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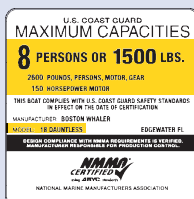




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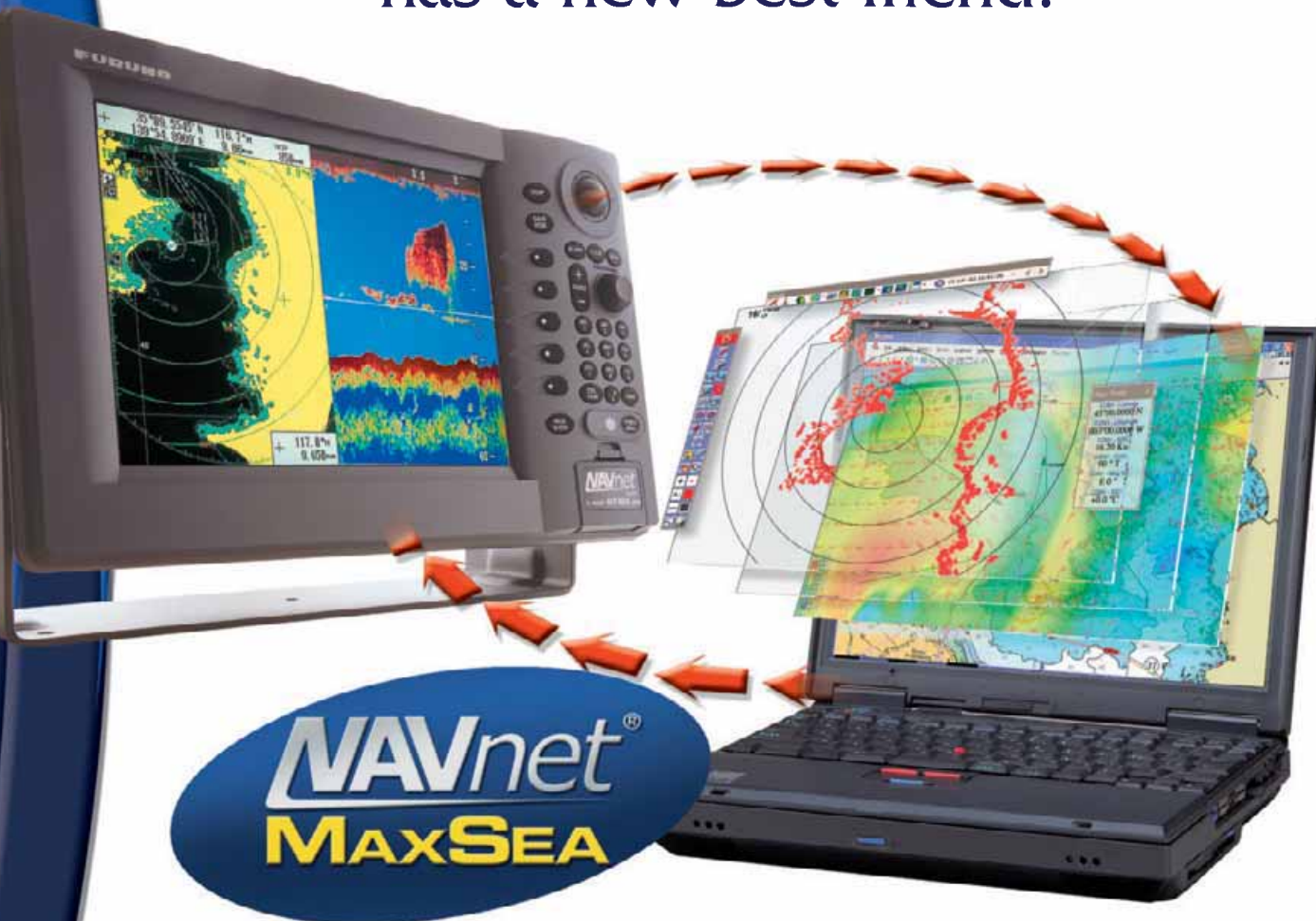
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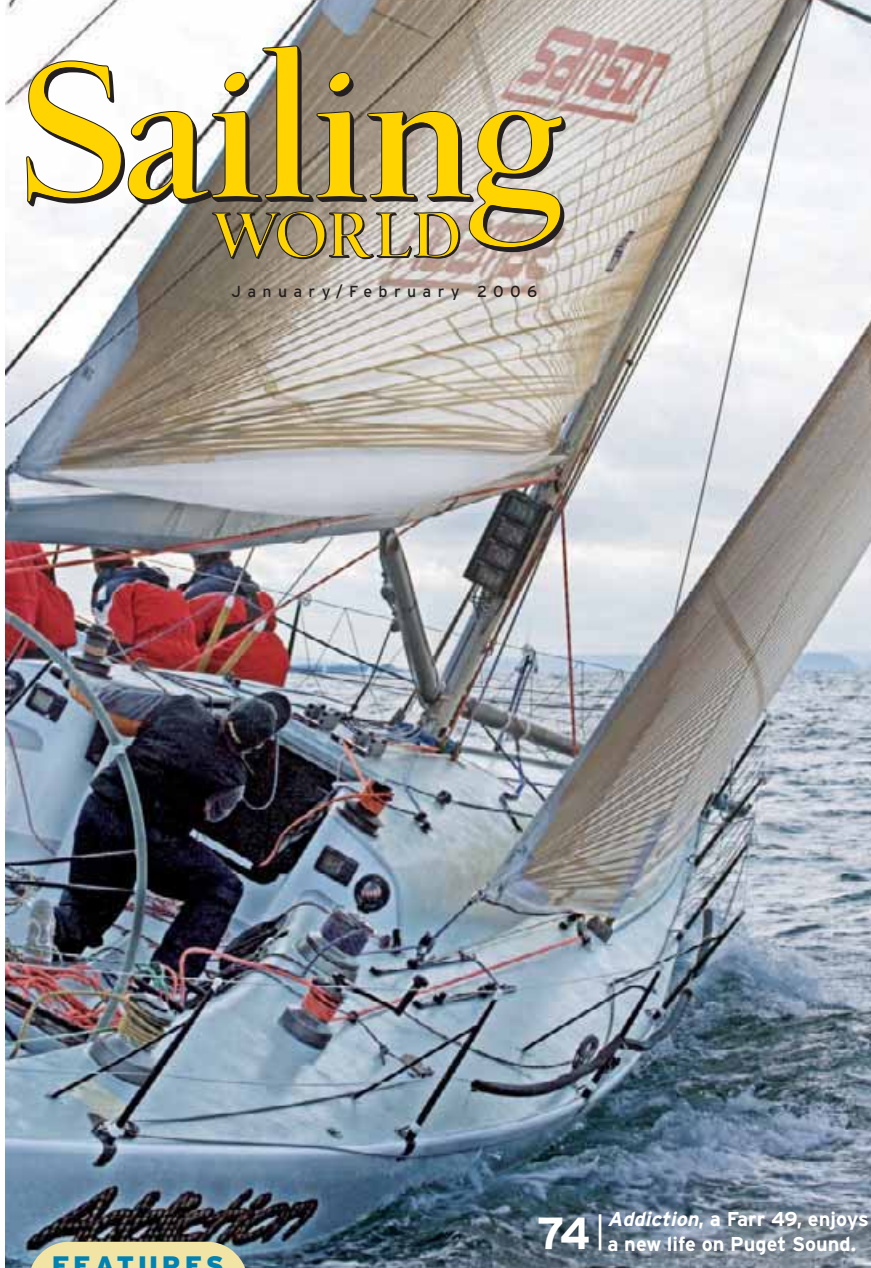
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Sailing WORLD

January/February 2006



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By Tony Bessinger, Photos by Walter Cooper

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By John Burnham, Photos by Daniel Forster/Rolex

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By Dave Reed

Cover Photo: Thierry Martinez

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Membership Adds Up

"IT WOULD BE BELABORING THE OBVIOUS TO mention the close-knit comradeship, both through formal organization and informal contacts, that exists among one-design sailors." So wrote the first editor of this magazine, Knowles Pittman, in 1962; but he could as easily have been doing my presentation on the values of one-design class membership at US SAILING's One-Design Sailing Symposium.

One-design classes are necessary to the well-being of organized racing in a given type of boat and also—when most successful—tremendously appealing in their casual warmth, friendliness, and good humor. The organizing side that Pittman mentions is the investment, and it's sometimes awkward and more labor intensive than class officers would like. The informality and the comradeship are the payoff.

When I spoke at the symposium last fall, I gave the preliminary results of the 2005 US SAILING/*Sailing World* One-Design Survey (see box) and described to class leaders why they should be dedicated to maintaining and building class membership. In simple terms, members are the main resource of each class, volunteering their time, paying dues, and infusing activities with their spirit.

From the sailor's viewpoint, there are plenty of equally good reasons to be a member. Here are five key ones:

◆ Foremost is that you become part of a community of like-minded sailors, connected by your enthusiasm for a certain model of sailboat.

◆ Your membership supports your newsletter, website, promotion, attention to class rules, and administration.

◆ Whether you own a boat or not, the class keeps you up to date on events in which you can participate, and, when you miss an event, the class will let you know what you missed.

◆ For owners, besides supporting the

resale value of your boat, you learn how to maintain and improve it; the class may help you find crew, as well.

◆ And if you're a crew, the class can help you find crewing opportunities and a boat when you're ready to buy one.

In the quote above, Mr. Pittman was talking about this magazine's role in bringing together one-design sailors, but the reasoning for you to support your class association is just as valid. Your membership helps create and sustain a level playing field for an unmatched competitive challenge.

Pittman also wrote: "Few other sports involve such complex equipment and technical knowledge to use it well as does sail racing. Few other sports demand so much of their participants—such total preparation and concentration, not to mention skill."

If you think about it, the number of one-design sailors in most classes seems low—we have tallied approximately 30,000 altogether among 74 classes as of press time. Despite there being hundreds of thousands of Sunfish, Lasers, Optimists, Lightnings, Thistles, Snipes, etc., most sailors who race one-design never join their class, usually because they don't sail at a national or other event that requires they pay their dues. This group no doubt includes some of you, *Sailing World's* 50,000-plus readers. Maybe you joined, then let your membership lapse, or never joined in the first place.

If you've ever thought you might be a little strange because you own a one-design boat and lavish it with so much of your time and money, here's how you can shake the feeling once and for all. Join your class association and you'll find one place where you fit right in.

2005 US SAILING/*Sailing World* One-Design Class Survey

- | | |
|---------------------|------------------------------|
| 1. Optimist (2950) | 6. Flying Scot (1650) |
| 2. Lightning (2529) | 7. J/24 (1500) |
| 3. Laser (2400) | 8. Sunfish (1500) |
| 4. Club 420 (1850) | 9. Catalina 30 (1120) |
| 5. Thistle (1754) | 10. Hobie Class Assn. (1010) |
- Complete report at www.sailingworld.com



Nicest All Around

HOW APPROPRIATE THAT THE NICEST GUY IN sailing, Greg Fisher, interviewed the nicest woman in sailing, Jody Swanson ("For The Record," Oct. '05). I've had the privilege to sail with and against both Greg and Jody; their ability to compete at the highest level in a range of classes never interferes with their desire to share a beer and a laugh at the end of the day. Our sport would be better if more of us were able to match their desire to win and their ability to maintain perspective about that desire.

Greg has a crowded trophy shelf, but one of his most prized awards is the "top female" trophy he won at a regional championship a few years ago. He finished third overall, and the trophies had been engraved before anyone realized that women's teams would take the top two slots. Others might have been embarrassed, but his response was "Wow, thanks! I know I'll never win another one of those." His ability to laugh at himself has never interfered with a successful career in sailmaking, and after more years than he would like counted of working to make customers fast, he still manages to find fun in each day on the water.

I do take issue, however, with Greg's description of Jody as one of the sport's greatest "women competitors"—the female modifier is completely unnecessary.

**CAROL CRONIN,
JAMESTOWN, R.I.**

Ten Years After

READING LAURIE FULLERTON'S ARTICLE "Women in Sailing: 10 Years After A Cubed" (Oct. '05) I found myself agreeing that more women need to be in the sport. I run a small junior sailing program at our yacht club in which we had almost 50 percent girls last July—the best we've ever had. I hope this trend in junior sailing continues.

One thing the article didn't address is a change of priority as we age. Out of college I raced with a group of friends in our local PHRF fleet on the Hudson River and Long Island Sound. We had many successes and a happy boat with multiple women on board, including the mainsail trimmer (now she's my wife) and the genoa trimmer (now married to the bowman). As a whole our racing has decreased due to other obligations, and both of these women have now stopped racing to spend their spare time with their children. This is another reason why women are short on the racecourse (and they deserve our thanks). Now we need to come up with a way to bring them back out on the water as soon as they're ready.

**GUY MAY
CORTLANDT MANOR, N.Y.**

THANK YOU FOR YOUR OCTOBER '05 STORY on women (or lack there of) in performance keelboat racing. It's shocking to me to see so many talented female college sailors lose interest in the sport post-

college due to the prevailing attitudes regarding what women "can" or "cannot" do on big boats. I run a high school sailing center and my only hope is that the energetic young females I'm working with now don't have to face resistance to stay in a sport that they excel at and love. I appeal to all owners to take on female crew members, put them in key positions, and see what some of these women can do.

**SARAH SCHAILL
CHARLESTON, S.C.**

READING LAURIE FULLERTON'S ARTICLE struck me profoundly. I sail on Bob Smith's *New World*, a J/105 on Lake Michigan. We have a simple, yet most enjoyable sailing situation—races with Bob driving and his two daughters, Laura and Di, in the crew. This pair works the boat like no other crews I have raced with: Laura is our bowwoman and Di trims the kite. Last year we earned second place in a fleet of 20 in Chicago YC's Boat of the Year competition. I feel blessed to witness firsthand how we work together and the deep-rooted love that Bob Smith has for his daughters . . . and his boat. It makes for a great summer on Lake Michigan.

**MICHAEL BROWN
CHICAGO**

Clear Ahead Exhibit

I REALLY LIKED THE PICTURE OF A³ AND *Il Moro* in your most recent issue (Nov./Dec. '05). It does appear that A³ is port tacking *Il Moro* and clearing by about a half boatlength. I'm sure that this was Bill's idea.

**JOHN MCLEOD
GRAND RIVER SC, OHIO**

Photo Corrections

WE MISTAKENLY IDENTIFIED THE PHOTOGRAPHER of the excellent photo from the 2005 Hobie 16 NAs ("Finish Line," Oct. '05). The photographer was Nate Simpson, www.natesimpsonphoto.com. Also, the photo of the Brenta 122 *Ghost* on p. 72 (Nov./Dec. '05) was taken by Max Ranchi, www.maxranchi.com.

—EDITORS

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Mistaken Identity: Lightning Champs

I SAW THE WEEKEND WARRIOR SECTION ON page 16 of the October edition and thank you for writing about me. One thing is funny though: the picture next to the article isn't me—that's my crew,



Dan Moriarty. Although my local fleet is having a lot of fun with this (Dan is an excellent skipper in his own right), I guess I need to gain the five years in age, lose the 8 inches in height, and just be myself.

**MATT BURRIDGE,
ST. LOUIS, MO.**

At Sailing World we always feel that crews rarely get the ink they deserve, but it appears this time we've gone too far. This is especially unfortunate considering your Lightning NAs victory was sensational. In making good on our error, we present the entire championship team (Matt, at right, Dan, and Tobi Moriarty.)

—EDITORS

IN THE 1400'S, CHINA RULED THE OCEANS. IN 2007, THEY'RE SEEKING TO DO IT AGAIN.



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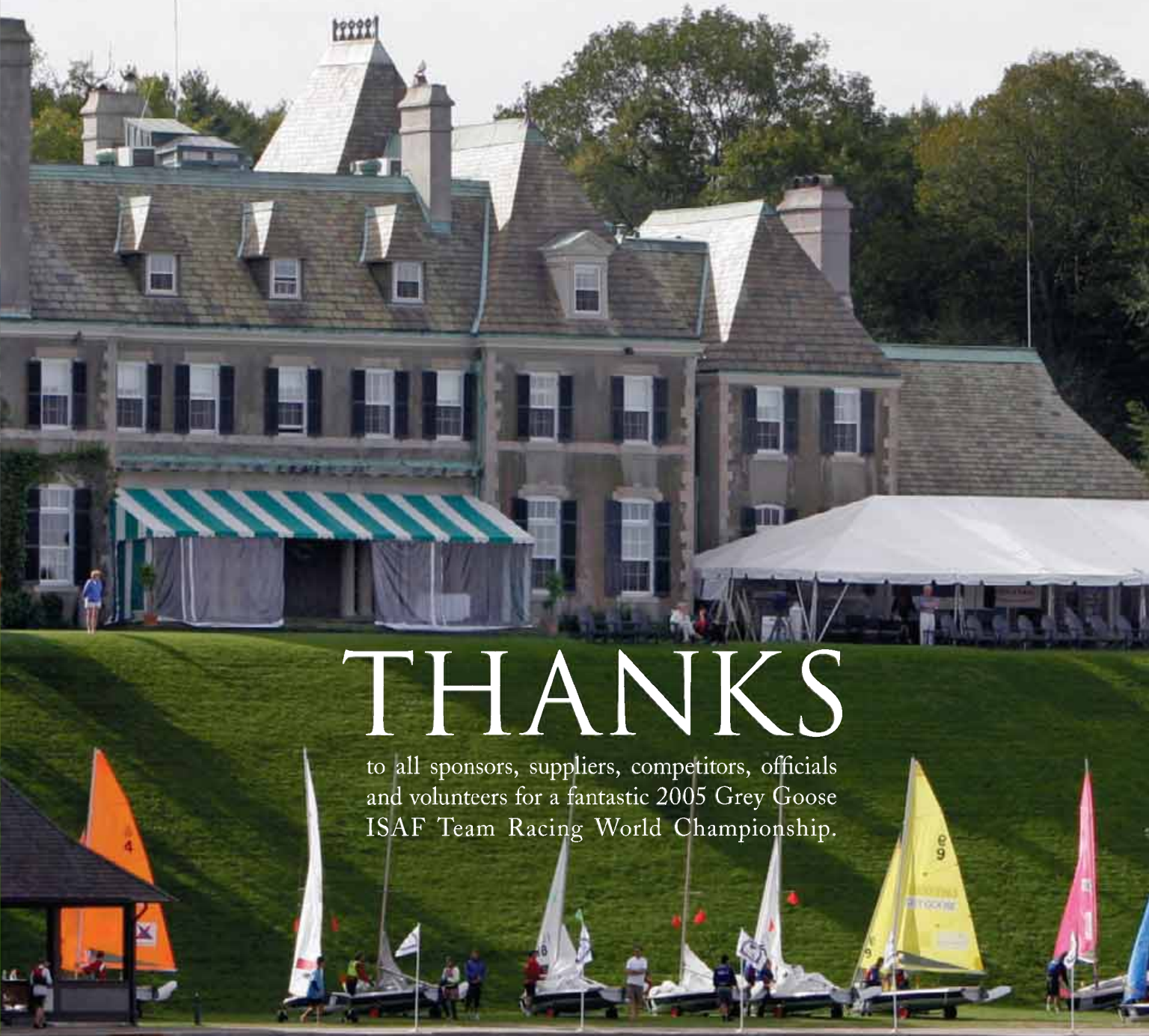
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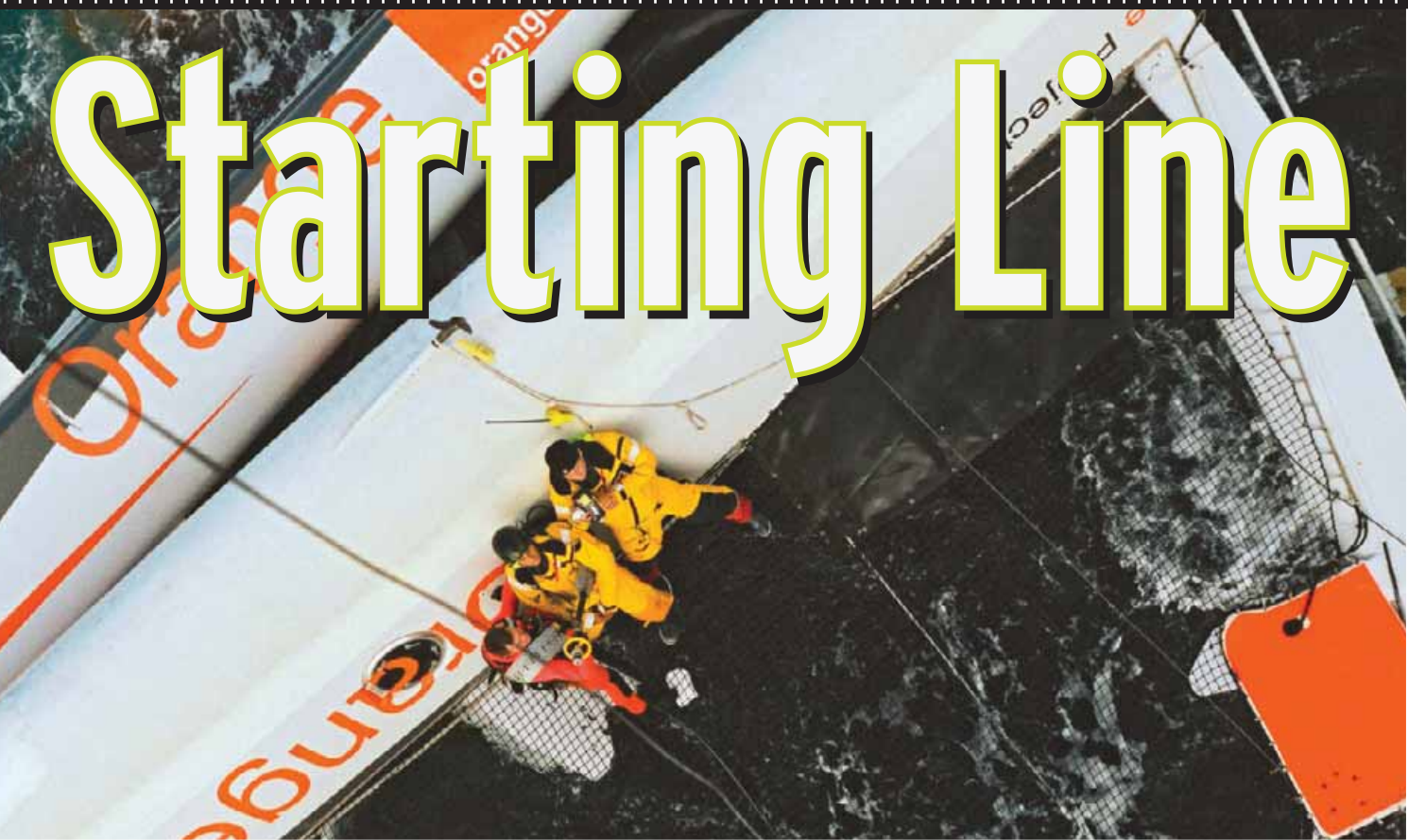
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Starting Line



Tris Try, But Many Fail to Finish

THE 10 ORMA 60 TRIMARANS were barely 12 hours into the 5,000-mile Transat Jacques Vabre doublehanded race when Yvan Bourgnon and Charles Caudrelier's *Brossard* retired with hull damage.

"All of a sudden, I heard a massive cracking sound and saw the hull opening over my head on the deck," Bourgnon

reported to race officials on Nov. 7. "The crack has extended along half the main hull now, and is 3 centimeters wide."

In the next 36 hours, the strong southwest winds in which the race had started whipped around to the northwest, creating large, uneven seas, and three other trimarans fell apart. *Orange Pro-*

ject and *Foncia* both capsized and *Sodebo* lost its port float and, consequently, its mast.

"The seas were immense," Thomas Coville, the skipper of *Sodebo*, reported to race headquarters. "A huge wave suddenly slammed violently into the boat and the port float opened up in two right in the middle. We took the

mainsail [down] and fought to get the boat facing downwind, to be less exposed. But the mast fell down, smashing the leeward float."

Two days later *Groupama* capsized in rough conditions. On Nov. 14, a week into the race, *TIM Progetto* followed suit when skipper Giovanni Soldini put the boat on



SIX DOWN, FOUR UP
Orange Project and *Foncia* were two of the early casualties in the Transat Jacques Vabre. Only four of the 10 ORMA 60 trimarans that started the doublehanded race made it to the finish line. Pascal Bidegorry and Lionel Lemonchois on *Banque Populaire* won, averaging nearly 18 knots.

FIGHTING 50S

The rivalry between American solo ocean racers **Joe Harris** and **Kip Stone** sparked to life again in the doublehanded Transat Jacques Vabre. Harris and co-skipper **Josh Hall** took the lead when Stone made a pit stop to replace a torn main, leaving him 350 miles behind. However, like nearly every aspect of the race, holding the lead wasn't easy.

To finish is an accomplishment. How different was it to win?

Quite different. The Transat Race [in 2004] was my first big offshore solo race. My goal was to survive, finish, and win, in that order. For this race I had my sights set higher. It was gratifying to have all the effort pay off.

You took a tumble early in the race. How did that happen?

