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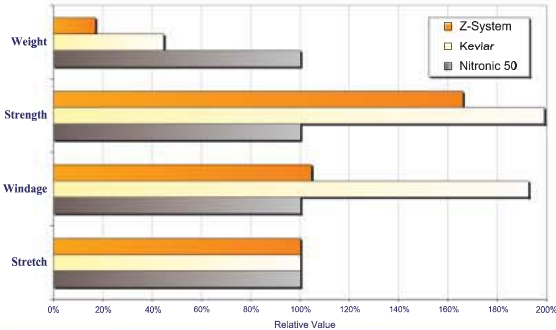
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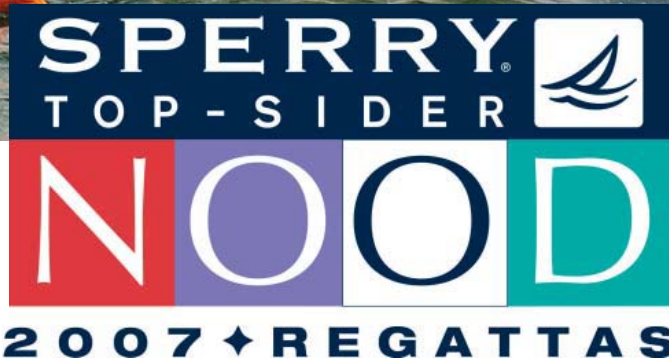
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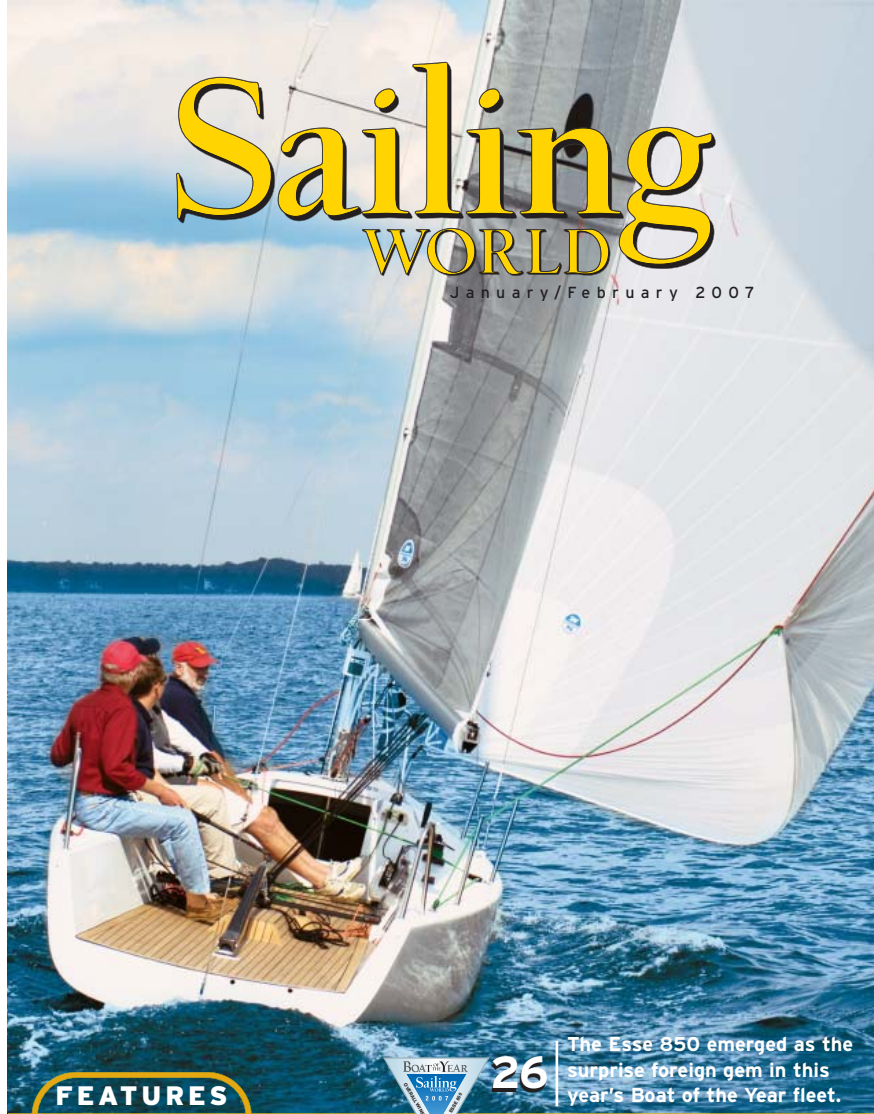
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# Sailing WORLD

January/February 2007



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Sailing  
2007

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The Esse 850 emerged as the surprise foreign gem in this year's Boat of the Year fleet.

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# Fast company...

The following list represents a fraction of the racing success North Sails customers enjoyed in 2006. To show our appreciation, we are offering a **FREE North Crew Cap** to every North customer who finished 1st, 2nd or 3rd in a North American regatta in 2006, whether or not they are listed here. See below for details!

### Acura Key West Race Week

- Swan 45... 1, 2, 3
- Farr 40... 1, 2
- Mumm 30... 1, 2
- TP52... 1, 2
- IRC-1... 1, 2, 3
- PHRF-2... 2
- Melges 32... 1, 2
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- PHRF-3... 1, 3
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- J/105... 1
- J/80... 1
- J/109... 1, 2

### Acura Miami Race Week

- TP 52... 1, 2
- IRC 1... 1, 2, 3
- Farr 40... 2, 3
- Melges 32... 1, 2, 3
- Mumm 30... 2
- PHRF 2... 1, 2
- J/105... 1
- PHRF 4... 1, 3

### Rolex Farr 40 Worlds

- ... 1, 2, 3

### Belle Mer Farr 40

### Breitling TP52 Med Cup

- ... 1, 3, 4, 5, 6, 7

### Pre-Worlds... 1, 3

### Mumm 30 NAs... 1, 3

### Farr 395 NAs... 1, 2

### Frers 33 NAs... 1

### 1D35 Nationals... 1, 2, 3

### Olson 25 Nationals... 1, 2

### San Diego-Puerto Vallarta

### Overall... 1, 2

### Americap Division 1... 1

### Americap Division 2... 1

### Americap Division 3... 1

### Cruising A... 1

### Rolex Big Boat Series

### IRC C... 1, 2, 3

### 1D35... 1, 2

### IRC A... 1

### IRC B... 1

### J/105... 1

### J/120... 1, 2, 3

### Sydney 38... 2

### St. Francis Spring

### Keel/One-Design

### J/24... 1

### Express 37... 2

### Melges 24... 1, 2, 3

### J/105... 1, 3

### J/120... 1, 2

### Beneteau 40.7 SoCal

### Championship... 1

### Beneteau 36.7 SoCal

### Championship... 1

### Cabo Race

### PHRF A / Amer A... 1, 2

### San Diego PHRF Champ.

### Class 4... 1, 2

### Class 1... 1

### CRA Beer Can Series

### PHRF-F... 1

### PHRF-G... 1

### PHRF-H... 1

### Oregon Offshore

### Overall... 1, 2

### Class B... 1, 2, 3

### Class C... 1

### Class E... 1

### Swiftsure Race

### Class G... 1

### Class T... 1

### Chicago Mackinac Race

### Overall... 1

### Great Lakes Championship

### Farr 395... 1, 2

### J35... 1, 2, 3

### GL 70... 1, 3

### Chicago Verve Cup

### GL70... 1, 3

### FARR 40... 3

### PHRF 1... 2, 3

### PHRF 2... 1, 2

### Beneteau 40.7... 3

### J109... 2, 3

### Beneteau 36.7... 1

### J105... 2

### PHRF 4... 2, 3

### PHRF 5... 1, 2, 3

### J30... 1, 3

### T/10... 1, 3

### PHRF 8... 2, 3

### PHRF A... 2

### Chicago BOTY Buoy Races

### Beneteau 36.7... 1

### Beneteau 40.7... 1, 2

### T10... 1, 2

### J/105... 1

### Land's End Chicago NOOD

### GL70... 1, 2

### Melges 32... 1, 2

### PHRF 1... 1, 2, 3

### Beneteau 36.7... 2

### Beneteau 40.7... 1, 2

### Farr 395... 1, 3

### J/109... 1

### J/35... 1, 2, 3

### PHRF 2... 3

### PHRF 3... 2

### PHRF 4... 1

### S2 9.1... 1, 2, 3

### T/10... 1, 2

### Etchells... 1

### Shields... 1, 2, 3

### MultiHull... 3

### Chicago PHRF Boat of the

### Year overall... 1

### Land's End Annapolis NOOD

### J/105... 1

### PHRF 5... 2, 3

### PHRF 6... 1, 2, 3

### Swan 45... 1, 2, 3

### Farr 40... 1, 2, 3

### Melges 32... 1, 2, 3

### Farr 395... 1, 2, 3

### J109... 3

### Beneteau 36.7... 3

### J105... 1, 2

### Newport-Bermuda Race

### ORR Division/Gibbs Hill

### Lighthouse Trophy... 1

### 1st To Finish

### IRC Class 3... 1, 2, 3

### IRC Class 5... 1, 3

### IRC Class 6... 1, 2, 3

### IRC Class 7... 2, 3

### IRC Class 8... 2, 3

### IRC Class 9... 1

### IRC Class 10... 2

### IRC Class 12... 2, 3

### ORR Class 3... 1, 2, 3

### ORR Class 5... 2, 3

### ORR Class 6... 1, 2, 3

### ORR Class 7... 1

### ORR Class 8... 1, 2

### ORR Class 9... 2

### ORR Class 10... 1

### ORR Class 14... 1, 3

### Around Long Island Regatta

### Division 1 Non Spinnaker... 1

### Division 3 Non Spinnaker... 2, 3

### Division 5 Spinnaker... 1

### Mount Sinai YC High Point

### Division B... 1, 2, 3

### Division C... 1, 2, 3

### New Jersey ORC Conference

### Division 1... 1, 2

### J/109... 1, 2

### Division 3... 1

### Division 4... 1, 2

### Non Spinnaker Div 1... 1

### Atlantic Highlands Blue

### Water Regatta

### PHRF A1... 1, 3

### J/109... 1, 2

### PHRF Non Spinnaker... 1, 2

### Martha's Vineyard 'Round the

### Island Race

### IRC 1... 1

### PHRF 2... 1

### PHRF 4... 1

### Massachusetts Bay SA

### Championships 2006

### J-105... 1, 2, 3

### Class A... 1, 2

### Land's End Marblehead

### NOOD

### J/105... 2, 3

### 2006 Vineyard Race

### 1st to Finish

### 1st Overall

### Setauket YC Harbor Cup

### Class A... 1

### Class B... 1, 2

### Class C... 3

### Class D... 1

### Setauket YC Challenge Cup

### Class A... 1

### Class B... 1, 3

### Class D... 2

### J/105 North Americans... 1

### J/105 Canadian Champ... 1

### Miami Columbus Day Regatta

### PHRF 1... 1, 3

### PHRF 2... 1, 3

### Suncoast Race Week

### 1st Overall

### Squan TriSail Regatta

### PHRF Division 1... 2

### PHRF Division 2... 1, 2, 3

### PHRF Division 3... 1, 2, 3

### PHRF Non Spinnaker 1... 2, 3

### PHRF Non Spinnaker 2... 2, 3

### Charleston Race Week

### J/109... 1

### Beneteau 36.7... 1

### PHRF B... 1

### PHRF HD... 1

### Southeast Florida

### PHRF Championship

### PHRF 1... 1

### PHRF 2... 1, 3

### Miami-Key Largo Race

### PHRF 1... 2

### PHRF 2... 1, 2

### Ft. Lauderdale-Jamaica

### 1st to Finish (new record)

### 1st Overall

### Ft. Lauderdale-Key West

### 1st to Finish

### IRC... 1

### PHRF A... 1

### PHRF C... 1

### Miami-Nassau

### 1st to Finish

### J/109 Worlds... 1

### J/109 East Coast Champ... 1

### J/30 North Americans... 1

### Land's End Houston NOOD

### J/105... 1

### J/109... 2

### Voile de St. Tropez

### IRC 1... 2

### 12-Meter North Americans

### Grand Prix... 1

### Classic Division... 1

### Vintage Division... 1

### Modern Division... 2

### Edgartown 12-Meter Regatta

### Grand Prix... 1

### Nantucket 12-Meter Regatta

### Grand Prix... 1

### Classic Division... 1

### Lake Ontario LYRA

### Beneteau 40.7... 1

### Beneteau 36.7... 1

### Land's End Toronto NOOD

### Farr 40... 1

### Beneteau 36.7... 1

### J/35... 1

### Lightning NAs... 1, 2

### J/22 Midwinters... 1

### MC Scow Nationals... 1, 2, 3

### A Scow Nationals... 1, 2, 3

### E Scow Blue Chip... 1, 2, 3

### Melges 24 NAs... 1, 3

### 505 Midwinters... 1, 3

### 505 Mid-Atlantics... 2, 3

### Windmill Midwinters... 1, 2, 3

### Windmill Nationals... 1, 2, 3

### FD Nationals... 1, 2, 3

### FD NAs... 1, 2, 3

### Optimist Orange Bowl... 1

### Optimist E.Coast Ch... 1

### Optimist W.Coast Ch... 1, 2, 3

### Sabot Jr. Nationals... 1, 2, 3

### 470 Worlds Men... 1, 2, 3

### 470 Olympic PreTrials... 1, 2, 3

### Flying Scot Midwinters... 1

### Etchells Midw. East... 1

### Highlander Nationals... 1

**Editor** Dave Reed  
**Director of Design** William Roche  
**Senior Editor** Stuart Streuli  
**Associate Editor** Tony Bessinger  
**Editors at Large** Peter Isler, Gary Jobson  
**Racing Editors** Betsy Alison, Ed Baird, Greg Fisher, Terry Hutchinson, Tony Rey  
**Contributing Editors** Ben Hall, Dave Powlison, Dick Rose, Dr. Stuart Walker  
**Copy Editor** John Wilson  
**Web Editor** Michael Lovett  
**Web Intern** Franz Ritt

