of that shallow, dinghy design.”

Every culture has its creation myth, and aboard *Yankee* the apocryphal tale of its dramatic arrival on scene serves the purpose better than the more prosaic truth. Every member of its crew knows the quake legend and dozens of other old stories, passed along with greater or lesser

**On a light-air San Francisco day, *Yankee* exhibits its “stately dowager” look, but come summer, with 25-knot winds, the centenarian will bury the rail and continue racing as if it were newly launched.**

fidelity to their origins. At 100, *Yankee* is sailed by the third, fourth, and fifth generations of the Ford family, and it serves the family both by continuing to win races, and by keeping



**Yankee's cabin bulkhead displays a few of its 100 years worth of trophies. The boat's steering gears (right) are a perfect example of turn-of-the-century engineering.**

afloat their collective memory.

Like the stories associated with *Yankee*, some of the boat's particulars have changed with time. In 1915 it was converted from sloop to schooner and the centerboard was removed to be able to step the new main mast. At the same time an engine was added with an off-center shaft to port of the keel. In the '30s the boat was stolen and later beached in Santa Cruz, requiring some repair work. In late 1941, the Fords volunteered *Yankee* to the Navy, which painted it gray, staffed it with a skeleton crew, and used it for off-shore patrols that kept a lookout for Japanese warships. A wave stove in part of the cabin and again it was sent to the yard for repairs. In the '60s the main mast snapped during a race and a brother-in-law, who worked for Pacific Gas and Electric, plucked a prime utility pole from a storage yard. They had the Douglas fir trunk turned on a lathe and dropped it into place where it still stands. More recently *Yankee* entered the yard for repairs and Dick Ford pushed his thumb through the stem, which led to replacing it with an epoxied laminate, and in turn most of the ribs and planks.

As the Yankee Centennial Regatta approaches in April, only a small portion of the assembled parts that make up *Yankee's* physical structure are original, but Frank Stone would have no trouble recognizing his creation. *Yankee* docks within feet of where it was first launched and races the same waters it has all along, but



### Technical Highlights

<b>LOA</b>	<b>52'</b>
<b>LWL</b>	<b>36'</b>
<b>Beam</b>	<b>15'</b>
<b>DSPL</b>	<b>32,000 lbs.</b>
<b>Draft</b>	<b>5'10"</b>
<b>Design</b>	<b>William F. (Frank) Stone</b>
<b>Builder</b>	<b>William F. (Frank) Stone</b>
<b>Sails</b>	<b>Dacron</b>
<b>Masts</b>	<b>9" solid fir</b>
<b>Instruments</b>	<b>Depth sounder</b>
<b>Deck Hardware</b>	<b>Belaying pins at five stations (no winches)</b>
<b>Recent work done by KKMI, Point Richmond, Calif., includes replacement of stem, numerous ribs and planks, and foremast.</b>	

now it carries an exceptionally thick log book, a bulkhead covered with trophies, and a distinctive smell of wood, diesel, and age.

*Yankee* is owned in partnership by more than 50 members of the extended Ford family, who contribute—both money and sweat—to the upkeep according to their interest, time, and finances. As with any boat this old, it's in constant need of attention. "The level of ongoing investment is way beyond her value," says McNeill.

Hours spent working on the boat present an opportunity to pass along not only stories like the time a young woman was carried from the boat in sail bag in an effort to protect her reputation (she was given away by a high heel sticking out of the bag), but also knowledge of the idiosyncrasies and anachronisms that make sailing *Yankee* an experience unto itself. The hand crank fog horn and vacuum tube radio have been replaced, but there is still not a single winch aboard the boat. Sailing *Yankee* requires patience, foresight, and some muscle. A placard by the companionway reminds crew, "Lest ye forget, what goes out must come in."

Describing *Yankee's* handling, Dick Ford says, "She is sometimes hard to read in light air, especially downwind." McNeill describes the 52-footer as a "stately dowager" in these conditions, but adds, "If the breeze picks up, she literally becomes spirited and you can feel the acceleration and power." Aboard the boat the crew often repeats the saying, "If we're rail down, everyone else is in trouble."

Whether it's racing, laying on varnish, telling stories, or honoring the dead, as on a recent practice sail when the crew poured drinks over the side in remembrance—white wine for mother, martini on the rocks for great-grandfather, Diet Pepsi for teetotaler Uncle Gerry—*Yankee* serves as the hub of the family's life. It has been flagship to the St. Francis YC four times under various members of the family who have served as commodore, hosted countless dinner parties in its Spartan and dimly lit, but spacious cabin, and introduced scores of young family members and their friends to sailing. Arthur Ford, who bought the boat in 1925 with his brother, used to say with a twinkle in his eye, "Don't believe you're doing anything on this boat that hasn't been done here before."

—ABNER KINGMAN

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!**

See you at Strictly Sail Pacific  
April 19th -23rd

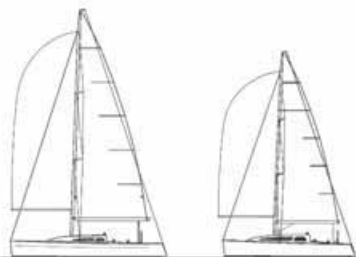


Sydney 47CR

Photo: Francolini / Azzura Marine

---

**One Design Range**

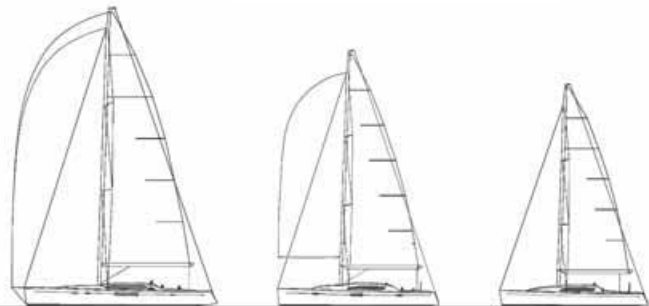


38OD

32OD

---

**Cruiser Racer Range**



47CR

39CR

36CR



---

**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.au

---

**Sydney Yachts USA - SeaTime Yachts**

3432 Via Oporto #104-B, Newport Beach, California, 92663, USA.  
Tel: (949) 675 7100 Fax: (949) 675 2417 cruisedt@earthlink.net

[www.sydneyyachts.com](http://www.sydneyyachts.com)



And we'll have to be sailing regularly or the IRS is going to say, "Look, this boat is just sitting around."

**You have sailed several races against *Pyewacket* on Doug Baker's *Magnitude 80*. How is *Pyewacket* different?**

Compared to *Magnitude*, it's a very complex yacht ... a lot of systems, a lot of things to fail, a lot of things to keep track of.

**How big a step up is this for the average weekend sailor?**

Most of the people I'm getting have been sailing on Southern California PHRF boats that are 30 feet long, and they're just going to be absolutely blown away when they step onto this boat. It's not like anything they've ever sailed on ... the loads, the complexity, how fast it is, how wet it is, how long it takes to get things done because the sails are so big. Even jumping from *Magnitude*, which is 80 feet, to 86 feet, it's not just a six-foot jump. That's what we have to be careful with, that people don't realize what kind of beast this boat is. You have to be on top of your game to anticipate everything that's going to happen. You can't be sitting around on the wrong line at the wrong time or you're gonna get hurt.



**With a shorter bowsprit and keel, the 86-foot canting-keel *Pyewacket* will now be competing under Orange Coast College's colors, and be sailed by a mostly volunteer crew.**

**Has the boat been made more manageable for amateurs?**

We've gone back to the original mainsail configuration without the "fathead" main and with a permanent backstay as opposed to having running backstays. It's just safer. We've also gone back to the original bowsprit, which is two meters long as opposed to three meters long, and there will be no spin poles.

**What about the draft, which was too deep for Newport Bay?**

We have cut the keel [from 15 to 13.5 feet], but it's still going to cant.

**What's the "Pyewacket Magic" program?**

It's for people who don't make the sailing team. When we have a weekend when we don't have race practice because we don't have any races coming up but we need to take the boat out, these people will be invited to come along. I'll probably have some of the sailing team with me because we still have to get the sails up and down.

**Where would you like to see this racing program go?**

I'm a competitive person. When I go out to the race track I want to put on a good showing, so the goal is to develop a team that can sail the boat as well as it can be sailed. We're not just going sailing.