It was blowing 30-plus and 20-foot seas. I got vaulted across the cabin and landed against a carbon post. I laid there in a heap for a while. I was really worried that I broke my ribs. I took a little time off and laid in the bunk. I kept taking painkillers for the next week or so and slowly it got better.

After the pit stop, Kip Stone's *Artforms* surged back. Were you nervous?

As we came down past Madeira, the routing was showing the western route was favored, but *Vedettes de Bréhat* [then in second] had made a move to the east. We covered *Vedettes*. *Artforms* got back in the race; they had very favorable reaching conditions across the Bay of Biscay, and in no time our lead was down to 150 miles. We were pretty worried. What decided it is we made a smooth passage through the Doldrums and *Artforms* had a more painful passage.

How will you transition back into your job as CFO of the New Boston Fund?

That's going to be interesting. Coming back from the Transat, I was on an emotional high for three months. I expect it'll be the same this time. It's going to be a little hard to focus at first, but until I find that big sponsor I've got to keep the day job.

autopilot for a moment to trim the sails and it failed. With 3,300 miles still to sail the 10-boat fleet had been reduced to four.

The rest of the race was relatively uneventful. *Banque Populaire*, skippered by Pascal Bidegorry and Lionel Lemonchois, won and set a new course record, averaging 17.59 knots.

"We knew to control our speed," said Bidegorry, when asked how his boat survived the first two days. "Quickly, but not too quickly to preserve the boat. A successful race is a race where you try to advance as well as possible."

This isn't the first race to decimate the ORMA 60 fleet. In the 2002 Route du Rhum, a

singlehanded race from France to the Caribbean, only three of 18 finished. But the sailors won't get any sympathy from race organizers.

"We're not going to change this race," said Jean Maurel, TJV race director. "These boats must be built to withstand bad weather in November."

—STUART STREULI

—SS

▶▶ Ellen MacArthur and the Spanish Tornado team of Fernando Echavarri Erasun and Anton Paz Blanco are the 2005 ISAF Rolex Sailors of the Year. In February MacArthur completed a record-setting 71-day singlehanded journey around the world. Erasun and Blanco are the top-ranked Tornado team and won the class's world and European championships in 2005. www.sailing.org

▶▶ Vanguard Sailboats is now a top-level sponsor of US SAILING. The new agreement runs through 2009 and includes boats for six U.S. Championships and the 2007 U.S. Olympic Trials (Laser and Laser Radial), support for members of the U.S. Sailing Team, and youth sailing development. www.ussailing.org, www.teamvanguard.com

▶▶ Olivier de Kersauson's maxi-trimaran *Geronimo* set a new record of 4d:19h:31m:37s for the transpacific Los Angeles to Honolulu course, averaging 19.17 knots over 2,215 miles. Among the 11-man crew were Team Adventure sailors Cam Lewis and Larry Rosenfeld. www.trimaran-geronimo.com

▶▶ US SAILING amended its bylaws last October, rearranging its structure and dramatically downsizing its board of directors from 49 to 14 members. A transitional board is currently in place until direct elections for new directors are held. www.ussailing.org/bod

▶▶ Ultimate Sailboats has transferred production of the Ultimate 20 sportboat to Abbott Boats in Ontario, Canada. www.ultimatesailboats.com, www.abbottboats.com

Vipers Recoil and Look to Rebuild

DISCOVERING THE VIPER 640 barely clinging to its one-design life is a bit like finding your high school valedictorian manning the pumps at the local Gas 'n Sip.

In 1997, the 21-foot, three-person keelboat was named *Sailing World's* Overall Boat of the Year. "I see a lot of reasons for it to grow as a strong one-design," said judge Peter Wormwood, a multihull designer, in *SW's* March 1997 issue. "It definitely is a step up to the future for one-design sailors."

In the next couple of years, designer and builder Brian Bennett sold more than 60 of the boats, which are remarkably balanced upwind and can plane downwind in breeze. But his company ran into financial trouble and the molds and production rights were sold to Race One, a British company that primarily deals with grand-prix raceboat charter. Race One didn't aggressively market the boats and production ground to a halt. Stateside, fleets began to shrink. By the early part of this decade the sole remaining active fleet was in Marblehead, Mass., and even that was hurting. "Apart from race week," says current class president Justin Scott, "four boats was a good day."

Scott was an avid Rhodes 19 and Sonar sailor until he went on vacation to Minorca and sailed the RS 600, a high performance British dinghy. He returned with a thirst for "something more exciting." So he and the existing members of the Marblehead fleet gathered at Maddy's Sail Loft, a local watering hole, and made a plan to reinvigorate the Viper class.

"The first step was getting the existing Viper owners organized and providing more opportunities to race in a serious way," says Scott. "As a result of that more people



With hopes of jump-starting a fleet in Western Long Island Sound, six Viper 640s trekked to the Lands' End Larchmont NOOD.

starting buying Vipers. In January 2005 there were five on the market. Those got bought up and as additional ones came on the market they sold very quickly."

This renewed interest led the class association to investigate restarting production. The group bought the molds and production rights from Race One, and found a new builder in Rondar. New boats will run just under \$20,000, with fleet discounts even lower. To improve handling and ease of rigging, the class has approved a new carbon rig, which will be offered at cost to current Viper owners.

Fleets of existing boats are

congealing in Southern California and Florida, and there's a push to start one from scratch in Western Long Island Sound. "Trying to find dinghy racing on the West Coast I find extremely difficult," says Nick Mockridge, one of the sparkplugs behind the Southern California fleet. "So I wanted to find something that had the performance of a dinghy, was easy to launch, and still allowed me to do local PHRF racing. The boat is so easy to sail, and it's so fast without any effort compared to other 21-footers." For more on the Viper resurgence, go to www.viper640.org

—STUART STREULI

IT'S NOT TOO LATE



Dr. Crash 2006 Calendar

Every year *SW's* Dr. Crash worries that sailors will wise up and cease providing him with so much "work." Fortunately, 2005 wasn't the year, as there was a steady stream of patients sailing into his waiting room. The 2006 *Best of Dr. Crash* calendar is

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COLLEGE RANKINGS

Determined by *Sailing World's* coaches panel: Michael Callahan (Georgetown), Ken Legler (Tufts), and Mike Segerblom (USC). Rankings based on results through Nov. 28.

COED (prev. rank)

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

WOMEN (prev. rank)

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



CLASS NOW IN SESSION

The new Olympic windsurfing class made its North American debut in late September at the Neil Pryde RS:X Pacific Coast Championship, hosted by the St. Francis YC on San Francisco Bay. "The sail is big and when it gets windy it's a lot to handle," says Mark Mendelblatt, a 2004 Olympian in the Laser and a recreational

windsurfer. "Even some of the good guys were having trouble when the breeze was up the first day." Formula sailors dominated the top of the standings, with Brazilian professional Wilhelm Schurmann winning by 2 points over Sam Ireland of Canada. Seth Beese, a former U.S. junior champion, was third. www.stfyc.org

Olympic Scoring Weighted for 2008

ENCOURAGED BY BOTH THE International Olympic Committee and the Olympic Broadcast Services, ISAF tweaked the scoring system for the 2008 Olympics to increase the importance of the final race in each discipline.

In past Olympics, general interest media have been particularly frustrated to find the gold medal winner on the sidelines watching the final race, having already clinched the title. In Athens, three of 11 gold medals were locked up in the penultimate race.

The new system, which was approved at the annual meeting in November in Singapore, will mirror the old one for the first 10 races of the Olympic regatta—15 for the 49ers—and competitors will be allowed to discard their worst finish. For the final race, the fleet will be reduced to the top 10 sailors. Individual finishes will count for double points and must be kept. On-the-water judging will be used to decide any protests.

The root of the new scoring



Torben Grael (left) and Marcello Ferreira celebrate clinching the Star gold in Athens two days before the final race. A new scoring system aims to keep the drama alive until the final race.

system came from a late submission by ISAF President Göran Petersson with some modifications proposed by US SAILING's Charley Cook.

"What [Petersson] had been told is that sailing is one of the most expensive sports to televise," says Cook, "and it's also the least appealing to a TV audience. Say what you will about TV driving sports, the fact is the Olympics are the success that they are because of TV revenue."

Cook's modifications were

aimed at nailing down the weighting system for the points, which was unspecified in Petersson's original submission. "We were concerned that if the weighting of the last race were left to the executive committee, it could've been as much as five times," he says.

The compromise plan passed the ISAF Council by resounding majority. However, opinions were mixed on the ISAF events committee, where the vote was much closer.

-STUART STREULI

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Matt Bounds, 46, of Commerce Township, Mich., is more than your passionate Hobie Cat sailor—he's an outright fanatic. His personal Hobie armada includes a 14, 16, and Tiger. To buy the latter, he had to sell his 17 in order stay within his wife's strict three-boat limit. Never one to miss a big regatta,



Bounds borrowed a 1988-vintage 17 that had been abandoned in the owner's vegetable garden for last year's H-17 NAs. "The boat had already won a National Championship in 1997, so I knew it had potential," says Bounds, a property manager. "I reconditioned it over one weekend, spending only about \$200." His efforts paid off; he won by 25 points. As the editor of the Hobie Class Association's *Hotline* magazine, he's immersed in the scene, but the responsibility doesn't dip into his travel time. "I put about 25,000 miles on my trailer."

At last year's Elliot 770 North Americans in Lake Lanier, Ga., Dean Cleall, 42, of Brandenton, Fla., cleaned house, winning all four races of the six-boat regatta. While the win may appear easy on paper, Cleall had to put in overtime before the regatta to ensure the boat was up to snuff. "We committed to this regatta six months out," says Cleall, who



owns a prosthetics manufacturing company he founded after losing his lower left leg in an airplane accident 15 years ago. "We got a new keel for the boat that was bigger than the keel slot so I spent about 50 hours fairing it down. I've done the same for the rudder—right down to the glass." Cleall, who worked as a sailmaker out of high school, is ambitious enough to build his own downwind sails and jibs in his garage, securing the panels from UK Sailmakers in Chicago, and taping them himself.

—DAVE REED

St. Pete Rolls Out Miracles

SAILBOAT RACING AND BOAT-shows rarely mix, but the combination worked well at the Strictly Sail St. Petersburg (Fla.) event last fall. A new series of fun, benefit races and raffles called Sailing for Miracles used the show as a launch pad and successfully raised \$30,000 for the local All Children's Hospital.

The local sailing industry group, Southeastern Sailing Industries Association, was brainstorming with the national show organizer, Sail America, to improve attendance at Strictly Sail and increase visibility for sailing in general. "Sailing for Miracles" was one idea, and as it turned out, the show needed some extra help after the early-season Hurricane Dennis disassembled the marina docks the show typically uses. Organizers moved the show across the Vinoy Basin and built temporary docks—an expensive move but one that created an opportunity for extra exposure. The new location is adjacent to the St. Petersburg Pier, which juts several hundred yards into Tampa Bay and holds 16 shops and several restaurants.

Enter Tom Casey, who like any good salesman will tell you how much better next year's event is going to be long before you can get this year's story out of him. But give credit to Casey, a marine industry veteran, who had a plan for the Masters Under Sail segment, to be raced in St. Petersburg YC's Sonar fleet. "I called up the two Teds," he says. "Ted Hood and Ted Turner. Although Turner couldn't come this year, Hood said he'd be there." With one America's Cup winning helmsman in his pocket, Casey then recruited retired boatbuilders Ted Irwin and Charley Morgan and equip-

ment maker Olaf Harken. He also snared Olympic gold medalist Allison Jolly and sailmaker Mark Ploch. Then he charged the public \$100 per head to crew for these masters in two races that started in the basin next to the show docks, sailed upwind along the Pier, then finished downwind, back at the show

The dark-horse winner of the two-race series was the president of one of the three

ever, was lead sponsor of the other major event of the weekend—the Mother Tuber Re-Gretta—in which 18 boats of all vintages competed. Prizes were earned for the foulest bottom, best and worst decorated boats, as well as first to finish. That last honor went to Greg Clarke's 25-foot cat boat *Nadine*, which was rewarded with 25 cases of Heineken, donated by local dealer, Massey Yachts.



The Masters Under Sail benefit in St. Petersburg, Fla., featured racing legends (left to right) Ted Hood, Allison Jolly, Charley Morgan, and Frank Butler, among others. St. Pete YC's Sonars were used and starts were held in-harbor.



largest U.S. boatbuilders, Frank Butler, of Catalina Yachts, with a 2-3 score. Company sources say his secret weapon was crewmember Deven Hull, a sailboat dealer/broker and guest tactician, but it might also have been crewmember, Wayne Burdick, president of rival builder Beneteau USA, who ponied up \$100 to learn Butler's secrets.

The other big-three builder, Hunter Marine, was represented by distance racer Steve Pettengill, and let's just say the racecourses were way too short for him. Hunter, how-

With a cocktail party, auction, the two regattas, and raffles for an Island Packet Big-Fish and a Catalina 22 Sport, Sailing for Miracles raised \$30,000 for cancer research and showed the public what sailboats look like underway. This could be the start of something much bigger: "Next year," says Casey, "Hobie Alter, Ted Turner, and Buddy Melges have all told me they want to come."

—JOHN BURNHAM

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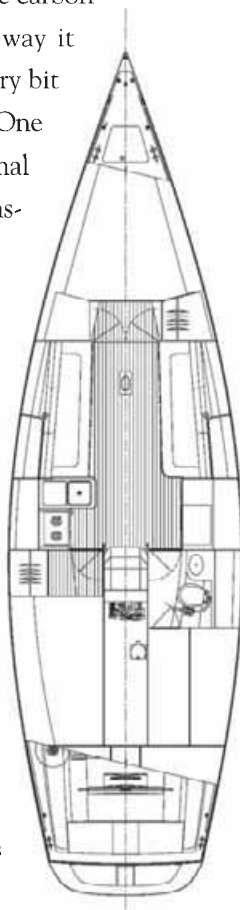
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JOBSON REPORT

BY GARY JOBSON

Jobson's Junior All-Stars, 2005

FOR THE FIFTH STRAIGHT YEAR, WE'RE PUTTING THE SPOTLIGHT ON America's budding young stars. Over the past sailing season, my database filled up with the names of more than 400 over-achieving skippers and crews between the ages of 13 and 17. Each had great moments during the year, and narrowing down the list was harder than ever. When we were done, to my surprise, we had many new standouts to recognize. As our all-stars of the past move on to college and international racing, there's plenty of talent behind them.

Evan Aras, 16, of Annapolis, Md., excels as both skipper and crew. Last year, representing the Annapolis YC, he sailed with Ted Hale and Joe Morris to win the Sears Cup (U.S. Junior Triplehanded Championship). Evan sailed as middleman and tactician aboard the Governors Cup 21s used at the event. At the Inter-Scholastic Sailing Association (high school) Nationals in Port Angeles, Wash., he skippered a Vanguard 15 and helped his team to a third-place finish; Evan also finished fifth in the Laser Radial class at CORK. He also enjoys trapeze dinghy racing, including sailing a 505. "So far, that's the most fun boat," Evan says, "because of the upwind planing." Looking ahead, Evan says the Olympics are "my ultimate goal" and points to 470 gold medalist Kevin Burnham's persistence as a big influence.



Thomas Barrows, 17, usually has to travel a long way from his home in St. Thomas, U.S.V.I., to compete, yet he regularly finds his way to the top

of the fleet. Thomas finished first in the Laser class at the U.S. Youth Champs, second in the Smythe Trophy (U.S. Junior Singlehanded), second in the Baker Trophy (ISSA Team Race Nationals), and third in the O'Day U.S. Singlehanded Champs. Showing his versatility, he and crew Nathan Rosenberg won the Club 420 class at the Hyannis Regatta, and he competed on a young team from the U.S.V.I. at the Grey Goose ISAF Team Race Worlds, finishing ninth. "I hope to one day go to the Olympics in the Laser or possibly the Tornado," says Thomas, who hopes to follow in the footsteps of local standouts Peter Holmberg and J/24 world champ Anthony Kotoun.

Joining older sister Rebecca on our all-star list—making up the fourth pair of siblings on the list since 2001—**Emily Dellenbaugh**, 15, had quite a year. The Easton, Conn., resident sailed with Leigh



Hammel to an unprecedented all-female win at the U.S. Youth Champs in the Club 420 class. In addition, she won her class at Larchmont Race Week. She also raced her Optimist in Gdynia, Poland, and won the European Championship, beating 92 girls from 41 countries. "My greatest influence in sailing

would have to be my father [David]," says Emily, "because of all the things he does to get us to regattas and his own sailing achievements."

Both Dellenbaugh sisters play soccer, and older sister, **Rebecca Dellenbaugh**, 17, also credits her father for her success. She won the Ida Lewis Trophy last summer (Doublehanded Junior Womens Championship), also sailing with Leigh Hammel. "Becca" and Leigh were the top female finishers at the Club 420 NAs. Earlier, at the Club 420 Midwinters, Becca sailed with long-time crew Keisha Pearson and finished as the second female team. "We have a lot planned for 2006," Becca says. "So far our learning curve has been massive." As a hobby Becca also competes in Odyssey of the Mind, which she describes as a "creative problem-solving worldwide competition." Her team has participated for nine years and last year placed second of 50 teams at the Worlds.



Sailing Club 420s, **Cole Hatton**, 16, of Newport Beach, Calif., won the Bemis Trophy (U.S. Junior Doublehanded Championship)

with his regular crew, Blair Belling. Cole also races CFJs and Laser Radials, and won the Junior Olympics last year at San Diego YC. Like most of our all-stars he aspires to race in the Olympic Games, but for the near future, he's looking for a college with a strong sailing team. Cole points to Michael Menninger and Charlie Buckingham (see "From The



Experts,” p. 60) as teaching him the most about racing over the years. When not racing, Cole likes to spend time juggling, which he calls “a man’s sport.”

Ted Hale, 17, as mentioned above, represented his home Annapolis YC in 2005 at America’s oldest junior championship, the Sears Cup, and skippered the winning boat, with Joe Morris and Evan Aras in his crew. Ted also races Club 420s, winning high school and summer regattas, and sailing with Allie Nagle to finish sixth



at the U.S. Youth Champs. Ted says his older brother, Rip, is his biggest influence and hopes he can follow Rip as an undergraduate at Brown. “I’m also interested in the America’s Cup,” says Ted. Outside of sailing he likes snowboarding and “jamming” on the guitar.

Megan Magill, 17, of San Diego, likes International 420s because they’re so responsive. She grew up sailing at Mission Bay YC,



along with her crew, Briana Provancha. “We both share the same passion for sailing and we train to be competitive at the

top,” Megan says. “We found ourselves giving the guys a hard time, and we needed to beat them—all of them.” After five years work, the pair qualified for the ISAF Youth Worlds and exceeded all expectations by earning a silver medal. Along the way they finished second overall at the Club 420 Midwinters. Megan says she splits her time between sailing and Pilates, an exercise method she says has “become my other sport because it gives me new physical challenges and helps me mentally.” She says Zach Brown motivated her to get to the top: “He taught me not just to be the best girl, but to be the best sailor.”

Megan’s teammate, **Briana Provancha**, 16, is frequently mentioned by many sailors as the best crew on the junior circuit.




The San Diego sailor’s results in 2005 included: Baker Trophy, 1st; Mallory Cup, 1st (A division); Youth Worlds, Busan, South Korea, 2nd;

Club 420 Midwinters, 2nd. Briana says she’s been inspired by Kevin Burnham: “Watching him achieve an Olympic Gold was an inspiration. He also seems to always have the right answers to the questions I ask.” Briana enjoys photography in her spare time, and she hopes to attend a top East Coast sailing college.

After winning the Leiter Trophy (U.S. Junior Women’s Singlehanded Championship), **Stephanie Roble’s** immediate goal is to sail on a varsity team in college. “As a high school junior I’m just starting to look at schools,” says the East Troy,



Wis., resident. “I definitely want to be on the East Coast.” Singlehandeders are her favorite boats to sail, she says. “I like thinking for



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myself and just concentrating on what I have to do." Stephanie credits her coaches for her development and says they inspired her to race nationally and internationally. After college, she'd like to get into Olympic sailing.

Kyle Rogachenko, 17, of Colledgeville, Pa., makes our list for the third and last time. He's been accepted to Old Dominion University and is interested in "their engineering programs as well as their excellent sailing facilities." His favorite boat to sail is a Laser, and he says, "My goal is to be ready for the 2008 Olympics. I was in China for the 2001 Optimist Worlds when China was chosen to hold the Olympics, and at that moment I knew I wanted to return." Last year Kyle cleaned up on the Laser Radial racecourse, winning the Canadian Nationals and the U.S. Youth Champs. He was also second at the Laser Radial NAs, Nationals, and at CORK.



San Diego's **Tyler Sinks**, 16, built on his successful career in Sabots last year, leading Point Loma High School to its third consecutive Mallory Cup and its first Baker Trophy victories.



Tyler also won the Club 420 NAs and placed second at the U.S. Youth Champs. Ben Todter crewed for Tyler in the high school events and 420 NAs. Myles Gutenkunst teamed up with Tyler at the Youth Champs where they also earned the Dave Perry Sportsmanship Award for their class. The pair went on to place an impressive second in the International 420 Worlds in Brest, France. "My Dad has been my biggest sailing influence," says Tyler, "from giving me coaching and advice to support." Tyler hopes to sail in the Olympics someday, but first has his eye on Boston College or USC.



Like several other junior all-stars **Royce Weber**, 17, of Surf City, N.J., enjoys spending time surfing and

thinks it has helped his Laser sailing. The highlight of Royce's 2005 year was a fifth in the Laser class at the Volvo Youth ISAF Worlds in Busan, South Korea, and a third at the U.S. Youth Champs. Royce covered a lot of territory last year, racing his Laser in the Worlds in Brazil, at CORK in Ontario, Canada, and on both coasts of the United States. He also found time to pitch for his high school baseball team. Currently a junior, he hopes to attend one of the academies:

Navy, Kings Point, or Coast Guard. Of his future, he says, "The possibility of going to the Olympics is always on my mind." He thanks his parents for their moral and financial support and his "true" coaches are his brothers—Travis, Spencer, and Ryland.

Honorable Mention All-Stars: Chris Barnard, Cameron Cullman, Leigh Hammel, Nick Martin, Joe Morris, Jerry Tullo, Sara Watters, Matthew Wefer, Morgan Wilson

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FOR THE RECORD

INTERVIEW BY STUART STREULI

Dickson Grabs All of BMW Oracle's Reins

In a relatively short period of time last spring and summer, three members of BMW Oracle Racing's starting afterguard abandoned ship. Yet, CEO Chris Dickson says the loss of navigator Steve Hayles, tactician John Kostecki, and helmsman Gavin Brady has only made his team stronger. If this is true—and a win over Alinghi in both teams' final match race of the 2005 America's Cup Class season is compelling evidence—it's surely because in the wake of those departures Dickson

has consolidated control of the syndicate, the sailing program, and the raceboat into one pair of hands, his. After watching the first two Acts of 2005 from the sidelines, Dickson grasped the wheel of BMW Oracle's USA-76 for the Malmö regattas. He doesn't plan to let go until after he and Ellison lay claim to the Auld Mug in June of 2007. Should BMW Oracle fall short, however, Dickson will have a hard time finding anyone else to share the blame.

What is your overall assessment of BMW Oracle's performance during the 2005 America's Cup Class season?

Very pleased with our performance through the end of the season and with our team. We lost a few races on photo finishes, we got beat in a match race by three seconds, and we lost on a countback in two regattas, so the results leave a little bit to be desired. But I think we had great performances. We had a tough year and we finished on a very good note, with a team that's stronger than it's ever been.

It looked like a bumpy season, highlighted by the loss of Hayles, Kostecki, and Brady. Was it as rough internally?

Absolutely not. Keep in mind we have a team of around 130 people. We've brought new equipment—a new mast, new sails, and new appendages—on line. We announced a new sponsor in Alliance. The support teams have been working away all year. We've built our new base. Yes we had some bumps in the road on the sailing team, but we're over that hur-

dle: the team's come through it with flying colors.

How does it feel to be back at the helm?

It's a tough job driving and getting the best out of these boats. It certainly makes the liaison with the design team more streamlined. But it's a tough job and it needs a lot of effort and concentration. But it's a role I'm very much enjoying.

Is this how it'll stay through the Cup?

Yes. We tried something different for a couple of regattas but it didn't work and



Chris Dickson is disappointed BMW Oracle beat Alinghi only once in three tries, but he's convinced his team is getting closer.

we've got back to our starting lineup and that's where we'll be through 2007.

What about the rest of the afterguard. How will that shake out for next year?

Our navigator is Peter Isler, as he has been for most of the America's Cup events this past year. Our strategist is Eric Doyle, no change there. Our tactician for the last several regattas is Bertrand Pacé with Larry Ellison also in the afterguard and myself as skipper and helmsman.

What happened in the Valencia events that made a shake-up necessary?

I wasn't on the boat in Valencia. But from those that were . . . what's important in the back of the boat isn't so much the decisions and not so much the results—at least in the short term, in the long term obviously it is. But what's more important is the process and the way the decisions are made. We tried something different and it wasn't working and we've moved on.

What are BMW Oracle's winter plans?

We're building new rigs, new sails, new appendages, and a new boat over the winter. Our designers are continuing the design process, the boat builders are building, the sailmakers are making sails, and the sailors are out sailing all over the world.

When does the sailing team reunite?