**Assistant Art Director** Shannon Tumino  
**Designer** Elizabeth Wishe

**Editorial Director**  
 John Burnham

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

**Marine Advertising Sales**  
**Associate Publisher**  
 Jason White (401) 845-5155; jason.white@worldpub.net  
**New England & Northern Europe**  
 Michael Tamulaites (401) 845-5146  
 michael.tamulaites@worldpub.net  
**Southeast & Caribbean**  
 Jan MacMillan (252) 728-7884  
 jan.macmillan@worldpub.net  
**Mid-Atlantic & Southern Europe**  
 Ted Ruegg (410) 263-2484; ted.ruegg@worldpub.net  
**West Coast & Pacific Rim**  
 Claudette Chaisson (760) 943-6681  
 claudette.chaisson@worldpub.net  
**Central US & Eastern Canada:**  
 David Gillespie (303) 973-8636  
 david.gillespie@worldpub.net  
**Classified and Special-Section Sales**  
 Michelle Roche (401) 845-5140  
 michelle.roche@worldpub.net  
**Advertising Coordinators:** Trish Reardon, Maggie Wakefield

**Non Marine Advertising Sales**  
**Detroit** Focus Media & Marketing (303) 670-0553  
**New York** Tom Rudd; (212) 219-4604  
**West Coast** Steve Thompson; Mediacentric

**Director of Marketing**  
 George Brengle (401) 845-5103; fax (401) 845-5180  
**Events Assistant** Jennifer Myer

**Operations & Administration**  
**Network Administrator** Stephen Fairweather  
**Office Manager** Kathy Gregory

**Production**  
**Production Manager** Robin Baggett  
**Advertising Services Manager** Lindsey Martins  
 (401) 845-5124  
**Advertising Design Director** Suzanne Oberholzer  
**Production Artists** John Digsby, Monica Alberta, Wendy Crenner, Shannon Mendis

**WORLD  
PUBLICATIONS**

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



55 Hammarlund Way, Middletown, RI 02842  
 (401) 845-5100; fax: (401) 845-5180  
 editorial@sailingworld.com  
 www.sailingworld.com

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## Labor of the Lens

FIRST-RATE PHOTOGRAPHY IS ESSENTIAL TO this magazine, and the challenge each month is culling our choices from hundreds of great images. While the selection process is tough, it pales in comparison to the effort the photographers put forth to get these images into our hands.

Surprisingly, I've never met one that doesn't love the job, despite the irregular pay and difficult working conditions. Saltwater eats alive their fragile, expensive equipment. The best pictures require wind, and with it comes waves, chop, and spray. They're typically working from inadequate press boats that simultaneously rock, roll, pitch, and yaw—an awkward motion no amount of image stabilization can compensate for. Most races take place in the middle of the day when the light is harsh, and their targets (you and I) are always moving in unpredictable ways. They're regularly shooed off the racecourse by agitated skippers and crews, and they have to endure postponements and downtime between races.

With digital cameras, a sailing photographer's workday is longer and more tedious than ever.

There was once a time when after a day of shooting they had the luxury of tucking their film away to be processed later, or sending it off to a lab before heading to the bar to hang with the racers. But in any media center today, you'll find them toiling away at their laptops, downloading images off memory cards and processing them well into the evening, long after the journalists have put the final touches to their stories.

I don't envy their working conditions, but I do envy their access to the action. As far as I'm concerned, the photo boat is the best seat in the house, and whenever there's an opportunity to drive for one of them, I jump at it. But each time, I'm reminded that most sailors and race committees don't like photo boats any-

where near the racecourse or its marks.

I recently volunteered to drive for two of our regular photographers at the Rolex Farr 40 Worlds. During one race, as the fleet started, we slowly motored forward from our position just outside and upwind of the pin, keeping pace to leeward of the pin-end starters until we found an inroad to the heart of the fleet. Once there, we hovered near a few target boats, ultra cautious of our wake. It wasn't long before, out of the corner of my eye, I spied a hard-bottom inflatable roaring at us. "Uh oh," I thought instantly. "We're about to get an earful."

"You guys need to leave the racecourse now!" one of its passengers commanded. "And who are you with anyway?" After a brief explanation, we were told to go no closer than 100 feet from any boat. We tried our best, but whenever we got the chance, we snuck in close enough to capture the faces

and hear the clicking of the ratchet blocks and the hushed guidance of the world's best tacticians.

We were constantly pushing the limits, but witnessing, by mere feet, the most important big-boat

**"Most sailors and race committees don't like photo boats anywhere near the racecourse or its marks."**

one-design regatta of the year was worth all the grief I knew I'd get from the organizers. I was merely enjoying the show while my photographers were making their living. My labor came later when trying to nail down the cover for this issue, a process made more difficult by my greater appreciation for the hardest working guys and gals in the industry.

Many of them will be plying their trade at the America's Cup in Valencia next spring alongside SW's Senior Editor, Stuart Streuli, who has dibs on our press pass. You, too, can get in on the action with one of our package tours (see p. 10). If you do make it there, don't forget to snap a few shots for the rest of us to enjoy.

—DAVE REED



# SAILORS' FORUM

editorial@sailingworld.com

## Uranium, Just Another Metal

I'VE EXPERIENCED MANY OF THE "EXTREMES" Jobson wrote about (Jobson Report, Nov./Dec. '06), but one that has not been tried is "spent" uranium. The term spent is used to refer to nuclear fuel that has been discharged from reactors because it no longer efficiently sustains a chain reaction. This material is highly radioactive, due to fission products, not the uranium itself.

The material Jobson was thinking of is "depleted" uranium, the waste product left when natural uranium is processed for use in reactors. This consists almost entirely of the isotope U-238. Since less than one percent of uranium in nature is the fissionable isotope 235 there's a lot of 238 left over from fuel and weapons processing. Uranium is 65 percent denser than lead so it's an obvious choice for keels. Whether uranium in keels is more or less dangerous than lead could be argued. While uranium compounds can be toxic the same is true of lead and many other metals.

J.W. HALTIWANGER  
COLUMBIA, S.C.

## OK, Surfing Past the Horn

IN YOUR MAY 2006 ISSUE, P. 42 [THE PHOTO shows the crew of the Volvo Ocean Race's *Pirates of the Caribbean* celebrating their Cape Horn rounding with cigars], the line, "Smoking past the Horn," is cute, but I'm frustrated that you display the weaknesses of our heroes in the sport. Our youth may just assume its OK. If you could see what smoking left to me, you would be more selective.

WARREN C. MILLER, M.D.  
WEBSTER, TEXAS

## No Shortage of Talent

YOUR SEPTEMBER EDITOR'S LETTER, "The Pool Is Deep" was dead-on with regard to several points. As a Midwest transplant from the Chesapeake, however, I would like to point out that while I agree that St. Louis doesn't have an "overabundance" of sailing talent, Mr. Huhn and his team are examples of nearly all of the sailors here in their commitment to sailing, competition, and one another. From the Lake of the Ozarks to the Mighty Miss in Alton, and any man-made lake or tea-

spoon of water in between, there are numerous active clubs in various areas that have highly affable, competent, and competitive sailors. Midwest sailors are addicted to speed on any leg, so the pool, lake, river, and teaspoon are indeed deep.

JASON ANUSZKIEWICZ  
BALLWIN, MS.

## Spreading the Word

I WANT TO CALL TO THE ATTENTION OF THE sailing world at large that the "Scow World" is no longer just the Midwest. In October, the MC Nationals at Charlotte, N.C., had 85 boats, with 18 states (and Canada) represented. In 2001, we had the MC Nationals at Augusta, Ga., with 75 boats. The MC Masters Nationals had 45 in Augusta in 2005, and the MC Midwinters in Lake Eustis Sailing Club in Central Florida has averaged 70 to 80 boats for the last 10 years. Many of our premier events have been covered very adequately in *Sailing World*. Scow sailing, once only a Midwest affair, is spreading nicely, and I urge your readers to seek out a scow experience. In more than 40 years of sailboat racing, this is the most fun I have ever found.

JEFF ANNIS  
AUGUSTA, GA.

## Twist 'Em

IN YOUR NOV./DEC. '06 ISSUE THERE WAS AN article on trailering essentials ("Hit the Road," p. 47) that showed a tie-down strap with padding. A trick we once learned from a trucker is to twist the tie-down once to eliminate vibration. Being sailors, we should understand this simple fix. The strap, being straight, has no high or low side, or that it tends to alternate from side to side (vibrate). The twist stops this poor aerodynamic setup, thus no vibration.

CRAIG TOURTELLOTT  
GREEN LANE, PA

## Corrections

IN OUR NOV./DEC. '06 ISSUE, WE reported Greg Fisher (with Brent Barbehenn and Sarah Paisley) topped a 40-boat fleet at the Thistle Nationals. Fisher actually topped the regatta's 40-boat Championship divi-

sion. Scott Finefrock, John Riddle, and Liz LaBorde won the 60-boat President's division. And, here's one from the brain freeze department: In our photo essay on frostbiting in New England (Nov./Dec. '06), the Cape Cod Frosty Fleet in New Castle, N.H., is actually Cape Cod Frosty Fleet 9.

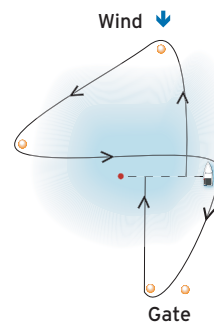
-EDS.

## LETTER OF THE MONTH Bring Back the Reach

I'M WRITING TO URGE THAT REACHING LEGS BE INCLUDED IN EVERY RACE IN EVERY REGATTA. There are many possible ways of setting reaching legs, but I would prefer that the internal angle at the windward mark be 60 degrees and the internal angle of the leeward mark be 45 degrees. This would give us relatively close reaching, and a somewhat broader reach. Of course, there should be some windward work and a run. Reaches offer a great test of sailing ability and seamanship, and I have always felt that reach legs were the most exciting part of racing. Let's have courses that bring out the best in the high-performance boats that we sail today.

FREDERIC "TEX" POOR  
LITTLETON, COLO.

*While we appreciate the tactical challenge of the windward-leeward course, we also agree that reach legs are under-*



*utilized. One of our favorite "alternatives" is the "Harry A" course (named after Yale sailing legend Harry Anderson), which involves a beat, a broad reach, a tight reach back around the committee boat, a dead run to a leeward gate, and a beat to the finish. It has just about every point of sail you could desire.*

-EDS.

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

# RACING GEAR



Sydney 36CR — A. Francolini Photo

40mm Carbo Blocks



Ball Bearing  
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Self-Tailing Winches &  
SpeedGrip Handles

## NEW SYDNEY 36CR

The Sydney 36CR (cruiser-racer), the newest addition to Australian-based Sydney Yachts' line, combines superb performance with a roomy, contemporary interior for enjoyable weekend cruising. This easy-to-sail speedster is suitable for an experienced or novice sailor. Its Sydney-trademark large open-transom cockpit provides ease of movement and comfort when racing or cruising.

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# Starting Line

## Light-Air Trials Expected, and Desired

ASIDE FROM EACH HAVING A coastline, Southern California and Qingdao, China, don't share much in common. But for the U.S. Olympic Star Pre-Trials in mid-October, Santa Monica Bay performed a fair impression of the sailing conditions expected for the 2008 Olympic Sailing Regatta, which will be hosted by the Chinese city a few hundred

miles southeast of Beijing.

"It was really light and really variable," says Andy Horton, who won the Star Class at the 2006 Pre-Olympic Regatta in Qingdao in August. "Similar to China. Except no current."

The location of the U.S. Olympic Star Trials, which will be held Oct. 3 to 14, 2007, at the California YC, in Marina del Rey, wasn't chosen because it is

most likely to replicate the expected conditions in Qingdao. But when that happened during the Pre-Trials, no one was complaining, not even the athletes. "It's pretty good to have similar conditions," says Star veteran George Szabo. "If it's a windy venue then you'd want to have windy Trials."

Szabo, who grew up sailing on Santa Monica Bay, and

Mark Strube relished in the fluky conditions and won the Pre-Trials handily. Horton and Brad Nichol struggled on the first day, but finished strong and placed second.

The Finns, 470s, and RS:X windsurfers saw similar conditions at their Pre-Trials, which were sailed off Los Angeles. The Tornados and 49ers, both of which sailed off



## PRE-TRIAL RESULTS

### R.I. Sailing Foundation

Middletown, R.I., Oct. 12 to 15

Laser (39 boats, 10 races): 1. Andrew Campbell, San Diego, 20; 2. Brad Funk, Plantation, Fla., 20; 3. Clay Johnson, Toms River, N.J., 34

Radial (21 boats, 10 races): 1. Anna Tunnicliffe, Plantation, Fla., 12; 2. Paige Railey, Clearwater, Fla., 15; 3. Sarah Lihan, Fort Lauderdale, Fla., 29

### San Diego YC, Oct. 13 to 15

Tornado (12 boats, 7 races): 1. John Lovell & Charlie Ogletree, New Orleans, 7; 2. Enrique Figueroa & Jorge Hernandez, PUR, 12

### Newport Harbor YC

Balboa, Calif., Oct. 20 to 22

Finn (39 boats, 5 races): 1. Brian Boyd, Annapolis, Md., 13; 2. Darrell Peck, Gresham, Ore., 16; 3. Andy Casey, Fountain Valley, Calif., 17

### Southwestern YC

San Diego, Oct. 20 to 22

49er (13 boats, 9 races): 1. Morgan Larson & Peter Spaulding, Capitola, Calif., 13; 2. Dalton Bergan & Zack Maxam, Seattle, 14

### California YC

Marina del Rey, Calif., Oct. 20 to 22

Star (23 boats, 7 races): 1. George Szabo & Mark Strube, San Diego, 17; 2. Andrew Horton & Brad Nichol, Newport, R.I., 27; 3. Andrew McDonald & Brian Fatih, Laguna Beach, Calif., 32

### Alamitos Bay YC

Long Beach, Calif., Oct. 27 to 29

RS:X Men (5 boats, 8 races): 1. Ben Barger, Tampa, Fla., 8; 2. Seth Besse, Guilford, Conn., 18  
 RS:X Women (5 boats, 8 races): 1. Nancy Rios, Cocoa, Fla., 8; 2. Farrah Hall, Annapolis, Md., 12

### US SAILING Center-Long Beach Long Beach, Calif., Oct. 27 to 29

470 Men (6 boats, 10 races): 1. Stuart McNay & Graham Biehl, Chestnut Hill, Mass., 15; 2. Justin Law & Michael Miller, Newport Beach, Calif., 48  
 470 Women (6 boats, 10 races): 1. Amanda Clark & Sarah Mergenthaler, Shelter Island, N.Y., 33; 2. Erin Maxwell & Isabelle Kinsolving, Norwalk, Conn., 37

### TRIALS LITE

Like the other four Pre-Trial events sailed near Los Angeles, the 470 regatta saw primarily light winds, a good test given such conditions are expected in China in 2008.