[For more information: [www.occsailing.com](http://www.occsailing.com) or e-mail [pyewacket@occsailing.com](mailto:pyewacket@occsailing.com)]

—INTERVIEW BY RICH ROBERTS



**Store ~ Catalog ~ Online**

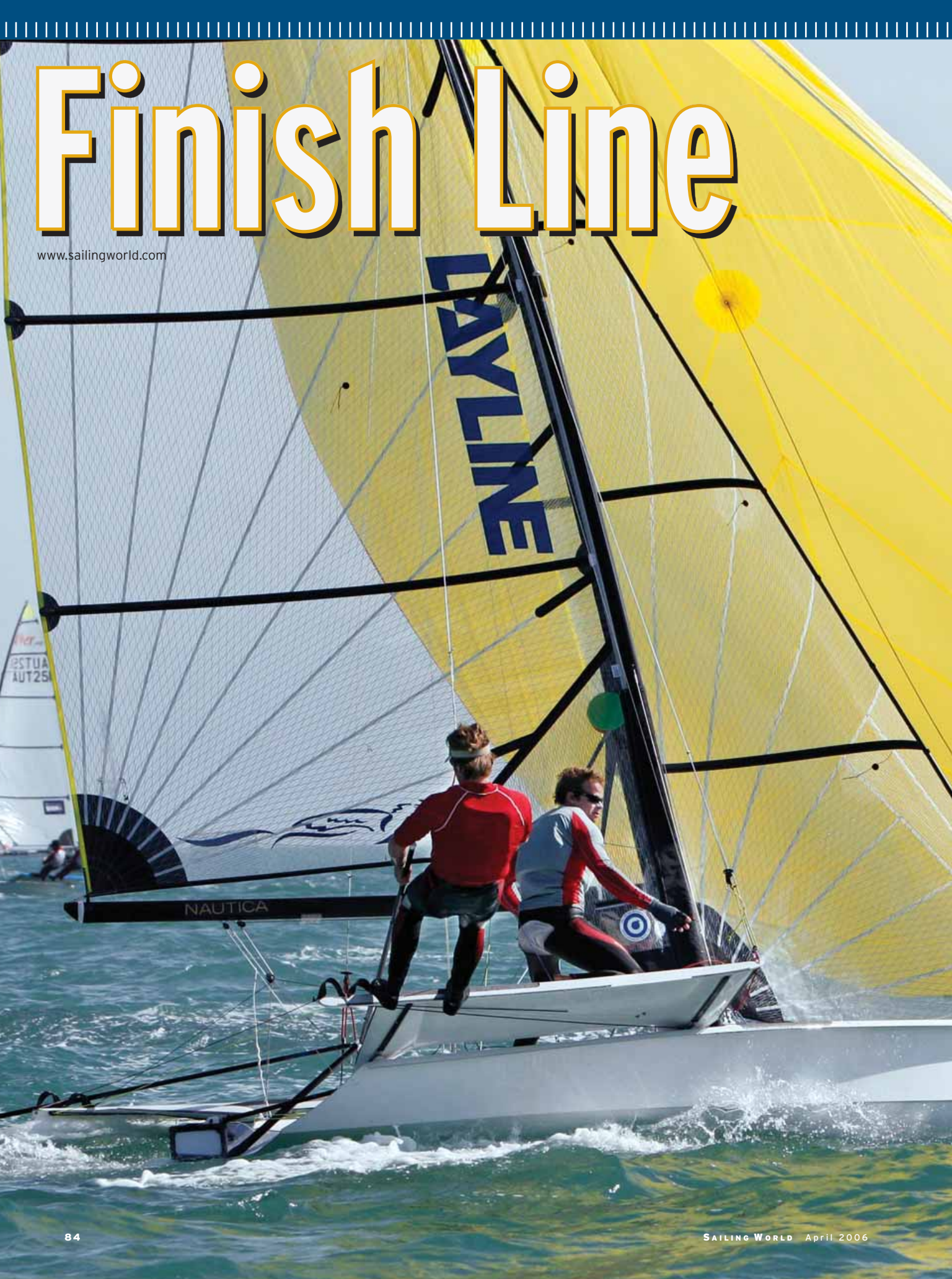
- Online Orders Save on Shipping
- Real-time Online Inventory
- Knowledgeable Sailor Staff
- One Day Custom Rigging
- Online Orders Placed by 1 p.m. EST Ship Same Day

**ANNAPOLIS  
PERFORMANCE  
SAILING**

**[www.APSLTD.com](http://www.APSLTD.com)  
800.729.9767**

# Finish Line

[www.sailingworld.com](http://www.sailingworld.com)







DAN NERNEY/ROLEX

#### ROLEX MIAMI OCR

Morgan Larson and crew Peter Spaulding get settled in for a downwind leg at the Rolex Miami OCR, held Jan. 22 to 27 on Biscayne Bay. Larson and Spaulding started out hot, with a second and a first in the opening two races. However, Italian sailors Piero and Gianfranco Sibello won the regatta, with Larson and Spaulding fourth. [www.ussailing.org](http://www.ussailing.org)

#### SID DOREN/JAGUAR CUP

*Fresh Guidance*, skippered by Cameron Appleton, topped a 58-boat fleet to win the Sid Doren Regatta, part of the annual Etchells class Jaguar Cup held each winter in Florida. Michael Till, of England, sailing *Festina*, looked to be a lock to win the event, scoring two firsts in the three-race series, but an OCS in the third and final race pushed him down to 16th overall. In second was Jud Smith and Henry Frazer, co-skippering USA 1061, and in third, Bruce and Glenn Burton, sailing *Gone*. Appleton and his crew were also the overall winners of the Jaguar Cup. Smith and Fraser were runners-up. Vince Brun was third. [www.etchellsfleet20.org](http://www.etchellsfleet20.org)

#### TRADEWINDS OPEN REGATTA/FORMULA 18 MIDWINTERS EAST

Sixty-one catamarans in eight classes took to the waters of Key Largo, Fla., in late January at the annual Tradewinds Regatta, which was also the North American Multihull Sailing Association's National Championships. The biggest class, with 15 boats, were the Formula 18s, which was won by Olli and Kelly Jason. Women dominated the 10-boat Hobie Wave class, with Sharon Woodruff winning overall, Kathy Kulkoski second, and Leah Soares third. The Inter 20 class was won by John Casey and Ken Pierce; Chuck and Mavis Harneden won the Formula 16 class; Bob Johnson was the top skipper in the Hobie 14s; the Low Portsmouth Open class winner was a Marstrom 20, sailed by Carla Schiefer and Manus Boberg; the High Portsmouth Open class winner was Kelly Davis, sailing a Hobie 17; Bill and Colleen Stolberg won the Hobie 16 class. [www.catsailor.com](http://www.catsailor.com)

#### TORNADO NORTH AMERICAN CHAMPIONSHIP AND ROWLAND SMITH TROPHY

An international field of 21 Tornado crews gathered on Key Biscayne, Fla., in late January for the Rowland Smith Trophy. A slight lapse in form on the final

day by Olympic silver medalists John Lovell and Charlie Ogletree allowed the French crew of Xavier Revil and Christophe Espagnon to slip past and win the regatta by 2 points. Fernando Echavarri and Anton Paz, of Spain, were third. In the class's North American Championship, run concurrently but scored separately, Lovell and Ogletree were second as well, behind Canadians Oskar Johansson and Kevin Stittle. [www.tornado.org](http://www.tornado.org)

#### AUCKLAND MATCH RACING CUP

Emirates Team New Zealand helmsman Dean Barker and tactician Terry Hutchinson bested the BMW Oracle Racing crew led by Bernard Pacé to win the first ISAF Grade 1 match-racing series held in New Zealand in four years. "I have tried several times and been runner-up twice, so it is nice to win at last," said Barker at the awards ceremony. The final was a best-of-five series and Pacé, who sailed with Barker on Team New Zealand in 2003, didn't make it easy for himself, picking up four penalties in the first two races. [www.aucklandmatchracingcup.co.nz](http://www.aucklandmatchracingcup.co.nz)

#### LASER RADIAL NORTH AMERICANS

Paige Railey won the 28-foot ISAF Grade 1 Laser Radial North Americans in Fort Lauderdale, Fla. Winning 9 of 10 races, Railey scored a 33-point win over Anna Tunnicliffe. England's Laura Baldwin placed third. [www.lycsailing.org](http://www.lycsailing.org)

#### MELGES 17 MIDWINTERS

Brian McMurray and Deb Campbell won the inaugural Midwinter Championships for the Melges 17 class. The regatta was held Feb. 18 to 19 at the Lake Eustis Sailing Club in Florida. Kirk and Ian Donaldson, who finished second, were unable to overcome an eighth



#### J/105 MIDWINTERS WEST

Without winning an individual race, Jon Dekker and his crew on *Airboss* sailed to the overall win at the J/105 Midwinters West, off Dana Point, Calif. Five races were sailed over the two days, and each was won by a different team. Second was *Chile Pepper*, owned by Jack Franco and John and Tracy Downing. *Wings*, owned by Dana and Sharon Case, was third. <http://j105.org/fleet8/>



#### LANDS' END ST. PETE NOOD

On two of three days, fog and no wind kept the race committee from starting a single race. But fortunately, an 8- to 12-knot seabreeze on the middle day provided ideal racing conditions for all 184 boats at the first Lands' End NOOD Regatta of the 2006 season. The 32-boat Melges 24 fleet was the regatta's largest. Duncan MacKenzie's *Moving Target* (USA 155), from Rockledge, Fla., finished 18th. Eric Nerlinger, of Chicago, won the regatta. Both Nerlinger and Bob Dockery finished with 9 points, but Nerlinger won the tiebreaker by beating Dockery in the final race. The top of the 24-boat J/24 class was even more tightly packed, with three boats tied for first and a fourth 1 point behind. *Jesus Lizard*, skippered by Daniel Borrer, of St. Augustine Beach, Fla., came out of the deadlock with the championship. Having swept all three races in its 11-boat fleet, John Storck Jr.'s J/80 *Rumor* was named the overall winner of the regatta. [www.sailingworld.com](http://www.sailingworld.com)

GLENNON STRATTON/GTSPHOTOS.COM, STUART STEUHL

# EARNING HER SAILS!

## THE LEUKEMIA CUP REGATTA

The Leukemia & Lymphoma Society



Lisa and Gary Jobson at Lisa's 10th Leukemia Cup Regatta.



Lisa's first Leukemia Cup Regatta. Shown with Gary Jobson.