The sailing team will all be back together in the ACC boats in March in Valencia.

Do you intend to sail the new boat in the 2006 Acts?

We've got a boat to build and launch and sail before we're blessed with the leisure of making that decision.

How would you critique Alinghi's performance this year?

They had a very formidable performance. Having said that, we were tied with Alinghi in the fleet racing in Malmö, they beat us on countback. The last match race of the season was against Alinghi, we beat them, we led them around every mark. In the fleet racing in Trapani we finished tied with them on points and lost on countback. Fair to say that we, the

challengers, have a little bit of work to do still, but we're not far behind and pleased with our performance.

How has it been as the Cup's Challenger of Record?

We and Larry Ellison have had a huge amount of influence over the event itself in this modern era including the fact we'll sail 14 or 15 regattas before we get into the Louis Vuitton Cup proper. We've taken it to another level with commercial and sponsor and media interest. The first year we spent a lot of time and resources on those duties; today we have very little of that role left to play and we have one vote on the challenger commission as does every other team.

Do you worry about the public perception that because BMW Oracle has so many international sailors that it's not a true American team?

Many teams would love to get to the starting line of this America's Cup. It's not easy to get to the starting line. Larry Ellison and our BMW Oracle Racing team have put it together. We do hail from the Golden Gate YC. We are the sole American challenger in this 2007 America's Cup. We're also the leading challenger and if we

2005 ACC Championship

Alinghi finished with four straight wins, but they showed vulnerability by dropping match races to BMW Oracle and K-Challenge. Yet two losses in 33 races are hardly enough to jeopardize their position at the top. The six Acts of 2005 were the first that count toward bonus points for the 2007 Louis Vuitton Cup. Those standings—with Alinghi's results removed and with ties unbroken—differ from the season series results, with BMW Oracle in first and +39 in fifth. For more, www.americascup.com

	Act Finishes	Overall Pts.
1. Alinghi	1, 2, 1, 1, 1, 1	71
2. Emirates TNZ	2, 3, 3, 4, 2, 3	61
3. BMW Oracle	3, 4, 2, 2, 4, 2	61
4. Luna Rossa	4, 1, 4, 3, 3, 6	57
5. Desafio Espanol	6, 8, 5, 5, 8, 4	42
6. Victory Chall.	5, 6, 8, 11, 6, 8	34
7. K-Challenge	7, 7, 9, 6, 5, 12	32
8. +39 Challenge	9, 9, 6, 8, 7, 7	32
9. Mascalzone Lat.	8, 5, 7, 9, 9, 10	30
10. United Internet	10, 10, 10, 7, 11, 9	21
11. Shosholoza	12, 12, 11, 10, 10, 5	18
12. China Team	11, 11, 12, 12, 12, 11	9

can win this America's Cup we will be coming back to the United States. We have Americans throughout our team, on every part of our team. We're a very international team. But we come from the Golden Gate YC and the United States is where the Cup will be coming if we win.

How important is it for the challengers to keep taking chunks out of Alinghi's advantage in 2006?

The challengers still have a gap to close on Alinghi and 2006 is the year we need to get on with it; 2007 is looming. My hope and expectation is that we and other challengers are getting into Alinghi even more than we were this year.

What sailing do you have planned?

I'll be doing match race regattas in New Zealand over the next few months. We also have a match race regatta in Malaysia to do and a huge amount of in-house sailing in ACC boats to do next year.

Are you still improving your skills as you pass through your 40s?

Absolutely. The game continues to change, the rules continue to evolve, and every day I'm out there I'm learning and getting better. I'm sure the process will never stop. ♦



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

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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 31 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 for very long. There's no excuse not to go boating.

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BY TONY BESSINGER
PHOTOS BY WALTER COOPER



Reynolds 33
BEST MULTIHULL



Wyliecat 44
BEST INNOVATION

2006 Boat of the Year Winners



Sailing World's annual competition among the latest production models on the market yielded four award winners.



RS Feva
BEST DINGHY



THE BOAT OF THE YEAR JUDGES AND I spend a fair amount of time each fall explaining to friends and family how grueling *Sailing World's* annual BOTY competition is. We drone on about the number of boats entered, how many hours we spend on the water over the course of a week. Of course, none of them are fooled. Sailing the hottest new production boats is hard work, but it's the type of work that makes you happy to get out of bed in the morning. Especially this year, because it blew hard all week in our testing. We saw more double-digit GPS readings in four days than most see in a year. We sailed 15 different boats, ranging from an unbelievably fast singlehanded skiff to a 44-foot monohull that weighs only 8,400 pounds and sails like a skiff.



C&C 115
OVERALL WINNER





The C&C 115's performance-oriented construction and deck layout make this dual-purpose design fast and fun on the racecourse.

Each boat gets the same thorough wringing-out by the BOTY team. We sail practice starts, penalty circles—a full gamut of evolutions. This year, at the end of the week's testing, four raceboats got the official nod as BOTY award winners.

Overall and Best Racer/Cruiser

The C&C 115, a dark-blue 37-footer, came ready to rock, loaded with a three-man factory team from C&C led by the boat's designer Tim Jackett, and rigged with spinnaker gear, a 108-percent headsail, and a full main. Even before we sailed the C&C 115 we knew there was a lot to like about it. The light and stiff epoxy, E-glass, and CoreCell hull, the carbon mast, and race-ready deck layout shouted "raceboat." After a satisfactory set of powering tests, we headed into the Chesapeake Bay where a big chop and a 16- to 20-knot northerly awaited.

In these conditions, the 115 sailed 7.5 knots upwind with crew on the rail. The Doyle Sails-built main was super flat, and between that and a main-trimmer constantly ready to ease the traveler, the boat kept on its feet and tracked well upwind. Steering with the large diameter wheel and deep rudder worked; we felt no hint of cavitation despite our best efforts.

The fun really began when we turned the C&C 115 off the wind. Once the tall symmetric spinnaker began to fill, the boat lit up and flew downwind. In no time at all we had the speedo over 10 knots, and when black puffs rolled down on us, we saw over 12, and could still sail the boat comfortably at a deep angle.

It was easy to forget the cruising interior belowdecks until our crew of seven jibed the boat. The cockpit got a little



C&C 115

LOA	37'9"
LWL	33'
Beam	11'11"
Draft	6'8"
DSPL	11,800 lbs.
SA (u/d)	780 sq. ft./1,787 sq. ft.
Designer	Tim Jackett
Price	\$169,500
Website	www.c-cyachts.com

crowded at that point, and the mainsheet trimmer sometimes felt a bit too close to the helmsman. Our judges thought the traveler and the pit area (Spinlock clutches for all control lines), were well designed, but they had a few recommendations: The traveler jam cleats should be shimmed to make re-cleating easier, and the jib inhaulers should be upgraded to allow adjustment while under load. If the

boat is sailed in a heavy-air area, the boat's Harken 46 primaries could be stepped up a size.

The C&C 115 comes standard with a 28-horsepower Yanmar diesel, powering a Saildrive in Z-drive configuration; the drive's mounted forward, the engine aft. The backdown test indicated a well-mannered boat; with the Saildrive there was no obvious pull left or right, and at 2,100 r.p.m., the 115 powered ahead at around 7.2 knots. Thanks to a large rudder, the hard-over turning radius was within one boatlength. We found engine access to be fine: the raw water strainer and fuel/water separator were in the forward-most part of the engine, accessed by lifting the companionway stairs. The engine-mounted fuel filter, dipstick, and fuel pump bleed screw are accessed by removing a section of the engine box aft.

The forward-facing nav station is



put the extra effort into this well-priced design. With 37 boats sold, a lot of boat buyers clearly agree that the 115 will deliver the height of competent duality as a well-balanced racer/cruiser.

Best Dinghy

Designed and built in England, the **RS Feva** is imported by Vanguard Sailboats and aimed at a core group in our sport—kids who've outgrown prams and want to sail a more technical boat. This transition boat offers great performance in a manageable doublehander. The hull is made of rotomolded, high-density plastic, which can be repaired (in most cases) by using wax paper and a hot iron.

Is the RS Feva strictly for kids? Nope. Just ask BOTY judge Meade Gougeon.

using a single-line system.

I'm not a dinghy sailor, in experience or size, but during my solo test sail, I found the Feva one of the best small-boat rides I've had since I stopped boardsailing years ago. There's no trapeze, but the boat's 56-inch beam, together with comfortable hiking areas and straps, made it an easy, comfortable boat to keep flat.



The open stern of the RS Feva allows for rapid water drainage and an easy way to get back onboard after capsizing.



Designed for lightweight youth moving from prams to double-handers, the RS Feva can move well even with middleweight adults at the controls.



tucked in on the port side, just forward of the head, which is abaft the companionway and provides a buffer zone between the navigator and the wet outdoors. The L-shaped galley is to starboard and boasts a huge fiberglass sink. To save weight, the galley surfaces are Granitkote laminated to a lightweight core. The saloon table is permanently mounted and is surrounded on three sides by the starboard settee and faced by a bench settee to port.

C&C is the only yard in the United States building epoxy laminate production racer/cruisers with carbon rigs, so they probably didn't have to try as hard as they did with the 115, but we're glad they

“This supposed child's dinghy is, in reality, a little rocket ship that easily planes, even with two adults aboard [total weight about 320 lbs.],” he said after sailing the RS Feva. “We were achieving burst of speeds in the mid teens and handling the two- to three-foot waves with ease.”

Two strakes running the length of the underside of the hull help stiffen the Feva and render it beach-launch friendly. Its two-piece, aluminum mast is supported by an athwartships beam if sailing under mainsail alone, and by two shrouds when sailed with the spinnaker and headsail. The asymmetric spinnaker is launched and retrieved (along with its bowsprit)

RS Feva

LOA	12'
LWL	11'6"
Beam	4'8"
DSPL	139 lbs.
SA (u/d)	90 sq. ft/163 sq. ft.
Draft	3'
Price	\$4,995
Website	www.teamvanguard.com

Sailing upwind was a treat; the boat's large daggerboard and rudder area made pointing easy, once I got used to how responsive the boat was. Downwind, the Feva felt like a sportboat and planed with



The lightweight Wyliecat 44 stopped at nothing in its pursuit of speed and simplicity.



Wyliecat 44

LOA	43'11"
LWL	40'
Beam	10'6"
DSPL	8,400 lbs.
SA (u/d)	1,032 sq. ft./2,482 sq. ft.
Draft	10'
Design	Tom Wylie
Price	\$425,000
Website	www.wyliecat.com

16 knots of breeze: A quick turn down with the tiller; an ease of the main; a few yanks on the kite launcher line, and off you go.

Once, when it came time to jibe, I had too many strings to pull, no hands for the tiller, and my weight in the wrong place when the gust hit. Luckily, the Feva is easy to right when turtled.

The RS Feva hits its target audience on the bullseye, but the judges thought it had an even broader appeal. It will be perfect for parents who want to sail with their kids, and vice versa. The kids can start out crewing, and probably sooner than you think, be commanding the helm. Gougeon thought the boat deserved another award: Best Value. At \$4,995, fully rigged and ready to go, the Feva should attract a lot of attention from junior programs at yacht clubs across the country.

"This 150-pound, in-reasonable-shape, senior citizen looks at the RS Feva as a fun boat that one could handle and sail well into old age," said Gougeon, enthusiastically.

Official BOTY support boat

During the breezy test week, the BOTY judges jetted around in a Ribcraft hard-bottom inflatable, feeling like Navy SEALs. The 20-footer carried the four of us, photographer Walter Cooper, and driver Matthew Veluto, and handled the windy, choppy conditions with absolute ease. www.ribcraft.com

cally. "The Feva, originally designed for children, might be just the ticket for us aging seniors who still want a little excitement in the boats we sail."

Best Innovation

OK, so most of the ideas behind the Wyliecat 44 aren't that new. After all, Tom Wylie has been designing and building different versions of the same shroudless, cat-rigged concept for nearly 10 years. This time, however, all the clever ideas that Wylie and others have come up with meld in harmonious fashion.

The judges all agreed the mast is the key to the whole concept of the Wyliecat. It's a freestanding carbon tube, wide at the base and tapered at the top. The huge mainsail is shaped much like an America's Cup Class main, with a big roach and a large, square top. Thanks to the tapered mast and the battens at the top of the sail, when a big puff hits the sail, the whole top twists off and depowers. Unlike most of the other boats we sailed in the strong breezes that week, the Wyliecat didn't need a reef to sail upwind or down.

Everything seemed easier on the Wylie, once we got used to sitting on a deck that sloped outboard—which feels fine when the boat is heeling—and had no lifelines. Lifeline stanchion sockets are built as part of the deck, but the boat we sailed had none, which led to a few minutes of awkwardness (fear of leaving the vessel, actu-

ally). Once we settled in there were big grins all around.

We'd all looked forward to sailing this unique design, and it didn't disappoint. Upwind, in 16 to 20 knots of breeze, we locked in at 8.5 knots, and even without the spinnaker, the 44-footer flew downwind, easily hitting speeds in the mid-teens when power reaching. The tiller-steered rudder is a high-performance foil, and as such foils are wont to do, is relatively easy to cavitate, but you're warned, and a quick ease of the main sets things right immediately. Our small-boat expert, Chuck Allen, gave the lightweight speedster his highest praise, saying that the Wyliecat "handled like a dinghy."

Wylie has made no concessions except to weight, and that's OK for the type of buyer this boat will attract. The interior is a carbon shell designed to provide basic shelter and translate the loads of the rig, 10-foot keel, and 4,750-pound bulb into

forward motion. The center of the boat is painted white; the bow and stern interiors clear-coated carbon. There are four bunks whose sides double as stringers. There's a small galley area ahead of the forward-most portside bunk, and a very basic tabletop nav station across from it with stowage underneath. Forward of the galley and nav station is a bulkhead with a large oval opening for access to the toilet. Aft of the aftermost bunks is another area of unpainted carbon and easy access to the back of the engine and the rudder quadrant. Three small viewports on centerline provide views of the T-bulb, Saildrive unit, and rudder.

"Wylie has been clever enough to collect a bunch of good ideas (carbon construction, unstayed mast, wishbone boom) and has put them together in a good package," says Gougeon, summing up the judges' thoughts on the Wyliecat. For those who worship performance and simplicity above all, this West Coast rockship is worth a good, long look.

Best Multihull

After we sailed the **Reynolds 33** I felt as if I needed to go have a smoke. With a triple reef in the main, a small jib, and two too many crew onboard, we were still averaging in the high teens with bursts of speed into the low 20s. At one point, as the weather hull lifted higher than I'd seen or felt before, I uttered an epithet I thought only I could hear. Alas, judge Chuck Allen heard it and teased me about it for the rest of our time in Annapolis. I didn't care; I was still thinking about the R 33 and how fast it sailed.

The Reynolds 33 isn't really a new boat. It's more of a major refinement of a proven concept—and it's not really meant for amateurs. It's more of a boat for a certain subset of performance sailors, beach cat types who want to upsize their program. You know the type: speed freaks with engineering degrees.

In different versions, Reynolds 33s with 18- and 16-foot beams have been raging around the West Coast for years. The new production version is 14 feet wide and fits in most slips. The hulls are built by Corsair Marine of vacuum-bagged fiberglass and vinyl ester resin, and fitted out by Randy Reynolds with Harken gear, a rotating aluminum mast, and three aluminum crossbeams. Reefing is easy, thanks to a roller boom, and three roller-furled sails—jib, reacher, screacher—allow for quick sail changes.

Soon after we boarded the Reynolds 33,

I realized the description we'd received of it as a "dry" boat, was a relative term. While I felt perfectly comfortable and secure leaning against the hollow wings on the outboard sides of each hull, I was sitting behind only one person and getting firehosed regularly. Then I noticed the speed: With a double reef in the main and no headsail we were sailing in the mid-teens. By the time we'd added a reef and set the smallest headsail, we were sailing in the high teens with bursts to 22 knots.

SW Editor John Burnham sailed the 33 last spring ("Twin Hulls with Twin Modes," Sep. '05) and gave us a good idea how fast it is in lighter air; we sailed in much heavier air. The best way to describe how challenging the R 33 can be in breeze (as one would expect from a boat that lifts a hull in only 7 knots of wind) requires an explanation. Soon after we began sailing, Allen, a two-time college All-American dinghy sailor, and the



Reynolds 33

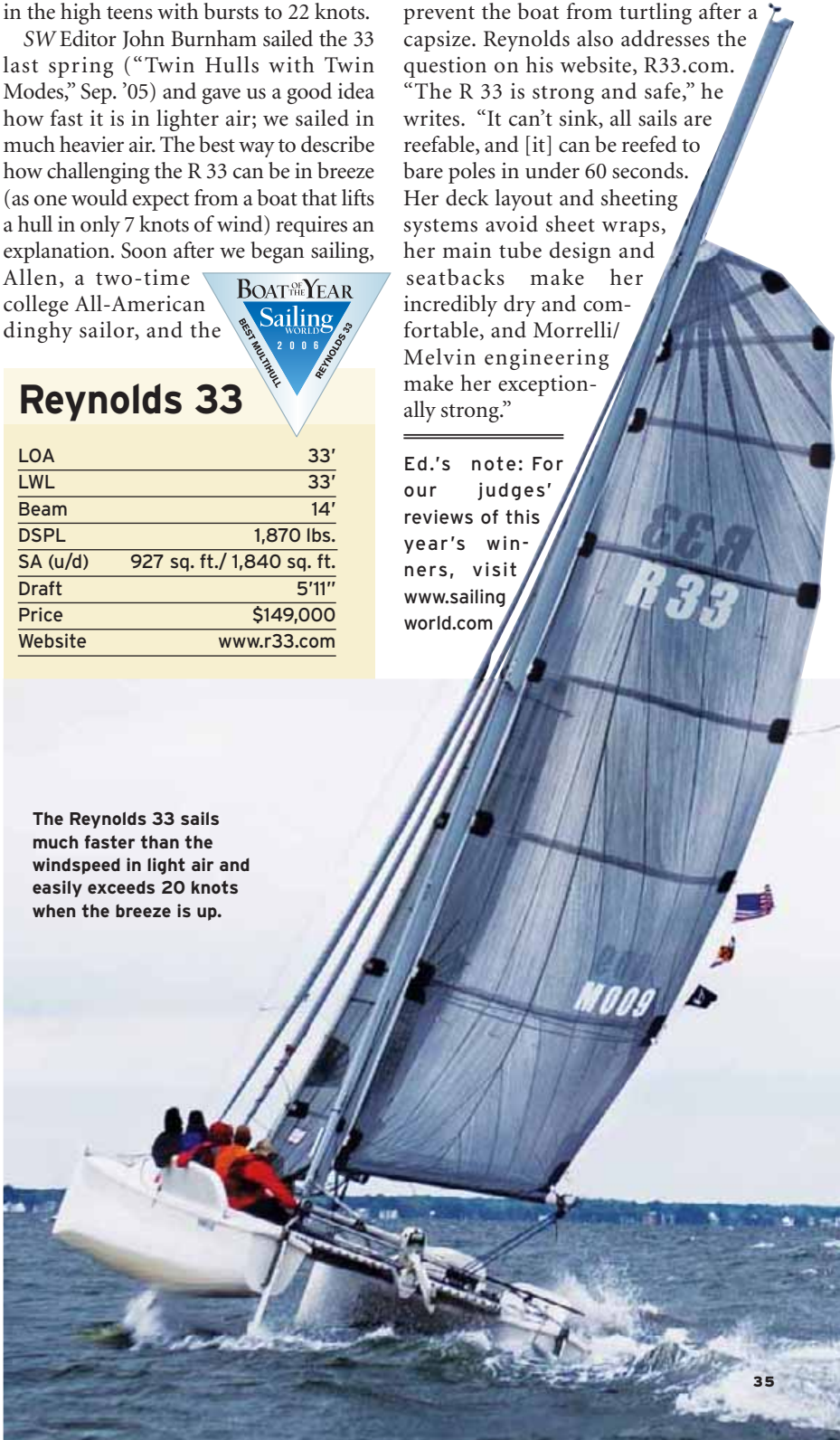
LOA	33'
LWL	33'
Beam	14'
DSPL	1,870 lbs.
SA (u/d)	927 sq. ft./ 1,840 sq. ft.
Draft	5'11"
Price	\$149,000
Website	www.r33.com

The Reynolds 33 sails much faster than the windspeed in light air and easily exceeds 20 knots when the breeze is up.

BOTY judge tasked with sailing (and capsizing) all the high-performance single-handers, said, "Nobody touches the main except for the Reynolds rep." Allen was right: by depowering in puffs with traveler and sheet, our factory-team trimmer kept us on our feet and sailing fast.

For those concerned about capsizing and turtling a boat like the R33, Reynolds is developing a new piece of equipment for the mast—an aerodynamic float to prevent the boat from turtling after a capsize. Reynolds also addresses the question on his website, R33.com. "The R 33 is strong and safe," he writes. "It can't sink, all sails are reefable, and [it] can be reefed to bare poles in under 60 seconds. Her deck layout and sheeting systems avoid sheet wraps, her main tube design and seatbacks make her incredibly dry and comfortable, and Morrelli/Melvin engineering make her exceptionally strong."

Ed.'s note: For our judges' reviews of this year's winners, visit www.sailingworld.com



The island-hopping, border-crossing,

BY JOHN BURNHAM
PHOTOS BY DANIEL FORSTER/ROLEX



relaxing completely Δ Charter

When it comes to chilling out, I'm a loser. Fortunately, my wife's not much better at it. Our friends laugh at how Rachel and I always try to fit in one more thing (soccer game, house project, fundraiser, car pool, sailboat race). So when it came to planning a Virgin Islands cruise, well, maybe we went overboard. Then again, none of our friends were surprised. Neither were our three daughters.

It seemed pretty simple: We'd cruise around the British Virgins for a few days, run west to the U.S. Virgins, check through customs, do a quick photo shoot, ferry to St. Thomas to race for two days (me), tour and snorkel on St. John for two days (everyone else), then clear customs, visit Jost Van Dyke and Norman Island the same day, and get back to Tortola in the morning to fly home.

You're right. What the heck was I thinking? My scheme might have been legit, but maybe the timing was off. All I wanted to do was find out if a racing junkie

could sneak in a day or two of competition without a mutiny in his family crew.

Fortunately, because of Rachel's enthusiasm and because going to the islands is always good for you, the plan worked. In the islands, you'll enjoy yourself no matter what silly plan you impose—racing, cruising, ambitious, decadent, long weekend, or two months. In the Caribbean you get off the treadmill long enough to realize just how fast you've been running. And if you're creative, you might fit in a race or two as well. But there are a few pitfalls.

family-together, racing-cruising...



Tacking *Donnybrook's* runners took a bit more of the author's energy than tailing the self-tailer for Olivia during the photo op at left.

Sailing Vacation



Cruising: Don't forget "island time" Your daughters may be ready to roll at 0700 but mine like to sleep. Then again, they can sleep through engine noise, so if it's Easter Week and you have to beat a flotilla of 200 French doctors to the Baths, you go for it. We spent our first nights in Trellis Bay and Virgin Gorda's North Sound, emphasizing sleep and books. I did sign out a Hobie Getaway at the Bitter End YC for a zoom through the anchorage with Olivia (14). And at the Baths, besides hiking through the unique rock formations, Sophie (12) discovered how cool it is to



snorkel along in clear waters, visiting with all sorts of fish and coral.

Cruising: Navigate for queasy stomachs After our third morning (spent at the Baths), we turned west, pushed by 18 knots of wind down Sir Francis Drake Channel, a beautiful sailing corridor between Tortola and a string of islands to the south. My visions of surfing wing and wing down the 10-mile passage didn't pan out when I saw one crewmember looking green. I shifted course to the south, finding calmer waters in the lee of each island.

Cruising: Look at the paperwork first Vacations are about leaving behind briefcases, bills, contracts, and sailing instructions. Yes, I had our tickets, passports, and cash, but when we got to Sopers Hole to clear customs, I wished I'd paid closer attention to the Sunsail folks at checkout. Our boat had French documentation, which didn't look like its registration at first, so I had a few anxious moments. But soon the helpful customs agents had us on our way, stern to the current between the west end of Tortola and St. John, U.S.V.I., only a mile away. Within 45 minutes we were moored in a beautiful, half-empty anchorage in Francis Bay on the

north side of St. John, and the tension in my back subsided. We'd covered 25 miles since first light and now I could relax and idle in the dinghy alongside Rachel as she swam in the twilight about 300 yards from the beach out to the boat.

Cruising: Let someone else run the photo shoot After clearing customs in Cruz Bay, a busy tourist town full of shops and restaurants, we met photographer Daniel Forster at the ferry from St. Thomas. I had lots of sailing shots in mind, but my family thought a snorkeling expedition to nearby Hawksnest Bay would be a better visual subject. Olivia dinghied us to the beach and, led by Isabel (17) and Sophie, we were soon snorkeling along a beginners' trail with blue and white underwater signs identifying the coral and various fishes. It rained briefly—the only time all week—but we were warm in the water, and the sun came out by the time we were ready to raise sails and take a few obligatory sailing photos.

Cruising: Find a win-win anchorage For the next couple nights we decided to hang on to a mooring in Caneel Bay, a quiet enough place at night despite the famous resort on shore, but by day we rolled around in a succession of ferry wakes.