San Diego, and the Laser and Laser Radial classes, which competed off Newport, R.I., all saw somewhat breezier conditions, but no class had a truly windy regatta.

Conditions aside, the most important part of the Pre-Trials was that each regatta went off without a hitch, says U.S. Sailing Team head coach Gary Bodie. Such events serve as

much to introduce the athletes to the venue as to give organizers and volunteers an idea what will happen a year later, when there will be much more at stake.

Variable weather is always a concern for race organizers—Finn sailors finished five of seven races over the three days of the regatta—but, two things should help them next

October. The Trials will take place earlier in the month. Even a few weeks difference, says Horton, can be significant in Southern California. And, unlike the three- and four-day Pre-Trials, the Trials are a nine-day affair, plenty of time to complete enough races and ensure the best team qualifies for Qingdao.

—STUART STREULI

## WINDSHIFTS

►► Laser Radial standout Paige Railey, of Clearwater, Fla., and Volvo Ocean Race winning skipper Mike Sanderson, of New Zealand, were named the 2006 Rolex ISAF Sailors of the Year. [www.sailing.org](http://www.sailing.org)

►► Vanguard Sailboats will provide Nomads for the 2007 U.S. Junior Triplehanded Championship for the Sears Cup. The regatta will take place Aug. 11 to 16 at Lavallette YC in Bay Head, N.J. [www.teamvanguard.com](http://www.teamvanguard.com), [www.ussailing.org](http://www.ussailing.org)

►► The 2007 Gulf Stream Series runs from January through early November and includes 17 events from the Caribbean to Halifax, Canada. The New York YC, Stamford YC, and Storm Trysail Club will require any boat with a PHRF rating of 90 or faster to sail under IRC in their 2007 regattas. Rolex is the sole commercial supporting partner of the US-IRC rule. [www.us-irc.org](http://www.us-irc.org)

►► Filippo Masci is the new CEO of the Nautor Group. Leonardo Ferragamo remains the chairman of Nautor's Swan. [www.nautorswan.com](http://www.nautorswan.com)

►► The Inter-Collegiate Sailing Association named its first-ever ICSA All-Academic Sailing Team for the 2005-'06 school year. Honorees are: Sloan Devlin, Harvard '06; Arlene Chung, Brown '06; Jamie Kimbal, Charleston '06; Becca Levin, Stanford '07; Meghan Pearl, Yale '07; Melissa Pumphrey, St. Mary's College '07; Kevin Reali, South Florida '06; Emily Simon, Harvard '07; and Jennifer Wilson, Minnesota '06. [www.collegesailing.org](http://www.collegesailing.org)

►► The Long Island (N.Y.) Catamaran Sailors Club has reformed after being dormant for five years. [glidergove@optonline.net](mailto:glidergove@optonline.net)

►► The Notice of Race for the 30th Anniversary Marion to Bermuda Cruising Yacht Race, which starts June 15, 2007, is online at [www.marionbermuda.com](http://www.marionbermuda.com).



## Ainslie Takes One For the Team

TO WIN THREE OLYMPIC MEDALS and six world championships in the Finn and the Laser, Ben Ainslie simply prepared harder and better than anyone else. For the Allianz Cup match race in San Francisco in October, that wasn't an option.

"Dean Barker was originally scheduled to go to that event. It was only five days before I left [New Zealand] that I knew I was going," says Ainslie, the British back-up helmsman for Emirates Team New Zealand's America's Cup campaign. "We did a couple of days in the MRXs. Neither Dean nor I had done any match racing since the Brazil Cup in March."

When Ainslie arrived at the St. Francis YC to practice for the event he wasn't sure how things would go. The ETNZ team, which included tactician Terry Hutchinson, trimmers James Dagg and Tony Rae, and bowman Jeremy Lomas, struggled early, losing two of its first

four matches, before winning three straight to qualify for the quarterfinals.

"We were able to use the racing to get used to sailing as a team," says the 29-year-old Ainslie. "When you can feel as a team you're getting better through an event, it gives you a lot of confidence."

A testy battle with upstart Ian Williams in the semifinals set the tone for the final match against Alinghi helmsman Ed Baird. Ainslie lost the first match by drawing two penalties at the windward mark, but then won three consecutive starts—extending away after each—to take the regatta. For Ainslie, who has a roomful of fleet-racing honors, it was his first match racing championship, at any level.

After Ainslie left the OneWorld syndicate in January 2002 to focus on his 2004 Olympic campaign there was some grumbling that he wasn't

**Ben Ainslie (at helm) and his Emirates Team New Zealand crew topped Ed Baird, of Alinghi, 3-1 to win the Allianz Cup in San Francisco.**

suited for any boat that required more than one person to sail. Ainslie, however, has long dreamed of skippering an America's Cup team to victory. It's not likely to happen this coming spring. Baring some unforeseen circumstance, Barker will steer for the Louis Vuitton Cup and America's Cup, should ETNZ qualify. But Ainslie has never had a problem seeing the big picture. This win is just one more step toward his ultimate goal.

"There aren't many people who step from a dinghy into being an America's Cup helmsman," he says. "You've got to learn how to sail the boat, how to match race, how to work with 16 other guys. This is a great opportunity for me."

—STUART STREULI

## ON TARGET IN VALENCIA

Come this spring, Valencia will be all America's Cup all the time, both on the water and in the city, whose waterfront has been transformed into one massive regatta village. Booking a room anywhere near the activity is now close to impossible, so one of the easiest ways to be part of this 32nd

edition of the Cup is to join *SW's* editors on one of several all-inclusive package tours. The seven-night tours include four nights in Valencia, on-water race viewing, and three nights in either Mallorca or Barcelona. Prices start at \$2,995. [www.targetsport.com/Valencia](http://www.targetsport.com/Valencia)



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## COLLEGE RANKINGS

Determined by *Sailing World's* coaches panel: Michael Callahan (Georgetown), Ken Legler (Tufts), and Mike Segerblom (USC). Based on results through Nov. 27.

### COED (prev. rank)

1. Dartmouth (1)
2. Stanford (2)
3. Georgetown (3)
4. Harvard (5)
5. Charleston (6)
6. Boston College (4)
7. Hobart/Wm. Smith (7)
8. USC (8)
9. St. Mary's (11)
10. Brown (9)
11. Roger Williams (10)
12. Coast Guard (15)
13. South Florida (12)
14. Rhode Island (13)
15. Yale (14)
16. Hawaii (16)
17. UC Irvine (17)
18. MIT (19)
19. Kings Point (18)
20. Pennsylvania (20)

Also receiving votes: Boston Univ., Texas A&M Galveston, UC San Diego

### WOMEN (prev. rank)

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

# Ericsson, Kostecki Will Try Again

ON THE WATER, THE ERICSSON Volvo Ocean campaign was full of disappointment. No matter what it did, including changing its navigator, skipper, and numerous crew during the nine-month race, the team couldn't seem to get any higher than fifth place. Ashore, says managing director Richard Brisius, it was a different story.

"Bert Nordberg, who is the head of sales and marketing for Ericsson, said this was by far the best platform for taking care of the customers that they've ever had," says Brisius, a veteran of five Volvo campaigns. "Over the whole race there were 4,000 individuals taking part in meetings at the stopovers. It was a commercial success and a sporting disappointment."

Two months after the 2005-'06 race ended, Ericsson signed on for the 2008-'09 edition. Brisius took advantage of the early start—just one other team has committed to the race at this point—and locked up two of the biggest talents in the sport, skipper John Kostecki, who won the race with illbruck in 2002 and Juan Kouyoumdjian, the innovative designer behind ABN AMRO's devastatingly fast "Black Betty," which won the last race.

"John has an outstanding track record," says Brisius. "What makes him unique is he has a capacity to bring forward the other people in the team. He doesn't take a back



seat, but he doesn't always have to voice his opinion first."

Kostecki, who was Ericsson Racing Team's inshore tactician for the last race, and served as skipper for Leg 5, is excited about the opportunity to attack this race again.

"It's more my style to get involved from an early stage," says the 42-year-old American sailor. "It's a great opportunity for me to be in this position with an early start and a fully-funded campaign."

As he did for ABN AMRO, Kouyoumdjian will work for Ericsson and no other teams competing in the race. The team's existing boat was one of four designed by Farr Yacht Design for the 2005-'06 race, and Brisius was eager to lock in an exclusive arrangement.

"That's standard procedure in the America's Cup scene," he

**For the 2008-'09 Volvo Ocean Race, John Kostecki (right) will reprise the skipper role he performed for Ericsson during Leg 5 of the 2005-'06 VOR.**

says, "and I think it will develop the same way in this race."

Both Brisius and Kostecki speaking positively about the race's new route, which will take the race to the Middle East and Asia. "It was a wise decision to change the route around a little bit," says Kostecki. "It's kind of a step forward for our sport and I'm really looking forward to showing our sport to some people in parts of this world that don't really know too much about the Volvo Ocean Race or sailing."

And doing so at the head of the pack, of course.

—STUART STREULI

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\* Full details, specs, photos, and reviews of this year's Boat of the Year winners

\* Read the *SW* interview with John Kostecki, in which he reveals the early details of Ericsson Racing Team's next Volvo Ocean Race campaign and how in one case, at least, the

competition has already begun

\* Regional college sailing rankings: Our coaches panel select the best teams in all seven districts

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Photo: Francini / Azzura Marine

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## STONE ALONE

Like the winners of the two premiere classes in the 2006 Route du Rhum—the Open 60s and the ORMA trimarans—Kip Stone, 45, of Freeport, Maine, set a new class record with his 17d:22h victory in the four-boat 50-foot monohull division. However, the passage from France to Guadeloupe was anything but quick, with the drama generated entirely by his nearest competitor, rather than any extreme conditions.

**Were you surprised at all by your performance?**

I was labeled the overwhelming favorite, so in some ways I had everything to lose. In the end, to finish first, first you've got to finish. To go 3,500 miles and keep the thing together, it's an accomplishment.

**The fastest classes finished quickly. How was your race?**

The times for the tris and the Open 60s were stunning. The further back you were in the race, the worse the winds were. I would characterize this last trip as very soft. I spent days bobbing around, working hard to make the boat go 1, 2, 3 knots.

**What's that like?**

I like going fast. Slating around, trying to keep the boat inching along, it's so hard. The pilots don't work, there's almost more noise with the boat rocking around. I didn't see one hour of trade winds the whole trip.

**You got out to an early lead, but it got quite close at the end. What happened?**

Servane Escoffier was doing everything right. She just kept hitting the corners and forcing me to go out to cover her. I beat her by a little over a day. But the race was much closer. A day out, it was a six-hour race, and we were in two different systems. I got into her breeze, jibed first, and snuck in on a dying breeze.

**Were you relatively confident things would work out your way?**

I don't take anything for granted out there. I was not resting. For a while the routing programs showed her finishing ahead of me. So that certainly lit a fire.

—STUART STREULI

# Stained Sail Strong Enough for *Zephyr*

IN THE SUMMER OF 2005, SCOTT Tonguis and his longtime J/30 crew were gearing up to compete in their fifth consecutive J/30 North American Championship. Best of all, it was to be on their hometown waters in New Orleans where they knew how to tackle the sometimes-schizophrenic winds. Unfortunately, no one was prepared to tackle the weather that Hurricane Katrina wreaked on this city and region only weeks before the regatta.

From Tennessee, Tonguis was able to view his J/30 *Zephyr* in the ruined marina using satellite photos, but knew this was trivial in the big picture as he began hearing reports from his crew on their losses. "These good friends of mine, many of whom had taught me to sail, had their homes destroyed, businesses upturned, and spouses losing jobs," he says. "It was really rough."

It wasn't until after the military lockdown of the city was lifted that he was able to return and survey the damage. *Zephyr* had risen up in her slip in the 24-foot storm surge, and was impaled on a piling when the waters receded. Additionally, the flood waters damaged the boat's interior and sail stock.

Standing amidst the few salvaged halyards, the spinnaker pole, and rouged up mainsail



in his mother's garage, and understanding full well that the 2005 North Americans were cancelled, was when his emotions finally caught up.

"All of us racing *Zephyr* lost something in that storm," says Tonguis. "The seven or eight of us who raced that boat used it as an excuse for old friends to get back together again every year. It was tough and really emotional."

For the 2006 North Americans, held in September on Long Island Sound, Connecticut's Cedar Point YC asked New Orleans YC to stand in as co-hosts for the event. Undaunted by the loss of its boat, Team *Zephyr* committed to attend the championship. They chartered a local J/30 and, with nearly every-

**The New Orleans-based crew of *Zephyr* kept its championship streak alive at the 2006 J/30 North Americans.**

one from the previous year's crew sailing the regatta, won four of seven races and an unprecedented fifth consecutive championship.

As a tribute to those who suffered and lost lives when the levees failed, the New Orleans sailors raced with *Zephyr's* surviving mainsail, stained from the weeks it was pinned under the murky flood waters. "It was still the best main we had," says Tonguis. "We didn't even bother to clean it. We really wanted to sail with it as a symbol and show that everyone down there is still hurting."