When Lisa Thorndike responded to an ad for The Leukemia Cup Regatta 10 years ago, she wanted to learn more about sailing. And as a patient diagnosed with multiple myeloma, raising funds for blood cancer research was of equal interest. Her first Regatta began a ten-year love affair with the sport—and with fundraising. She even made calls from her hospital bed while she was having a double stem cell transplant. So far, Lisa has raised an amazing \$158,500 through the Regatta for blood cancer research and patient services. Along the way, she's become a sailor herself, participating in numerous races including seven of the Regatta's Fantasy Sails, held annually to celebrate the efforts of the event's top fundraisers.

The Society is grateful to Lisa and to everyone who raises funds through The Leukemia Cup Regatta. For more information, call 888.HELP.LLS or visit [www.leukemicup.org](http://www.leukemicup.org).

### UPCOMING LEUKEMIA CUP REGATTAS

May 5-7	San Diego Yacht Club	San Diego, CA
May 19-21	Chatfield Reservoir	Denver, CO
May 19-21	South Harbour Village Marina	Southport, NC
May 20	Great Lakes Yacht Club	St. Clair Shores, MI
May 21	Bahia Corinthian Yacht Club	Newport Beach, CA
May 21	Bahia Corinthian Yacht Club, Junior Event	Newport Beach, CA
May 26-28	Carlyle Sailing Association	Carlyle, IL



MOUNT GAY RUM  
BARBADOS

\*Non-Junior Events only

Sailing  
WORLD

Johnnie Walker  
LIMITED EDITIONS

Sunsail  
SAILING VACATIONS

West Marine  
We make boating more fun!

Ken Gardiner  
MODEL MAKER



in the first race, despite finishing first or second in the other four. The Donaldsons tied on points with Mary Anne Ward and Sam Rogers, who wound up third after the tiebreaker. [www.lakeeustissailingclub.org](http://www.lakeeustissailingclub.org)

#### LASER MIDWINTERS EAST

The final two races of the Laser Midwinters East were held in 20- to 25-knot winds and 10-foot breaking swells. Just the sort of conditions that Australian Brendan Casey loves. Casey, who struggled to find motivation early in the event, charged through the waves and won both races, lifting him over Andrew Campbell, who'd led coming into the day, but finished third. Matias Del Solar, of Chile, was second.

Paige Railey won five of nine races in the Radial division and won the regatta by 10 points over Anna Tunnicliffe. Courtney Kuebel won the 4.7 division. [www.clwyc.org](http://www.clwyc.org)

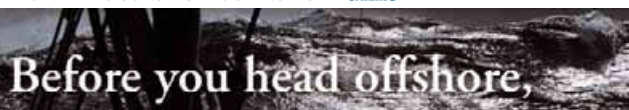


#### ZAG MASTERS REGATTA

Olympic gold medalist Magnus Liljedahl and crew Karl Anderson (sail no. 8177) round an offset mark during the Zag Masters Regatta, held in memory of Miami Star sailor Frank Zagarino. Skippers in the Masters event must be 50 or older, crew can be any age. Forty-three boats sailed out of the Coral Reef YC, Feb. 11 to 12. Winning overall was John Dane III, sailing with his son, John Dane. Liljedahl and Anderson placed third. [www.starclass.org](http://www.starclass.org)

JAN WALKER

PRESENTED BY CRUISING WORLD & SAILING WORLD



**Before you head offshore,** join us for the most authoritative daylong seminar on safe seamanship, heavy-weather tactics, and boat preparation. Review safety-equipment demos and man-overboard recovery techniques. Pose questions to our panel of expert bluewater sailors. Seating is limited, so call now for reservations. Leave with new knowledge, valuable reference tools, and useful resources. Don't miss it.

#### April 1 & 2, 2006

Marine Trades Association of MD and U. S. Naval Academy Sailing Squadron • Annapolis, MD

Moderators: Ralph Naranjo and Chuck Hawley • Contact: Suzanne Zellers  
Phone: (301) 261-1021 • e-mail: [director@mtam.org](mailto:director@mtam.org)

#### April 8, 2006

U. S. Merchant Marine Academy • Kings Point, NY

Moderator: Ralph Naranjo • Contact: Rick Dominique  
Phone: (516) 773-5514 • e-mail: [dominiquer@usmma.edu](mailto:dominiquer@usmma.edu)

For information on organizing your own seminar, contact US SAILING ([www.ussailing.org/safety/Seminars/](http://www.ussailing.org/safety/Seminars/)), Phone: 401-683-0800, e-mail: [donnalearny@ussailing.org](mailto:donnalearny@ussailing.org).

#### OFFICIAL SPONSORS



#### The Moorings Sweepstakes

##### Official Rules

No Purchase or payment of any kind is necessary to enter or win. A purchase will not improve your chances of winning. You have not yet won. Odds of winning: 1 out of all eligible entries received. The sponsor of the sweepstakes is World Publications (the "Sponsor").

There are two (2) ways to enter. By Mail: Complete and submit the entry form found in *Islands*, *Caribbean Travel & Life*, *Sailing World*, or *Cruising World* magazine. Or, you may print your name, address, telephone number, and e-mail address (optional) on a post card and mail it to The Moorings Sweepstakes attn: Barbara Broker, PO Box 8500 Winter Park, FL 32790. Mailed entries must be received by 4/28/06. Online: Visit <http://www.sailingworld.com>, complete and submit the online entry form. There is a limit of one (1) entry per person, regardless of entry method. Online entries will be deemed to have been submitted by the authorized account holder of the e-mail address submitted at time of the entry. "Authorized account holder" is defined as the person who is assigned to an e-mail address by an Internet access provider, online service provider or organization (e.g., business, educational institution, etc.) that is responsible for assigning e-mail addresses for the domain associated with the submitted e-mail address.

Sponsor will randomly select the winner from all eligible entries received on or about 5/2/06. Winner will be notified by postal mail or e-mail on or about 5/16/06. If winner is notified by e-mail, the winner must reply with all contact information requested within five (5) days from the date notification e-mail was sent, or another winner may be selected. Winner must sign and return an Affidavit of Eligibility and Release of Liability within 14 days of postal mail notification. In the event of non-compliance within 14 days, an alternate winner will be selected. Winner selection is under the supervision of Sponsor, whose decisions are final. Only residents of the 50 United States, and District of Columbia who are 18 years of age or older are eligible. Employees of Sponsor and members of their immediate families & household members are not eligible. Sweepstakes subject to all federal, state and local laws and is void wherever prohibited by law. Any prize or prize notification returned to Sponsor as undeliverable may result in the awarding of the prize to an alternate winner. By acceptance of prize, winner allows use of their name, photograph or other likeness, testimonial and other biographical information for any and all purposes, including, but not limited to, advertising, trade and/or promotion on behalf of Sponsor, without further compensation, unless prohibited by law. Submission of entry constitutes permission

for Sponsor to use entrant's submitted information for marketing and promotion purposes subject to Sponsor's privacy policies unless prohibited by law. All entries become property of Sponsor and will not be returned.

##### CONSUMER DISCLOSURE

No fee to enter. You have not yet won. 1 Grand Prize: Roundtrip coach airfare for six (6) from nearest major continental US airport to the British Virgin Islands. 7 nights/8 days aboard designated Moorings Signature Yacht with crew, all food, beverages, fully stocked bar, transfers valued at up to \$20,000. Trip must occur after 7/1/2006 and be completed by 6/30/2007 and is subject to availability. Blackout dates include Dec 15, 2006 through January 15, 2007. Additional transportation, telephone calls, gratuities, incidental and other expenses not included. No substitution, assignment, or transfer of any prize permitted except at Sponsors' sole discretion. Only the prize specified will be awarded. Prize is non-transferable, with no cash redemption or equivalent. Odds of winning depend on number of entries received. Taxes on prize are winners' responsibility. Sponsor may substitute a prize of equal or greater value due to unavailability. Sponsors expressly disclaim any responsibility or liability for injury or loss to any person or property relating to the delivery and/or subsequent use of prize awarded.

Sponsor is not obligated or responsible for (i) entries that contain inaccurate information or do not comply with these rules, (ii) entries, prize claims or notifications that are lost, late, incomplete, illegible, unintelligible, damaged or otherwise not received by intended recipient, in whole or in part, due to computer, human or technical error of any kind, (iii) telephone, electronic, hardware, software, network, Internet or computer malfunctions, failures or difficulties, or (iv) any damages or losses of any kind caused by any prize or resulting from acceptance, possession or use of any prize. Sponsor, in their sole discretion, reserves the right to disqualify any person tampering with the entry process or the operation of this promotion or otherwise violating these rules. If Sponsor determines, in its respective discretion, that technical difficulties or unforeseen events outside their control compromise the integrity or viability of the promotion, Sponsor reserves the right to void entries at issue, modify the promotion and/or terminate the relevant portion of the promotion.

Winner's name will be posted on the *Sailing World* Magazine Web Site on or about 6/1/06. To receive a copy by mail after 6/1/06 send a separate stamped, self-addressed envelope to: The Moorings Sweepstakes, PO Box 8500 Winter Park, FL 32790, attn: Barbara Broker. Also write to this address if you would prefer not to receive future sweepstakes mailings from Sponsor.