The 373, a Sunsail charter boat by Beneteau, sailed well and housed a family of five. While the author appreciated the autopilot, lazy jacks, and built-in mainsail cover, the girls thought the zippy little dinghy and the snorkeling gear were much more important.

Still, it was only 10 minutes by dinghy to Cruz Bay and not much farther to the good snorkeling to the north.

Racing: Only the sailing gloves are the same It's weird to leave a Sunsail 373 called *Jim's Dream* populated by four females and drop onto a 70-foot racer crewed by 21 guys and a woman. One moment Rachel and I were in the dinghy discussing snorkeling locations, the next I was grinding the backstay winch and calling the puffs in the International Rolex Regatta. I still had my sunglasses, hat, sun screen, sailing gloves, and this was also Jim's boat—Jim Muldoon's *Donnybrook*—but I might as well have been on another planet.

Racing: Enjoy the ride, take the Y flag, get the T-shirt I perched on the rail with Jim on the wheel behind me, laughing at the steady stream of jokes, race commentary, and occasional insults Jim traded with long-time crewmate and sailmaker Will Keyworth. Our nearly all-amateur crew

began to smooth out the jibes as the day went by, often swapping places with the other 70, *Equation*. On the second morning, we ran out of runway at a downwind start, fouled *Equation*, and had our worst race. We weren't gelling as a team, and crew chief John Dodge had other things on his mind, manning his cell phone between races to sort out where he and Linda, an airline pilot who was handling the halyards, were going to have their wedding reception the day after the regatta. But after we decided to accept the Y flag penalty for our foul, our karma improved rapidly. In the next race, Jim had *Donnybrook* groovin', sometimes edging over 10 knots upwind. Downwind, when I called the puffs, I realized we were going so fast that they were coming from in front of the boat. Keyworth began hitting the shifts on the two long beats, and the crewwork was on target. Finishing second to the slick, 75-foot *Titan* felt as good as a victory—and my *Donnybrook* T-shirt started a dozen conversations for me at the St. Thomas YC party.

Cruising: The Easter bunny calls I felt refreshed sitting in the cockpit that night drinking a chilly Amstel while Rachel filled plastic cups with Easter candy and described the day's tour of St. John. Up early, with a glance to the west where the crew of *Donnybrook* were about to polish off the regatta in second place without me, we motored into Cruz Bay and got a wave from the customs officials. We fueled up and headed for Jost Van Dyke and BVI customs at Great Harbor, then spent the middle of the day anchored off Green Cay (east end of Jost Van Dyke). Isabel, Sophie, and Rachel snorkeled, Olivia took a nap, and I read a book.

Cruising: Tactical engine time will make you a winner We set sail from Jost Van Dyke at 3:30 p.m. and enjoyed a fast close reach across to Sopers Hole. At the corner, while alongside a feisty little catamaran, we ran into 2-plus knots of adverse current, so I did what any self-respecting racer would do when free of *The Racing Rules of Sailing*. I punched the switch for the iron genoa, winched in the roller furler, tacked, and crossed that cat easily, then motor sailed from there to the Bight at Norman Island at 6 knots.

Cruising: About that last available mooring... I was excited to see four empty moorings in a protected spot well up in this large harbor, which was otherwise packed with charter boats. Rachel and Isabel snagged it on the first pass, and I turned off the engine with satisfaction,

then realized who our neighbor was. A stone's throw away the music was already blaring from Willie T's Grog and Grub, a floating restaurant and bar with a two-story stern deck designed for patrons with the urge to take a swan dive over the side now and then. That night the stars were bright with the moon yet to rise, and we played Old Maid, read our books for a few minutes, and quickly nodded off to the sounds of Jimmy Buffet.

Cruising: Always leave time for one more

swim We left early for the Sunsail base on Tortola, 8 miles upwind, and didn't bother to set any sails. There was cleanup to do and our autopilot kept us on track. We arrived in plenty of time, so we stopped and drifted outside the harbor for 10 extra minutes, hesitating before officially returning to "civilization." While Isabel prepped the fenders and I worried about packing and doing our final checkout, Rachel dove off the stern rail into that warm, clear water for one final swim. ♦



Feed Your Racing Habit

One of the best ways to fit a race into your island cruising is to race in a charter-boat class at the [BVI Spring Regatta](#), [St. Maarten Heineken Regatta](#), [Angostura Tobago Sailweek](#), or [Rolex Antigua Sailing Week](#). Some companies make it easy by providing entry, yacht prep and measurement, and other support for an additional fee (plus damage deposit).

By the way, the BVI Spring Regatta has been stretched to cover most of a week so it now includes a sailing festival segment; this features point-to-point races and other fun events that may suit crews who prefer to race with a lower adrenaline output.

At each of these events, you can extend your stay to take time cruising the nearby islands before or after the regatta. And if your cruising crew isn't inclined to race with you, they may be quite happy hanging by the pool at a resort like the [Bitter End YC](#) on Virgin Gorda or [Sunsail's Club Colonna](#) on Antigua.

If I were going to repeat last year's trip, I'd take two weeks, slow the pace in the BVIs, explore more of St. John—and do all three days of the Rolex. Otherwise, I'd probably simplify the program by chartering from a base in the USVIs.

If you don't know someone who needs crew in the islands, consider staying ashore and chartering an IC24 from [Racing In Paradise](#). This growing keelboat class races both the Rolex event (USVI) and the Spring Regatta (BVIs). The IC24s often don't use chutes, so a wider range of ages can handle the boats. RIP also runs others charter race events out of the [Nanny Cay](#) resort on Tortola.

If you work in the airline industry, don't miss [The Moorings Interline Regatta](#) in the BVIs each fall. This four-day regatta also has several party and lay days.

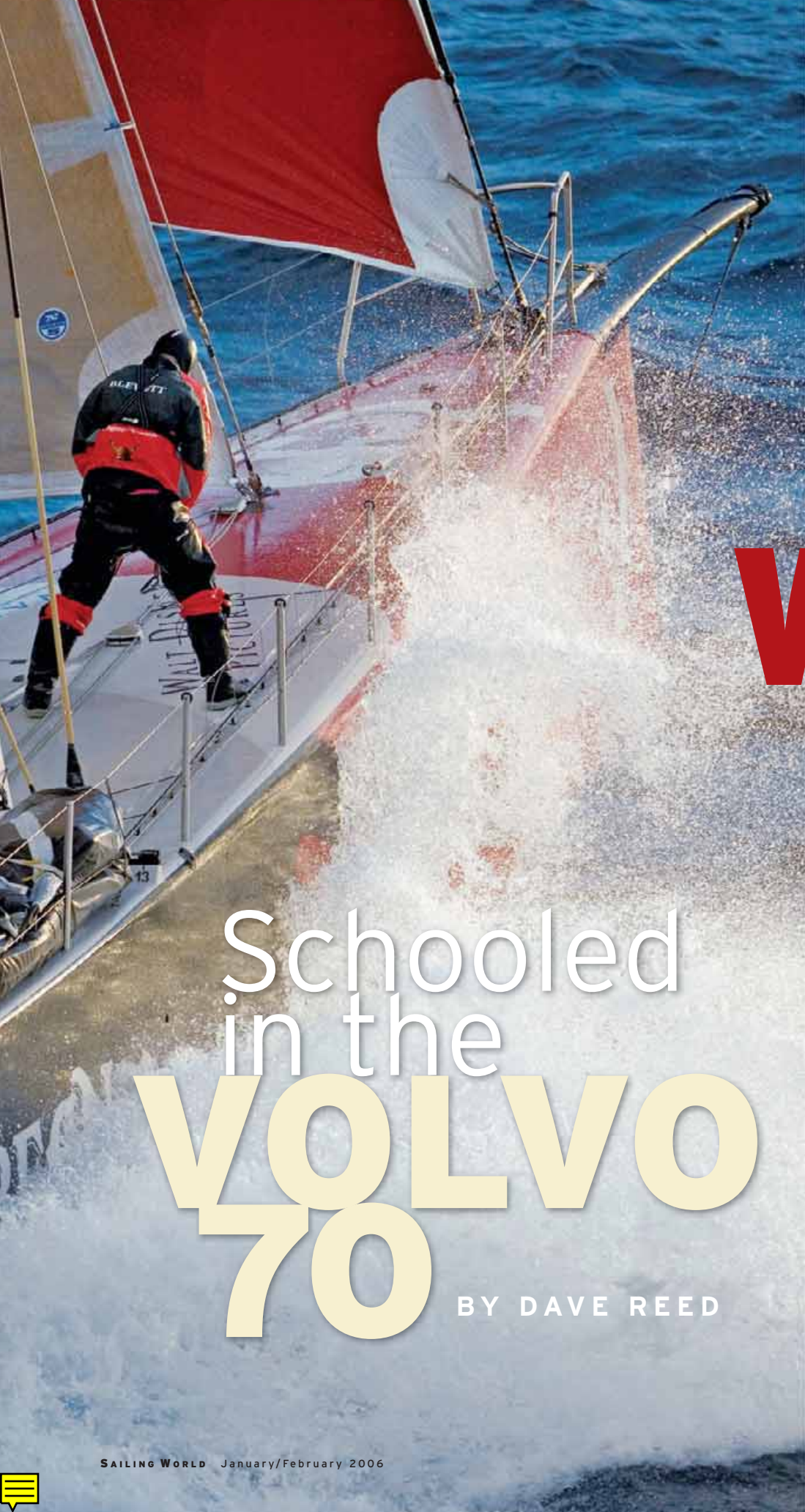
There are many other options, but here's one more for now: Go race your boat at your one-design midwinters, the [Lands' End St. Pete](#) or [San Diego NOOD](#), or [Acura Key West](#) or [Miami Race Week](#), then file away the crew list and book a spring vacation charter with the family in the Caribbean.

—J.S.B.

(Visit sailingworld.com for more info and web links to the above vacation ideas.)



Black Pearl surfs through the Atlantic hours after the start of the Volvo Ocean Race from Vigo, Spain. The following morning, keel problems forced Paul Cayard's team to retire from the leg.



Without change the Volvo Ocean Race was in danger of going stale, so organizers upped the stakes with a faster, more powerful, and potentially more dangerous machine.

Schooled in the VOLVO 70

BY DAVE REED

With a Force 7 wind on its tail, the 10-man crew onboard the Pirates of the Caribbean's *Black Pearl* had hunkered down for its first night.

With a reef in the main, a blast-reaching spinnaker, and a stay-sail flying they were making a jarring 30 knots down the course. Skipper Paul Cayard, at the helm, felt a vibration. His first thought was he'd snagged a fishing line, but there was no stopping the boat to clear it. The vibration went away 15 minutes later. Helmsman Erle Williams went off watch soon after and gave the boat's interior a cursory check. That's when he discovered the lid covering the canting-keel box bulging, seawater spewing into the boat. The rubber seals, through which the hydraulic ram arms pass into the boat, were swollen like water balloons. If either had blown, the boat surely would've sunk.

Nearby, the Spanish entry *movistar* was dealing with issues of its own. After dropping off a steep wave at high speed, the crew had heard a loud crack. The main bulkhead frame that supports the canting-keel box had buckled and was delaminating. Worse, the footings for the keel's hydraulic rams had failed as well.

The first night at sea is





ABN AMRO Two (and One) use hanks instead of a forestay foil for their headsails. Sail changes may be slower, but eliminating the foil saves them weight and improves reliability.

always the hardest in this ocean marathon—both physically and mentally—but this particular 24 hours went into the books as the most unnerving the race had ever seen. Opening-night disasters weren't exclusive to Cayard's *Pirates* or *movistar*, both of which retreated to Portugal, lucky to still have boats. The Dutch entry *ABN AMRO One* was put in its place by a broach that sent two crewmembers careening across the cockpit with so much force that they took out the port steering pedestal. Onboard the Swedish entry *Ericsson*, a steering chain failed, a fractional reaching spinnaker went over the side when a halyard gave way, and a headsail foil had to be taken down, repaired, and re-hoisted while the boat was being tossed about. On *ABN AMRO Two*, a critical spinnaker was destroyed when it went under the boat. *Sunergy and Friends*, the shoestring Australian entry, blew apart its gooseneck, forcing them to pit stop in Madeira, and leaving them hopelessly behind.

As winds eased 72 hours into the leg, however, the focus turned from survival to speed, and a horse race developed among the top four teams. The two narrow boats from Farr Yacht Design still racing—*Brasil 1*, and *Ericsson*—would be slippery in light winds, and the two alike 70s conceived by Juan Kouyoumdjian for Team *ABN AMRO*, at the widest possible corner of the VO70 design box and featuring double rudders, would be fast when the breeze was on.

Despite the *ABN* boats finishing last and second to last in the opening in-port race a week earlier, Sanderson stood by his designer, confidently hinting that his boat would flog the Farr boats given the right conditions. His team had been training the longest and had collected far more usable data on the Volvo 70 than anyone else. But in the same breath Sanderson confessed his team had heaps more to learn to get their "Black Betty" to its potential. He wasn't alone. Every team that started the race in Vigo on Novem-

ber 12 did so with more questions than answers. The 6,400-mile opening leg was more than a boat race—Volvo 70 school was in session.

"Who does well in this race will be the team who learns the most on the first three legs," said *Ericsson* skipper Neal McDonald before the start. "There's only a little development left to be done, but it's the most decisive. It will be what separates one boat from another."

Critical to this final development are the sail inventories and elaborate sail charts that plot which sails to use and when, relative to windspeed and direction. With only 11 sails allowed for each leg, and 24 in total, developing the perfect combination of headsails to mainsail, steering angles, keel angles, daggerboard positions, and boat trim is like cracking a number-coded lock—systematically testing the combinations until they get it right.

"Last time with *illbruck* we knew exactly when to change sails," said *ABN AMRO One* watch captain Mark Christensen. "This time, even with the miles we've done, we still have huge gaps in our sail chart."

As the leg progressed in the opening week, crews quickly turned from fixing the broken bits to racing and using each mile under sail to gather data for subsequent legs. Onboard *ABN AMRO Two*, the crew wasted no time in experimenting with its inventory at the possible expense of a few miles. "This has turned out to be a good gamble," wrote navigator Simon Fisher. "By this morning and several sail changes later, plus a very wet and

Racking Up the Points

The Volvo Ocean Race is won by the team that scores the most points.

LEG POINTS: The winner of an ocean leg gets points equal to the number of entries at the start of the race (in this case, 7 points), the second-place boat will get 6 points, and so on. If a boat drops out of the race at any stage, the subsequent leg winner still gets 7 points, but the last boat to finish gets 2 points instead of 1.

IN-PORT RACE POINTS: Boats receive points equal to half the number of entries, less half the number of boats placed above it in the race. For example, the winner gets 3.5 points, second gets 3, etc.

SCORING GATE POINTS: Legs 1, 2 (two gates), 4, 5, and 7 have scoring gates (way-points on the course). The same, half-value scoring as the in-port races applies.

Jason Carrington's Tricked-Out Volvo 70

When it comes to building a boat for a high-stakes race such as the Volvo, you better believe the devil is in the details, and when it comes to detailing, Ericsson Racing Team crewmember and builder Jason Carrington is hailed as one of the best in the business, a master who stops at nothing to get weight into the keel bulb. We got an exclusive tour of his latest masterpiece.



Where do you start saving weight?
The designer gives you a weight that's very definitive—it's got every nut and bolt and what the boat should weigh. Then he tells you what the bulb should weigh if you build the boat properly. Every kilo you save on top of that number goes to the bulb. By being clever with lighter deck gear and different layouts you can save that weight.

What are some of your special touches?

There are bunch of little things we can

do to save weight—little things like the afterguy fittings, which we use instead of the big blocks you see on some of the other boats. The aluminum fitting [at left] is only 250

grams and it has a Teflon coating so it's really slippery. For the daggerboard fittings [at right, bottom] and the footblocks we



use half-moon blocks with no sheave. If we add up these various bits it's about 10 kilos (22.2 lbs.) in the bulb.

How does Ericsson differ from the other Farr boats?

Our deck layout is much different than the layout of say, *Brasil 1*, which is exactly off the Farr drawings; we have lots of small differences. For example, our chainplates [below, top] are angled forward

[for less windage] and we don't have the massive turnbuckles you see on some of the other boats, the geometry of the cockpit is narrower to get more room on deck for stacking sails, the runner tails go under the floor so when you stack the sails you don't put them on top of the runners.

The V070 is supposed to be comfortable; is it?

Without water ballast tanks you get a lot more volume inside the boat, which helps. One thing we've done is make the bunks about two inches wider, and I've installed a hot-air tube running down the hull alongside the bunks, powered by a small diesel heater. There's a proper nav station with more headroom, and a separate media center, both are fairly

tricked out. One final thing we managed to do is get all our tanks, fuel, and water, directly on centerline, which helps open up the working space.

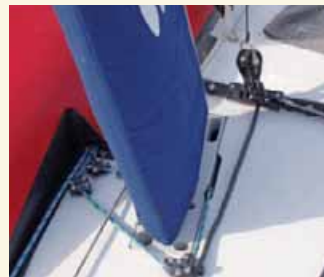
Why is the canting-keel system the most guarded secret in these boats?

The keel-frame area is the heart of the boat and a lot of energy and worry went into ours. We're still worried about it because if something goes wrong we're like a dog with three legs. The whole keel frame tower is the strongest and heaviest part of the boat—it's the most structural part of the boat, too.

To give you some perspective, the keel frame weighs 120 kilos (265 lbs.), the area between the two bulkheads weighs about 60 kilos (132 lbs.), and the ring frame farther aft at the companionway weighs about 7 kilos (15 lbs.). [With the keel hydraulics themselves] there are a few different suppliers, but none with experience with boats like this. We had to drum into them the weight implications;

you want the most reliable and you want it as light as possible, and these two things don't go hand in hand.

See sailingworld.com for more of this interview and additional photos.



Looking forward from the aft watertight bulkhead, the nav station is at right. Forward, and underneath the companionway stairs is the dedicated media station. Note how every surface is rounded, which makes moving sails from side to side easier.



The view from the companionway shows the working area of the boat. At center is the galley, and outboard are panels covering the hydraulic keel cylinders. Inspection ports allow them to see the keel's position. Behind the mast is a solid wall enclosing the head.

RICK TOMLINSON/ERICSSON RACING TEAM (5)



The stacking never stops on a Volvo 70. Leg 1 winner *ABN AMRO One* sailed nearly 400 miles every day of the leg, getting to Cape Town in 19 days at an average clip of 15.95 knots.

slightly tired crew, we are back up to a pace where we might stand some chance against the black boat [*ABN One*]!”

The same testing was happening across the fleet, more so for the crew of *Sunergy and Friends*, which had started the race with the least amount of time sailing its boat before the race. “Testing is essentially sailing along for 15 minutes or so with a fixed ‘set-up,’ and data logging all the performance parameters,” wrote navigator Campbell Field. “One of the quick tests of this was to get everyone to walk to the bow of the boat and stay there for a couple of minutes.”

As teams took advantage of a fast passage to the Doldrums to better understand their boats, *ABN AMRO One*, furthest along the VO70’s learning curve, demonstrated the advantage of being first into the game. Six days into the race they had their house in order, found the boat’s sweet spot, and slipped into the lead for the first time. Two days later they blazed through a virtually non-existent Doldrums and literally took off running.

“Everyone in this fleet is going to have their moment when their boat is just

right and they have the just right sail so that they’re the quickest in the fleet,” wrote Sanderson. “The big race is who can be that boat the most often.”

From the pole position he revealed that both ABN boats were in possession of a sail that was allowing them to make steady gains on the fleet. “When we first started sailing the Volvo 70s against each other, we pretty quickly realized that there was a gap that needed filling and along came the ‘Spinnoa,’” said Sanderson. “Unfortunately, I can’t tell you too much more about it, as it is our nice little secret . . .”

At speeds greater than the windspeed, *ABN AMRO One* distanced itself en route to the race’s first scoring gate at Fernando de Noronha near Brazil (see Racking Up the Points, p. 42), holding a pace that no one could match.

“The speed *ABN One* showed was startling,” wrote *Ericsson*’s skipper Neal McDonald. “They were in a different league. If we were looking at a race decided on time

not points, I’d definitely be concerned.”

Ericsson passed the gate second to *ABN AMRO One* after waging a 10-day battle with *Brasil 1* and *ABN AMRO Two* and the tussle continued as the boats dove south. At times the threesome shared the same body of water, spread across 30 miles or less, waiting for the black boat to run out of wind. *ABN*’s lead evaporated as they sacrificed distance to the finish in favor of a better angle to Cape Town, and for a brief moment 14 days into the race, *Brasil 1*, closer to the finish on paper, stole back the lead by 9 miles, but it was short lived.

The following day, Sanderson and crew “turned the corner” towards the finish and hooked in for a maddening tear down the course. As the breeze built overnight, so began an astonishing impromptu run at the 24-hour world record, and when it was all said and done, 546 nautical miles were on the books, a 22.75-knot pace nearly matched by the crew of *ABN AMRO Two*, with 538 miles, which propelled them into second. Clearly the Juan K boats were in their element, and Sanderson and *ABN AMRO Two*’s Sébastien Josse masterfully paced their teams. With each successive 1600 GMT position report, *ABN AMRO One*’s lead over *Brasil 1* grew to 56 miles, then to 114 miles, and by the third day, the ABN varsity boat had piled on an insurmountable 209-mile lead.

While *ABN One* sped away, McDonald lamented the loss of his most important sail on that opening night, and the hole its absence created in *Ericsson*’s sail inventory, but having fallen in line behind *Brasil*

1, he remained pragmatic. “We are racing the boat, but we are still learning a lot about her everyday. The more we learn, the faster we go.” Then, on the 18th night, nearly 1,000 miles from Cape Town, *Ericsson*’s keel hydraulics let go.

McDonald’s optimism, while softening the sting of his team’s many setbacks, highlighted the plight of *movistar*, a pre-race favorite, and especially that of the Pirates as they sat on the sidelines.

“We’re really missing an opportunity to learn the boat, the sails, and what’s working and what isn’t,” said Cayard. “And that’s the biggest loss—we’re going to show up for Leg 2 with only as much knowledge as we had at the start. The other guys have had three weeks of good training, we’ve had nothing.” ♦

“The scary thing is if you ask any of the crew they’ll all tell you she’s still capable of a lot more”

—Mike Sanderson after winning Leg 1 with a 546-mile record.



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Tech Review



THE ZERO, a production-built Mini 6.50, is built in France, but now available in the United States.

DEVELOPMENT CLASS BY JOE COOPER

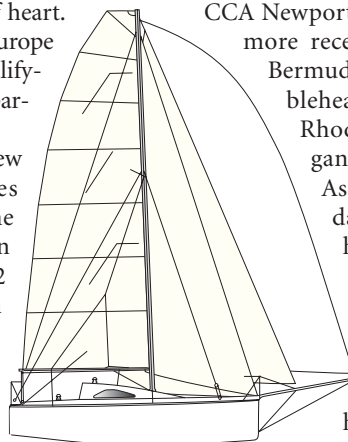
Mini Designs Arrive In North America

WHEN BOB SALMON ORGANIZED THE FIRST Mini-Transat Race from Plymouth, England, to Tenerife in the Azores, then to Antigua, British West Indies, in 1977, his goal was to provide a venue for the average guy to compete in singlehanded ocean racing without the expanding budgets and costs required to compete in the Observer Singlehanded Transatlantic Race—the only game in town at the time.

Nearly 30 years later, what started as an adventure in small production boats has evolved into a full-throttle adrenaline charge, that starts from La Rochelle, France, has a stopover in the Canaries, and ends in Brazil. The high-performance 21-footers (Mini 6.50s) used for the race are

definitely not for the faint of heart. The challenge of getting to Europe and completing enough qualifying races has kept American participation in check.

Until recently, there were few races in the United States available for boats like the Minis, but that's changing. In addition to the Bermuda 1-2 and the Solo Transpac, an increasing number of races are hosting classes for doublehanders. The Block Island Race was the first to offer a doublehanded class, followed by the Vineyard Race, the



M65 Mini

CCA Newport Bermuda Race, and more recently the Marion to Bermuda Race and the Marblehead-Halifax Race. In Rhode Island, the Narragansett Bay Yachting Association now offers day races for doublehanded competitors in their regular season series and it's often the largest class. In San Francisco, the Singlehanded Sailing Society runs the Solo Transpac and the Three Bridge Fiasco. Many

GETTING YOUR HANDS ON A MINI

Kits and plans				
Dudley Dix	Plans and kits for DIY builders	Virginia Beach, Va.	\$550 (plans only)	www.dixdesign.com
CDK Boats	Kits only	South Africa	\$5,700	www.cdkboats.com
Production builders/suppliers				
Minis in America (M65)	Owen Clarke-designed M65	Marblehead, Mass.	\$39,500	www.minisinamerica.com
West Coast Minis	Imports Marc Lombard-designed Zero	Vancouver, Canada	\$40,000	www.westcoastminitransat.com
ClaseZero	Spanish builder of Lombard Zero	Tarragona, Spain	\$40,000	www.clasezero.com
Pogo Structures	Builds Pogo, a Pierre Roland design	France	approx. \$40,000	www.pogostructures.com
Super-Calin	Builds SuperCalin, JP Magnan design	France	approx. \$40,000	www.chantier-azimut.com
Tam-Tam	Seb Magnen Design	Quebec, Canada	approx. \$40,000	www.mini650.com
Custom U.S. Mini builders				
Mini Challenge	Builds Rod Johnstone-designed Proto	Stonington, Conn.	approx. \$100,000	www.minichallenge.org
Solo Sailor	Builds Pierre Roland-designed Proto	Newport, R.I.	approx. \$100,000	www.solosailor.com
Class Development				
Mini Class U.S.	Spearheading North American Mini Class			www.miniclassus.com

doublehanded races are held in the Great Lakes and in Southern California. All these races are ideal for Mini racing, so it's not surprising to see a few homegrown custom builds underway.