—TROY GILBERT

## NEW CHANGES AT US SAILING

At its annual meeting in November, the culmination of an ongoing restructuring at US SAILING saw 14 member-elected representatives named to its Board of Directors. The reduction in the Board from a previous 49 members to 14 should improve efficiency at the Portsmouth, R.I.-based organization. The Board's first order of business

was electing Jim Capron, of Annapolis, Md., as its president, replacing outgoing president Janet Baxter. Other highlights of the meeting



Jim Capron

included the presentation of its annual awards: Corpus Christi YC (Texas) earned the St. Petersburg Trophy for hosting of the 2006 J/80 Worlds, Susie Trotman, of Syosset, N.Y., was presented the Herreshoff Trophy for her contributions to the sport, and Urban Miyares, of San Diego, was awarded the Gay S. Lynn Memorial Trophy for his contributions to dis-

abled sailing. Up next for US SAILING is the National Sailing Programs and One-Design Symposium in New Orleans, in January.

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# JOBSON REPORT

BY GARY JOBSON

## 2006 Jobson's Junior All-Stars

AT THE COLLEGE NATIONALS AWARDS BANQUET LAST JUNE, I HAD TO smile when 11 of the 12 sailors named to the Inter-College Sailing Association All-America Team were former Jobson Junior All-Stars. In November, four-time All-Star (2001-'04) Paige Railey, now 19, was named 2006 ISAF Rolex World Sailor of the Year. It was a proud moment for one of America's most promising athletes. The accomplishments of these sailors and others who have made this list point toward a very bright competitive

future for this year's honorees.

The Junior All-Star list recognizes sailors between the ages of 13 to 17, during their time of competition. Outstanding results and exemplary sportsmanship are equally important factors.

Versatility is the best word to describe repeat All-Star **Evan Aras**, 17, from Annapolis, Md. In 2006 he raced a 420, 29er, and Laser. With Aras and Joe Morris, another Junior All-Star, leading the way, Severn School has developed into one of the strongest programs on the East Coast. Motivated by the team's third place in the High School Nationals (Mallory Cup) and second in the Team Race Nationals (Baker Trophy), the school purchased a new fleet of 420s and arranged for a new waterfront facility close to the school. For the past year, Joe has crewed for Evan in the 29er, but at CORK they switched roles and finished sixth. Evan says he likes both positions. He won A division in the Mallory Trophy, placed second in the Club 420 at the Orange Bowl, and sixth in the Smythe sailing a Laser. He is one of the most heavily recruited high-school seniors; he plans to sail in college and hopes to eventually compete

in the Olympic Games.

**Charlie Buckingham**, 17, of Newport Beach, Calif., likes sailing Lasers and it shows as he won the Smythe Trophy (U.S. Junior Singlehanded Championship) this year. Over the past year he says he had a "huge growth spurt" that has helped his Laser sailing. In the future he wants to continue Laser racing and eventually race a Star. Watching his father race in the Star Worlds, "got me fired up to sail them because of the competition in the class," he says. "It was unbelievable to watch these guys." In 420s, Marla Menninger or Ben Todter are his primary crews.

Charlie finished third in the Club 420 Midwinters, second at the Mallory Cup, and fourth in the Laser at the U.S. Youth Champs. His only hobby is surfing; and he has a collection of surfing magazines that date back to the early '90s.

**Emily Dellenbaugh**, 16, represented the United States

at the Youth Worlds and finished ninth in the 420 class. She regularly sails with Briana Provancha (a 2005 Jobson Junior All-Star) who lives across the country in San Diego. Other than sailing, Emily plays soccer for her school in Easton, Conn. The 29er is a new class for her, but she finished fifth in the North Americans at the CORK Regatta in Kingston, Ontario. Like most sailors on our All-Star list, she aspires to one day sail in the Olympics.

**Claire Dennis** is a standout in the Laser

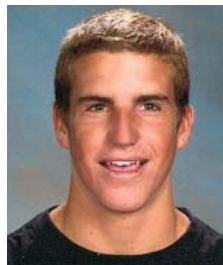
Radial class. This 15-year-old, from Saratoga, Calif., won the Laser Radial Youth Female Worlds against 39 boats and placed third at the U.S. Youth Champs. She is one of our few All-Stars that races offshore, having competed in the Swiftsure in Victoria, B.C., three times with her father. Claire runs cross country and track in school. She hopes to attend a college on the East Coast.

Yale freshman **Sarah Lihan** turned 18 after a very successful summer sailing season. Now that she's in college, Sarah is learning to like doublehanded sailing. "Radials are my first love," she says, "but 420s are growing on me." Her usual crew is Caroline Wright. Sarah sails out of the Lauderdale Yacht Club in Florida. She traveled to the World Sailing Games, Laser Nationals, Ida Lewis,

and the Youth Laser Radial Worlds, finishing 12th. She was also third at the U.S. Olympic Pre-Trials in October. "I don't compete in other sports because sailing takes up so much of my time," she says. "But I run, bike, swim, and play tennis as cross-training." When it comes to the future, Sarah is keeping her options open. "The Olympics have always been



Evan Aras



Charlie Buckingham



Emily Dellenbaugh



Claire Dennis

# Sail Flatter. Sail Faster.



Photo by Billy Black

**"In breezy conditions we're heeling five degrees less and sailing a half-knot faster. Upgrading to a GMT carbon mast and Pocket Boom has made an amazing difference!"**

*Andre Laus, Baltic 55 First Light*

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**Sarah Lihan**

in the back of my mind, but there's a lot I want to do before committing to the campaign life," she says. "Really, I just want to continue enjoying sailing and wherever that path leads me, I'll go."  
**Joe Morris**, 17, of Annapolis, Md., has been a Junior All-Star honorable mention twice. He moves up to our All-Star list after a very successful year. In November, he won the Cressy Trophy (National High School Singlehanded Champs) over 32 competitors. He is team captain of the successful Severn School sailing team. At the Mallory Cup, Joe placed third in B division, and his team was second in the Baker Trophy. He finished third at the Snipe Junior Nationals and sixth at the 29er Nationals with school teammate Evan Aras as crew. His extracurricular activities include training in the gym for sailing and tinkering with boats. "My long-term goal is the Olympics in the 470," he says. "It's a long and hard road, but I love the idea of representing your country, and only having one shot at the rest of the nations." He plans to attend an East Coast college with a varsity sailing program.

**Sarah Newberry**, 18, of Miami, loves the speed of catamarans, especially Tornados and Hobie 16s. Like Sarah Lihan, she turned 18 after the racing season. For fleet racing in monohulls, Sarah favors Lasers. Over the summer Sarah's sister Elizabeth crewed for her. Sarah's uncle, Jamie Livingston (a former member of the U.S. Sailing Team in the Tornado) provided the inspiration for youth multihull sailing. She won the U.S. Youth Multihull Champs and placed fifth at the Hobie 16 Youth North Americans. She has sailed with many different skippers to round out her experience. Jerry Tullo recruited Sarah to race 420s. She also traveled to La Baule, France, and crewed for Michael Siau. "I feel that I've learned more as a crew than I could ever learn only as a skipper," Sarah says. Much of her spare time is devoted to art and design. She also teaches sailing to young adults and Opti kids. Looking toward the future she says: "I will grab opportunities when they come because sailing is what I do and what I love."



**Sarah Newberry**

From the icy waters of Casco Bay, in Yarmouth, Maine, **Alan Palmer**, 17, has developed a strong racing resume. In 2006 he won the Bemis Trophy (National Junior Doublehanded Championship) with crew Katherine Gullick. Representing Portland YC, the pair has finished in the top 10 in many events including the U.S. Youth Championship, Buzzards Bay Regatta, and the Club 420 Nationals. Alan races with his uncle on his J/105, *Black Owl*, and has competed in the Monhegan Island Race. His parents own a J/40. They have cruised the Maine coast over many summers. In his spare time Alan does

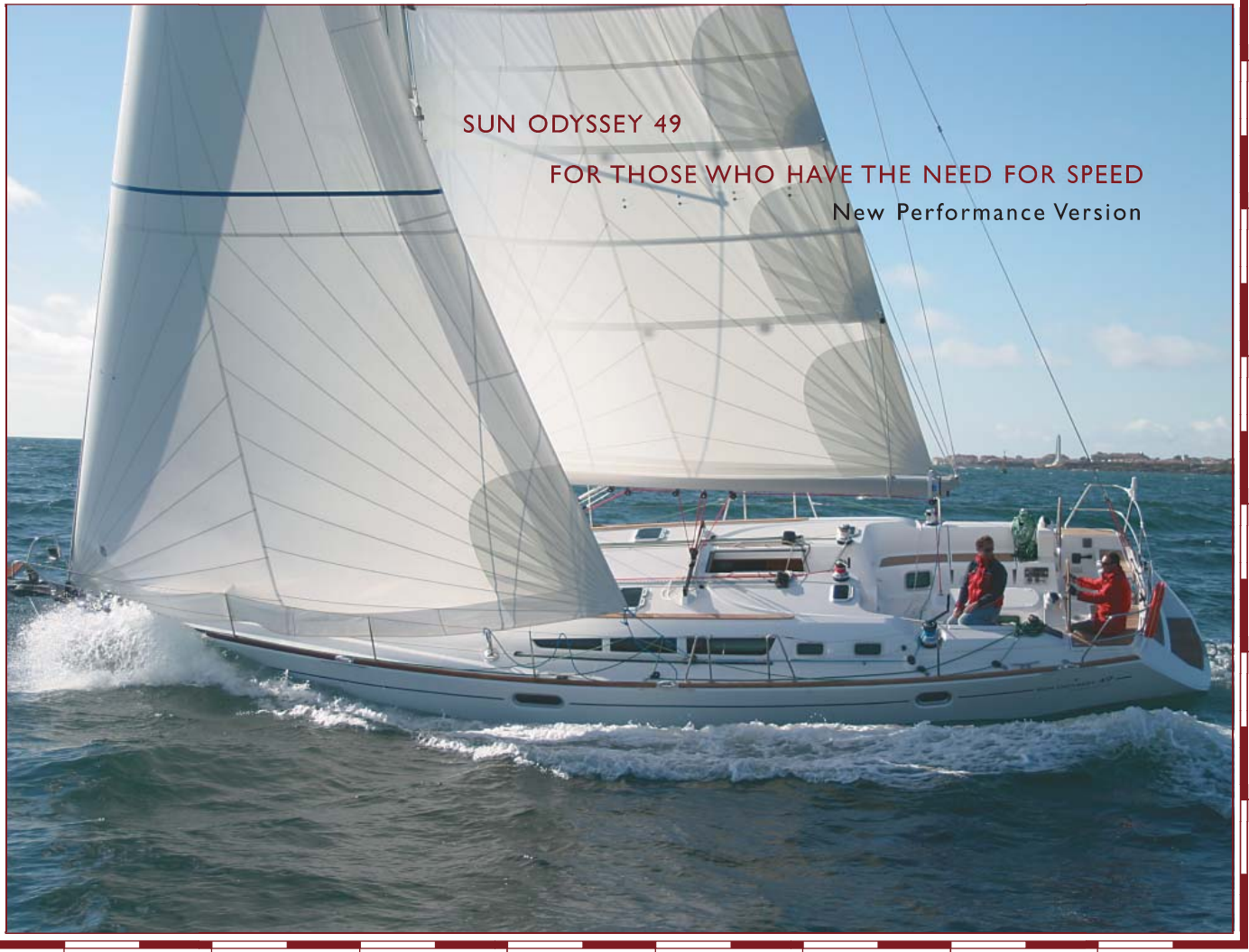


**Joe Morris**



**Alan Palmer**

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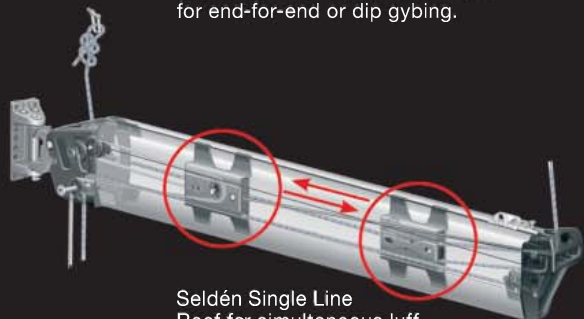
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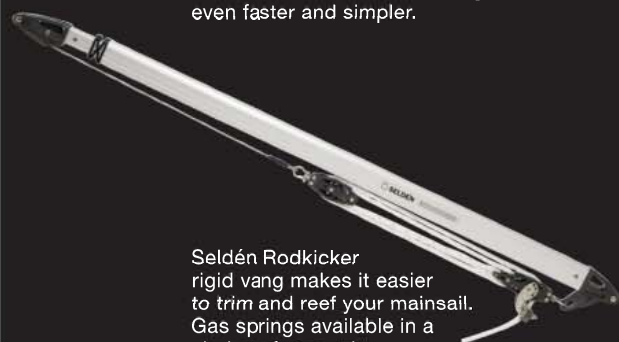
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volunteer work with his school's Interact Club, the Youth Division of Rotary International. "I'm also a pretty intense ping pong player," he says.

At 13, **Antoine Screve** has been blazing a fast course in the highly competitive Opti Class. He won the Southeast Championship and the Atlantic Coast Championship (256 boats) back-to-back to go along with a second-place finish at the World Team Trials and sixth at the Nationals. Antoine's been sailing since he was an infant; his family lived on a 41-foot Cheoy Lee not long after he was born. In 2002-'03, he and his family cruised the Bahamas from their Miami home. Antoine currently resides in San Francisco, though he hopes to return east to attend college. We'll certainly see more of this rising sailor.



Antoine Screve

The sailor of the year in the Opti Class has to be 14-year-old **Matt Wefer**, from Sea Cliff YC on Long Island. Matt won the National Opti Championship (over 300 boats) and the New England Opti Championship (also over 300 boats). He hasn't



Matt Wefer

raced many other boats, but regarding the Opti he points out, "The Opti is great for big-fleet racing. In not many other classes do you get 100-boat starting lines. I hope to earn enough money to sail a Farr 40 someday." His Opti team traveled to Italy and Germany over the summer. At school he runs cross country. "We run 30 miles a week and in meets run 5K races. My personal best is 20:01. The best thing in the

world would be hearing our national anthem being played at the Olympic stadium."