FRANK GRUNDMAN

### AUSTRALIAN 16-FOOT CHAMPIONSHIP

*Fire Stopping*, skippered by Ben Bianco, placed ninth out of 59 boats at the 84th Australian 16-Foot Championships, sailed on Sydney Harbour, Jan. 13 to 21. The 16-Foot class has been around for 100 years. Strict rules for hull design and construction were introduced in 1997-'98. The new rules also limit boats to two masts, three jibs, two mains, and two spinnakers. Upwind sail area is 236 square feet, downwind, a whopping 484 square feet. [www.skiffs.org.au](http://www.skiffs.org.au)

**SSANGYONG 2006 JJ GILTINAN WORLD TROPHY**  
*Casio Seapathfinder*, helmed by Michael Coxon, won the final two heats and the overall title in the 18-foot skiff class's annual global championship on Sydney Harbour. Coxon sailed with Nathan Ellis and Aaron Links. Howie Hamlin, sailing with Mike Martin and Trent Barnabas, was the top foreign competitor, finishing fifth on *Pegasus Racing*. [www.18footers.com](http://www.18footers.com)

**J/22 MIDWINTERS**  
 Kelson Elam rebounded from a 22nd in the first race to win the 47-boat J/22 Midwinters held at the Houston YC, Feb. 16 to 19. Elam, sailing *Genesta*, finished the five-race regatta with 13 points, as did David Van Cleef on *VC Performance Rigging*. The tiebreaker favored Elam, from Rockwall, Texas, because he won two races to Van Cleef's one. [www.j22southwest.org](http://www.j22southwest.org)

## A Boat For All Reasons™



Colgate 26

- Family daysailer
- Club racer or weekender
- Performs well in light or heavy air
- Certified for open water sailing
- Affordable, dependable and fun

Need more reasons?

Visit  
[www.colgate26.com](http://www.colgate26.com)  
 or call  
**866-842-4355**

Colgate 26  
 Sailboats 

JUST LIKE DUCK TAPE YOU CAN USE IT EVERYWHERE! JUST A LOT MORE COMFORTABLE WITH UPF SUN PROTECTION, TOO.



ARUBA

MADE WITH MID-WEIGHT SUPPLEX®, FOR FAST DRYING  
 REINFORCED CORDURA® SEAT  
 ROOMY SIDE CARGO POCKET WITH VELCRO CLOSURE FLAP  
 INTERNAL PHONE POCKET  
 VELCRO WAIST ADJUSTMENT STRAPS  
 UV RATING OF 40

FOR MORE INFORMATION PLEASE CALL  
 619.224.6737 OR ONLINE [WWW.CAMEL.COM](http://WWW.CAMEL.COM)

**CAMEL**

# Adventure CRUISING WORLD

## Charters

Don't miss one of these popular reader vacation trips sponsored by *Sailing World's* sister publication

## Watch the AMERICA'S CUP IN VALENCIA

### LOUIS VUITTON CUP MAY 3-18, 2007

- ❖ One week of bareboat chartering in the beautiful Balearic Islands of Spain
- ❖ Seven days in Valencia, with welcome and farewell dinners
- ❖ Three days of race viewing from a spectator boat
- ❖ The cost of \$4,800 per person includes round-trip airfare from New York, six nights' hotel, one-week charter with starter provisions, transfers, and local taxes.
- ❖ This trip has an optional add-on.

### LOUIS VUITTON CUP (NO SAILING)

May 11-18, 2007

- ❖ The cost of \$3,400 per person includes round-trip airfare from New York, six nights' hotel, three days of race viewing from a spectator boat, transfers, and local taxes. The southern Spain add-on (May 18-25, 2007) costs \$1,950 per person.

### AMERICA'S CUP JUNE 14-29, 2007

- ❖ One week of bareboat chartering in the beautiful Balearic Islands of Spain
- ❖ Seven days in Valencia, with welcome and farewell dinners
- ❖ Three days of race viewing from a spectator boat
- ❖ The cost of \$4,975 per person includes round-trip airfare from New York, six nights' hotel, one-week charter with starter provisions, transfers, and local taxes.
- ❖ This trip has an optional add-on.



## Sail Spain's BALEARIC ISLANDS

### AMERICA'S CUP (NO SAILING)

JUNE 22-29, 2007

- ❖ The cost of \$3,700 per person includes round-trip airfare from New York, six nights' hotel, three days of race viewing from a spectator boat, transfers, and local taxes.

### OPTIONAL ADD-ON TOUR OF SOUTHERN SPAIN MAY 18-25, 2007 AND JUNE 29-JULY 6, 2007

Seville, Cordoba, Segovia, and Madrid are a few of the enchanting medieval cities with centuries of history and a variety of cultures that we'll visit. • The cost of \$1,950 per person includes seven nights' hotel, three of which will be in a parador in Toledo, one of the oldest towns in Spain. Prices (subject to airfare increases) are per person based on double occupancy.

### KING YACHT CHARTERS

800-521-7552 or 860-536-9217

[www.sailingcharters.com](http://www.sailingcharters.com) or

e-mail [info@sailingcharters.com](mailto:info@sailingcharters.com)

# 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.

*a d v a n c e d*

*t e a m w o r k*

*t a c t i c s*

*t e c h n i q u e s*

*c o m p e t i t i v e*

*p e r f o r m a n c e*



*The Performance  
Sailing School®*



**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





# ANNAPOLIS

## Yacht Sales



### Boat of the Month - Beneteau 36.7

One of the hottest racers to hit the market - the First 36.7 by Farr Yacht Design® is a competitive One Design outfitted with some of the finest available equipment such as Mars® lead keel and Navtec rod rigging. This dark grey boat is offered as a turn-key project from it's full race bottom to it's North 3DL Sails. Exceptional Value!

### ANNAPOLIS SPRING SAILS EVENT – APRIL 22ND & 23RD 2006

~ Call for more information! ~



**BENETEAU 40.7** - "Moon Racer" is the perfect Cruiser/Racer ever built. Cruise in comfort and get into places you never thought possible. "Moon Racer" has proved that racing with a shoal keel can be done with success. She is load with full electronics and new sails! **Asking \$199,000.**



**BENETEAU 44.7** - Racing or Cruising - Few performance yachts can achieve this delicate combination. It's the "Best of Both Worlds" that makes Beneteau First Yachts so incredibly popular. Together with the genius of Farr Yacht Design and valuable Input from sailors, the First 44.7 is everything you dreamed it would be. If offers exceptional Versatility, outstanding value, race course performance and Beneteau beauty.



**BENETEAU 47.7** - The First 47.7 is designed to be a true blue water performance yacht. As with all boats in the Beneteau family, to provide exceptional quality, performance and value. She is fully equipped with A/C, Generator, Cruising Sails, Racing Sails, Complete Electronic Package & Much More ~ Call for Details - **Asking \$279,000.**

### Select Brokerage Listings:

28' Beneteau First 285 '88	\$ 29,900	36' Shock NY 36 '81	\$ 29,900	40' Farr 40 One Design '99	\$179,000
32' Jeanneau Sun Odyssey '03	\$ 84,900	36' Beneteau 36.7 '03	\$129,900	42' Beneteau First 42s7 '97 REDUCED	\$149,900
33' Hunter 33.5 '88	\$ 34,500	36' Carroll One Design Racer '04	\$235,000	43' Beneteau First 435 '87	\$104,900
33' C&C '86	\$ 47,000	37' Custom Express 37/39	\$ 72,000	43' J-130 '98	\$269,900
34' Beneteau First 345 '88	\$ 39,900	38' Beneteau First 38s5 '93	\$ 89,900	43' Jeanneau 43DS '01	\$249,000
34' S2 10.3 '83 Reduced	\$ 29,900	39' Farr 395 '02	\$219,000	44' Farr IMS '91	\$120,000
35' C&C Landfall '81	\$ 39,000	40' Taylor '90	\$110,000	44' Beneteau 44.7 '05	\$309,000
35' Hunter 35.5 '90	\$ 67,900	40' C&C 121 '03	\$250,000	47' Beneteau 47.7 '01 REDUCED	\$279,900
35' Tartan 3500 '02	\$199,500	40' Beneteau 40.7 '99	\$175,000	50' YDL New Zealand Custom '96	\$179,000

ANNAPOLIS, MD: 7350 Edgewood Rd • Annapolis, MD 21403 • Phone (410) 267-8181 • Fax (410) 267-7409  
 DELTAVILLE, VA: 274 Bucks View Lane • Deltaville, VA 23043 • Phone (804) 776-7575 • Fax (804) 776-7373  
[www.annapolis-yachtsales.com/sw](http://www.annapolis-yachtsales.com/sw) • email: [info@annapolis-yachtsales.com](mailto:info@annapolis-yachtsales.com)





**Thoroughbred  
Yacht Sales**  
Specialists in World Class Yachts

SHOCKWAVE	90	R/P	02
GENUINE RISK	90	Dubois	04
SCOUT SPIRIT	78	Pugh	97
BORACAY	76	R/P	01
BEECOM	72	R/P	04
ZARRAFA	66	Pugh	00
PEGASUS	55	Andrews	01
YELLOW JACKET	53	Farr	00
BAMBAKOU	52	Farr	04
PEGASUS	52	Farr	05
FRAM	51	Farr	02
MARTEN	49	R/P	05
SPIFFIRE	47	Tripp	96
FRAM	40	Farr	97
DIANA	40	Farr	97
REVOLUTION	40	Farr	99
RIOT	40	Farr	01
CHANCE	395	Farr	02



**PEGASUS 52**

The latest and very best TP 52 for sale, complete and ready to win, why settle for second best?



**REVOLUTION  
HULL # 25**

The only boat on the market with hull and keel faired by Brad Fitzgerald, Located in California and ready for a truck. Very good sail inventory! Very serious about selling!