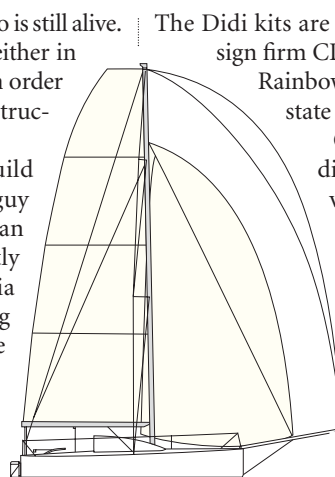
Mini 6.50s come in two flavors—Proto (custom carbon boats with swing keels and water ballast)—and Series (production boats). Both are exciting to race, and there are several routes to owning one.

At only 21 feet, and with a maximum beam slightly less than 10 feet, the size and scope of these boats are well within the range of skilled backyard builders. If working with fiberglass isn't your specialty, you can spend up to \$40,000 for Series and up to \$100,000 for a Proto.

A recent survey of the Mini Class in North America demonstrates the passion

Salomon tapped into years ago is still alive. There are roughly 35 Minis either in action, built and dormant, on order from builders, or under construction as of the end of 2005.

For sailors wishing to build their own boats, the go-to guy seems to be the South African designer Dudley Dix, recently transplanted to Virginia Beach, Va. He reports selling 11 of his Didi Mini kits in the United States, three in Canada, and one in the Caribbean. They're spread out across the country, with boats being built in Arizona, Pittsburgh and Erie, Penn., Long Island Sound, Virginia, and five in California.



RSJ Mini

The Didi kits are available from the design firm CDK in South Africa and Rainbow Boats, located in upstate N.Y.

One enterprising Canadian has crafted his own variation on a theme. Vancouver-based John Keightly, a mechanical engineer by trade, purchased a set of plans from Dix and then transferred the plans onto his shop computer (he runs a small engineering business) and proceeded to cut the plywood on the shop's Cad-

Cam CNC machine. Ten months on and about 90 percent of the way through the construction of the hull, he's taking the "hot ride on a cool boat" approach and admits that his participation in the Mini Transat is a 5-percent probability. Apparently, he gets as much satisfaction from the building a Mini as he does sailing one.

Those lacking the time, skill, or space for their own build, can turn to Adrien Blount, of Vancouver, Canada, who is importing Spanish-built Zero production boats. This retired university professor is operating on the vicarious pleasure theme. Regretting not having done "this sort of thing when he was younger," the affable Blount has invested lots of energy and a chunk of his retirement account into setting up the West Coast Mini Transat store. He has two Zeros on order, with plenty of leads for boats once they've landed in either Vancouver or Boston.

The basic boat, sans sails, safety gear,

THE TAM-TAM is a highly refined production Mini being built in Quebec.



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A PROTO MINI, designed by Pierre Roland, is under construction in Newport, R.I. Its builders, Drew Wood and Katie Ambach, are building two for the 2007 Mini-Transat.

and electronics, can run upwards of \$40,000. Designed by Marc Lombard, a highly respected designer in the European Mini circle, the Zeros are built using typical production materials and techniques including polyester resin, E-glass, and PVC foam. The keel is an iron fin with lead bulb; there are the typical twin rudders. The boat comes with a Z Spars mast, boom, and bowsprit, Harken deck gear, and a long list of top-of-the-line options.

Another proven production Mini is the Pogo 2, designed by Groupe Finot and built in France. The construction is again standard fare for a production boat: polyester resin, E-glass, PVC foam. The rig is aluminum with wire rigging, iron keel with lead bulb, and so on. The basic boat, sans sails, electronics, and numerous pieces of race-required safety gear is again around \$40,000, delivered in France.

In our September '05 issue we introduced the Tam-Tam, a Mini class production sailboat designed by Sebastien Magnen—a naval architect and two-time Mini-Transat winner. Like the Pogo 2, it's a polyester and E-glass hull with a fixed keel and an aluminum mast. The Tam-Tam sails like a dream and will set your bank account back around \$40,000.

In the United States, but without a boat afloat yet, Marblehead businessman Jeff Dingle has created both The Mini Store and the M65 production boat. The former is an e-business aimed at providing one-stop shopping for aspiring Mini owners. It's complemented by the M65, an Owen Clarke-designed production Mini that Dingle commissioned. At the time of writing, tooling was being completed by a firm in Florida, though a builder hadn't been selected. Dingle says he has had excellent interest in the prospect of a U.S.-built production Mini.

Pricing is expected to be comparable with the Zero and the Tam-Tam.

The third way of getting a Mini is buying a used boat. Typically, serious U.S.-based aspirants travel to the finish of a Mini event and make their deals on the spot. Both The Mini Store (minisinamerica.com) and the U.S. Mini Class (miniclassus.com) have classified sections as well.

Custom build projects

Clay Burkhalter, of Stonington, Conn., commissioned his uncle across town, Rod Johnstone, to draw the full-throttle RSJ Mini for participation in the 2007 Mini-Transat. The hull and deck were built by Custom Composites Technology in Bath, Maine, of Airex foam and carbon fiber with engineering by SP Systems and epoxy applied using the resin-infusion method. This is an attempt to emulate the flat-out approach taken by the top contenders in Europe.

Taking a similar approach are Drew Wood and Katie Ambach, of Newport, R.I. Working in a tiny shop tucked away on a side street, they've already built and delivered a Pierre Roland-designed Mini in fiberglass for the 2005 Mini-Transat. Now, they're building two Protos in carbon for themselves and have lofty plans.

"The vision has always been to compete in the 2007 Mini-Transat in two separate boats," says Ambach. "For that to happen we need to have both boats in Europe in 2006 for two or three qualifying races." Until recently, the pair relied on their own jobs and donations from fellow sailors like J.P. Mouligne, who donated carbon fiber. Now, with help from some experts in fundraising and corporate sponsorship, they hope to get the money they need to put both boats on the starting line. ♦

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REGATTA

 The Leukemia & Lymphoma Society

AMERICA'S MOST PASSIONATE SAILORS



In early December, a group of sailors from around the country joined Gary Jobson, America's Cup victor and chairman of The Leukemia Cup Regatta, to sail out of Antigua's posh Sunsail Club Colonna. These sailors put their greatest passions — sailing and finding cures for cancer—to the test. And won! They are the top Regatta fundraisers, whose efforts helped advance The Leukemia & Lymphoma Society's goal to find cures for blood cancers and improve the lives of patients and their families.

Congratulations to all and thanks to the sailors everywhere who raised funds to help us wage the battle against cancer.

If you have a passion for sailing, we hope you'll participate in The Leukemia Cup Regatta. For more information, call 888.HELP.LLS or visit www.leukemicup.org

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Jonathan Smith	Keego Harbor, MI
Michael Gagnet	Dana Point, CA
Travis Willhite	Evanston, IL
Nancy Levy	Newport Beach, CA
Jackie Lucas	Mt. Pleasant, SC
Don Owens	Harahan, LA
Ralph C. Jones	Dallas, TX
Kevin Mabie, MD	Swansea, MA
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*Non-Junior Events only

Sailing
WORLD





NEW BOATS BY TONY BESSINGER

Designs Inspired by Racers

LAST YEAR WAS A BANNER YEAR FOR PERFORMANCE boats: cats, daysailers, and wickedly fast monohulls. If the growing pile in our “new designs” in-box is any indication, 2006 could turn out even better.

Keeping Russell Coutts off the America’s Cup treadmill may prove a boon for racing sailors worldwide as he’s been spending his spare time designing a flat-out raceboat. As you’d expect from a man who has won the Cup three times and has an engineering degree, the Russell Coutts 44 is a high-tech master-

piece. “We wanted to have an uncompromised build to provide a boat that was a real race boat at the top end of technology,” says Coutts. “So it’s a really light-displacement carbon boat.”

Coutts, who worked on the project with designer Andrej Justin, decided the 44 will be an amateur owner/driver class, but threw a large amount of sail area and a keel-mounted trim tab into the mix to keep it challenging. “We wanted a degree

Lightspeed 33	
LOA	32'
LWL	31'10"
Beam	18'6"
Draft	9"/6'6"
Weight	2,400 lbs.
Upwind SA	592 sq. ft.
Downwind SA	1,184 sq. ft.

of complexity in the design so an owner could experience what a top-end raceboat is like,” says Coutts. “The trim tab, the spinnaker-dropping system, and the way the deck is laid out—even the way the boat sails, being relatively overpowered upwind—were all things we did to give an owner that experience.”

Four boats have been made from female molds, and all have carbon masts with PBO rigging. Coutts says the crew size will be seven for fleet racing, and as few as five for professional match

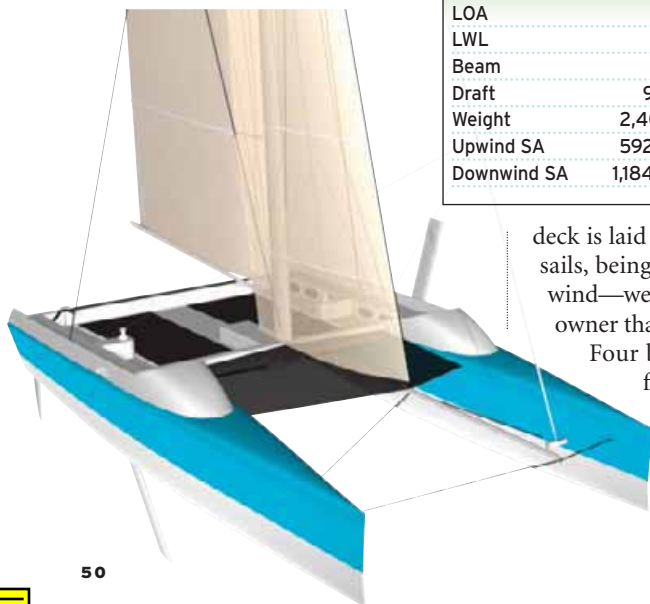
racing. Transportation should be a snap, thanks to a canting trailer, a simple keel-to-hull attachment, and a removable stern scoop. The cockpit is equipped with Harken winches and deck gear, and a twin-wheel steering system drives a carbon quadrant. In test sails on Lake Garda, the Coutts 44 sailed at 18.5 knots in 22 knots of wind. www.russellcoutts.net

Lightspeed 33, European roots

Another all-carbon one-design coming down the pike is the Lightspeed 33, a catamaran designed by Marc van Peteghem and Vincent Lauriot Prevost, known in Europe for designing multihulls such as the 110-foot trimaran *Geronimo*, the 60-foot foiler *l'Hydroptere*, and the ORMA 60 trimaran *Groupama 2*.

Commissioned by past U.S. Olympic 470 skipper Kris Farrar Stookey and her husband Hunt, the Lightspeed 33 is multifaceted; designed as a good racer and a fast daysailer. “In 1988, when Paul Elvström was racing Tornados with his daughter, he said something to the effect ‘the older I get the faster I want to go,’” says Kris. “Now I know what he meant.”

The renderings show how the Lightspeed descends from the big European cats. Plenty of freeboard in the hulls provides extra buoyancy, helps prevent nose-





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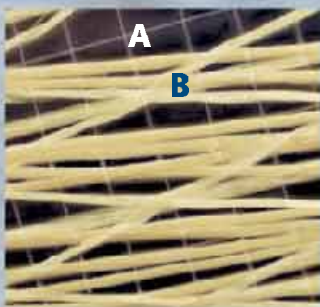
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Inside story

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Push vs. pull. A 3DL laminate is bonded by creating vacuum pressure inside the laminate instead of using compression from pressurized rollers. Vacuum pressure of 1800 lbs. per sq. ft., combined with heat, pulls film layers tightly around individual yarns (see illustration), resulting in a solid structure of film and fiber. We call this *consolidating the laminate*, and it minimizes the possibility of laminate voids.



3DL laminate close-up shows laminate films (A) conforming tightly to yarn (B), creating a solid structure with a minimum of voids.

This *consolidating the laminate*, and it minimizes the possibility of laminate voids.

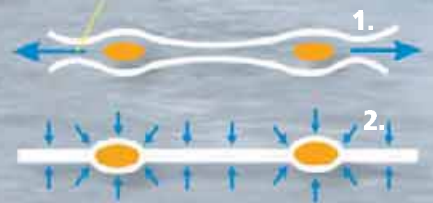
True glue. North developed its own unique multi-phase polymer to bond the 3DL laminate... the only industrial adhesive ever designed specifically for sails. Phase 1 provides excellent bonding of the outer films. Phase 2 bonds yarn and yarn clusters to the films, and is specifically formulated to coat yarn surfaces without saturating the core. This allows microscopic movement of fibers within the yarn's core, making yarns

less brittle and improving long-term shape holding.

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2005 Chicago Verve Cup

PHRF 1: 1, 2, 3 PHRF 2: 1, 2, 3

PHRF 5: 1, 2 PHRF 7: 1

PHRF 8: 1, 3 *50% of all trophies*

2005 Chicago NOOD

PHRF 1: 1, 2, 3 J/35: 1, 2, 3

J/30: 1, 3 Farr 395: 1, 2

Beneteau 36.7: 1 S2 9.1: 1, 2

42% of all trophies



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Boating Shots photo

ABOVE: Mike Duncan's J/133 *Patriot*, winner PHRF Class 2, 2005 Chicago Verve Cup.



SIG45 OD

LOA	45'
LWL	45'
Beam	27'6"
DSPL	9,900 lbs.
Upwind SA	1,110 sq.ft.
Downwind SA	2,180 sq.ft.
Draft	3'9"

dives, and allows crossbeams to be mounted high to help minimize slamming in big seas. The dreadnaught bows highlight an hourglass shape, which blends wave-piercing technology with the need for buoyancy above the static waterline.

Working from the VPLP design and engineering by Steve Koopman and Dirk Kramers, carbon boat-builders Stew Wiley and Ted Brown are building the first set of hulls in Portsmouth, R.I., from a female mold.

www.lightspeedboats.com

SIG45, fastest production cat?

Another VPLP-designed catamaran using the hourglass-shaped-section, low-drag bows, and carbon construction is the SIG45 OD. Hugo Le Breton, of England, wants the technology of the French multihull circuit to be more widely available and believes he can build the fastest 45-foot production yacht on the market.

Unlike most large production cats, the SIG45 will have no cabin structure spanning the distance between the two hulls. Instead, it will have accommodations in each hull, and a combination of netting and rigid-structure decking between the two. The boat has tiller steering, a rotating wing mast, and sail control winches mounted aft close by the tillers. Bruno Peyron, who holds the round-the-world and best 24-hour run records is a technical consultant for Le Breton. He designed the rig and the deck layout. www.LeBreton-Yachts.com

e33, speed and style

Another sailing industry pro with a familiar name—Robbie Doyle—is rolling out a different concept for the perfor-



e33

LOA	33'8"
LWL	27'1"
Beam	8'6"
Draft	5'9"
DSPL	5,750 lbs.
Upwind SA	525 sq. ft.
Downwind SA	1,075 sq.ft.

COURTESY LE BRETON YACHTS, E MARINE DESIGN

Rig solutions



Seldén carbon technology



Seldén carbon spinnaker poles



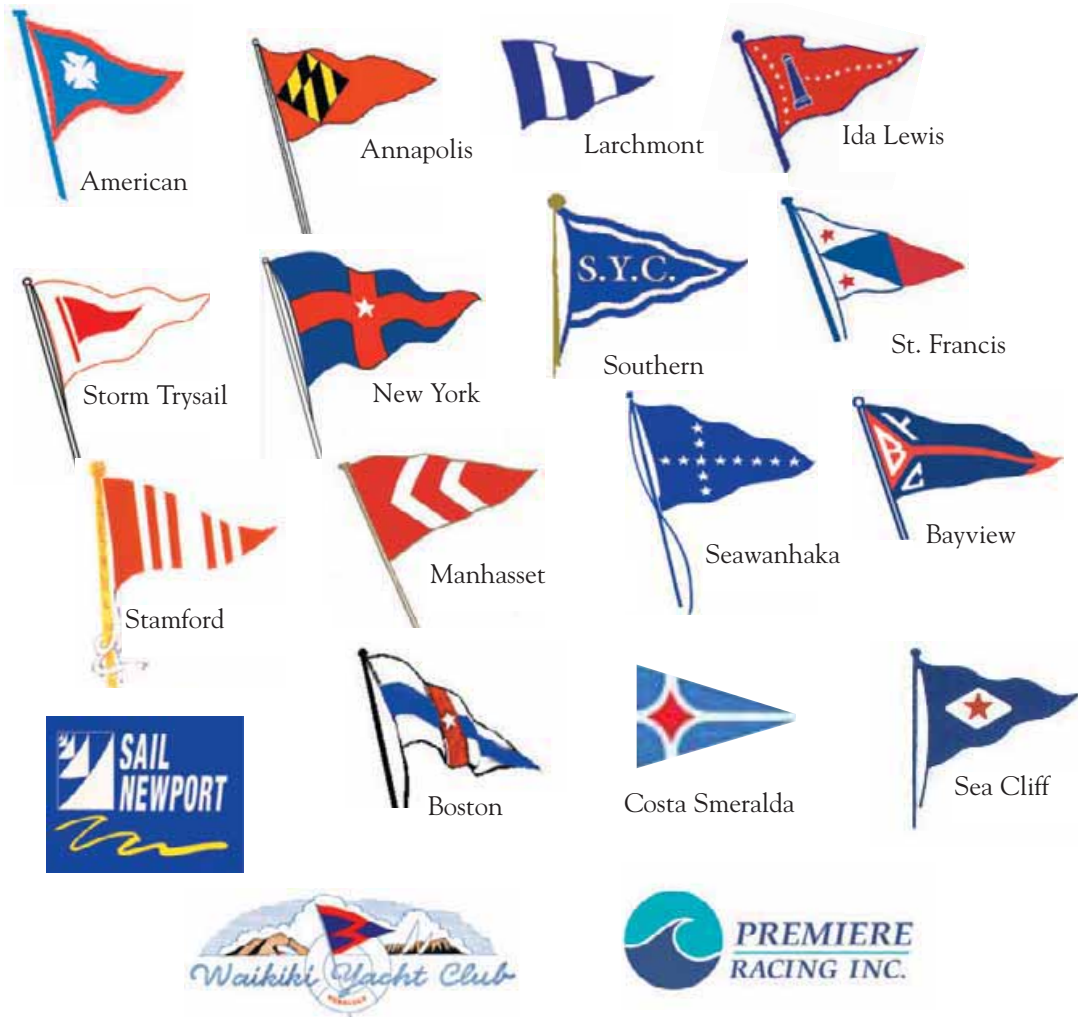
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mance market. Taking his cue from the Etchells, Doyle assembled a team of experts and developed his version of the ultimate daysailer/racer, and pays homage to Skip Etchells for the fundamental hull shape by calling it an e33.

"Robbie and I have spent a lot of time sailing Etchells together," says designer Jeremy Wurmfeld. "The Etchells is the sweetest boat anyone in this triumvirate (Doyle, Wurmfeld, and builder Dirk Kneulman, of Ontario Yachts) have ever sailed. So it was a good place to start." None of the three wanted to mimic the Etchells; they wanted to take what was best and put it in a more comfortable package with a traditional aesthetic. The result is a daysailer with a functional, but spare interior, a large, deep cockpit, and a carbon rig with enough sail area for the boat to get up and go when desired.

"We saw the cockpit as a key starting point," says Wurmfeld. "We also wanted the boat to be light enough to hoist with a yacht club hoist." Fit out in the interior, usually the prime suspect in overweight vessels, is at a minimum, but the e33 has basic creature comforts such as an enclosed head and a small Yanmar diesel powering a Saildrive. www.emarinedesign.com

X-35, a small wonder one-design

X-Yachts has a firm toehold in the racer/cruiser market and a good reputation as a builder of strong, well-designed models such as the IMX 38 and the IMX 45, both of which have won their share of silver in the past few years. Now, the Danish company is offering a 35-foot one-design that should carry on the winning tradition.



X-35 One Design

LOA	34'9"
LWL	29'11"
Beam	10'7"
DSPL	9,780 lbs.
Upwind SA	796 sq.ft.
Downwind SA	1,569 sq.ft.
Draft	7'6"
Price	\$133,000

The X-35 takes deck layout ideas from the IMX line, uses an aluminum 9/10 rig for non-overlapping headsails, symmetric spinnakers, and a main with a small enough roach to swing easily past the single backstay. The open-transom cockpit looks race-crew ready, and the driver is sectioned off from the

cockpit crew by a large wheel that begins where the cockpit seats end. All the control lines lead aft, and the mainsheet is rigged grand-prix style, leading aft underneath the side decks. With a displacement just shy of 10,000 lbs., and a downwind sail area of 1,569 sq.ft., the X-35 should haul the mail downwind in a breeze.

The X-35 class's strict one-design rules limit professionals to two, require a Category 1 driver, and an all-up crewweight of 1,322 pounds. More than 100 orders had been taken as of last November. www.x-yachts.com ♦

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Availability of Composite Rigging Grows

AS WE'VE SEEN IN THIS COLUMN RECENTLY, the synthetic rigging market is expanding rapidly, and with West Marine now a player, it's available to the masses. Working with Applied Fibers, West Marine announced it will sell PBO rigging, which the company describes as "a low-cost, 100-percent retrofit-compatible solution for those who'd like not only the performance boost that comes from reducing weight aloft, but the longer-lasting qualities of fiber standing rigging as well."

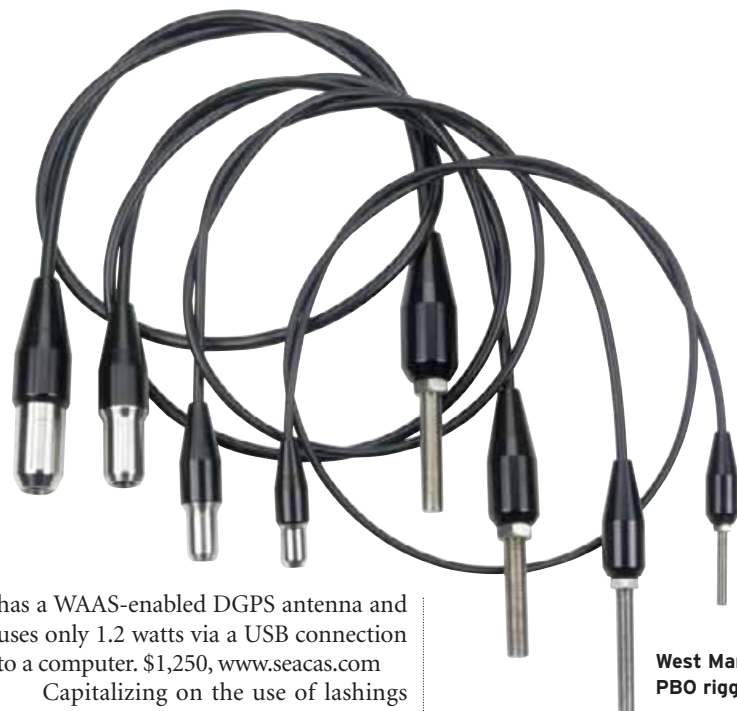
"PBO has greater strength and less stretch than most other fiber out there," says Applied Fibers sales engineer David Hilbig. "It's also much cheaper than carbon fiber." Like all fiber-based standing rigging, West Marine's PBO rigging must be jacketed to protect it from sunlight and moisture, which can degrade PBO. The jacket, which is made from a proprietary material that's been used in the cable industry for years, is sealed directly to the anchors at the end. "We do a lot of things in the jacket and the anchor itself to make sure it stays totally sealed from moisture," says Hilbig.

While others have used loops of PBO to avoid the problems inherent in dead-ending fiber rigging, Applied Fibers hasn't. "The PBO fibers are resin impregnated and podded into the end fittings," says Hilbig. "All our fittings are patent-pending because of the design. They have very short, but high-strength termination lengths, and high strength-to-cable ratios. There's no spike and cone, just a resin impregnation and curing process." www.westmarine.com

As racing sailors, we're all about reducing weight, and that's why we like the SeaCAS dual-band AIS receiver—the **SeaCAS Safe Passage**. The Automatic Identification System, which transmits position, speed, vessel name, and other crucial information, is required on commercial vessels longer than 65

feet. The Safe Passage

SeaCAS Safe Passage



West Marine PBO rigging

has a WAAS-enabled DGPS antenna and uses only 1.2 watts via a USB connection to a computer. \$1,250, www.seacas.com

Capitalizing on the use of lashings rather than hardware, is a new line of blocks from Karver. The **Karver K-Blocks** are designed to be secured by lashings only. As a result, they are simpler, lighter, and far more appealing to the eye than the type of blocks we're used to seeing on things like runners and mainsheets. We're seeing them being used on ORMA 60 trimarans, Volvo Ocean 70s, and America's Cup Class boats, so they're certainly being tested at the grand-prix level. Assembled with ball or roller bearings, K-Blocks accommodate a working-load range of 485 pounds to 4.4 tons and rope diameters from 1/4" to 3/4".