Repeat All-Star **Tyler Sinks**, 17, of San Diego, continues to be one of the top talents from Southern California. He was first in the 470s at the Orange Bowl, first in the Snipe Junior Nationals, second in the U.S. Youth Championship (420), third in Baker Trophy, and fourth in the Mallory Cup, all as skipper. Tyler also went cruising this year. "It was a blast," he says. "My family chartered a 53-footer in Tahiti. By the end of the trip, I was driving the boat around the reefs and understood navigation markers. I learned some cool things from Rick Merri-man and Craig Leweck who were on the cruise." In the 420, Tyler sails with Myles Gutenkunst and Ben Todter. He is on the water polo team at school. Like most of our junior sailors, he is looking forward to college sailing. His list includes Boston College, Georgetown, and Charleston. "Going to college and sailing is my top priority."



Tyler Sinks

**Honorable Mention:** Beverly Elmer, 14, Seattle; Marlina Fauver, 14, New York, N.Y.; Nick Johnstone, 14, Newport, R.I.; Jake LaDow, 13, San Diego; Deirdre Lambert, 13, Cumberland, Maine; Pearson Potts, 13, East Quogue, N.Y.; and Jerry Tullo, 17, Staten Island, N.Y.

The author appreciates research assistance from Lee Parks, Bill Campbell, and Chuck Maschal.

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# FOR THE RECORD

INTERVIEW BY STUART STREULI

## The Game Player Returns

FOR NEARLY TWO DECADES, DAVE PERRY THE MATCH RACER WAS IN hibernation. After winning the Prince of Wales Trophy (US SAILING's match racing championship) in 1982, and the Congressional Cup in 1983 and '84, and just missing the 1984 U.S. Olympic Team in the Soling, Perry focused his energy on his family and his career as the athletic director at Greens Farms Academy in Westport, Conn. He fed the beast with the occasional team race, a few keelboat events, and his popular rules clinics. Last spring, with his youngest child now off to college,

Perry, 52, decided to see if his fangs were still sharp. So he retired from Greens Farms, landed a gig as the rules advisor for Victory Challenge, and started training for another run at the trophy he first won nearly a quarter century earlier.

**It came down to the final race against Brian Angel in the finals of the 2006 POW. How did it turn out?**

I wouldn't say I was nervous but, man, it was close and I really wanted to win. I had confidence we had the better team. I had Terry Flynn sailing with us and he'd just won the J/22 North Americans. We were on Eagle Mountain Lake, really shifty, really puffy, and you had to go the right way. Chris Museler was just on fire; he didn't miss a call. The last race he said, 'Dave, we

want the right side off the line.' We split for about two minutes, a long time in match racing. We were leading by about 20 boatlengths at the first mark. We sailed into a hole on the run and he brought the breeze down with him and we were bow to bow going up the second beat. Chris said, 'We want the left.' We split again, we got the breeze, he never got it, and we were a third of way down the run before he got to the mark. That was the nature of the racing.

**How did it compare to your first win?**

In 1982, we were just coming to the scene, we wanted to get to the Congress-

**Sailing with Terry Flynn (trimming) and Chris Museler (not pictured), Dave Perry won his second US SAILING Match Racing Championship 24 years after he won his first.**

sional Cup, which we got to as a result of winning the POW, and we won the Con Cup in 1983 and '84. We wouldn't have been invited if we hadn't won the POW. So it was probably more important for my Olympic effort. But I was a pretty happy camper [this time]. You know what else is great? That somebody could come back and compete at a high level 24 years later. It really is a sport for a lifetime.

**Most of our readers probably know you through your books. How did those come about?**

I'm a teacher at heart so when I was doing my racing, I wrote my column Winning in One-Designs for your old magazine, *Yacht Racing & Cruising*. I did that from 1979 to 1982 and then put those columns into a book. The rules have always been something I've been interested in. The more I taught them, the more people said, 'Hey that's really helpful.' So I wrote the first version of that book in 1984. Every four years, when the new version of the rules comes out, I update it. [Perry also wrote a book of rules quizzes.]

**But that wasn't your primary job. You just retired from Greens Farms Academy. How were you able to do that at 52?**

As my wife reminds me, I haven't retired, I just retired from that job. Twenty-one years was enough. I really missed sailing and racing. I turned 51 and said if I want to get back in, in any way at all, I have to do it now.

**How did you become Victory Challenge's rules advisor?**

I put the word out to a few people that I'd be coming on the scene again and I needed to make a living sailing professionally, coaching, helping out. Brad Dellenbaugh, the chief umpire for the America's Cup, was sitting in Magnus Holmberg's office this past May and Magnus said to Brad, 'Hey do you have an idea about who could be a rules advisor?' Brad said, 'You should call Dave.' So he called



me and said, 'Would you be interested?' We decided I'd go over and work with them [for Act 12] and see if we were a good fit. They were great. So now I have a job through the end of the Cup.

**What are your primary responsibilities with the syndicate?**

I handle the racing end of the rules. It's amazing how many rules there are for a race with just two boats. You've got the Racing Rules of Sailing; then you have the ISAF Match Racing Call Book, which the

umpires follow; then the America's Cup umpires have their own call book; then you've got the deed of gift; the protocol; the AC class rules; the notice of race; the sailing instructions. There are literally about 7 major documents that pertain to the racing, and I have to be on top of all of them.

**Now that the rules are your life, do you enjoy them as much as you did previously?**

For some reason I have this insatiable enjoyment of trying to figure out what rules say and how to apply that to your

racing. Knowing the rules is a means to being a better competitor.

**The rules sometimes get a bad rap. Do you think the average sailor has enough respect for the rules?**

People respect the game. When they're out there playing the game, whether they know it or not, they're following the rules. A lot are obvious: port-starboard, windward-leeward, room at the mark. Where it gets into trouble is when some sailors start to yell at other sailors, yelling rules and starting to use them as verbal weaponry. I have no respect for that either.

**Two of your teammates at Yale, Steve Benjamin and Peter Isler, have made a nice living out of sailing. Stan Honey found a lot of success as well. Ever wish you had followed a similar path?**

I had no interest in making sailboat racing my career. We took our best swing at the Olympics in 1984, came as close as you can get to making the Olympic Games. Then Robbie, Ed, and Rod won the [Soling] gold without having to sail the last race. I happily went into another lifestyle and now I'm happy to be back.

**You mentioned wanting to do some professional sailing. Have you?**

I had a chance to do some Farr 40 sailing this summer. I did the Chicago NOOD and just loved it. I wish I could do much more of that. I love sitting on the back of the boat behind the driver, having no responsibilities other than looking around and playing the game. I'm not a speed guy, I'm not going to tell you how to tune your rig, or recut your sail. I'm a game player.

**What's your arrangement with Victory?**

I am basically 10 to 12 days a month until March, then I move over full-time and stay until we get the job done. But even now, with the Internet, every day I'm doing something for them.

**Victory has ramped up aggressively over the past few months. Is the team on the right path? Is there enough time?**

I think things are completely moving on the right track. I am completely impressed every time I go over there. Neal McDonald's sitting next to me in my office, Morgan Larson's on board. The synergy on the base is at a really high level. With Red Bull as a sponsor they seem to be able to afford to do some things they couldn't do before. Plus Red Bull has brought some of their [Formula 1] technicians on board. Of course there's not enough time; we could use another three years. That's the difference between the teams that are more successful; they've been at it longer. But we're growing fast. ♦

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## 2007 BOAT OF THE YEAR AWARDS

# Passionate Perf



Corsair Sprint 750



Open 5.70



Salona 37

SW's Boat of the Year judges, Chuck Allen, Alan Andrews, and Meade Gougeon had tough choices to make after a week of evaluations, but five boats stood out from the pack.



# Performance Rules



X-35 One Design



BOTY judge Chuck Allen puts the Esse 850, SW's 2007 Overall Boat of the Year, to the test off Annapolis, in October.

In the world of yacht racing, aesthetics took a back seat to design a long time ago. As a result, there are few boats out there today that make people stop and stare. But at the United States Sailboat Show this year there were a few boats that drew our attention. One in particular was the Esse 850, a 28-foot sportboat that's not only drop-dead gorgeous, but a thrill to sail as well.

The Esse, designed by Umberto Felci and built by J. Schuster Yachting, is first and foremost a gentleman's performance daysailer. It's a legs-in-one-design with a narrow 7'6" beam and a keel bulb that far outweighs the hull. "At first glance, the boat looks incapable of supporting its large sail plan," says BOTY judge Meade Gougeon. "The reality is that it's a 2,500-pound boat with 1,500 pounds of that weight six feet below the waterline. As a result, it's surprisingly stiff."

The Esse's stiffness was borne out in our test sail, which took place in puffy, 10-knot conditions. We were impressed with its performance, how easy it was to rig and sail, and how much fun we had sailing it. Upwind, it locked into a groove, and steering the well-balanced boat required only a fingertip grip. The underdeck-mounted headsail furler adds to the ease of shorthanded sailing and brings the foot of the sail close to deck level, which no doubt helps the boat's impressive upwind performance.

Once we had the 860-square-foot gennaker flying, the boat really came to life. "The helm is well balanced," says Andrews. "Put it on a tight reach and the foot of the spinnaker will drag in the water quite a while before the rudder stalls. The boat turns well and jibes easily, which is not always the case for sprit boats. It's really easy to get the timing right so that you come out of the jibes with the kite popping full."

Even Gougeon, a self-proclaimed multihull fanatic embraced the Esse. "It's a ballasted monohull sportboat that I can actually get excited about because of its unusual off-the-wind potential," he says.

To only tout its performance on the water would neglect the Esse's full package. The boat was introduced in Europe in 2004, so the model we sailed in Annapolis is the result of two years of refinement. "This is a polished package where all the parts seem to work well," says BOTY judge Alan Andrews. "Details such as the notch in the cockpit seat, which holds the ball end of the tiller extension and locks the tiller in the center of the boat for a quick, short-handed kite hoist or douse, is an example."

The Esse's construction isn't all that high-tech; it's built with epoxy, foam core, and E-glass in Italy, then finished by Schuster in Switzerland. The quality of the construction is outstanding, as one can see down below. The Esse's interior, while minimal, is elegant and finished nicely. There's a platform forward that, once cushioned, will work well as a V-berth, and there's room for sail and gear stowage as well as a port-a-potty.

On deck, the Esse is all about ergonomics, style, and details. All control lines lead aft under or on the low, sleek deckhouse. The mainsheet and traveler are forward of the tiller, and the cunning-

ham, and backstay controls exit from a low box on centerline that also acts as a foot brace. All control-line tails disappear into the vertical faces of the cockpit seats through beveled stainless-steel plates, and bungee cords take up slack. The optional teak floor in the cockpit looks good and feels great underfoot.

The Esse we sailed came with a 2-horsepower outboard, which mounts on a removable stern bracket, and is stowed low in the boat in a cavernous centerline storage area under a hatch in the cockpit floor. There's an option for a diesel/saildrive power package (the boat comes standard with the engine footings built into the hull), but all judges felt the outboard did the job well, and liked the idea of keeping the boat simple.

The rig is aluminum, as is the boom. "It

**Overall Winner**  
**Esse 850**

This new sportboat is gorgeous, and it sails every bit as well as it looks. The fit and finish is nothing short of spectacular.

◆ **The judges liked:** The generous sail plan, quality of construction, and the precise handling.

◆ **Price:** \$69,999  
[www.esse850.com](http://www.esse850.com)

works well,” says Andrews. “The easy-to-adjust backstay and natural twisting ability of the square-top main combine to rapidly power up and depower the rig in the gusty conditions.” The rig is deck-stepped, with a compression tube below. The spinnaker pole, which exits on the starboard side of the bow, is carbon, and the sprit pole casing, which is watertight, drains out the topsides via a flush exit.

BOTY judge Chuck Allen’s paean to the boat is the one that resonates best. Allen, a former All-American who’s also spent a lot of time racing small keelboats, sums up the Esse succinctly, and explains why the judges chose it as their overall winner. “The Esse 850 is one of the best sportboats I’ve ever sailed,” says Allen. “It’s quite simple, it’ll be easy to singlehand, and it’s easy on the eyes. This is the perfect boat to sail in your Tuesday night series or a venue like Key West Race Week.”

—TONY BESSINGER

**W**hen Corsair Marine introduced the F-27 folding trimaran in 1985, it quickly became the dominant builder of practical, trailerable, cruiser/racer trimarans in the United States. Several hundred were sold, encouraging the company to introduce the F-24 Mark 1, a smaller version, in 1992. The sailing performance of the F-24 was considerably less than the F-27, which disappointed the racing crowd. Corsair responded by updating

the F-24 with a rotating mast, daggerboard, reduced accommodations, and a lighter weight, but it was still no barn-burner. So, when we sailed the new Sprint 750, which is essentially an upgrade of the F-24, I was unprepared for its stunning performance.

The 750 is a daysailer with a small cabin that incorporates a portable potty, small dinette, and V-berth capable of sleeping two. Aft of the cabin is a long, spacious cockpit, capable of seating six adults. The cockpit layout has two winches forward and the traveler well aft, allowing easy sailhandling without interfering with passengers. Corsair is pushing the Sprint as a performance sportboat with a racing agenda and a strong one-design class structure, but handicap competition should also be an attractive potential for future Sprint owners.

During our BOTY test sail of the Sprint we sailed in a variety of conditions and it was a delight when the Sprint proved responsive and fast in the light stuff. It tacks like a dinghy and accelerates, which is uncommon among most multihulls, even beach cats, and should give the racing sailor the ability

to tack on minor shifts that otherwise might be ignored.

The real fun with the Sprint came sailing downwind with the breeze getting up to the 14-knot range. A large chute, in combination with a working jib and square-top main provided speeds in the 15- to 17-knot range on a broad reach, while maintaining downwind jibe angles of 90 degrees or less. This is where the serious reduction in weight, compared to its ancestor, allows the Sprint to really shine, actually getting up on a plane when reaching and running in any reasonable breeze. The main hull has a wide transom and flat run aft, and was originally designed to plane, but at only 24 feet, crew weight placement is crucial. We tested the 750 with two and four crew, and found two was perfect. Extra bodies noticeably reduced performance and planing ability. Fortunately, the boat is set up so a competent crew of two can competitively race it. In winds over 10 knots, a third crew would be beneficial for adding ballast

and the extra hands.