317A Chester Ave. Annapolis, MD 21403  
Tel #410-267-9419 Fax #410-267-7297

For more photos and details visit our website at:  
**www.tysonline.com**  
The Leading Race Yacht Brokerage Worldwide

**GO FASTER  
Wizard  
YACHTS LTD**

Bill Lee  
Dan O'Brien  
Tom Carter

345 Lake Ave, Suite G  
Santa Cruz, California 95062  
831-476-9639 fax 831-476-0141  
http://www.fastisfun.com  
e-mail: wizard@fastisfun.com



**62' Frers PJ aluminum yacht** - Very spacious and well thought interior. Large master suite, Sail MUCH faster than the typical cruising boats. Ready to go \$297,000.



**Jarvis Newman 48** - Graduate from Sail. Launched 2000, New condition. 700 hp Luger Diesel, Stabilizers. \$499,000



**Santa Cruz 50** - One of the best. New mast and rod in 2002. New Yanmar in 2004. Fast keel, extensive sails and equipment. \$189,000.



**Santa Cruz 50'** equipped for short handed - Water ballast, sprit, low hard dodger. Extensive equipment and sails. \$155,000



**Santa Cruz 40'** - Autopilot, refrigeration, h/c water, Espar heater, GPS plotter, Radar, Profurl ++++. Pull in the sails and go. \$89,500



**Olson 40'** - Very successful racer/fast cruiser. \$89,900.

**GUNNAR'S  
YACHT & SHIP**  
PRIVATE & COMMERCIAL VESSELS

**BROKERAGE ON DVD VIDEO**

44', Beneteau 445 '95, Loaded Cruise, Three Cabins,	39' Northeast 39, '85, Loaded Race & Cruise, Classic C&C Design
44', Grand Soleil 44, Race, Loaded Race, Full Interior w/2 cabins,	38' Najad 380 '06, Loaded, Cruise, New Boat
42' Wauquiez Centurion, Shoal Draft, New Diesel, Loaded Cruise	38' Hans Christian '88, Loaded Cruise, Canvas, Ready Live aboard, Bluewater Boat
41' Tartan 4100 '00, Super clean, fresh water, loaded/ cruise.	37' Tartan 3700 '03, Loaded, (2) AC, gen., Cruise, Almost All Options. Located Florida Reduced!
41' Bristol, 41.1 '85, C/B, Dark Blue Exceltrn Condition, Cruise, Loaded	37' Tartan 3700 '03, Loaded, (2) AC, gen., Cruise, Almost All Options. Freshwater, Reduced!
41' Sydney, Loaded Race, Excellent Race Record, New Keel, IRC Optimized	36' PJ Standfast '75, Complete Update, Loaded, Cruise
41' Beneteau 40.7 '04, "Hot Lips" Awlgrip Blue Hull, Loaded, Race, Freshwater	36' Catalina 36 '95, Clean, Freshwater, A/C, Loaded Cruise, Reduced!
40' Catalina 400 '99, 4/Electric Winches, Furling Main, A/C Loaded Cruise	35' Tartan 3500 '94, Freshwater Loaded Cruise & Race Equipped, Great Boat, Reduced!
40' Baba by TaShing "Mezzaluna", Loaded Cruiser, Beautiful Boat!	35' 1D 35 '00, "Yankee" New Blue Awlgrip Hull, New Deck, Black Stanchions, Beautiful & Fast
40' C&C 121, "Prelude", Blue Hull Super Clean Loaded Freshwater Cruiser Racer, Ultra Low Hours	32' Ericson 32-200 '88, Freshwater, Cruise Equipped, Serious Seller
39' Farr 395, '02, Super Clean, Freshwater, Loaded, Race Cruise	27' Oday, '78, Newer Diesel, Cruise Equipped, Nice Clean Freshwater Boat
39' CML 1200, '95, Nelson Marek Design, Unused Main, Upgraded sails, Ockam, Reduced!	

414.764.3994 Fax 414.764.3995  
P.O. Box 35, Racine, WI 53401-0035 • email: gunnars@wi.net



41' Beneteau 40.7 '04, "Hot Lips" Beautiful Awlgrip Blue Hull, Freshwater Only, Loaded, Race!



39' Farr 395 '02, Super Clean Boat in Nearly Perfect Condition. Freshwater Only, Loaded Race & Cruise.



41' Sydney, Loaded Race, Excellent Race Record, Loaded Race, Serious



39' CML 1200, 95, Nelson Marek Design, Unused Main, Upgraded sails, Ockam

Est. 1972  
**www.rcryachts.com**  
selected listings boat listings updated daily

50' C&C Custom 50, 1971 .....\$92,000	28' Albin Cumulus,1980 .....\$19,500
40' Beneteau First 40.7 2000 ....\$215,000	28' J/28, 1986.....\$44,900
37' C&C 37, 1983 .....\$62,900	26' J/80 w/Trailer, 2002.....\$38,500
34' C&C 34 1981 .....\$32,500	22' J/22 w/Trailer, 2005.....\$34,900
30' Pearson Flyer 1982 .....\$17,900	

**RCR YACHTS**  
Dealers for: **J/Boats, Sabre Beneteau & Hunter**  
tel: (716) 745-3862 fax: (716) 745-9671  
e-mail: sail@rcryachts.com

**RETAIL DIRECTORY**  
Premier Retail Partner Listing

**BLUE WATER SHIPS STORE**  
Kemah, TX • Ph: 281-334-7583  
Foley, AL • Ph: 251-943-4179  
www.bluewatershipsstore.com

**SAILORMAN NEW & USED MARINE**  
Ft. Lauderdale, FL • Ph: 800-523-0772  
www.sailorman.com

**SEVEN SEAS**  
Minneapolis, MN • Ph: 612-879-0600

For information on becoming a retail partner, please call Jason at: **1-888-259-6753 x1189**

Grand-Prix,  
Club Racing &  
Performance Cruising Yachts



# FARR<sup>®</sup>

## YACHT SALES

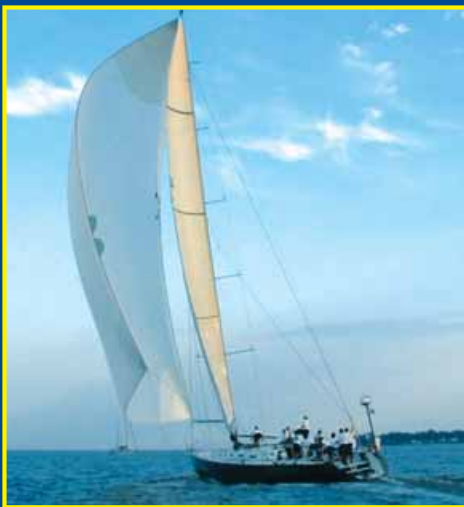
Contact: Bill O'Malley  
443 370 4805



**2002 Farr 395: Racer/Cruiser \$219,000**  
Fully race prepared & in perfect condition. The best dual purpose boat on the market for the price!



**1991 Farr 44 "Gaucho" \$120,000**  
Always well maintained & updated this racing legend is a great PHRF & IRC boat.



**1997 Santa Cruz 72 "Donnybrook" \$750,000**  
This Offshore Cruiser/Racer is 2.5' longer than the famous Santa Cruz 70 with a swim platform & wider beam, adding form stability for greater upwind & offshore performance.



**1999 Farr 47 "SLED" \$330,000 - Cookson Built**  
SLED is an IMS hybrid development of the Corel 45. Carbon rig, no-runners, non-overlapping jibs, masthead spinnakers & good stability.



**1995 Farr 43 "Flash Gordon Turbo" \$225,000**  
This is an exceptional boat, carbon construction & in excellent condition. Optimized 2005, masthead spinnakers & many new sails.

613 THIRD STREET  
T: 410 267 6550

ANNAPOLIS  
F: 410 268 0553

FARR YACHT SALES LLC  
MARYLAND  
Info@farryachtsales.com

21403 U.S.A.  
www.farryachtsales.com

# ESSEX CREDIT

NEW - USED - REFINANCE

# Boat Loans

# Made Easy<sup>®</sup>

**25 & 30 Year**  
Financing Available\*



Loans from \$15,000 to \$10 million  
Instant Loan Approvals\*

90 Days to First Payment\*  
Zero Down Program\*

Financing available on Older Models\*  
National Lender in all 50 States

**866-ESSEX-4-U (866-377-3948)**

**www.essexcredit.com**

\*(Subject to Program Guidelines and Credit Approval)

EQUAL CREDIT OPPORTUNITY LENDER

Reference code = MAR902

# FITTING-OUT BUYERS GUIDE

We put sailors in touch with makers and sellers of marine equipment and services.

<b>The Air Line</b> 352-307-1001 www.airlinebyjsink.com	99	<b>Ocean Equipment Inc.</b> 949-588-1470 www.oceanequipment.com	97
<b>C&amp;C Yachts</b> 440-354-3111 www.c-cyachts.com	98	<b>Sailtec Inc.</b> 920-233-4242 www.sailtec.com	97,99
<b>Davis Instruments</b> 800-678-3669 www.davisnet.com	97-100	<b>Spinnaker</b> 712-258-6120	100
<b>Flex-O-Fold</b> 781-631-3190 www.flexofold.com	99	<b>Survival Products</b> 954-966-7329 www.survivalproductsinc.com	99
<b>Gul/North National Outdoor</b> 905-290-0724 www.blueperformance.com	100	<b>Tylaska Marine Hardware</b> 860-572-8440 www.tylaska.com	96
<b>Horizon True</b> 507-665-3366 www.horizontrue.com	98	<b>WD Schock Corp.</b> 951-277-3377 www.wdschock.com	100
<b>Lifeline Batteries</b> 626-969-6886 www.lifelinebatteries.com	98	<b>Winslow Lifteraft Company</b> 941-613-6666 www.winslowlifteraft.com	97
<b>Mercury Marine</b> 920-929-5000 www.mercurymarine.com	100		

## TYLASKA MARINE HARDWARE



### SNAP SHACKLES

Proven in America's Cup, Tylaska snap shackles are the hardware of choice for a serious racer. Flawless performance and years of refinement make all the difference when second best is not an option. Available in 5, 8, 12, 20, 30 and now 50,000 lb. break strengths. All snap shackles are 100% pre-tested for working loads and smooth release.