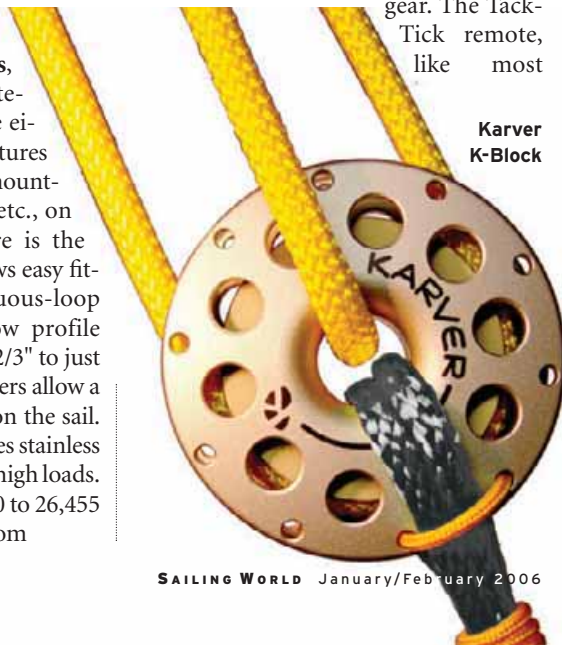
Karver also offers **K-F Furlers**, which are lightweight, maintenance-free, and designed to be either permanently mounted fixtures on cats or tris, or temporarily mounted for staysails, windseekers, etc., on monohulls. One great feature is the notch on the spool, which allows easy fitting or removal of the continuous-loop furling line. Because of a low profile (drum and swivel height from 2/3" to just under 10"), K-F furlers allow a longer luff length on the sail.

The upper swivel uses stainless steel ball bearings because of high loads. Working loads range from 2,200 to 26,455 pounds. www.karver-systems.com

TackTick will reveal its latest innovations this winter, including the **Micronet Remote Display**, an independent, wireless, palm-sized display unit and remote control, which can receive data from instruments and navigation equipment. In addition to receiving data from its Micronet system. The Tacktick Remote Display, when used in conjunction with a universal wireless interface, can transmit data from Raymarine, B&G, Silva, and other brands of electronics and navigation

gear. The TackTick remote, like most

Karver K-Block



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Other new items from TackTick include a solar panel designed to power their hull transmitter, and a Triducer, which is a transducer combining speed, depth, and temperature transducers into a single unit. Also on tap is a masthead vertical wind sensor, which ensures accurate figures for true wind speed and true wind angle by reducing errors caused by disturbed wind-flow around the masthead. In addition the new transmitter reduces upwash when sailing downwind, giving more accurate data for performance functions.

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Fugawi Marine ENC has added weather overlay capability to its Version 4 software. Navigators simply click and drag over the area of the charts for which they need weather forecasts and select the desired forecast period (12 hours to five days). The program produces and sends a formatted e-mail request to SailDocs, which generates and e-mails to the boat a 2- to 5-kilobyte file overlaid on the digital chart. An e-mail connection is required. Because the files are small, there's no need for big, expensive bandwidth. \$199, or a free update for Fugawi ENC users. www.fugawi.com

Industry News

Last November, **Genesis International**, the manufacturer of Elvström Sobstad Genesis sails, announced a settlement with **UK International**, one of several defendants named in patent infringement actions brought by Genesis relative to its United States Patent No. 4,708,080. The legal action against UK related to its “manufacturing, selling, offering for sale, and advertising the Ultra sail.”

According to UK International's Butch Ulmer, the company will cease building Ultra sails, which are a UK-trademarked product, at its Bridgeport, Conn., facility, but will sell Ultra-branded sails built by licensed sail manufacturers. The “080” [Genesis] patent ends June 11, 2006.

—TONY BESSINGER

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The Roll Tack

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Last summer we asked Team Vanguard riders Charlie Buckingham and Cameron Stuart to show us how they make it look so easy, then asked top coach Brian Doyle to tell us how it's done.

1.

3.

3. CAMERON CROSSES THE BOAT smoothly, and at the same pace as Charlie, which helps maximize the boat's momentum while going directly upwind. Every inch they gain straight into the wind is important. We can see how fast the boat is moving by looking at the small wake coming off the transom in each photo.

4.



2.

1. APPROACH THE TACK with relaxed confidence and a deep breath—nothing beats oxygen in the blood stream to help your balance and flexibility. Just before the tack, Cameron will unhook and stay out, suspended from his arm as long as he's able. His weight doesn't reach the sidetank until the jib is backwinding enough that it's helping the bow to turn through the wind. The windier it is, the more critical it is to unhook the jib perfectly in order to help the bow rotate through the wind without forcing the boat too far onto its rail during the roll.

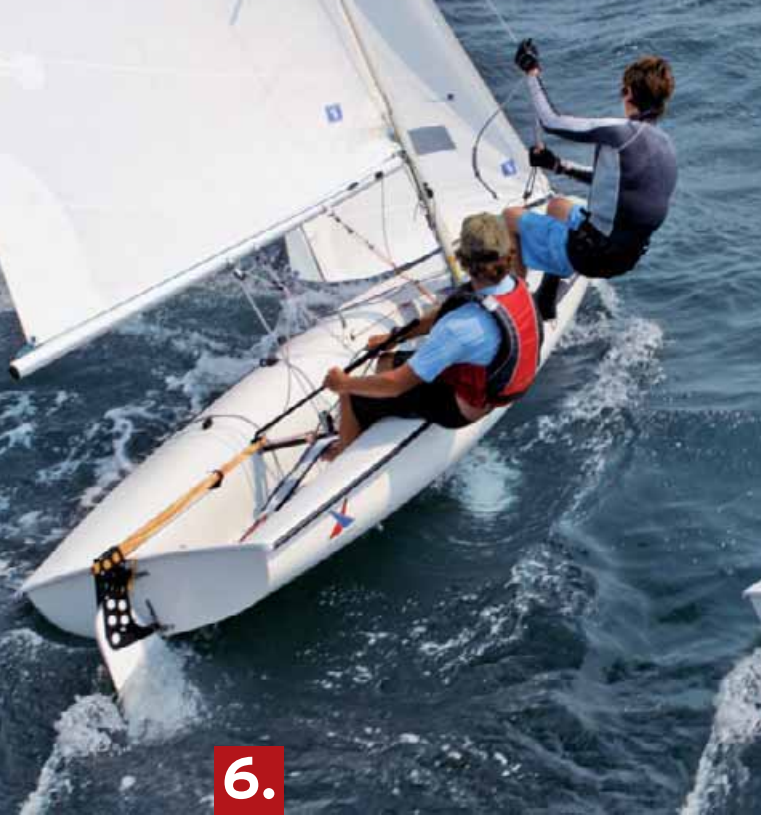
2. TURNING THE BOAT, Charlie begins with only a small push of the tiller. He then waits until the boat begins to turn before increasing the rate of turn by slowly pushing the tiller farther to leeward. This way, he's disrupting water flow over the rudder as little as possible, keeping the boat going full speed for as long as possible in a direction that is closer to the wind than closehauling. He has trimmed the main in very tight to help the boat head up and to help himself get inboard using his arm and stomach muscles.



5.

4. & 5. ONCE THE BOAT GOES past head to wind, it's turning at its maximum rate and going the slowest it will go during the tack. The jib luffs only once with Cameron's quick handwork. On the new side it fills instantaneously. The end of the tiller never passes the inboard side of the tank—good turn. Both Cameron and Charlie's feet touch the bottom of the boat only once as they transition to the new side—good footwork.





6. & 7. AS CHARLIE CROSSED THE BOAT, he eased the mainsheet, transferred it behind his back as he turned to sit down, and smoothly transitioned to a hiking position (above) where it's easy to pull in the mainsheet with his forward hand as he goes out to hike. The main's leech should be twisted because mast movement during the flattening process causes the apparent wind to be farther aft at the top of

the sail than at the bottom. The skipper must control the boat's heel while the crew gets to the wire on the new tack. If the crew has too much of an uphill climb, the skipper needs to correct it by hiking, easing the main, or feathering the boat into the wind. Here, Cameron gets to the wire and hooks into the trapeze easily, showing us how they're working together to make this roll tack a thing of beauty.

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The Intricacies of Finishing Downwind

WE ROUNDED THE SECOND WEATHER MARK and started down the final leg of the fourth race of the Soling North Americans on Toronto's Humber Bay, determined to pass the four boats that were just ahead. In the fading 8- to 10-knot breeze, spotty and shifting air and left over chop, finding and keeping the optimal sailing angle was extremely difficult.

In a puff, we had rolled over one competitor shortly after rounding, but he soon found more air to leeward and caught us again. However, we both seemed to be faster than three boats immediately ahead as we seemed to be bringing more air down with us from astern. By the time we were a quarter mile from the finish we had passed the boat to leeward again, moved up to a substantial overlap be-

tween two of the boats that had been ahead, and seemed to be within striking distance of Charlie Kamps, who had been 100 yards ahead at the start of the leg.

Everyone was now on port jibe, slightly above the committee boat at the left end of the line (looking downwind). Kamps was to windward and about three boatlengths ahead, another boat was about two boatlengths to windward and abeam of us, a third was two boatlengths to leeward and slightly ahead of us, and a fourth was two boatlengths astern and to windward. We all seemed to be sailing into a windless hole that lay between us and the line; the only decent breeze looked to be off to the right (looking downwind). The pin end of the line looked to be slightly closer. In the dying air we were

all starting to sail higher, heading above the committee boat end of the line. Kamps was slowing and his spinnaker collapsing.

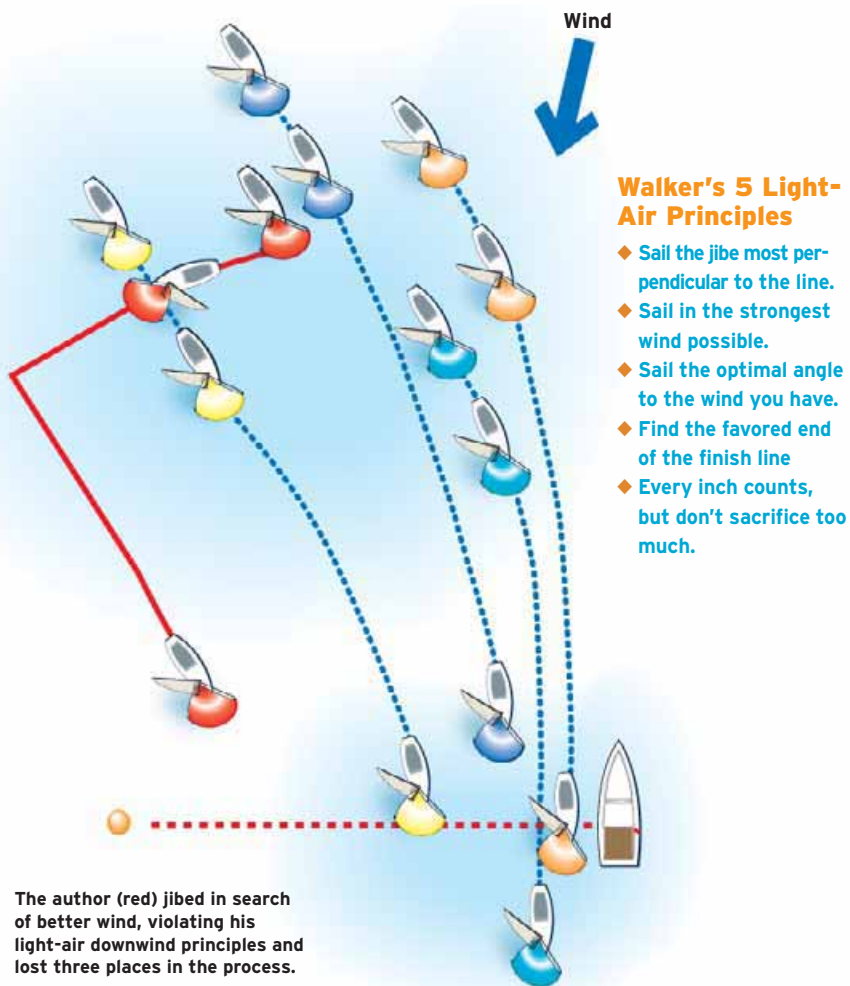
"Let's jibe!" I called hastily.

On starboard, we crossed just astern of the boat that had been to leeward, and with good speed we headed into what seemed to be much better wind. The others, continuing on their port jibe, seemed to be barely moving. We'd take them all!

But we then had to sail farther than I had thought we would in order to lay the pin. Was the wind heading us? We jibed back to port and were now approaching the pin at a good angle but in less wind. And now the other boats had more wind! They were surging toward the committee boat. Kamps would surely be ahead and so would the two who had been alongside us, and now I could see that the committee boat end of the line was slightly more upwind and that we would lose the boat that had been two lengths astern!

Wind velocity is typically the most important consideration when running, and in gusty conditions one should always be willing to jibe away to get it, but in light air an increase in wind velocity is always evanescent. By the time you get out of the hole you were in, in order to get into the puff ahead, the wind may return to the hole and depart from the dark spot you were seeking. I've often said that God allots the wind randomly, and that you're better off sticking to your original course, waiting until some comes your way rather than chasing off toward a site that has already received its allotment!

Chasing better air by jibing or heading up is required when a gust cell in an offshore breeze is coming down the course, or when blanketed or at the finish as a means of passing a lone boat ahead. But in light and dying air, it is less than a 50/50 gamble. If the stronger air you seek will be accompanied by a shift—a shift that lifts the escape jibe so that the return jibe to the rhumb line is headed—chasing better air becomes somewhat more rational. But how can you arrange this? At Toronto, although I had jibed away into better air, I had jibed to starboard in a wind that was dying and backing and the move had been counteracted by the reap-



The author (red) jibed in search of better wind, violating his light-air downwind principles and lost three places in the process.

pearance of stronger air from where I'd come—how typical!

The five principles for sailing downwind to which I should have paid more attention are 1. Stick to the jibe most perpendicular to the line—most directly downwind. 2. Sail in the strongest wind available, but in light and variable air, do not alter course to reach an area of transiently increased strength. 3. Always sail the optimal angle to the wind you have. 4. Determine the most upwind end of the line as soon as possible and go for that end. 5. Remember that every inch counts. You don't need to worry about overlaps or relative speed if you have that inch, and you should never risk losing two (or more) boats in order to gain an additional inch.

I had violated most of these principles while achieving 10th in a vain hope of taking sixth! We had been sailing faster, gaining all the time, and when we jibed away we had ignored principles No. 1 and No. 2 (and misjudged Principle No. 4). We had forgotten Principle No. 5 and would easily have had that inch relative to the boat immediately to windward and might have gained it relative to the one to leeward, which finished seventh.

We had failed to correctly assess, and then sailed away from, the most upwind end of the line and therefore sailed a longer course than necessary. When nearing a finish line, the most immediate consideration is to determine which end is closest (most

The best technique for finishing downwind is to project your course to the line and determine whether you're coming in perpendicular to the line or if it's at some lesser angle.

downwind when sailing upwind, most upwind when sailing down). To windward, sailing tacks 90 degrees apart, one can tack for the first end that can be laid and then decide which end is closest. Downwind, where jibing angles depend on wind strength and can be only 20 to 40 degrees apart, detecting the near end is far more difficult. The best technique is to project your course to the line and ask yourself whether you're coming in perpendicular to the line or if it is at some lesser angle. The end that is angled toward you is the closest and you should take the jibe that lays that end at the optimal sailing angle.

But most importantly we had violated principles No. 1 and No. 2. When we jibed to starboard it was to the jibe across the perpendicular to the finish, which is analogous to taking the short, rather than the long, tack upwind. And because we were still a quarter mile from the finish, we sailed a course that caused us to overstand the end of the line and were adversely affected by a wind shift toward the direction in which we were headed.

And finally we were probably sailing at higher than optimal sailing angles on both jibes. When you sail alone, you have no other boat by which to judge the optimal angle. We undoubtedly sailed higher than necessary, wanting, while on starboard, speed out of the hole, and were forced to sail higher than necessary on port as the wind had backed and I had been unable to judge the layline precisely.

My opponents, none of whom thought that jibing was necessary, must've been pleased to see me go. They may not have recognized that I was making quite so many errors, and that the return of their wind and the back would compound them, but they did recognize that when approaching the finish line downwind, inches matter and that when you are sailing the jibe most perpendicular to the line and gaining, it is foolish to risk a jibe away. ♦

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Avoid Tunnel Vision At the Offset

THE OFFSET LEG PRESENTS A NUMBER OF unique opportunities to pass, but the key is to consider what you're trying to achieve, tactically, in the first half of the downwind leg. The rounding and your positioning immediately after the rounding will dictate your position farther down the run.

The basic concepts for the offset mark are: 1. If you want to jibe immediately, maximize the gap between you and the mark. In other words, use the offset mark as part of your turn into the jibe. 2. If you want to extend straight after rounding, position the boat no lower or no higher than the boat on your stern—in particular, no lower. Also, don't tempt the boat behind to sail high by setting up low after the offset mark.

OK, let's get to our sequence, which shows International One-Design No. 59 with a classic case of "tunnel vision," while racing at the Worlds last year in Tønsberg, Norway. In photo 1 we can see the bowman on No. 59 standing up, looking at the overlap, and I'm sure the helmsman on No. 50 is saying, "There's no way you're getting room." Meanwhile life on No. 33 (yellow hull) is all good. They're being patient and watching things develop ahead of them.

In photo 2, No. 50 and No. 59 have forgotten the most basic part of the mark rounding maneuver—turning down at the mark. So focused on each other, they sail right past it. No. 33 is approaching perfectly—entering the mark at the proper angle, about 1.5 boatlengths high, so their turn at the mark is tight. With this move they're instantly on the inside and in complete control. No. 59 is at huge risk of losing second because they're now controlled by No. 33 to leeward and No. 50 to windward.

In photo 3, we see sloppy crew work on No. 33 and No. 50. At this point, I'm sure the helmsman of No. 59 is cringing. His obsession with getting the inside at the offset has left him as the meat in a spinnaker-less sandwich. No thanks, I'm not hungry!

Consider for a moment what would have happened if, five boatlengths earlier,



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3.

the helmsman of No. 59 had of said, "There's no way we're getting the overlap, let's focus on the fastest maneuver." They would've escaped to leeward of 50, carrying a full kite, with the option to jibe. It's too late now.

In photo 4, No. 33 is now getting the kite going—still not great—and No. 50 is still struggling. In photo 5, kudos to the crew of No. 59—crisp spinnaker set. Now, if only the guy at the



4.

back of the boat had been as sharp as the guy at the front. His tunnel vision has left them stuck in the middle with nowhere to go, with no control of their destiny. They're completely at the mercy of the windward and leeward boats.

My advice to alleviate this tunnel vision is to focus on the first 10 boatlengths after the offset mark, not the last two into the offset. Our friends on No. 59, while getting the overlap they so desired, ultimately got more than they bargained for. The entire



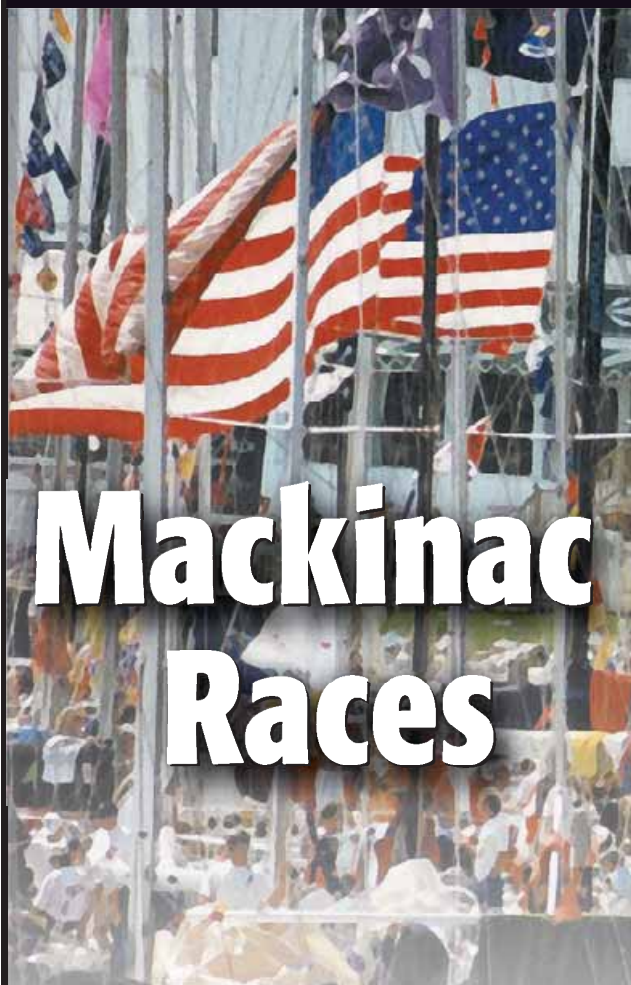
5.

downwind leg would've been easier if there was a quick conversation about what they wanted out of the offset.

If you want to jibe, a tight rounding and low exit is key. If you want to extend, hold a normal angle, or one slightly high, to defend your position in traffic. ♦

NANETTE LOENNECHEN (3)

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Zephyra, Rolex Big Boat Series IRC Champion

The DK46 *Zephyra* defended its IRC B title at last year's Rolex Big Boat Series in San Francisco, winning four of six races, some by large margins. Owner Robert Youngjohns, a software company executive from Woodside, Calif., attributes *Zephyra's* repeat performance to the most basic racing fundamentals—an immacu-

issues. The team, put together by Jeff Thorpe, from Quantum Sails, is excellent and we have a good balance. We have a couple of really strong bow people because the bow is really the active area in this type of racing. Last year the whole crew was flown in—guys who'd sailed the boat in the U.K.—but after that I decided

winches. It's what the books tell you to do: build your crew slowly, practice a lot, and focus on the boat preparation.

What's your role on the boat?

I drive only when I think I can drive successfully and do the electronics and tactics when I'm not driving. I enjoy driving, but if my skills are not up to it—particularly downwind in heavy conditions—I'll hand the helm over to Jeff; he drives very well in these types of conditions. I don't start either because I don't have the right temperament for starting. I get too stressed out. At Big Boat, Jeff was doing the starts and driving when conditions were over 25.

How soon after the start do you helm?

It varies depending on the amount of traffic; I'm not good when there's a lot of traffic because I tend to focus on the other boats and not on keeping the boat moving. This is part of keeping ego off the boat—mine included—I'd love to drive more, but we're focused on winning.

How do you switch back and forth between driving and tactics; wouldn't it be better to have a dedicated tactician?

That's an area we need to improve. I have to make a decision—do I do tactics more completely or do I get someone dedicated to it and try and take on more of the driving. But once you understand the monoculture of the Bay, the tactics sort of fall into place. In handicap racing, you clear the boat-to-boat stuff fairly quickly so it's not as critical. The big issue at Big Boat is how you play the J/105 fleet.

What are your tactical rules for big-boat handicap racing?

There's a basic rule that's often hard to follow: You have to sail your own race. Tactical whims and pushing people onto other tacks is great for one-design, but in handicap racing it gets in the way. The key thing is to get clear air quickly and then find lanes so you don't end up in a bad place. At Big Boat we did have issues with *Swiftsure II* [Schumacher 52], which is a faster boat. We could outpoint them so a couple of times we could get on their leebow and push them off, but every time we did we were slowing ourselves down. Otherwise, we kept reminding ourselves that we needed a good start, not spectac-



Stiff and fast upwind, Robert Youngjohn's DK46 *Zephyra* is a proven IRC performer on San Francisco Bay. But it's not just the boat that makes them fast.

lately prepared boat and a balanced crew. But what ultimately contributed to the win was the team's relentless pursuit of better performance.

Is *Zephyra* simply an ideal IRC boat?

It's designed to be a good upwind/downwind boat and if that means it's optimized for IRC, then I guess it is. It's stiff and heavy, relative to the lightweight flyers around here, and it has a big bulb and a deep keel so it's good upwind and down. We are very competitive upwind in almost any conditions, and downwind it depends on planing. If we're sailing against TP 52s we can go upwind almost as fast. If they go off planing downwind we get left behind.

How did you put together the nuts and bolts of this team?

First, Carlos Badell put a huge amount of attention getting the boat prepared, making sure we would have no technical

we needed a West Coast crew and built it over the winter. We also did the Newport to Cabo Race, which was a good test of the equipment. For example, we upgraded all the spinnaker equipment as a result of that race and installed bigger primary

Zephyra's RBBS Crew

Ian Fraser	Pit 1
John Oldham	Mainsheet
Will Matievich	Mast
David Anthes	Bow 1
Jeff Thorpe	Helm 1/Tactics
Ernie Rodriguez	Trimmer 2
Ian Klitza	Trimmer 1
Carlos Baddell	Boat readiness/Pit 2
Richard Mansbridge	Float 1
Paul Jarrett	Float 2
Mark Mills	Designer
Greg Felton	Bow 2
Robert Youngjohns	Helm 2/Tactics

How to Nail The Outside Asymmetric Jibe

1. I make sure the lazy sheet is on the batten that's fastened to the tack of the A-sail. The batten keeps the sheet up high, preventing it from falling over the pole or getting stuck in the tack fitting. I then make sure the offside trimmer or mast man takes the slack out of the lazy sheet so it doesn't go over the pole or the pulpit when the loaded sheet is eased going into the jibe.