The boat was excellent in many ways, and only needed minor rigging and sail handling adjustments that could easily be changed. For example, the spinnaker halyard was hard to reach and release on

### Best Sportboat Corsair Sprint 750



The Sprint 750 boasts the flat-out performance of a racing multihull and a huge cockpit made for whizzing around the cans and the after-race barbeque.

◆ **The judges liked:**

The speed, the speed, the speed.

◆ **Price:** \$60,000

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



The BOTY judges had difficulty coming up with something they didn't like about the Corsair Sprint 750.



The Open 5.70's cockpit is uncluttered. With the mainsheet and traveler aft, and spinnaker and pole controls kept at the mast, the only lines found in the cockpit are the jib sheets.

the mast, and a poor tack-line lead made the spinnaker difficult to take down. Leads for both the jib and screacher need to be made adjustable for various conditions and points of sail.

Construction is the same as on all Corsair boats. Vinylester resin is used to bond two fiberglass skins over a foam core under vacuum-bag pressure. This construction technique has been refined over the years, producing strong, reasonably lightweight boats at an affordable price. Of most importance, they hold up well; many boats are still sailing after almost 20 years of occasionally phenomenal abuse.

At \$49,350, with trailer and 5-horsepower Nissan 4-stroke engine, the Sprint is a great boat for the money and certainly the most fun to sail. With the boat we tested, the only extras were the screacher and spinnaker, which depending on the sailmaker would cost \$3,000 to \$5,000.

—MEADE GOUGEON

**M**any of you are looking for a raceboat that's simple, stable, and sensational to sail, and we found it in the Open 5.70. My fellow judges agree that this Open 60-like craft is one of the best new European-bred one-designs we've tested in years.

A few key attributes made the Open 5.70 a clear winner in this year's contest. First, its construction: Built by Phileas Boats in Rochefort, France, the 5.70's hull is a foam-cored, molded structure, making the boat not only stiff, but unsinkable, according to U.S. importer Jerome Sammarcelli. The hull is fiberglass-rein-

forced polyester with a large, fixed longitudinal structure that connects between the deck and the hull.

The boat has a T-keel, which when fully deployed, draws 5'9", but it's possible to sail the boat with the keel lifted to a shallow-water mode, which draws 4'6".

The twin-rudder configuration is great and essential because the 5.70 has a wide beam aft; a single rudder would lift and stall too quickly. Groupe Finot, which designed the 5.70, got it right by going with two smaller rudders, both angled out from the hull, which allows the leeward rudder to become vertical as the windward rudder comes out of the water and reduces drag. We never had stalling issues with the rudders on any point of sail, and quickly discovered that a good rule of thumb for getting the boat up to speed was to bear off and let it heel.

To keep costs reasonable, and make replacement parts easy to obtain, the Open 5.70 uses the same rotating mast and boom as the Hobie Tiger catamaran. It also has the same stern-mounted mainsheet and traveler sheeting system you'll find on most cats these days, and, because of the extreme beam, has a huge amount length for the traveler bar. We sailed predominantly with the traveler on centerline because of the conditions, but we could see how the length would help de-power the

square-top main when the breeze is stronger. As we discovered, the combination of leech tension and traveler throw is the key to making the 5.70 go uphill.

The boat is a dream to set up, taking about 30 minutes to put the rig up, tighten things down, and launch. It can be ramp or hoist launched, and I'd recommend the hoist system, which allows you to do a quick bottom inspection and wet sand around hard-to-reach places where the trailer bunks touch the hull.

When you hop aboard, you think it'll topple over like a dinghy, but the boat barely heels. Moving around while sailing is easy because the cockpit is so wide open. We sailed the boat with two—in Europe the boat is usually raced with three, and class rules stipulate a max weight of 573 pounds. The kite hoists through the space between the shroud and mast; one person can do both the hoist and takedown alone. When sailing with two, simply pass

the halyard aft to the driver.

When the 344-square-foot spinnaker goes up, the 5.70 takes off nicely and is a treat to drive. With the breeze on, a slight heel, and weight aft, you'll be screaming, easily hitting boatspeeds into the mid-teens in a 12- to 14-knot breeze.

Finally, when all is said and done, the overall simplicity and stability of the 5.70 accommodates a wide range of sailors.

### Best One-Design Open 5.70



Fast, fun, and stable, the Open 5.70 was an instant hit with our judges. It's also guaranteed not to sink and can be trailer or hoist launched.

- ◆ **The judges liked:** The boat's popularity in Europe, the price, and the huge cockpit.
  - ◆ **Price:** \$30,000
- [www.finot.com](http://www.finot.com)



The price of \$30,000 is definitely not too high to pay for the performance. The Open 5.70 is a fun and easy boat to sail, and showed us awesome speed with complete control.

-CHUCK ALLEN

**T**he X-35 One Design was an instant success in Europe. After only a single year of production, there were 24 boats at the 2006 Audi X-35 Gold Cup Regatta in Holland.

Once we stepped aboard it was easy to see why. Its design and construction result in a boat that's easily capable of taking on IRC, PHRF, and one-design racing. Its clean and roomy accommodations belowdecks make it a versatile weekender, too. It truly has everything the passionate weekend regatta racer needs.

During our test sail, the boat accelerated quickly in the light air and the steering was crisp and frictionless. We slid along upwind at 5.7 knots on the GPS in only 5 knots of wind. With well-placed winches for trimmers, tacking was fluid, and the helmsperson has great visibility from the wheel, allowing concentration on the sails and water ahead, and a good view under the boom to leeward, aft of the jib leech.

The 90-percent fractional rig has swept spreaders to accommodate the class-legal 108-percent jibs. There are no running backstays; both topmast bend and forestay tension are adjusted with the topmast backstay control, which exits just forward of the traveler. The jibs trim to tracks mounted outboard of the cabin,

and sheets are led through inhaulers to allow tighter sheeting angles in light air. Positive roach from a full-length upper batten in the top of the jib improves the boat's light-air performance through both the added sail area and interaction with the main aloft. The longer chord length of the upper part of the jib enhances twist in the jib leech as the wind increases, broadening the wind range of each jib.

Off the wind we moved along well with a light spinnaker and main. The X-35's symmetric kite seemed a little retro, but the boat still sailed fast (relatively) and deep. The cockpit layout worked well for jibing and trimming.

Other deck design details we like include the grand-prix-rigged mainsheet, the use of Ronstan's patented "Magic Wheel" system, which gives the main trimmer fingertip control of the backstay, and the jib sheets and after-guys led through fixed fairleads, rather than blocks. Rod rigging is standard on the X-35 with the D2 shrouds discontinuous at the spreader tips. Although this means a trip aloft to adjust the D2s, this arrangement has less stretch differential than continuous rigging. The turnbuckles attach to clean stainless sockets mounted in the rail with no clevis or cotter pins to snag rigging, sails, or hands. The mast is an IRC-friendly tapered aluminum extrusion with ta-

pered aluminum spreaders.

X-Yachts molds the hull with fiberglass skins sandwiching a Divinycell foam core to keep the boat light, yet stiff and strong. The outside skin uses vinyl ester resin for blister resistance; the rest of the

boat is polyester. A molded interior grid structure and galvanized-steel keel frame stiffen the hull shell. The keel's cast-iron fin is bolted through the hull and this frame firmly transfers the sailing loads from both the fin and lead ballast bulb to the hull. Shroud loads are transferred directly to the hull and main bulkhead at the rail, which eliminates the need for chainplate tie rods to a wide spot on the steel frame, and results in a lighter structure.

For one-design racing, class rules allow a main, two full-size jibs, a heavy

weather jib, two symmetric spinnakers and storm sails. While waiting for one-design growth in the States, X-35 can initially race handicap under IRC (1.055), PHRF (59 to 63), IMS (606 GPH), or ORR (610.5 GPH), and owners will be wise to add asymmetric spinnakers. In light air this boat is fast enough to pull the apparent wind forward to the point that an asymmetric spinnaker will be faster than the light symmetric spinnaker.

-ALAN ANDREWS

### Best Racer/Cruiser X-35 One Design



X-Yacht's new 35-footer may end up being its most popular design both in Europe and the U.S.

◆ **The judges liked:** The no-compromise racing layout on deck, its performance, and the surprisingly comfortable interior.

◆ **Price:** \$225,000  
[www.x-yachts.com](http://www.x-yachts.com)



Future X-35 One Design crews will enjoy stanchions located well outboard, a rounded hull to deck joint, and the absence of toerails aft of the mast.



Because the headsail's furling drum is mounted belowdecks on the Salona 37, dip-pole jibes were a snap.

**T**he gap between racer/cruiser and cruiser/racer is ever narrowing because better design, construction methods, and materials, require fewer sacrifices on either side of the equation. This is especially true with the Salona 37. Designed by European design house, J&J, and built by AD Boats in Croatia, the Salona 37 is a boat that, thanks to its price, performance, and comfort, should be on many boat buyers' shortlist, regardless of which discipline one favors.

As the saying goes, the devil is in the details, and this is especially true with dual-purpose raceboats. Take nonskid, for example. Most boats have variations on the molded-in, waffle-style nonskid. The Salona, however, has molded nonskid, but the pattern is raised, hollow circles. The grip is excellent. "The Salona nonskid," says BOTY judge Meade Gougeon, "will probably get even better with age, and wear evenly."

Another example on the 37 is access to the steering quadrant, which on many boats seems to be an afterthought. On the Salona, a large hatch aft of the steering wheel opens to reveal the steering system. You may not ever have to get to your quadrant in a hurry, but if you do, you won't have to empty a lazarette to do so.

### OUR SUPPORT BOAT

One of the most important contributions to each year's Boat of the Year contest is our dual-purpose chase boat and photo boat. For this year's testing, our boat and driver were provided by Zodiac. The Pro Open 650 we used was the perfect platform, no matter the conditions. [www.zodiacmarineusa.com](http://www.zodiacmarineusa.com)

The heart of the Salona 37's construction is a stainless-steel grid that ties keel, mast, and hull together. Encapsulated in fiberglass, the grid is a departure for Salona, which until now had been using grids cored with marine plywood. As one of our BOTY judges remarked, the 37's grid is a work of art, and demonstrates a belt-and-suspenders style of boatbuilding. The hull is solid glass below the waterline, and cored with Airex above and in the deck. There are watertight bulkheads fore and aft, and the aft bulkhead is forward of the rudderstock.

While sailing the 37, we found the cockpit to be eminently workable, with plenty of room for trimmers. The boat was equipped with a performance package, which means all Harken gear is upgraded a notch or two. We removed the seat aft of the helm—which took all of two seconds—giving the helmsman lots of room. The conditions we sailed in were challenging, very light and puffy, but we found the boat responsive to every gear change. When sailing upwind, it was easy to keep the boat in a groove, and we were managing 5.6 knots of boat-speed in 6.6 knots of breeze. The boat accelerated quickly when the puffs hit, and the steering required only a light touch.

It should be a simple process to prepare the bow of the Salona for big regattas; the anchor sprit is removable by unbolting only three bolts. The half-moon shaped deck hatch is big enough for hatch-launching the spinnaker, and it appeared to be free of any sailcloth-

catching protrusions, although we'd take the extra precaution of surrounding it with Teflon tape.

One of the benefits of a Salona build is the flexibility of the factory. The 37 is available with three different interiors, and three keel types. No matter where you sail,

or what type of sailing you do, it's easy to order the boat that will work best for you. The fit and finish of the boat we sailed (hull No. 8), is exemplary. We especially liked the rugged, plastic floorboards, which looked like traditional teak and holly. The nav station, which is large for a 37-footer, is to starboard, and there's no bulkhead between the nav desk and the straight settee, which makes for an open feel. Across from the nav station is an L-shaped galley. Straight settees sit below lockers, which can be ordered and built so they're removable, and the settee

backs rise to become small pilot berths.

Base price for the Salona 37 is \$218,000, and the boat we sailed, which had a full set of UK Tape-Drive sails and a basic electronics suite, is \$250,000. We all felt the 37 is a lot of boat for the money, and this, combined with its workmanship and great performance, made it a natural as our top cruiser/racer.

—TONY BESSINGER

### Best Cruiser/Racer Salona 37



From the stainless-steel grid in its bilge to the top of its aluminum rig, the Salona 37 is a well-made, great-handling dual-purpose racer.

♦ **The judges liked:** The price, performance, and overall quality.

♦ **Price:** 250,000  
[www.salona.com](http://www.salona.com)

Prices quoted are as tested (with sails and electronics). For more on this year's BOTY winners check out [www.sailingworld.com](http://www.sailingworld.com) for pictures and complete specs on all five winners.



# The Relentless

Three years past qualifying for the AARP, this dinghy sailor is hitting full stride in more ways than one.

**A**t one moment, he's careening downwind at 25 knots against an ebb tide on San Francisco Bay, on the edge of control. The next, without warning, the bow spears a wave, the boat pitch-poles, and the crew is catapulted into the 60-degree water—entertaining for the audience, but not exactly how Howie Hamlin had envisioned he'd open his defense of the 18-Foot Skiff International Regatta on San Francisco Bay last summer. But hours later he hits the beach with a smile as wide as the Golden Gate. "Wasn't that great?" he exclaims, still exuberant from a day spent finessing the fastest, friskiest monohull its size on the planet.

Racing these things demands athleticism, a Type-A personality, and a general lack of fear, so how is it the top dog in this select

subset of the sport is a 53-year-old land broker from Long Beach, Calif., who didn't start sailing until he was 21? The reason, say his peers, is no secret. The guy's smart, he's hardworking, he's insanely focused, and of course, he sails with the right people.

Hamlin's father introduced him to sailing by way of summer excursions to California's Balboa Island, but day-tripping was always too ho-hum. He was into surfing and motocross until his college days at Pepperdine University when a pal, Don Ayres, invited him out on his 505. "I went for a ride and thought, 'All right! This is a fun boat,'" says Hamlin.

For the next 25 years he played the role of weekend warrior until he teamed up with crew Mike Martin in the 1990s. "When we started sailing together, I had never really trained, never done any practicing," says Hamlin. "I didn't

SHARON GREEN



BY RICH ROBERTS

# SoCal Flyboy

Howie Hamlin, at the helm of one of his numerous high-speed crafts, lives a dinghy sailor's dream. "After you spend time with Howie," says his former 505 crew Peter Alarie, "you just want to be Howie."

have that much interest in spending that much time sailing."