### HALYARD SHACKLES

Tylaska's beautifully CNC machined halyard shackles have the highest strength-to-weight ratios available. Captive cross pin provides hassle-free operation. Machined thimble allows for 2:1 purchase. Hard coat anodized and laser engraved for superior corrosion resistance. Available in 5, 8, 12 and 20,000lb. break strengths with weights as low as 1 ounce.



### J-LOCK SHACKLES

Easily spliced into halyards and sheets, Tylaska J-Lock style shackles fit through most blocks to allow for fast sheet changes. Patented double-locking plunger locks in two directions and provides flog-proof operation without the need of tape. Available in 8, 12, 20 and 30,000 lb. break strengths for line sizes 8-20 mm. Weights as low as 1.9 ounces.



### SPOOL SHACKLES

Revolutionary new shackle design replaces the age-old knot! Incredible strength, minimal size and weight, and never jams up. Flog-proof design is ideal for halyards, sheets, etc. Available in high strength aluminum and now in high-impact plastic. Seven sizes fit lines from 1/8" - 3/4". Break strengths from 2,000-30,000 lb. Weights as low as 1/10 ounce!

**Tylaska**  
MARINE HARDWARE

Tylaska Marine Hardware  
800 Flanders Road, Mystic, CT 06355 USA  
Ph: (860) 572-8440 • Fax: (860) 572-0534  
Website: www.Tylaska.com



**SAILTEC  
INTEGRALS**

A hydraulically controlled backstay permits quick adjustment of head stay sag and mast bend which makes boats sail faster and point higher. Furling and reefing is easier and the sailing experience is vastly improved. You'll love the difference.

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



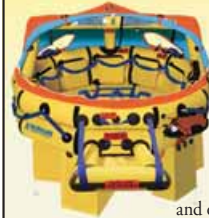
**KNOT-A-BAG®  
MOST CONVENIENT  
PLASTIC BAG-  
ANYWHERE!**

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



**#1 Rated**  
**Isn't Your Life  
Worth A Winslow?**



Super-Light™  
Ocean Rescue™

When it comes to safety, there can be no compromise. Choose only the highest rated life raft. In recent in-water tests of over 22 coastal and offshore rafts by Practical Sailor and Powerboat Reports, only Winslow life rafts were rated #1 in every category.

**Not 1... Not 2... But 3 Full Years  
Before Your Next Service!**

**Hassle Free  
Maintenance  
For 3 Full Years.**

Winslow's UltimaWrap™ is the strongest most protective vacuum pack in the industry. Utilizing a metalized-polymer composite, no other packing system can match UltimaWrap™ in stopping:



- Ultraviolet Light
- Water
- Humidity
- Oxidation

Winslow's compact design is 45% to 60% lighter, making it convenient to deploy by almost anyone on board; greatly improving everyone's chance of survival.



Super-Light™  
Premium Coastal™

**Free Offer for  
Cruising World Readers!**  
Receive a free Pelican™ case worth \$37.95 by providing code CWM-0406 when placing your order.

**800-838-3012**



Fax: 941-613-6677  
www.winslowliferaft.com

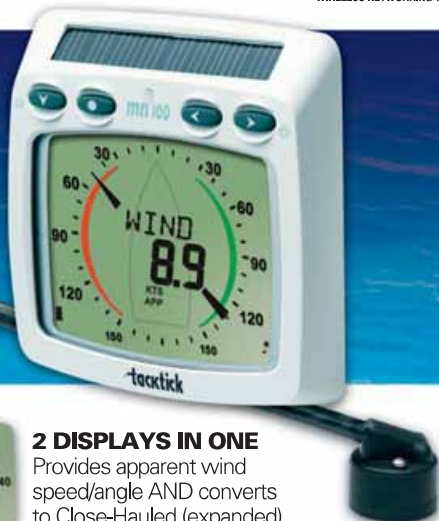


Made in the USA

**wireless is more.**

**wind without wires.**

Featuring **micronet**  
WIRELESS NETWORKING TECHNOLOGY



**2 DISPLAYS IN ONE**

Provides apparent wind speed/angle AND converts to Close-Hauled (expanded) wind angle at a push of a button.



**Wireless Electronics**

\*Available from marine electronic dealers and retailers nationwide. For further information visit www.oceanequipment.com or call (949) 588-1470. OCEAN EQUIPMENT is the exclusive distributor of Tacktick products in the U.S. and Canada

**value package  
T101  
\$1,299<sup>99\*</sup>**  
LIST PRICE: \$1,733.32



## Trust the Original

Why rely on traditional aftermarket outlets for parts when you can rely on the professionals at Tartan and C&C Parts and Service. Our extensive inventory of existing parts is supported by our ability to manufacture parts to original designs.

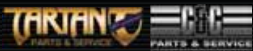


We offer:

- New Carbon Fiber Masts for all classic model Tartan and 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. Racing or Cruising.*

Tartan and C&C Parts are the source for manufacturing and engineering excellence to maintain and improve your Tartan or C&C.



Visit us on the web at:  
[www.tartanparts.com](http://www.tartanparts.com) or [www.c-cparts.com](http://www.c-cparts.com)

parts@tartanparts.com or parts@c-cparts.com  
p: 440-354-3111 ext. 171



## 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](http://www.lifelinebattery.com).

### LIFELINE INC.

955 Todd Ave, Azusa, CA 91702  
626-969-6886 • Fax: 626-969-8566

E-Mail: [jimgodber@aol.com](mailto:jimgodber@aol.com)  
Website: [www.lifelinebatteries.com](http://www.lifelinebatteries.com)

**Horizon True camera mounts**  
[www.horizontrue.com](http://www.horizontrue.com)

*Counter balance model*      *actual clip*      *pendulum model*

Enhance your racing skills with our self leveling camera mounts from **Horizon True**

For more information: call; Jeff Mootz  
Mootz Eye Clinic (507) 665-3366  
[mootzeye@myclearwave.net](mailto:mootzeye@myclearwave.net)



## WHEEL-A-WEIGH® LAUNCHING WHEELS FOR BOATS & INFLATABLES

Wheel-a-Weigh launching wheels help get your small craft to and from the water quickly and conveniently. The launching wheels ride in tracks permanently installed on the transom. Removal of lockpins allows pivoting the wheels up while underway. 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](mailto:sales@davisnet.com)  
Website: [www.davisnet.com](http://www.davisnet.com)



## 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](mailto:sales@davisnet.com)  
Website: [www.davisnet.com](http://www.davisnet.com)



It's Only a Click Away . . .

Discover  
**Sailing World**  
Online!

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

[www.sailingworld.com](http://www.sailingworld.com)



**WINDSCRIBE™**

**ULTRASONIC WIND METER**

Compact unit measures wind speed from 0-150 mph. Patented ultrasonic technology; no moving parts! Works by tracking changes to an inaudible signal inside the wind barrel. Gives current wind speed, running average, max. headwind & tailwind, windchill. Exceptional accuracy, rapid response.

**Davis Instruments**  
 3465 Diablo Avenue,  
 Hayward, CA 94545  
 800-678-3669  
 Fax: 510-670-0589

E-mail: sales@davisnet.com  
 Website: www.davisnet.com



**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



**HOOKAH  
 FOR THE CRUISING DIVER**

Three ways to go, when on the go.

Gas-powered: The most versatile. (Float, deck mount, drift or beach)  
 110V/AC: The handiest air supply. (Plug it in, unfurl the prop, scrub the hull)  
 12V/DC: The sailor's best friend. (When gas and 110V are inconvenient)

You'll also want to know that Air Line service is available at over 1,000 facilities, and is rated: **BREATHABLE.**

**www.airlinebysink.com**  
**877-207-3235**

*The Air Line*

**Survival Products**



**EMERGENCY LIFE RAFT**

Survival Products Inc., servicing/sales of aviation/marine life rafts, vests, slides since 1974, manufactures newly designed, emergency, inflatable, four- to six-man life raft for private aircraft/pleasure boats. World's lightest weight (only 12 lb.). World's smallest package (only 4" x 12" x 14"); World's least expensive (only \$1,095). 9 to 13 man, 18 lbs; valise 5" x 12" x 14", \$1,425. TSO'd and non TSO'd. New! 10-Man MAC/ORC Raft/double tube, 30 lbs., valise 5" x 14" x 19", \$2,895. 6-Man also. BUY/RENT.

Survival Products Inc., 5614 S.W. 25 Street, Hollywood, FL 33023  
 954-966-7329 • Fax: 954-966-3584  
 E-Mail: sales@survivalproductsinc.com  
 Website: www.survivalproductsinc.com



**AIR-DRYER™ — SAY  
 GOODBYE 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



**The Choice is Clear**



**THE SAILBOAT PROPELLER FROM  
 FLEX-O-FOLD**

- Unmatched powering performance
- Superior performance in reverse
- Lowest drag under sail
- Robust construction
- Virtually no maintenance
- No fouling of lines under sail
- 2 and 3-blade, saildrive and standard shaft
- Patented twin-helical gear design for reliability
- Patented locking screws
- Reasonable cost

Contact us for more information.