2. Next we call for the transfer and the pole goes forward. The tack line is ground down tight, which brings the sail down and keeps the luff tight, which creates less sag, allowing it to fill quicker on the new jibe. Once I see all the load is on the bobstay and the guy has slack, I trip the outboard end of the pole and the mid-bow takes the pole off the mast and slides it aft.

3. I put the new guy in the pole and quietly tell my mid-bow [Greg Felton] so he can get the pole back on the mast and then he yells, "Made" to the back of the boat. Once the pole is on the mast, the afterguy trimmer can square back the pole.

4. The turn down must be slow enough to let the clew get well past the headstay—the more wind there is the farther away from the boat it must go. As soon as he sees it's past the headstay, the driver should do a quick turn up, which gets air in the sail and blows it away from the headstay, and then speed up the turn. This "snap" up should be less as the wind strength increases.

Through the turn the trimmer whales on the new sheet and the mast guy [Will Matievich] overhauls the sheet by "tractoring" it at the shrouds and then running it back.

5. Once the trimmer has the kite full, we'll tell him, "We have a kite," and he can do a huge ease—15 feet or so—as the driver heads back down to our downwind VMG course. Once on the new jibe I get the lazy sheet on top of the batten again and make sure the lazy sheet is taken up at the cockpit.



"The turn down must be slow enough to let the clew get well past the headstay."

—BOWMAN DAVID ANTHES

—DAVID ANTHES

ular, just one that gave us clear air, and to keep away from the boats that are close to us in speed.

Morpheus, a custom 52-footer that finished second in IRC B, turned out to be your biggest challenge; how did you play them?

Because they were rated as a slower boat, there wasn't much we could do other than make sure we didn't get out of touch with them and sail our own race. We did make one mistake in the fourth race and did our own thing, but the rule is we want to be in the same quadrant of the course as the boats we want to beat. In this case, *Morpheus* broke off left and we kept looking for a lane in all the traffic and kept going. We lost three or four boatlengths right there. That was our worst race.

As you built this crew, what did you focus on?

A lot of it was at the front of the boat and working on how to jibe the asymmetric effectively, and deciding when to use the asymmetric versus the symmetric. Short jibing down the City Front is typically faster with a symmetric because you keep it flying more effectively through the jibe. We also worked on outside jibes with the asymmetric. The only thing we learned not to



What would you do?

You are sailing a windward leg due North. The first half of the leg has no current. The second half has current running west to east. *Where should you position yourself on the first half of the leg in anticipation of the current on the second half... left, right, or no difference?*

(Are you sure?)



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do was use the spinnaker staysail. It's tempting to use, but it makes for more activity at the front of the boat, and another set of things that must happen before a jibe.

Otherwise the boat sails itself upwind as long as the main trimmer and the helm are talking; but one big area we've focused on was learning when to foot the boat as opposed to going for height. When you know the boat points well it's tempting to go for that higher angle but sometimes, when you need to get to the favorable tide, for example, it makes sense to foot. It happened to us once at Big Boat. A Santa Cruz 52 just footed off, got away from us, and got to the tidal push earlier.

Speaking of numbers, what's your electronics setup?

We use mostly Ockam instruments, a Deckman for Windows, and a Toshiba remote display. I'm a computer geek, and if you have all the right tidal flow data and everything else, you shouldn't need to make a single judgment call because it's all going to come out in the numbers. However, the computers make you think you can call the laylines; the truth is that judgment really matters and we had excellent calls on the laylines because Jeff is intuitive in the Bay. The tidal gradient is so acute it's hard to do laylines on a calculated basis. Even if you have all the tidal GRIBs—and we had them—they're just estimates; you have to look at the water and determine whether to go early or late.

How'd you ensure clear-air starts?

We use the Deckman start screen, which gives us a good indication of where we are and how far we have to go to the line. Because we had a fairly small fleet we could be aggressive, close reaching until a gap opened, and then going for it. We used the tide, too; there was a lot of foul tide and that typically meant gaps would open. One start in particular I thought we were going to get shut out at the committee boat, but because of the cross tide, boats got swept down and we went through easily.

You got ahead early in most races, how'd you play the runs?

We'd typically get there before *Swiftsure* and we just weren't too extreme on our downwind angles. But there were a couple of races with reach-type courses and on the really windy day, we decided to go with the spinnaker even though it was marginal. When we got the boat on a plane we encouraged everyone behind us to go for the spinnakers, too, and watched them broach one after another. They weren't getting up on a plane and therefore the pressure was too high.

How do you avoid the wipeout during jibes?

The big issue is to get the main across. If you jibe the front of the boat, but not the back, it's a recipe for a nasty situation. You can't leave the main trimmer to pump the mainsheet across—you need two people on the mast pumping the mainsheets as you go into the jibe. If you get stuck, the only thing is to abort the jibe. It's better to abort and deal with the problem at the front than to jibe and wipe out.

You said the boat sails upwind by itself, but there must be more to it.

There's a good angle on this boat where you know you're in the groove. In big winds there's nothing coming off the mainsail so what you're doing is looking at the genoa angles. We have genoa in-haulers and one of the critical tuning points on this boat is getting them set right. In light winds we just bring them in as far as we can, at 10 to 15 they're on completely, and once it gets over 20 they're off completely. It's always tempting to have them on to much because from the helm's position you get the impression that you're pointing better but you're creating more leeway and not going upwind as well. ♦



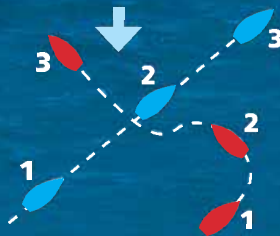
Where's the foul?

Two boats are on port tack, with Red a bit over 2 boat lengths ahead and to leeward of Blue.

Red hails, "we're tacking" and puts the helm down. Blue

continues on port, and as Red comes to course she's headed at Blue's chain plates. Red ducks Blue and protests.

Was there a foul? (Are you sure?)



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Two Tricky Issues for Race Officials

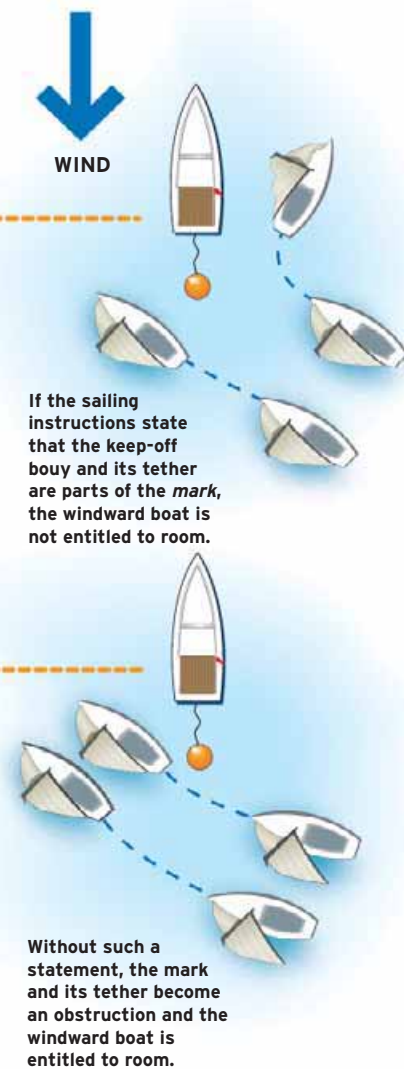
CLUBS THAT ORGANIZE REGATTAS OFTEN borrow a member's boat to use as the race committee boat marking one end of the start and finish line and occasionally

boats collide with that borrowed boat. Several readers have asked what can be done to avoid such collisions.

Many races are started using a pin *mark* at the port end of the start and finish lines and the race committee boat as the *mark* at the starboard end. The actual line is usually between the pin and the staff of a flag on the race committee boat. However, the starboard end *mark* is the entire race committee boat, but not its anchor line or any objects "temporarily or accidentally" attached to it (see the definition *Mark*).

Here's an idea for minimizing the chance that a borrowed committee boat will be damaged during a regatta. Tie a brightly colored inflated buoy to a line about 25 feet long and tie the other end of the line to the stern of the committee boat. Then stream the line and the buoy astern of the committee boat whenever the committee boat is anchored. (Line that floats works best in light winds.) This creates a buffer zone between the committee boat and the racers as they *start* and *finish*, and they will be much less likely to hit the committee boat if there's barging at the start or if boats *overlap* approaching the finish.

By streaming the buoy astern throughout the entire time the committee boat is serving as either a starting or a finishing *mark*, competitors will not be able to argue that the buoy and its line were "temporarily" attached to the committee boat. Rule J2.1(5) states that the sailing instructions must include a description of each starting and finishing *mark*. I suggest the following: "The *mark* at the starboard end of the starting and finishing line will be the committee boat with an orange buoy attached to its stern by a line about 25 feet long. The orange buoy and its attachment line are parts of the *mark*." It's important to use this sailing instruction to avoid



changing the rules of the game for boats approaching the starboard-end starting line *mark* to *start*. Rule 18 does not apply "at a starting *mark* surrounded by navigable water or at its anchor line from the time boats are approaching them to *start* until they have passed them (see Rule 18.1(a)). However, if the buffer buoy and its line are not made part of the *mark* by a sailing instruction, then the buffer buoy and its line together would be an *obstruction* at which Rule 18 would apply. In such a case, a barging *windward* boat with an *overlap* on a *leeward* boat would be entitled to use Rule 18 and request *room* to pass to leeward of the *obstruction*. That would make a tremendous game change and probably lead to some difficult

protests and, perhaps, some serious collisions at the start as boats that thought they were entitled to *room* claimed it from others who thought they were not entitled to it. (A discussion of this issue can be found at the Royal Yachting Association's website www.rya.org.uk/racing/racingrules/guidancenotes.)

No racing rule covers damage to marks. However, the issue may be handled by a sailing instruction that provides another way to keep the owner of a borrowed race committee boat happy. Such a sailing instruction might read, "If the race committee boat is damaged as a result of a boat breaking a rule, that boat shall pay for the repairs."

Issues with a non-registered competitor

One reader from Florida asked some interesting questions about a rejected entry. The notice of race for a two-day regatta listed a cutoff date for entries. *Procrastinator's* entry form and entry fee arrived after the cutoff. Her owner attended the skipper's meeting held before the first race. There, he was informed that his entry was rejected because it was delivered after the cutoff, and his entry fee was returned to him. Not pleased, he announced that he intended to sail the course in all races, and he did just that.

During the series he interfered with many boats that had entered properly—by forcing them to change course and by blanketing or backwinding them. One of those boats requested redress. Our reader asks what recourse regatta officials have as a means to deal with an individual who acts in this way, and he wondered whether the answer would be different if, while on *port tack*, *Procrastinator* had collided with a *starboard-tack* boat that had entered properly. Finally, our reader asked whether a boat whose score was made significantly worse by *Procrastinator's* actions is entitled to redress.

Rule 75.1 requires a boat to "comply with the requirements of the organizing authority" to enter a race. Rule 76.1 permits "the organizing authority or the race committee to reject or cancel the entry of

a boat, provided it does so before the start of the first race and states the reason for doing so." The US SAILING prescription to Rule 76.1 states that an entry may not be rejected for "an arbitrary or capricious reason," and Rule 76.3, which is also a US SAILING prescription, states that a boat whose entry is rejected is, upon written request, entitled to a hearing. *Procrastinator* did not request a hearing. It appears to me that the race committee acted properly under the rules.

However, the rules are written for boats entered in the regatta. *Procrastinator* was not entered, and because she was not a competitor, she received no scores, and in my opinion was not subject to protest. Also, because her crew were not competitors, Rule 69.1 did not permit the protest committee to call a hearing to consider penalizing them for a gross breach of good manners

or sportsmanship. The only avenue for action is the process set out in Rule 69.2. Any race official, competitor, or even a spectator, who believed that the crew of *Procrastinator* had committed a gross breach of good manners or sportsmanship or had engaged in "conduct that brought the sport into disrepute" could have sent a report to US SAILING describing what the crew did. Rule 69.2 then gives US SAILING authority to investigate and, if it deems it appropriate, to take "any disciplinary action within its jurisdiction" against the crew or its boat. US SAILING could, for example, penalize the crew by suspending their eligibility to sail in US SAILING events for a specified period of time, or even permanently.

What action could the local race officials have taken? After *Procrastinator* sailed the course for the first time, they could have asked her politely to leave the racing area. If she refused, they could've told her crew that, if she persisted in interfering with the regatta, they would lodge a report with US SAILING under Rule 69.2. That might have defused the issue at the local level with a minimum of fuss.

Should redress have been given to boats that *Procrastinator* interfered with? In most cases, no. Let me explain. Rules 62.1(a) through (d) list the conditions under which redress may be given. Neither the race committee nor the organizing authority had the right to prevent *Procrastinator* from sailing the course, and so redress could not be given under Rule 62.1(a). Boats that merely had to change course to avoid *Procrastinator*, or whose wind she interfered with, did not suffer "physical damage" because of *Procrastinator's* interference and, therefore, were not entitled to redress under Rule 62.1(b). Government right-of-way rules—not the racing rules—applied between *Procrastinator* and a properly entered boat that was racing (see the preamble to Part 2 of the racing rules). Under universal right-of-way rules a sailing vessel on *port tack* is required to "keep out of the way of" a sailing vessel on *starboard tack*. Therefore, if while on *port tack* *Procrastinator* physically damaged a boat racing that was on *starboard tack*, the racing boat would be entitled to redress under Rule 62.1(b). Rule 62.1(c) did not apply, and, because Rule 69.1 does not permit the protest committee to impose a penalty to or take disciplinary action against *Procrastinator*, no redress could be given under Rule 62.1(d).

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Should redress be granted if a non-registered boat interferes with one that's registered?

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



What happens next?

Yesterday's light onshore wind built to a moderate sea breeze by mid afternoon. This morning there's a light offshore wind. *How is the breeze likely to develop this afternoon?*

- a) Light sea breeze
- b) Moderate sea breeze
- c) Strong sea breeze
- d) Light offshore breeze

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Grand Prix

SAILING



Emerald Pastures for Old Warhorses

No longer a cutting-edge grand-prix design? There's still life for you in the Pacific Northwest.

The renaissance of Seattle big-boat racing started over lunch at The Keg restaurant. Steve Travis suggested to his mentor and former boat partner John Buchan that he could get a One Design 48 at a great price to match race against's Travis's 48. Buchan—a championship-level sailor like his older brother, Bill—had been boatless for five years and he took the bait.

Two months later, Buchan's new *Irene* (ex-*Abracadabra*), sporting a new navy

blue paint job and the latest Quantum wardrobe, was chasing *Flash* (ex-*Illbruck*) on Puget Sound. By fall, *Flash* was chasing *Irene*.

"He probably wished he never took me to lunch," says Buchan, a high-end homebuilder.

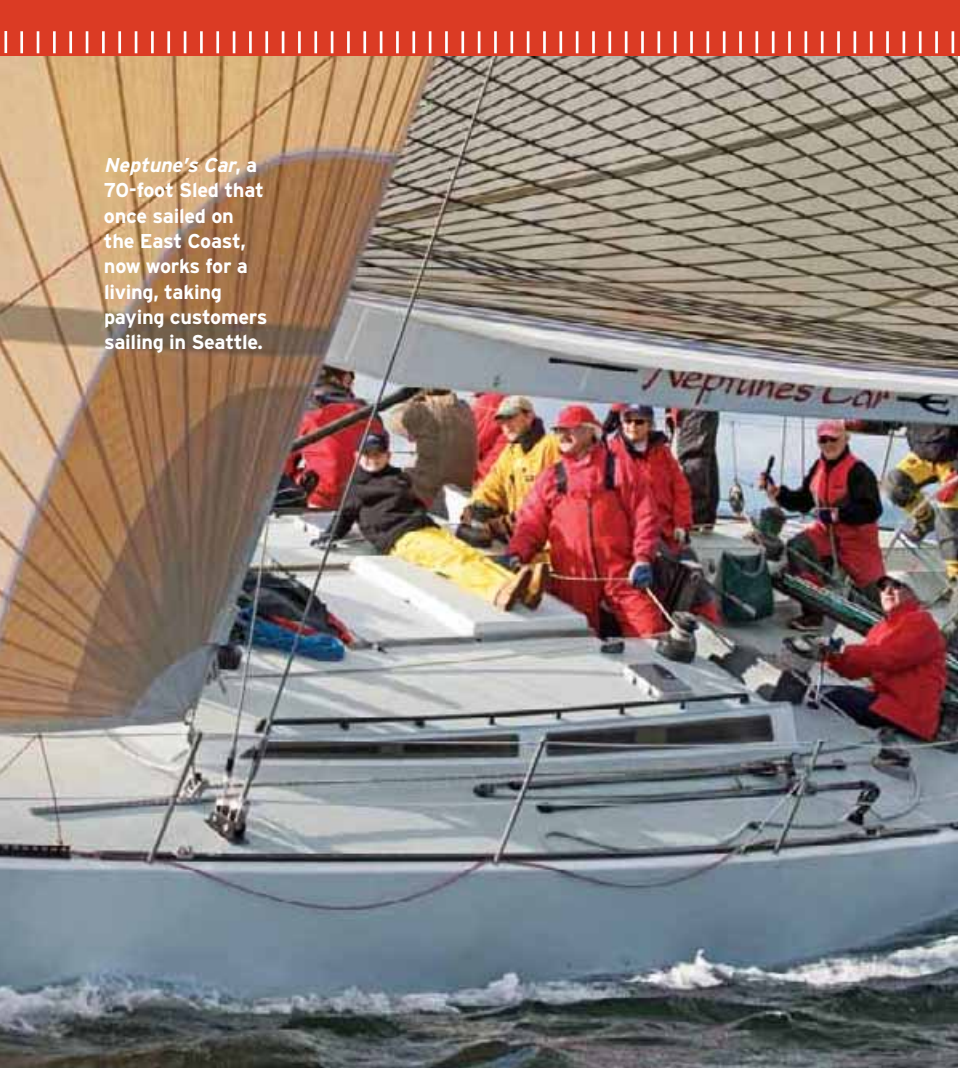
Nothing could be further from the truth. As the two old warhorses and a burgeoning fleet of big boats gathered for Seattle's version of the Big Boat Series in late October, Travis took pride in luring his former skipper back into the game





BY KURT HOEHNE
PHOTOS BY NEIL RABINOWITZ

The Farr 49 *Addiction*, a past IMS champ, topped Class B at Seattle's revived Big Boat Series while two 1D-48s (John Buchan's *Irene* and Steve Travis's *Flash* (facing page, above and below) match-raced at the head of Class A.



Neptune's Car, a 70-foot Sled that once sailed on the East Coast, now works for a living, taking paying customers sailing in Seattle.

and herding a disparate group of Northwest big boats to a regatta that hadn't been run for five years. Beating his friend would be great, but the year could be deemed a success regardless.

The story of *Flash* and *Irene* is the story of big-boat racing in Seattle. Cutting-edge boats that have been passed by elsewhere find a second or third life in the Pacific Northwest. Frequently, the boats come in waves. For a while it was Santa Cruz 50s. At another point it was IOR 50s. Because the Northwest big-boat scene is fairly insulated from the high-tech racing world, having the latest design is hardly necessary. And it's too far from most other venues to make shipping a boat practical. Travis, an airplane leasing company executive, charters at events such as CORK Week in Ireland when he feels the desire to compete elsewhere.

While the boats might not be state of the art, the racing can be excellent. Top boats often have world champions and Olympic medalists in the afterguards—not only sailors with names like Buchan and McKee, but several other collegiate, amateur, and professional champions.

However, Seattle big-boat racing has been on hard times in recent years. For a

while it seemed that Bunk Burnett was singlehandedly keeping it alive. He built the Davidson 72 *Cassiopeia*, then bought a One Design 48. More recently Burnett built the first-generation Bakewell-White Transpac 52 *Braveheart*. But last October, Travis and the Seattle YC pulled together a healthy, eclectic fleet featuring two Sleds, *Coruba* (ex-*Firedrill*) and *Neptune's Car* (ex-*Donnybrook*, ex-*Starlight Express*). Three Santa Cruz 52s included Marda Phelps' *Marda Gras* (ex-*Winnetou*) and Brian Duchin's *Voodoo Child* (ex-*Decision*). The lone IMS design was Mark Cloutier's Farr 49 *Addiction* (ex-*Capricorno*). There was even *Mayhem*, the only Farr 40 in the Pacific Northwest, once known as *Mascalzone Latino*. In fact, Burnett's *Braveheart* was one of the few boats to show up without a former identity.

The Northwest actually has several originals, but for various reasons they didn't join *Braveheart* on the line. *Cassiopeia* broke its mast in the Van Isle 360, and *Dark Star*, an innovative Paul Bieker-designed 44-footer, was sidelined because owner Jonathan McKee was busy with the Luna Rossa America's Cup program. And the classy 65-foot Bob Perry cruiser/racer *Icon* was also snug in its slip.

The revamped Seattle Big Boat Series wasn't staged at a yacht club (Seattle YC is on Lake Washington). It was at Elliott Bay Marina, a relatively young marina with a great view of downtown Seattle, and, more importantly, an understanding of the value of big events. Manager Dwight Jones not only welcomed the regatta, offering free dockage for the event and hosting Saturday's barbecue, he regularly helps organize a summer series of Thursday night races that parades cruisers and racers along the Seattle waterfront. Winners of that series learn of their victory ashore afterwards, when boat names are drawn out of a hat amid wild cheers.

Elliott Bay Marina is a fun place to race, but it doesn't often have much wind. Saturday morning cooperated with a good breeze and the Seattle YC race committee sent the fleet on a course that finished well to the north where winds are often better. *Coruba*, the Sled, stretched to a big lead on the long run on the first race and took both line honors and the corrected-time win. In the two following races, sailed in perfect Northwest fall conditions of about 12 knots, *Coruba* led again, but Buchan's *Irene* corrected ahead. The sun actually came out and the breeze fluctuated, keeping foredeck teams busy between races unpacking and repacking sails as the afterguards kept changing their minds.

The day had one casualty. A hydraulic hose aboard *Neptune's Car* gave out, sending her back to her Seattle waterfront slip. It can be safely said that *Neptune's Car* is one of the only racing boats around that actually earns a living. Paul LaMarche's *Car* takes deckloads of paying tourists for sails all summer long.

Other than *Irene*, the big winner on Saturday was the smallest boat, *Mayhem*. With a 3-4-2 on corrected time (PHRF), Robert Wolfe's well-traveled 40 was clearly giving the older, bigger boats something to think about. *Mayhem's* transom bears the names of two home clubs—RVYC and OPYC. Wolfe hails from the Royal Vancouver YC, but says *Mayhem* spends all of its time at OPYC, which stands for "Other People's YCs."

If there was any doubt John Buchan was back, it evaporated on the last race of the day. The two One Design 48s rounded the first weather mark bow to stern, as usual. Once again *Irene* led *Flash*, where the mood was one of frustration, as *Irene*

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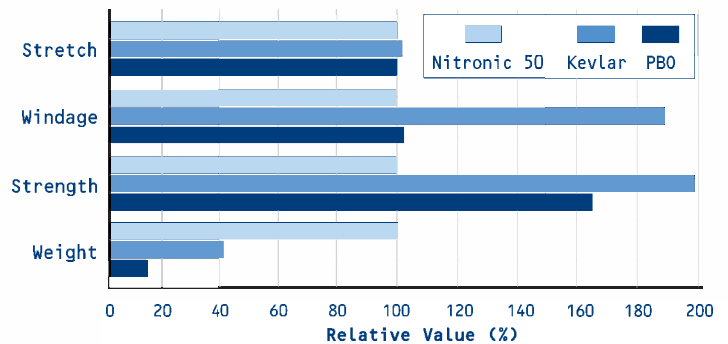
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The TP 52 *Braveheart* slides upwind ahead of the pack.

seemed to be going faster each event.

Almost in perfect sync and only a length apart, the sisterships jibed, *Flash* attacking and *Irene* defending. But something was wrong aboard *Irene*; was there a chink in its armor? A tear had appeared at the mainsail tack during the jibe, offering Travis the chance he was

looking for. "Jibe. Jibe now!" *Flash* attacked while *Irene* looked vulnerable, its crew congregated forward at the gooseneck.

Yet there was no fuss on *Irene*. Buchan's crew returned to their positions, jibed, patched the main, and covered *Flash* all the way to the finish.

Sunday's conditions were more in keeping with the Northwest's reputation. Clouds threatened rain and there was just enough wind for two short races. *Braveheart* showed its stern to the fleet in both races, venturing left off the start and catching a shift while

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Coruba was hung out on the right. *Irene's* afterguard also played the left, leaving *Flash* to sail in its wake.

As the crews assembled on the lawn for the awards, the atmosphere was reminiscent of a class reunion. Apart from a few new faces, the sailors were largely the same ones who'd raced the series five years earlier. And the familiar threatening clouds sprinkled on the assembled as if on cue as the awards were handed out.