But he did like to write down his goals for the year.

"One of his goals was to win the [505] Worlds," says Martin. "I looked at him and said, 'That's a nice goal, but what are you doing about it?' I told him what I thought was necessary, and he took it as, 'Let's do this.' That's when Team Tuesday got started."

Team Tuesday was a handful of 505 teams that would gather after work every Tuesday evening during the Southern California summers. Initially, they'd go out and tune together, lining up and speed testing. "We'd go to big regattas and we'd go fast off the starting line, but not sail very smart because we were just sailing in a straight line," says Martin. "So we changed the format to going around marks and actually racing, which got us into the habit of thinking tactically."

The result was a win at the 505 Worlds at Quiberon, France, in 1999, at the age of 46.

"That, to me, was my biggest accomplishment," says Hamlin. "It was the hardest, and it had taken so long. We had 157 boats at that Worlds, and we got all seconds and a first."

While they won't be sailing together in the 505 Worlds in January at Adelaide, Australia, their partnership remains strong. "After we won the Worlds together, my goal was to win the Worlds both ways [as skipper and crew]," says Martin, "and he's helping me to reach that goal. He's a generous person in many ways."

At Hamlin's compact split-level home just up the road from the beach, their 505s sit stacked on a trailer in the garage, under a skylight, high and dry. The Hamlins' cars sit in the street. Cars don't win world championships.

Following the '99 505 Worlds, Hamlin's sailing went into hyperdrive; he started spending more time on the water in 505s and 18-footers. In 2002 and '03, he won the JJ Giltinan 18-Foot Skiff Championship in Australia (the class's unofficial world title), and this past summer he won the International 14 Worlds on his first attempt. This year alone, he also defended his San Francisco and European 18-foot Skiff titles, finished a close second at the 505 Worlds in England (to his frustration, his sixth bridesmaid finish in the 505s), and won the International 14 U.S. Nationals.

Singling out Hamlin in all of this, however, overlooks the vital role of his supporting cast. He's long been blessed with exceptional, world-class crews, most recently Mike Martin and Trent Barnabas on the 18, Euan McNicol on the I-14, and Jeff Nelson on the 505. In fact, meet him after a good day of skiff racing and the first thing Hamlin will tell you is what a



It was a busy summer for Hamlin who finished second at the 505s Worlds in England with Jeff Nelson (above) and then one month later won the I-14 Worlds in California with Euan McNicol. "He's going full throttle pretty much all the time," says longtime crew Mike Martin. "I don't think he'll ever burn out."



got married, now I'm an inch shorter," he says with a chuckle. "Most of the people who know me know why I walk bent over. My lower back is in spasm probably 80 percent of the time. It hurts, but you just live with the pain. That's why I like trapeze boats so much. My back does fine hanging in the trapeze. Hiking's a pain."

Odd, then, that it actually hurts Hamlin more to sail the 505, the least extreme of his skiffs. Instead of hanging from a wire, as the crew does, the skipper must adjust his body for ballast. Yoga helps, and luckily for him, Julie is a practitioner. "I know a lot of the moves," says Hamlin. "Every morning I spend 45 minutes stretching, and half of my moves are yoga moves, but I don't do the breathing thing."

Skiff sailors typically haul their boats out of the water, which usually means heavy lifting. Hamlin, bad back and all, never shirks the responsibility. "I just carry on," he says.

Julie doesn't sail, although she does accompany him to most regattas. "She loves it," says Hamlin. "She gets to travel around the world with me, even go ahead of time and stop by a couple of other countries along the way."

great job the crew did. "Talk to Mike," he'll say. "He made some great [tactical] calls." Or, "Ask Trent how he handled [spinnaker adjustments for] the waves."

"What's so fantastic in the 18 is the teamwork," says Hamlin. "All I have is one thing—the tiller. It takes the three of us working in perfect concert together, and that's really fun, really satisfying."

"The best crews for me tend to be verbal about what they're thinking, what the game plan is, and what's coming up. It's the best way to keep the driver calm. As

you get older you learn how to control your emotions more. If you get fired up, it doesn't help anybody. There's a zone that I operate most effectively in, and that's not too wound up, but not too complacent, either."

### So is it Howie or Howard?

At a wiry 5'9" and 153 pounds, Hamlin appears younger than his years. And while his age has done nothing to diminish his intensity, it has taken something else.

"I was an inch taller than Julie when we



focus and organizational abilities.

“He’s always thinking about sailing,” says Glaser. “He just has a passion for it. When he rides in the car he doesn’t play the radio . . . he just thinks about sailing. If he has a weakness, it’s that he doesn’t believe he’s a natural sailor, so he has to work harder than everybody else—and I don’t know if that’s a weakness or a strength.”

Hamlin approached his latest obsession the way he does his sailing, although this one has more to do with business. A land broker by occupation, he bought a four-seat Robinson R44 helicopter to fly clients and scout property from the air. His income is 100-percent commission-based so he can take off as much time for sailing as he feels he can afford.

“My clients are cool about it,” he says. “Over the years I’ve engaged them in my sailing enough that they know I’m not goofing off: ‘Oh, you’re going on vacation?’ ‘No, I’m going to a regatta.’ It’s no different than going to the office. I’m just focusing

## Of 18-footers and I-14s

Years ago, through 505s, Hamlin became close friends with Iain Murray, the Australian sailing icon. Murray ruled the 18-Foot Skiffs in their wild unlimited era Down Under before the design rules were standardized to expand the competition.

“In 1996 or so,” says Hamlin, “Iain called me up and said, ‘Hey, they want to make it more international. If you come down, we’ll provide you a boat.’ I’d watched his career when he dominated the class. New guys couldn’t even get off the starting line.” The offer was irresistible.

“When you’re first learning, at 10 knots [of wind] your adrenaline is flowing,” says Hamlin. “Now my adrenaline probably doesn’t get going until it’s over 20. There’s no better sailing. All your senses are alert, your sense of sound, your feel, the wind blowing over you, your visual intake. It’s a sensory overload, and being able to manage that and function properly . . . I call it sailing on adrenaline.”

Hamlin was also recruited to the International 14, by McNicol. They knew each other from the 18s, and over dinner one night, McNicol suggested they sail an I-14 in the Worlds coming up at Hamlin’s Alamitos Bay YC, a few blocks down the street from his home in Long Beach. It was a stiff challenge. Hamlin would be driving a boat he’d never sailed in a fleet that included six past world champions.

Utilizing the experience he gained in the 505 and 18-Foot Skiff, Hamlin jumped in with both feet. With Tina and Trevor Baylis and Samuel Kahn and Paul Allen, they developed carbon-fiber boats designed by class icon Paul Bieker, built in Fred Eaton’s molds and assembled by Larry Tuttle, sharing the building and development costs equally. Between other events in Europe and San Francisco, Hamlin and McNicol managed about four weeks of intense practice before the Nationals and the Worlds.

They proceeded to win the Nationals, and then, among 71 boats in a full range of conditions from 8 to 22 knots, they won only one of the seven races, but never finished worse than fourth at the Worlds. “There’s a lot more to that win,” says Hamlin. “If Tina and Trevor didn’t have their OCS [in the first race], we would’ve had to sail the last day. I guess you could say the moon and stars were lined up and all the right things happened. The deck was stacked in our favor.”

So he’s fast, smart, and lucky, too, which is not the least bit surprising. ♦



“But I definitely don’t hang around the boat park,” she says. “Long ago we decided we weren’t going to have kids. I’m afraid it would’ve been a single-mother type of thing. It took me awhile to get adjusted, not just to the sailing, but the heli-skiing, the surfing . . . Whatever he does he’s very driven, and the older he gets the more he does. Later, I realized it is part of who he is and why I was attracted to him.”


She calls her husband Howard, by the way, not Howie. “Is that right?” says Hamlin, amused by the observation. “I guess it’s Howard at home and the office, but Howie when I’m sailing.”

Jay Glaser, himself an Olympic silver medalist (Tornado ’84), has known Hamlin since he sailed a 505 with him in the ’80s and was his coach for the I-14 before the Nationals and Worlds. Hamlin’s strengths, Glaser says, are his

**Success on the racecourse comes only with the free exchange of ideas and information, for which Hamlin is highly regarded. Int’l 505 sailors John Bell, Karl Smit, Mike Holt, and Hasso Plattner (l to r) are all ears at a post-race debrief.**

my energy in a different direction.”

The day after he and McNicol clinched the I-14 title in his hometown with a day to spare, he followed the final race from above. “Helicopters aren’t adrenaline,” says Hamlin, “but there’s the intensity and focus that it takes to fly one. You have to be completely aware of everything. That’s what makes it fun. That’s why I sail skiffs, because they are hard to sail. It’s a motion sensation thing with helicopters, skiffs, snowboarding, surfing. To me those sports are all the same: focus, intensity, and motion. Your senses are overly stimulated.”



BY HERB MCCORMICK

# Worth the Price of Admission

**T**here were a lot of memorable moments in last September's running of the Rolex Farr 40 World Championships off Newport, R.I. Take Day 1, when the father-and-son duo of Helmut and Evan Jahn—swapping the helm seamlessly after starts and mark roundings—led their *Flash Gordon* team to an early lead on the strength of back-to-back bullets

in Races 1 and 2, a virtually unheard of feat in Farr 40 competition.

Or how about Race 7, won by none other than Crown Prince Frederik of Denmark aboard *Nanoq*? Talk about unlikely! The Prince's previous five finishes in the record-setting fleet of 38 boats read like this: 27, 25, 32, 24, 24. When Farr 40 sailors say every team is good enough to win



The ninth annual Rolex Farr 40 World Championships showcased a strong, singular class whose vigor is derived from the simplest of equations: When the boss is smiling, everyone is

NO BOAT WAS HOTTER than *Flash Gordon* on Day 1 of the 2006 Rolex Farr 40 Worlds. The father-and-son duo of Helmut and Evan Jahn guided their Chicago-based team to a pair of first-place finishes to open the regatta.

in any given race, apparently they mean it.

But even real royalty couldn't trump the star power aboard *Alinghi* and *Mascalzone Latino*, the former sailed by America's Cup defender (and 2001 Farr 40 World Champ) Ernesto Bertarelli and tactician extraordinaire Brad Butterworth, the latter featuring a tactician by the name of Russell Coutts. Of course, the falling out between one-time Cup allies Bertarelli

and Coutts has been well documented, so it was a delicious moment in Race 9 when the two boats rounded the top mark practically on top of one another. Of friendly hails, or even a passing nod, there were none.

However, the regatta's most important moment may well have happened the day before the first race of the championship. It occurred at the tactician's briefing (note: not the *skipper's*





**DURING RACE 9, *Macalzone Latino*, with tactician Russell Coutts hanging onto the aft lifelines, rounds the weather mark outside of Coutts' former employer, Ernesto Bertarelli of *Alinghi*.**

meeting) on the pristine grounds of the New York YC. Apparently there had been some extremely close calls and perhaps a bent rule or two in the Pre-Worlds and practice races leading up to the main event. And Geoff Stagg, whose company, Stagg Yachts, is responsible for the class's management, was not at all pleased.

"It's your job to keep your owners out of trouble," said Stagg to the star-studded assembly of professional sailors, and his point was abundantly clear. The health of the Farr 40 class, perhaps more than any other, is directly linked to the level of fun incurred by the guys signing the checks. And, as any racing sailor knows, writing checks to repair busted boats is never a laughing matter. Moreover, if the pros wanted to keep getting checks with *their* names on them—and a top pro sailor can reportedly walk away with a very handsome five-figure payday for a Farr 40 Worlds—then they'd better make sure a

good time was had by all.

Clearly, the message was received and understood. The racing at the Rolex Farr 40 Worlds was tight, clean, and terrific—eight different boats won races in the 10-race series. It's hard to imagine a happier bunch of well-heeled, vastly successful, Type-A sailors than those who are attracted to Farr 40s. "This is the best class in the world," says *Barking Mad's* Jim Richardson, who took a third in the Worlds with Terry Hutchinson calling tactics. Richardson, the class president, is hardly an unbiased observer. But it's startling how many Farr 40 owners feel exactly the same way.

The first Farr 40 was launched in May 1997, having evolved as a larger offshore one-design alternative to the Mumm 36 and 30, respectively. In their earliest incarnation, class rules allowed any ISAF Category 1 sailor to drive the boat. But Stagg felt the arrangement was marginal-

izing the owners. "I just didn't like what I was seeing," he said.

So just about the time hull No. 35 was popped from the mold, the owner/driver clause was inserted into the class rule-book. It struck a chord that resonated with a select strata of sailors disenchanted with IMS and eager to play a more active role in their own programs. Within a week, Stagg says, orders were taken for 25 new boats. The rest, as they say, is history. The class now boasts 150 boats with 7 more to be launched by the end of this year and four or five more orders on the books for 2007. "Unequivocally, the strength of the class is derived from real owners driving against real owners," Stagg says. "That's the big thing."

That's not to say the ante hasn't been raised. In addition to the four pros that are allowed to compete as members of the usual 10-person crew, several programs now employ dedicated coaches, too. Ed Adams, for example, was the man the *Flash Gordon* crew turned to for local knowledge and to ramp up their sailing. Bill Shore played a similar role in *Barking Mad's* campaign. Class newcomer Wolfgang Stoltz, a German sailor returning to the sport after a 20-year hiatus, hired former J/24 World Champion Brad Read to accelerate his progress up the learning curve. And it worked: Stoltz's *Opus One* finished fourth in the Worlds, a surprising,

## 2006 ROLEX FARR 40 WORLDS

Newport, R.I., Sept. 6 to 9, 2006, 38 boats, 10 races

1. *Mascalzone Latino*, Vincenzo Onorato, ITA, 87;
2. *Ichi Ban*, Matt Allen, AUS, 101;
3. *Barking Mad*, Jim Richardson, Boston, 108;
4. *Opus One*, Wolfgang Stoltz, GER, 113;
5. *Warpath*, Steve/Fred Howe, San Diego, 125;
6. *Alinghi*, Ernesto Bertarelli, SUI, 128;
7. *Norwegian Steam*, Eivind Astrup, NOR, 131;
8. *Le Renard*, Steve Phillips, Annapolis, Md., 134;
9. *Nerone*, Mezzaroma/Migliori, ITA, 138;
10. *Sled*, Takashi Okura, JPN, 140.