91 Front Street Marblehead, MA 01945  
 Tel: 781-631-3190 Fax: 781-639-2503  
 e-mail: amsales@flexofold.com



**EASY TO STOW.  
TOUGH TO BEAT.**

**MERCURY AIR DECK SERIES**

The Mercury Air Deck™ is the perfect tender. Available in either PVC or tough Hypalon, this roomy tender is exceptionally strong and durable, while its compact size makes it easy to stow even in small spaces. Don't leave the dock without one.



**HYPALON AND PVC**

Our fabric and 2" overlapped seam construction is so strong that we back it with a five- to ten-year limited warranty.



**MERCURY**  
Inflatables.

800-MERCURY mercurymarine.com/mercury\_inflatables

© 2006, Mercury Marine. All Rights Reserved. Hypalon is a registered trademark of DuPont Dow Elastomers, L.L.C. All other trademarks belong to the Brunswick Corporation.

The New  
**Harbor** 25



Enjoy sailing in style and comfort.

The Harbor 25 is a stunning NEW design with classic looks, a roomy cockpit, a beautiful interior, and an inboard engine. The Harbor 25 is also equipped with a self-tacking jib and lazy jacks for the main.

Other Schock sailboats: Schock 40, Schock 35, Wavelength 24, Santana 22, Santana 20, Harbor 20, Harbor 14, Lido 14, Sabot

BOAT BUILDERS  
**W.D. Schock CORP.**

23125 Temescal Canyon Rd., Corona, CA 92883  
951-277-3377 • schock@wdschock.com • www.wdschock.com

**LESS IS MORE**

LESS WEIGHT\_ MORE PERFORMANCE\_ LESS BULK\_ MORE FREEDOM



**GTX2  
EVO**

PERFORMANCE FABRICS  
UNIQUE 2 LAYER FABRIC  
PERFORMANCE WEIGHT  
WATERPROOF  
BREATHABLE  
WINDPROOF

**GUL**  
PERFORMANCE SAILING APPAREL

GUL IS DISTRIBUTED BY GUL USA INC.  
Tel: 905-290-0724 // Toll Free: 1-888-234-0771 // E-mail: info@gulusa.com  
Web: gul.com



**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



**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





# SAILING WORLD

# PERFORMANCE

## CLASSIFIEDS

### FAST BOAT BUYS

#### OPTIMIST DINGHIES

\$1,550. Fleet discounts available. KYC, Box 143, Smithville, Ontario L0R 2A0. (905) 957-7550. nkyc@sympatico.ca www3.sympatico.ca/nkyc



#### 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

#### J105

Pampered Mint condition '92. Fin keel/wheel. B&G Network w/hydraulic autopilot, radar. New sails. \$89,900. NY. myankydo@aol.com for contact and details.



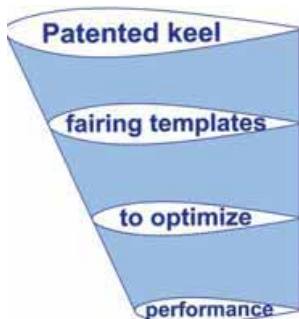
#### REYNOLDS 33 CATAMARAN

Sailing World 2006 Multihull of the Year! Fast, Exciting, Sleeps 4 and is Trailerable. Don't miss out, the Fun is here! Call 800 366-8584 for a dealer near you or visit us at www.R33.com

### KEELS & KEEL FAIRING



**MARS METAL COMPANY**  
1-800-381-KEEL (5335)  
Production And Custom Keel Casting  
[www.marsmetal.com](http://www.marsmetal.com)



**WHY THE WINNERS HAVE BETTER SPEED & POINTING**  
Compukeel and Universal template kits and templates. [www.computerkeels.com](http://www.computerkeels.com) (952) 829-5670.

### WINNING GEAR

**dwyermast.com**

- Masts
- Hardware
- Booms
- Rigging

Dwyer Aluminum Mast Co.  
203-484-0419

### ONE DESIGN COVERS IN STOCK

34 years experience guarantees a perfect fit for each of these classes:

420, 470	Force Five	Pintail
505	Hampton OD	Point Jude
Albacore	Harpoon 4.6, 5.2	Precision 14, 15
Apollo	Highlander®	16, 18, 23, 185
Banshee	Hobie 14, 16, 18	Pascal
Bandit 15	Holder 12, 14	Rebel
Buccaneer	Hunter 22, 28,	RH Bantam
Bullseye	170, 260	Rhodes 19
Butterfly	Interclub	S2 6.9
Cape Dory 19	Interlake	San Juan 21
Capri 13, 14, 16	Int'l 14	Sandpiper
Catalina 22, 25	Int'l 110	Siren 17
Catalina 27, 30	J-22	Snipe
Celebrity	Jack Salmon	Spindrift 15, 19
CL 11, 14, 16	Javelin	Star
Comet	Jet 14	Star 15, 18
Compac 16	JY 14, 15	Sunbird
Coronado 15	Laser®	Sunfish®
C-Scow	Laser 2®	Surprise
Daysailer	Lido 14	Sweet 16
Enterprise	Lightning	Thistle™
E-Scow	Lonestar 16	Vanguard 15
Expedition 12, 14	M-16, M-20	Victoria 18
Expo 14.2	MacGregor 26M, X	Wayfarer
Finn	Mariner	Widgeon
Fireball	MC Scow	Windmill
F. Dutchman	Mutineer	Woodpecky
Flyg Scot	Natt One Design	X-Boat
Flyg Tern	Opti Dinghy	Y-Flyer
	Penguin	Zuma®

FREE Rot-Proof Teflon Thread LASTS (\$45 value)  
Our covers last 7-10 years! (Industry norm = 5 yrs.)

**The Sailors' Tailor, Inc.**  
Spring Valley, OH 45370  
Order Online [www.sailorstailor.com](http://www.sailorstailor.com)  
Or call us 1-800-800-6050

INVEST IN THE BEST!

### FARYMANN DIESEL & LOMBARDINI MARINE

Your distributor for 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](http://www.prp-inc.com)

**Mastbrackets.com**

Lean, athletic and good looking  
Just like you.

Carbon fiber & ABS brackets for any system.  
\$39 to \$489.

Photograph by Billy Black, courtesy of Lantini

**ATLAS BOAT PAD**

**SUPERIOR PROTECTION**

- Protects bottoms
- Extremely durable
- Will not rot
- Non marking
- Does not hold moisture against boat
- Non scratching
- U.V. resistant
- Fits most existing stands and trailers
- Easy to install

Atlas Boat Pad • P.O. Box 515  
Sturbridge, MA 01566 • [johnja@gandf.us](mailto:johnja@gandf.us)  
1-508-347-8212  
[www.atlasboatpad.com](http://www.atlasboatpad.com)

**Free USVI Vacation Info**

[www.virgin-islands-hotels.com](http://www.virgin-islands-hotels.com)

United States Virgin Islands Tourism Association

**15% OFF-SEASON SALE ENDS APRIL 30, 2006**

### 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](http://www.topshop.on.ca)

### DEALER Inquired

Laser Carbon Fiber tillers, extensions, tubes. Sailing gloves, signal flags etc. Manufacturer in Thailand, 10 yrs experience. Contact: [atiphan@asianet.co.th](mailto:atiphan@asianet.co.th)

### 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](http://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](http://etpinfo.com/sailing)

### TROPHIES

#### SAILING TROPHIES

[www.sailingtrophies.com](http://www.sailingtrophies.com)  
Designers of exceptional sailing awards, acrylic sailboats, and executive gifts. (877) 393-2443.

**For Classified Rates**

Call: 401-845-5140  
Fax: 401-845-5180  
Email: [classifieds@sailingworld.com](mailto:classifieds@sailingworld.com)

▼ **JEWELRY/GIFTS**



**GOLD AND PLATINUM BANDS**

Color brochure [www.davidvirtue.com](http://www.davidvirtue.com) (800) 735-2058. □

▼ **DVDS / CDS / VIDEOS**

**Sailors' Guide To The Erie Canal or Rideau Canal**  
Award winning programs. For details go to: [www.modernmediaee.com](http://www.modernmediaee.com) □

▼ **PERFORMANCE INSTRUCTION/SCHOOLS**

**OFFSHORE SWAN PROGRAM Instructional Course**  
Caribbean Racing - Heineken, BVI, Antigua, etc. Learn to race aboard Swan 48 "Avocation". May return passage St. Martin-Newport. June Bermuda Race. [www.sailopo.com](http://www.sailopo.com), 1-800-4-PAS-SAGE, (631) 423-4988. □

**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](http://www.seagull-seafarer.org) for details. □

▼ **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](mailto:morgan@jackmartin.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. □

[www.sailingworld.com](http://www.sailingworld.com)



**cruising sail specialist,  
computer design  
Best quality, Lowest price!**

Phone: (852) 2789 1938  
Fax: (852) 2789 3155  
Website: [www.hksailmakers.com](http://www.hksailmakers.com)  
Email: [uolil@hkstar.com](mailto:uolil@hkstar.com)

▼ **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](http://www.visailing.com) □