Canadian boats, as is often the case, brought an abundance of good humor and beer, then left with more than their share of trophies. *Mayhem* not only controlled Class 3, they had often found themselves sailing through most of Class 2. *Addiction* handily topped the Santa Cruz 52s in Class 2, and its Bermuda sail numbers lent a further international feel to the event, that, of course, only reflected its earlier identity.

Travis saved the best for last and his old friend John Buchan. Instead of a Trincherro Wines magnum, which the other winners had received, Buchan was handed an airplane-sized bottle to the cheers of the crowd.

The event itself was the triumph. "The



John Buchan, back in racing with a 1D-48, topped Seattle's revived Big Boat Series fleet.

purpose of this regatta was social," Travis says. "We usually only get five or six boats out, and we hardly even see each other. I figured this way we'd get a good fleet and have a chance to socialize afterward."

The future of big-boat racing in Seattle is bright, but nobody needs sunscreen just yet. "If big-boat racing is going to grow here," says Travis, "it's going to be because people see a fun fleet and decide to move up from their 35- and 40-footers." Fortunately, the way it's done in the

Northwest, that doesn't require the latest and most expensive big boat.

One new boat on the horizon is of the homegrown variety—a 40-footer for Carl Buchan, John's world champion and gold medalist nephew. While it may not qualify as a big boat in size, the slippery and powerful-looking carbon boat will likely be a rocket ship. Designed by Buchan and built locally by Kris Henderson, the 40 is eagerly anticipated by the Seattle big boat gang.

Buchan, the uncle, has plans, too. While reflecting on his return to racing, he says, "Most of all I missed the people." But the competitive hook that was dangled at lunch with Travis seems firmly set. After a year of match-racing against his old partner and chasing *Braveheart*, Buchan wants more. "I'd like to get at least a third-generation TP 52," he says, to campaign around the United States beginning in 2007.

What of the Buchan-Travis rivalry? It's not to end prematurely. "Even if I get the new boat, my plan is to leave *Irene* here and keep racing against Steve," says Buchan. Apparently it's just as much fun to compete when the edge isn't so cutting. ♦



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Grand Prix

LAUNCHES



Peligroso, Tim Kernan 68

IN THE OPINION OF MANY WHO'VE RACED ONBOARD ONE, A ULDB 70 is the best big boat ever created for distance racing. It's difficult to argue: These long, lean, and low-slung downwind flyers eat up the miles on the open ocean and are no slouches around the cans, so it's natural that *Peligroso*, the latest launch out of Southern California, has more than a passing resemblance to a "Sled."

Mike Campbell and Dale Williams, both old hands at the West Coast big-boat racing game, commissioned the 68-footer from Tim Kernan, a naval architect based in Long Beach, Calif. "Mike really enjoyed sailing the 70s when there were a lot of them in Southern California," says Kernan. "The competition was great and we felt that if he built one others would follow. He and Dale

intended to race it PHRF and level with the other 70s, so we took the dimensions of the old 70s and reproduced them. *Peligroso's* freeboard is almost identical, the displacement is right in line, and the draft and rig height are all similar to a Turbo 70."

In its first appearance, days after a four-month build at Dencho Marine, *Peligroso* finished second in Class A in the Newport to Cabo San Lucas Race, and then won a string of regattas including the Newport to Ensenada Race. For offshore racing down the coast to Mexico, Kernan favored *Peligroso's* hull form towards blast reaching and downwind VMG sailing. "At true-wind angles of 150 and 135, and a heel angle of between 10 and 15 degrees, the boat really develops a step, and you can feel it," he



Technical Highlights

LOA	68'6"
LWL	61'6"
Beam	14'4"
DSPL	27,500 lbs.
SA Upwind	3,101 sq. ft.
SA Downwind	5,546 sq. ft.
Draft	10'11"
Design	Kernan Yacht Design/Tim Kernan
Builder	Dencho Marine/Dennis Choate
Sails	North Sails
Paint Systems	Awlgrip and Sterling
Mast/Rigging	Novis Composites
Instruments	B&G
Deck hardware	Harken
Rigging hydraulics	Navtec
Engineering	Tim Kernan
Project management	Mark Callahan
IRC Rating	1.45

says. “The hull is different, and there were people who saw it in the shop and said, ‘I don’t think it will work,’ but the results have been a good vindication.”

Peligroso is set up much like a TP 52. The rig has swept spreaders and carries only non-overlapping headsails and a Code Zero masthead genoa. An oversized spinnaker pole holds out a healthy downwind inventory. But belowdecks is a level of comfort foreign to stripped-out offshore raceboats. There’s a generator, microwave, and even a toaster with a “toast capacity of eight pieces,” says Kernan. A complete galley flanks the nav station, and forward there’s a dinette table and settees. Outboard of the settees are owners’ berths. At the mast is an LCD screen to display

movies and performance data, and forward of the bulkhead is a centerline “phone booth-style” head with shower. Sail storage is in the forepeak, and lockers and pipe berths are aft of the companionway. Such comforts haven’t impacted the boat’s performance in its home waters, but at its heavy-air debut at last fall’s Rolex Big Boat Series in San Francisco, *Peligroso* ultimately couldn’t hang with its venue-optimized competitors. “We did a fair amount of optimizing for IRC [when designing the boat] and got the rating to where it’s competitive,” says Kernan. “But for that event we needed to be more optimized than we were—we would have had to add three or four more feet of draft and maximized the stability.”

—DAVE REED

Grand Prix

ACCORDING TO

Tom Stark



“There’s no way to cheat the clock. You need to think out all the details and then make sure you’re not rushing the designer or the builder.”

TOM STARK’S PHILOSOPHY WHEN IT COMES to sailboats can be reduced to: “Get in. Get good. Get out.” While not a credo for anyone prone to sentimentality, it’s proved effective for the 45-year-old entrepreneur. He spends the necessary time at the beginning of a project, throws himself and his crew into an intense campaign, inevitably achieves some success, and sells the boat. Then he starts planning his next project. This frenetic schedule has led him through a series of raceboats—each named *Rush*. The latest is a Farr-designed Transpac 52. Stark took delivery in October and promptly dominated the Manhasset Bay Fall Series and the IRC East Coast Championship, winning nine of 10 races. But, that was just the pre-season. In early 2006 he’ll challenge the best amateur-driven TP 52s at Key West and the Global Championships in Miami before heading to Europe to battle the all-pro teams.

Tell us about your new boat.

The TP 52s are beyond cool. These boats are Formula 1 cars that you get to drive. They’re raceboats designed as raceboats, so they’re not pretending to be anything they’re not. The boat was built by Cookson, of New Zealand, out of a female tool—she has three sisterships.

So far you’ve raced under IRC, but that will change at Key West.

We’ll meet the likes of Philippe Kahn, Doug DeVos, of *Windquest*, Mike Brennan, of *Sjambok*. These are the domestic big dogs whom we’ll be playing with for the winter in Florida. Then I’m going to take the boat to Europe for the Med Cup and sail in the owner-driver class.

Will you be racing in the same fleet as the pro drivers like Russell Coutts?

That’s what is so incredibly cool. You basically bought a Formula 1 car and you

get to put it on the race track with Michael Schumacher. One of the things with sailing against a pro fleet: if they beat you, they’re supposed to beat you. If you beat them, you have a magic moment.

Using a female mold is an added expense. Why did you make that choice?

I had a Farr 39 IMS boat that Mick Cookson built for me in the early ’90s. I didn’t have the boat very long, but it won 24 of 25 races and all five major events it competed in. The boat was so beautifully built, I wanted to work with Mick again. Farr was putting together a deal with some Spanish syndicates, and Mick was putting together a package to build them. So we joined *Bribon*, *Caixa Galicia*, and *Aifos*.

What number is this in the *Rush* line?

Ten. I don’t know whether that’s a good thing or bad thing. It’s 10 boats, it’s 20 years, and I’d never want to count the amount of money I’ve spent yacht racing.

But you’ve obviously enjoyed it?

It’s great.

Why do you turn over your boats so quickly?

I found with family and business commitments, my best approach has been to spend the time on the front end of the project to make sure the boat I get is a good boat. I love the intensity of a campaign. I do the campaign, then go back, salvage my marriage, make sure I haven’t gone broke, reload, and do it all again.

Is this the biggest *Rush* to date?

Yes. This is a big project for me. Not just extreme in the financial sense, but in terms of managing a team of 15, plus we travel with two in support. Just getting 17 people to breakfast is a challenge.

What key lessons have you learned along the way?

There is no way to cheat the clock. You

have to put in your time at every phase. You need to think out all the details and then make sure you’re not rushing the designer or the builder. Once you have the great tool—great boat, mast, systems, electronics—then you really have to put in the time. As an amateur driver, it takes me a long time. You’re sailing this boat upwind in 20 knots, in a seaway, you should be going 8.35 knots and it’s very easy to be sitting there going 7.9.

What do you need to focus on to prepare for Key West and the Worlds?

I need to improve my downwind steering. The boat has a fine edge, where it hops up on a plane. If it’s blowing 20, you can be going 13 or 16. After you jibe—hopefully you’ve jibed on a wave—then you need to reach up to get the boat onto a plane and then drive it down. It comes naturally for the dinghy sailors, but less naturally for entrepreneurs.

What about your crew, which is a mix of amateur and pro talent?

We have consistency of crew. We don’t have the same guys for every regatta, but for 15 spots on the boat for a fairly large campaign—I think in a year we’re 80 days on the water—our crew pool is 20 and that includes two tacticians. We have to sail a lot together. We sail with a lot of amateurs on board, guys who’ve been with me for a long time and are good sailors. It’s important to me we keep the team, not just to win, but because I want to have a good time.

How long will this campaign run?

This boat might already be sold for an October 1 delivery in Ibiza, Spain. We’re going to race the Midwinters, Key West, the Worlds, and then do the six Med Cup regattas and that should tap me out on every front.

Have you thought about what’s next?

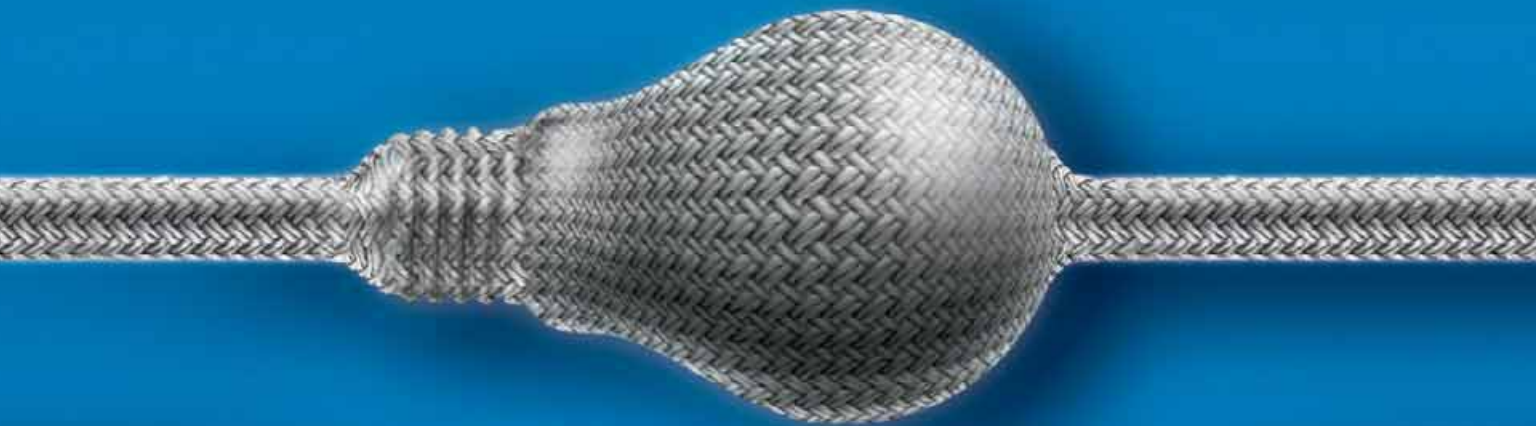
I’ve already bought it—a New York YC 42.

Sounds like a family-oriented boat?

My sons [now ages 12 and 9] want to sail on that, and I’m going to shift from sailing with the big boys to sailing with the little boys. I think it’s going to be a very good for me. This 52 program is incredibly intense; the whole European environment is very intense. They’re asking me to sign off on the TV rights to video me while racing. That’s not something you’d normally do in Newport. It’s a very high-level event, and I’m really looking forward to that. But by the time we finish up next year, that will have been quite a bit of yacht racing.

—STUART STREULI

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SAIL FOR HOPE REGATTA

**NEWPORT, R.I.—Sail Newport,
10/1, 105 boats,
www.sailnewport.org**

ORIGINALLY CREATED TO RAISE money for the families of 9/11 victims in 2001, the fourth edition of the Sail for Hope Regatta raised \$117,383 for

the American Red Cross effort to assist victims of Hurricane Katrina in Louisiana, Mississippi, and Alabama. Unlike other regattas, performance in the race is secondary to fundraising. Jeff Rabuffo, of Middletown, R.I., and his crew on *Xenophon*, a Swan 44, topped the list with a donation of \$10,510. Dan Meyers,

of Boston, owner of the Carroll Marine 60 *Numbers* donated \$10,000, and local members of the Storm Trysail Club raised \$8,500. The top corporate donation was from Brewer Yacht Yards, which matched donations from its staff for a total of \$35,895.

The weather rewarded the participants with ideal sailing;

the larger boats completed their 27-mile course in four hours. Winner of the IRC big-boat class was the TP52 *Lightwave*, owned by David Ford, of Waban, Mass.

Behind in standings in IRC A, but ahead on the racecourse were two heavily modified Carroll Marine 60s *Hissar*, owned by Edgar Cato, of



RACING FOR A CAUSE

In Theory, a modified Kiwi 35 owned by Mike Kehew and Mark Nannini, slides along the backside of Conanicut Island en route to a class second in the 2005 Sail For Hope Regatta. The event raised \$117,383 to aid hurricane victims on the U.S. Gulf Coast.

MATT COHEN/COHENPHOTOGRAPHY.COM

Coconut Grove, Fla., and Meyers' *Numbers*. Tactician on *Hissar* was Sail Newport head honcho Brad Read, whose brother Ken was calling the shots on *Numbers*. Neck-and-neck for most of the race, the two boats split tacks a mile from the finish line.

"We were behind *Numbers* and our goal as we were ap-

proaching Gould Island was to get on port tack, put the island in play, and make them choose one side and we'd pick the other," said Brad. "When we got around the north end of the island we picked up a 20-degree left shift and sailed parallel to Gould in flat water. When we popped out, we got a 30-degree righty and came out

with a 10-boatlength gain on *Numbers*, and just sat on top of them all the way up to the finish line."

Overall PHRF winner was *Impetuous*, a Farr 40 owned by Paul Zabetakis, of Newport. Blind World Championship Team USA member Mathew Chao won the J/22 division.

—TONY BESSINGER

SCOREBOARD

Art Brereton, of Torch Lake, Mich., sailing with Harry Melges as crew, won the premier Melges 17 Nat'l's, sailed on White Lake, Mich., last August. Twenty-one boats sailed the 12-race series www.melges.com

Team Trouble—Matt Allen (Glen Oaks, N.Y.), Timothy Cain (Marlborough, N.J.), Brad Funk (Bellear Bluffs, Fla.), Heather Pescatello (Westerly, R.I.), Anna Tunncliffe (Norfolk, Va.), and Mark Zagol (New York)—won US SAILING's U.S. Team Racing Championship for the George Hinman Trophy, held last October at Larchmont YC, N.Y. www.larchmontyc.org

Sally Barkow and crew fought back from two penalties to defend their world title at the 2005 Virtual Spectator ISAF Women's Worlds Match Racing Championship, held on Great Sound, Bermuda. Barkow defeated Betsy Alison 3-0 to win the title. www.sailing.org

Brain Cramp, skippered by Mike Ingham, won the eight-race Hillman Capital J/24 East Coast Champs, in Annapolis, last October. Forty-eight teams sailed the event, and there were many Z-flag penalties, including one for Ingham. www.severnsailing.org

Malin Burnham, of San Diego, was fastest in J/105s at the International Masters Regatta at St. Francis YC last October. Staff commodore Bruce Munro finished second, ahead of Dick Tillman and a crew of fellow Laser sailors. www.stfyc.com

America's Disabled/Open Regatta was sailed off St. Petersburg, Fla., last November, and Nick Scandone, of Fountain Valley, Calif., won the 2.4 Meter class. In the Martin 16s, skipper Bob Jones and crew J.P. Creignou scored one first and three second-place finishes for the class win. Ricky Doerr, Michael Ross, and Jim Leatherman made up the winning Sonar team. www.spyc.org



X-Fly, a Grand Soleil 56R, starts the 2005 Rolex Middle Sea Race, a 608-mile race around Sicily. With light air, only nine of 58 boats finished the race. X-Fly finished second under IMS and fifth under IRC. *Atalanta II*, a 70-foot Farr design, won the IRC A division. www.rolexmiddlesearace.com

HARVEST MOON

**GALVESTON, Texas—
Lakewood YC, 10/13, 166 boats,
www.harvestmoonregatta.com**

THE HARVEST MOON REGATTA starts at Galveston and takes the fleet 150 miles southwest along the Texas coast to Port Aransas, and as in most distance races, selecting the best course was critical for a winning finish.

Hobie 33 partners Scott Self and Nigel Brown—coming off a division win in the Transpac—chose the most direct route. “We felt the combination of favorable currents and shortest route to the finish made staying within 10 miles of the rhumb line the best bet,” said Self. The gamble paid off as they won the Bacardi Cup for first place on corrected time.

Many of the fastest boats pushed offshore in search of stronger winds. Steve Hastings’ Santa Cruz 50 *Passion* went offshore and took honors as first monohull to finish.

“Forecasts were for fair winds inshore and strong winds offshore with light winds in between,” said tacti-

cian Bill Liles. “So we carried out as far as we could without losing the favorable current.” *Passion* held the lowest PHRF rating in the regatta at -24 and corrected to 20th in class but finished third in Spinnaker A under the new ORC Club rating system.

ORC division A winner was the Mumm 36 *Captain Midnight*, skippered by Don Kugle, which also did well going offshore. The Mayors Trophy for first boat to finish went to the F33R, *Nelda Ray*, skippered by Peter Pattulio.

Steve Conway’s New York 36, *Reveille* won the 108-boat cruising jib class. The Alberg 37 yawl *Shared Watch*, skippered by Jay Zittler, won cruising spinnaker, the Corsair F27 *Blynken* won the cruising multihull division. ORC Non-spinnaker went to Tim Broadhead on *Ragtime*, a C&C 383, ORC Spinnaker B to Steve Rhyne’s J/109 *Mojo*, and in ORC Spinnaker C, *Danelaw*, a Morgan 42 MKII skippered by Roy Olsen, recorded the top corrected time.

—CHRIS LEE



Bill Etchieson's *Flying Colors*, trailered from Norman, Okla., was one of six Corsair 28Rs competing in the 2005 Lands' End Texas NOOD.

HOBIE 33 NORTH AMERICANS

**LAKE TEXOMA, Texas—
Cedar Mills YC, 10/21-23,
9 boats, www.hobie33.com**

JUAN MAURI AND HIS MAURI Pro Sailing team dominated the Hobie 33 North Americans, winning four of seven races. Mauri took an early lead in the regatta by starting aggressively and then covering the fleet. “The first day had medium to light air,” said Mauri. “So we kept the boat powered up by footing off and giving more emphasis to hull speed over max pointing.”

Day 1 ended with a tie for second between *Jonathan Swift*, owned by Ron Nolan, and the doublehanded Transpac champs Scott Self and Nigel Brown on *Soap Opera* with Bill Draheim on the helm.

Racing on Day 2 was canceled for lack of wind but the final day opened with gusts over 30. Nolan’s *Jonathan Swift* crew included Olympic silver medalist Charlie Ogletree, who explained their strategy: “The last day had lots of shifts and big velocity changes so you had to work to keep the boat on its feet. The main was as flat as possible, and we eased the jib to help keep the boat upright.”



Scott Self and Nigel Brown's *Soap Opera* sweeps around a leeward mark during the 2005 Hobie 33 North Americans. *Soap Opera* placed third in the nine-boat regatta.

Jonathan Swift captured a third and two firsts, but it wasn't enough to catch *Mauri Pro Sailing*, which finished the regatta 3 points ahead. This was Mauri's third Hobie 33 championship win.

—CHRIS LEE

LANDS' END TEXAS NOOD REGATTA

LA PORTE TX—Houston YC, 75 boats,
11/11-13, www.sailingworld.com

AFTER HURRICANE RITA FORCED A ONE-month delay, the Lands' End Texas NOOD Regatta served up three days of excellent racing.

J/80 owner Glenn Darden and team took honors for the outstanding performance at the regatta. Darden and his crew earned a free week's stay at SunSail's Colonna Resort in Antigua where they will attend the Lands' End NOOD Caribbean Championship.

Proving the adage that nothing is guaranteed, several crews with commanding leads were bumped out of the winner's circle on the final day. Star sailor Mac Kilpatrick saw his lead in the regatta evaporate on the starting line of the last race. "We thought we had a great start, but they called us over early so we went back," said Kilpatrick. "Then things went from bad to worse; as we jibed to re-cross the line the mast inverted and the spreader broke." Kilpatrick had to take a DNS and dropped to third for the regatta.

Winning the Star fleet was Ben Miller, who focused on finding fresh breezes and making small gains each leg to work his way to the head of the fleet. "We're very

happy to come out on top," said Miller. "The fleet was so competitive that it was not unusual to have several boats overlapped at the finish."

In the Etchells fleet, Marvin Beckman's three firsts, three seconds, and a third were no match for a disastrous final race when he fell victim to his halyards. "First we broke the jib halyard and then we let the spin halyard fly," said Beckman. "After that it was time to say congratulations to Ken Womack, because we knew he had us." Womack won the last three races to finish with a 2-point lead over Beckman.

Terry Flynn won the J/22 class with seven firsts and a second. Fred Lindsey's J/27 dominated the Level 130 fleet, and he was honored for his seamanship as he dropped his chute and gave up the lead in one race to rescue a man overboard from another boat. Marc Waters led almost every leg of the regatta while earning six bullets in the Corsair 28 fleet. And in the Ensign class, Dean Snider took a rare second and a third, but managed to win the class handily. Steve Rhyne continued to show consistency by never finishing worse than second to win the J/109 fleet.

Bill Zarter's *Solaris* won the J/105 fleet with four firsts and a second. Zarter credited a good crew that could switch gears quickly in the challenging conditions. "We also feel like we had good success passing boats on the downwind legs by aggressively coming down on the waves, with lots of main action and driving deep with lots of weight far to windward to let the boat carve deeper," said Zarter.

—CHRIS LEE

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CONTRIBUTORS

WALTER COOPER

Cooper, 39, has been photographing SW's Boat of the Year contest since 1994, just about the time he got into marine photography. Besides enjoying the time on the water, he says he learns something new each year. "It's like getting paid to go to school or attend a clinic," says Cooper, who lives in Golden, Colo., with his wife Debbie and their three dogs. "I learn so many things about boats because the judges are so knowledgeable and come from such different disciplines." Cooper is a regular at all the major winter events, and will once again be shooting in Key West and Miami.



BRIAN DOYLE

"The basic technique of tacking a 420 hasn't really changed over the years," says Doyle, 35, who kicks off a three-part series on the fine points of dinghy technique, starting this month with the roll tack (p. 60). "But a few minor updates to the boat have made it easier to handle." He was US SAILING's Olympic Developmental Coach for six years until last year, coached at Dartmouth College for more than 10 years, and led the U.S. Youth Sailing Team as head coach to six world championships. He now works as a financial consultant with A.G. Edwards & Sons in Hanover, N.H.



TERRY HUTCHINSON

"There's no off season," says Hutchinson, Emirates Team New Zealand's 36-year-old tactician, who helped lead his team to second overall in last year's America's Cup Class Championship. "Every waking moment is spent thinking about being a better sailor, whether it be critiquing races that Dean [Barker] and I are doing or learning something that will help the boat go faster." We distracted him long enough to don his Monday Morning Tactician jersey, and on p. 66, he addresses SW Editor John Burnham's tunnel vision.



ROBERT YOUNGJOHNS

Youngjohns cut his teeth racing on the Solent in England and says the area's notorious tides prepared him well for San Francisco Bay, where his DK46 *Zephyra* has won the Rolex Big Boat Series IRC B division two straight years. Youngjohns, a software developer, and the subject of this month's "Winner's Debrief," p. 68, considers himself a numbers guy, which sometimes puts him at odds with his primary helmsman, Jeff Thorpe. "I do have a tendency to go for numbers [when calling laylines]," he says, "But Jeff's intuitive, so we tend to cancel each other out and it usually comes out right."





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DEAR DR. CRASH,

Being a bowman is a difficult job in the best of times, but when the rest of the crew doesn't help it's near impossible. For example, there's no way I can get the pole onto the mast unless the guy is free to run and not wrapped around somebody's foot. In our team meetings I repeatedly point this out, but in the heat of battle, I get no love, just the skipper yelling at me to "get the pole on!" I sometimes feel that my crewmates are so far out of it that they're not even on the boat with me.

-ALONE IN ALPENA

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-DR. CRASH

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