▼ **CHARTERS: EAST COAST**

**NEWPORT, RHODE ISLAND New Beneteau 42's, 46', & Custom 50'**  
Classic Hinckley 49' w/2 cockpits! Bareboat or Captained. May 1- Oct 30. [www.bareboatsailinc.com](http://www.bareboatsailinc.com) (800) 661-4013. □

▼ **CHARTERS: FOREIGN**

**THAILAND SWAN 55**  
Phuket, Fax 6676381934, US\$700/week/person incl. E-mail: [bigasail@samart.co.th](mailto:bigasail@samart.co.th) □

▼ **WINNING BUSINESS OPPORTUNITIES**

**Tropical Vacation And Securities Trading Private Tuition**  
Learn to navigate the financial markets. [GAINTRADERS.COM](http://GAINTRADERS.COM) □

▼ **WATERFRONT REAL ESTATE**

**Buy Properties in South Florida**  
Oceanfront or Lakefront. Search MLS and apply online [www.ehloans.net](http://www.ehloans.net) 1-877-822-CASH. □

▼ **RESORTS/RENTALS**

**LINEKIN BAY SAILING RESORT**  
Large fleet of sailboats, instruction for novices. Heated saltwater pool, tennis, canoeing, fishing, seafood & lobster. Boothbay Harbor, ME 04538. 1-866-847-2103. [www.linekinbayresort.com](http://www.linekinbayresort.com) □

**Fax Sailing World to place your ad today!  
401-848-6286**

# 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](mailto:classifieds@sailingworld.com)

# LANDS' END NOOD 2006 REGATTAS

## 2006 DATES & LOCATIONS

ANNAPOLIS, MD .....	April 28-30, 2006
	Annapolis Yacht Club
DETROIT, MI .....	June 2-4, 2006
	Bayview Yacht Club
CHICAGO, IL .....	June 16-18, 2006
	Chicago Yacht Club
TORONTO, ONTARIO CANADA .....	June 23-25, 2006
	Royal Canadian Yacht Club National Yacht Club
MARBLEHEAD, MA.....	July 27-30, 2006
	Eastern Yacht Club,
LARCHMONT, NY .....	September 9-10, 2006
	Larchmont Yacht Club
Houston (Galveston Bay), TX.....	September 22-24, 2006
	Lakewood Yacht Club

\*Dates and Locations Subject to Change  
[www.sailingworld.com](http://www.sailingworld.com)

# ADVERTISING INDEX

▼ <b>SAILBOATS</b>	
Beneteau <i>Great Circle Marketing</i> .....	9
C&C .....	57
Farr Yacht Sales .....	19
Hobie Cat .....	47
J Boats, Inc. ....	51,66
MJM Yachts .....	23
Melges Performance Boats .....	55
X-Yachts USA/Prestige Yacht Sales, Inc. ....	C3
Sydney Yachts .....	81
Vanguard Racing Sailboats .....	56
▼ <b>SAILS, SPARS, RIGGING</b>	
Bainbridge International .....	29
Contender Sailcloth Worldwide .....	74
Forespar .....	48
GMT Composites .....	28
New England Ropes .....	49
North Sails .....	16,17
Quantum .....	C2,1
Selden Mast .....	46,63
UK Sailmakers .....	15
Yale Cordage .....	60
▼ <b>HARDWARE/ACCESSORIES</b>	
Annapolis Performance Sailing .....	83
Edson .....	75
Harken Inc. ....	4
Lewmar .....	73
Ronstan .....	8,82
Schaefer Marine/Tuff Luff .....	74
▼ <b>PERSONAL SAILING GEAR</b>	
Camet International .....	89
Gill North America Ltd. ....	22
Rolux Watch USA .....	C4
Steiner Binoculars .....	53
▼ <b>ELECTRONICS</b>	
B & G .....	77
Furuno .....	13
Sailflow .....	26
▼ <b>PAINT/COATING</b>	
Interlux .....	31
▼ <b>MISCELLANEOUS</b>	
1 Big Think .....	76
Adventure Charter .....	90
J World Sailing School .....	91
Landfall Navigation .....	30
Leukemia Cup Regatta .....	87
The Moorings .....	24,65
Mt. Gay / US Sailing Speaker Series .....	6
NOOD Regatta .....	2,3
Offshore Sailing School .....	89
Safety at Sea .....	88
Sail America .....	61
Sunsail Club Colonna .....	52
US IRC .....	92
US Sailing .....	67
West Marine .....	20
▼ <b>BROKERAGE</b>	
Essex Credit .....	95
Farr Yacht Sales .....	95
Gunnars Yacht & Ship .....	94
RCR Yachts Inc. ....	94
Thoroughbred Yacht Sales .....	94
Wizzard Yachts .....	94

Volume XLV, Number 3 SAILING WORLD (ISSN 0889-4094) is published 10 times a year by World Publications, LLC, 460 N. Orlando Ave., Suite 200, Winter Park, FL, 32789. Copyright 2005 by World Publications LLC. All rights reserved. Reprinting in whole or part forbidden except by permission of the publisher. The title Sailing World is a registered trademark. 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 (10 issues) \$28.00. In Canada \$38.00, other International \$48.00. Orders Outside the US must be prepaid in US funds. Publication Agreement Number #1238973. Canada Return Mail: 4960-2 Walker Rd., Windsor, ON N9A6J3

# CONTRIBUTORS

## ABNER KINGMAN

Though it was no fault of its own, the 52-foot *Yankee* proved a difficult subject for photographer and writer Kingman. "We cancelled the photo shoot four times," says Kingman, a 37-year-old who lives in Tiburon, Calif. "It's just winter in San Francisco. Too much wind a couple of times, and then we waited and waited on the wind." Getting the words, however, was easier. "There are an endless number of stories that are fun because there's some degree of irreverence. It's served not only as a boat to race and sail, but a boat to really live on. It's hosted dinner parties since the 1920s."



## RICH BOWEN

Trimming on a Transpac 52 is a consuming task. But as a sail designer, Bowen, whom we profiled in our feature on grand-prix sail development (p. 70), pulls double duty while trimming the headsails on Tom Stark's *Rush*. "It starts in the morning with showing up and making sure the sails are on the boat," says the 38-year-old Rhode Island native. "While racing, I'm keeping an eye on what's happening with sails on our boat, checking out the other boats, and thinking about our next sails. It's kind of like having a day job and a night job."



## JESSE FALSONE

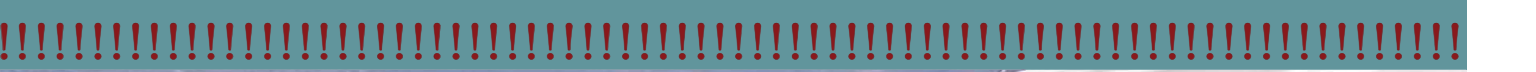
"When it comes to trickle-down, I always wonder whether I can put it on my 505," says Falsone, 37, a naval architect who provides an in-depth look at PBO rigging (p. 44). "But, for the 505, I'd need 3/16ths, and right now 1/4-inch is as small as it goes. When they get it down, I'll be the first to try it." In the meantime, Falsone is concentrating on the 505 Worlds in England this summer, and winning some local hardware in the family Thistle. "I like to be competitive with the Thistle," he says, "but teaching the kids [four] to have fun is more important."



## TONY REY

"I know the topic has been done to death, but it's an issue I see on boats of all sizes," says Rey, a *SW* Racing Editor, pro sailor, and coach, who explains how rig asymmetry affects helm balance, sail trim and ultimately speed through the water (p. 58). In January he was calling tactics for Yukihiro Yasha's *Swan 45 Ishida*, from Japan, at Acura Key West Race Week, and returned home to Rhode Island for a short stint to assist with diaper duties. He was soon off to St. Maarten for the Heineken Regatta in March, and then to the TP 52 Globals in Miami, with Michael Brennan's *Sjambok*.





# ASK DR. CRASH

**DEAR DR. CRASH,**

As a young sailor aspiring to become a professional, I've been working hard to build my racing skills. Recently I was promoted from doing the spinnaker pole foreguy to being mastman on one of the local big boats. I thought I was doing a fine job, but the crew is blaming me for breaking the spinnaker pole in a recent jibe. It wasn't my fault, and I fear I'm in danger of being demoted, or worse. What can I possibly do?

**-BAGGED ON THE BAY**

**DEAR PUDDLING,**

My impression is that the broken pole wasn't your fault at all, and it appears your crew is suffering from an especially virulent strain of "Fingerpointitis." Its outbreak is hard to predict, though it's usually associated with an aquatic disaster. Tell your mates to remember that when they're pointing their finger at you three of their own fingers are aimed back at themselves.

**-DR. CRASH**

ANDREW SIMS



Photo: Per Heegaard

# X-35 ONE DESIGN

US DEBUT · **Strictly Sail Pacific** · April 19 - 23, 2006

**120 boats sold before launch of Hull 1 in October, 2005**

The vision behind the design was to create a sporty and simple yacht to sail, (non-overlapping headsails), with extremely pleasing lines, while providing a warm, comfortable interior for the active family that also enjoys weekend cruising.

Down below the X-35 has a fully equipped galley with private head forward, and accommodations for up to eight people. The foldable saloon table seats six and easily removes for racing.

The X-35 International One Design will make an ideal PHRF/IRC racer, day sailer and generally all-around wonderful boat.

**Make a hull number reservation for Spring 2007 delivery, call for details.**

X-35 **New Class**

X-37

X-40

X-41 **New Class**

X-43

X-46

X-50

X-55 **New 2006**

IMX 70 **New 2005**

**X-Yachts**  
WORLD CLASS SINCE 1979