For complete results, [www.farr40worlds.com](http://www.farr40worlds.com)

sensational result.

Among the drills Read used to level the playing field for *Opus One* was one in which he dragged a buoy astern of his inflatable to simulate a starboard-tack boat while practicing close-quarters tacking and lee-bow maneuvers. But Read understands, and appreciates, the no-nonsense way in which the class is organized: from the top down, with the roles of pros like him perfectly defined. “To quote Ed Reynolds (of Quantum Sails), ‘We’re in the entertainment business,’” says Read. “We want to make sure everyone feels like this is a segment of the sport worth pursuing, where everyone’s enjoying some great racing against some high-level sailors. I mean, just look at the Olympians and America’s Cup guys out there.”

The opportunity to mix it up with that world-class talent is a perquisite not only for the owners, but also for the dedicated amateurs who are the class’s unsung heroes. After all, half the guys on the race course are Category 1 amateurs with real jobs who aren’t getting paid for the privilege.

“I’ve always been a Cat 1 sailor,” says John Connolly, a commodities broker at Chicago’s Advantage Futures LLC who spends copious amounts of his leisure time as a trimmer aboard *Flash Gordon*. “Sailing in this class allows me to com-

pete with and against some very good people, sailors who’ve done everything in this sport. To have the chance to ply their minds about the sport is a great opportunity.”

At 38, Connolly’s a lifelong sailor who was bit by the racing bug in college and in the years immediately afterward when he was launching his career. He graduated from Flying Scots and J/24s to bigger boats—he raced on Lake Michigan aboard the inaugural *Flash Gordon*, a C&C 39—including ULDBs, IMS racers, and other Farr 40s, including a couple of highly competitive programs. For a while, at least, the latter experience soured him on the class. “Being an amateur, when it’s full bore and you’re getting yelled at, you can only take so much,” he says.

Due to the amount of time it was cutting into his work, Connolly started scaling back his sailing a few years ago. But when Helmut and Evan Jahn began to ramp up the *Flash Gordon* Farr 40 program, which was right in his own backyard, he jumped at the chance to be part of it. “It’s a passion,” he said. “You give up weekends with the girlfriend, the family, the dog. Next year we’ll be sailing in Europe and I’ve had to commit to 28 days, not counting travel, which is a big commitment. In a lot of ways it’s more like a

job than a hobby. It’s a challenge, and that’s what many of us are in it for. People who aren’t sailors don’t necessarily understand, but I’m part of a very large, very nice community. It’s given me an extremely strong network of friends across the planet.”

John Thomson of *Infinity* is one owner who can truly relate to Connolly’s appreciation of the people he sails with. In that respect, perhaps, he’s also one of the few owners who hasn’t completely bought into the party line. Case in point: *Infinity* was one of just five boats that raced for the new Corinthian trophy (Corinthian competitors are limited to two pros on-board and can purchase just three new sails per year, as opposed to the seven that class rules allow for regular competitors). “My outlook is slightly different,” says Thomson. “When people tell me they need this much money to go sailing, I think they’ve got it backward. They should pay me to get out there on the water. I love sailing against the pros, don’t get me wrong, but on the other hand it’s just the way I was brought up.”

But Thomson’s view is practically a lone cry in the Farr 40 wilderness. Australian Matt Allen is heading in a decidedly opposite direction. Not only does Allen surround himself with top



PRO PETER REGGIO didn't skimp on the line length, but getting a front-row start, without being called over, was still a challenge.



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talent—his tactician for the Worlds was Aussie America's Cup winner Grant Simmer, who now heads the sailing operations for the Alinghi Cup program—he campaigns not a single Farr 40, but a pair: one in each hemisphere.

Allen recently purchased fellow Aussie Grant Wharington's Volvo 70 *Brunel*, which he's entered in the upcoming Sydney-Hobart Race. He knows his way around the Grand Prix circuit. And he's become a Farr 40 man through and through. "I much prefer it to, say, the TP 52 class, where it's fully professional," he says. "The boats aren't that expensive to buy (a new Farr 40, sans sails and electronics, runs for about \$310,000; used boats fetch between \$150,000 and \$250,000) and they don't become obsolete so quickly. It's great for me—you can have a couple of boats around the world and it doesn't cost you that much once you start racing them."

Allen's *Ichi Ban* sailed a tremendous regatta to earn the runner's-up prize. In fact, *Ichi Ban* wasn't even the favored Aussie boat. That distinction belonged to defending World Champion Richard Perini aboard *Evolution*. But Perini and his mates had a dreadful series, with nothing but double-figure finishes before pulling out a second in Race 9.

Perini, however, wasn't the only ex-champ to finish out of the money. Bertarelli's *Alinghi* took sixth; Steve Phillips of Annapolis, Md., who won it all in 2002, was eighth aboard *Le Renard*; and 2003 winner Massimo Mezzaroma, on *Nerone*, ended up ninth. Parity, apparently, isn't the sole domain of the National Football League. Only two-time winner Richardson, aboard *Barking Mad*, managed a podium finish, with a solid third. It should've been a second, but *Barking Mad* snatched defeat from the jaws of victory on the 10th and final race, falling from second to 12th on the run to the finish after sailing directly into a vast, windless hole. "It was a sad way to end the regatta, but there'll be another day," says Richardson.

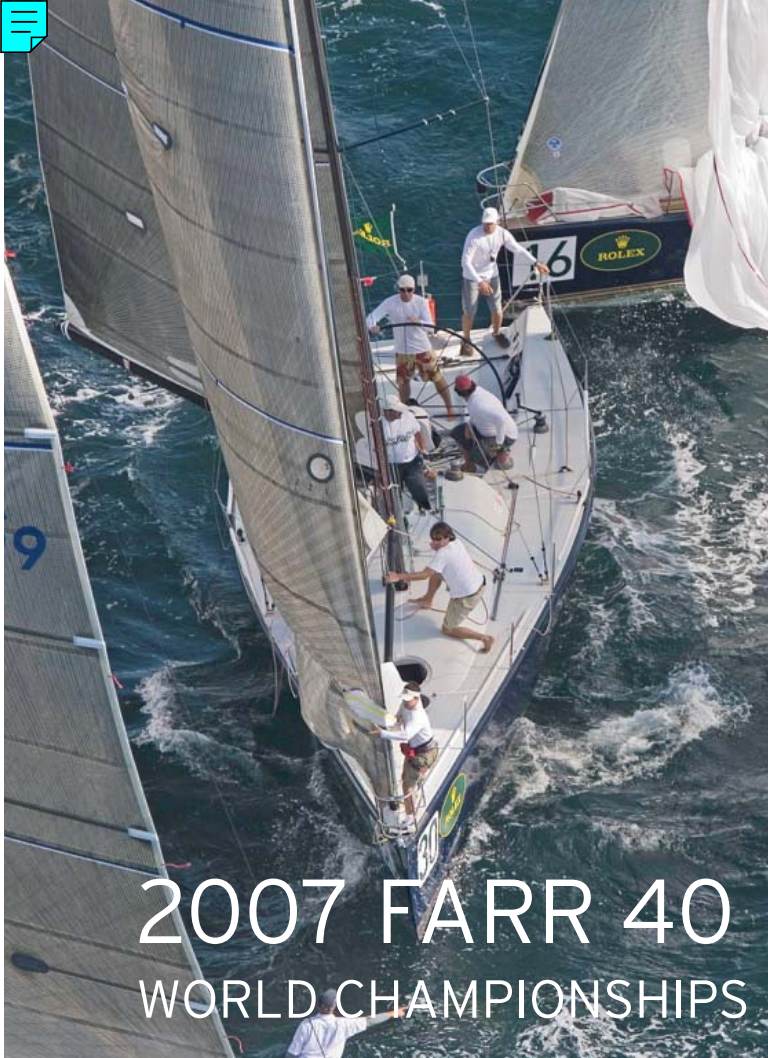
That left the door wide open for Vincenzo Onorato and Russell Coutts aboard *Mascalzone Latino*, and they were more than willing and able to stride confidently through it. Prior to the final race, *Mascalzone* had posted a pair of seconds and a third, but had yet to get a gun. "Before the last race," says Onorato, "Russell told me, 'This is the time to win a race.' I said, 'Can we?' And he said, 'Of course!' And we won the race."

They did so in style, winning the start and leading the fleet around every mark. "At least two times in the Farr 40 Worlds I deserved to win and didn't," he said. "Sometimes it's the other way around, but I was still very pissed off. This time I wanted to win and we did it. I'm very happy."

To underscore that notion of parity, it's interesting to note that *Mascalzone*'s average race score for the series was an 8.7. It was a regatta, Richardson says, where a 14th wasn't a bad finish at all. "It's almost always about consistency, isn't it?" says Coutts. "I've heard the term 'winning ugly' in other sports and that's what this was. It's never about perfection, this sport's almost too complicated."

From the moment the boats hit the docks, it took the vast majority of pros about 15 minutes to make a beeline for Boston's Logan Airport and a flight to Italy for the Swan Worlds. Quail have never scattered so quickly. But they'd done their jobs and done them well. Among the ranks of owners, there appeared to be nothing but smiles from winners and losers alike.

Due to their rapid exodus, the hired guns missed the swank awards ceremony at Newport's Marble House, a monument to the excesses of the Gilded Age. So they didn't see, as the very liquid party was winding down, a certain smoking hot gal from a



## 2007 FARR 40 WORLD CHAMPIONSHIPS

**T**he 2006 Farr 40 Worlds were a truly international event, with boats and crews hailing from Australia, Brazil, Denmark, Great Britain, France, Germany, Japan, Monaco, Norway, and the United States. Now, the class wants to make even more headway into Europe, and to further that goal next year's World Championships will take place in Copenhagen after several regattas leading up to the main event. Denmark's Crown Prince Frederik, who won a race in the 2006 Worlds, is an avid supporter who promises to give the event a lot of visibility. "A year from now we'll have 15 or more boats in the Nordics," said Carl Erik Usaersgaard, who crewed aboard the Prince's *Nanoq*, and programs from Finland and Sweden will make the regatta even more of an international affair. "A year ago there were none." Sailors and organizers are optimistic that the 2007 Worlds, celebrating the class's tenth anniversary, will be truly special. **H.M.**

country that shall remain nameless (it's shaped like a boot) engaged in the horizontal mambo on the estate's back lawn with one very lucky Farr 40 sailor. But the catering staff caught the act; their tent was mere yards away. There were more than a few slack jaws among the platoon of cooks, one of whom hailed a Newport firefighter on crowd duty standing nearby. "Hey fireman!" she called. "Can you get a hose and maybe put that out?"

And that, as well as anything, might serve as a final metaphor for the current state of the Farr 40 class. It's hot, hot, hot. Someone open the hydrants. ♦

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# Tech Review

BY RALPH NARANJO

## Use the Right Paint for Your Region

RESEARCH AND REAL WORLD FEEDBACK from competitive sailors confirms that specific bottom-paint systems work better in one geographic location over another. Differences in temperature, salinity, dissolved oxygen, and sunlight, as well as the length of the sailing season all impact bottom paint performance. To better understand what works best where, we caucused speed shops and raceboat-favored boatyards around the country.

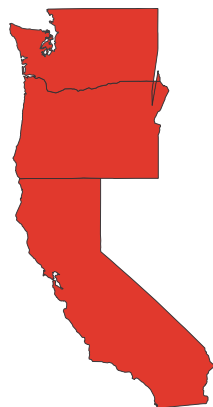
Opinions varied, but a few points of consensus carried from one location to the next. One given was that a carefully faired keel and an epoxy-primed and

smoothly sanded bottom was the required starting point for all products. Another was that the higher the level of competition, the more often the bottom would be cleaned during the season. From there, recommendations about the best products to use seemed to split down the middle. One half favored soft ablative coatings that hydrolyze (slowly wear away to expose a fresh layer of slime-fighting chemicals). The other half favored hard, modified-epoxy paint that can be scrubbed, wet sanded, and burnished. Shops servicing the needs of top-tier racers tended to favor the latter while those

with predominantly club-racer clientele felt the best bang for the buck came from high-biocide ablative coatings sprayed by a competent applicator.

Paul Miller, a professor of Naval Architecture at the U.S. Naval Academy, who regularly tank tests slippery surfaces, says biological fouling starts within a couple of days of immersion, and even the first layer of bacteria can increase skin drag. He also pointed out that research has shown that a slippery coating does not in itself create less skin drag, but it does create a surface to which marine organisms are less able to adhere. Developing a faster surface is

### WEST COAST



**T**he most stringent bottom-paint regulatory controls in the United States are in Southern California. Many high-copper-content paints that are effective elsewhere in the nation are illegal in San Diego. Industry pro Bill Campbell, of Driscoll Boat Works, prefers Interlux's Ultra-Kote and Sea Hawk's Sharkskin for their hard finish and copper-based antifouling technology. According to Campbell, serious competitors tend to scrub off ablative coatings too quickly

especially considering the fact that Southern California has a year-round racing season. "If a paint manufacturer could make a clean, white, hard, modified-epoxy bottom paint," he says, "it would take over the market."

Ninety percent of racers that haul at the Driscoll yard have their bottom paint sprayed and keep a diver busy during the season. Other sailors in the area avoid the bottom-paint issue by dry sailing. When asked if big boat sailors were showing an increased interest in dry sailing out of San Diego boatyards, Campbell says there is neither the room nor the inclination among owners.

San Francisco Bay and Seattle-based sailors have cooler water temperature and less sunlight turbo-charging marine growth, and the bottom paint consensus leans toward ablative coatings with Interlux's Micron 66 and Pettit's Vivid the top choices among professionals in the region.

about retaining laminar flow over more of the submerged hull skin, so smoothness and hull fairness are worth improving.

### Paints, patents, and promises

Bottom paints with chemicals defined as toxic to a wide range of marine organisms have been progressively removed from the market, and manufacturers are developing effective ways to minimize biological growth. In recent years, the list of hazardous materials has expanded to include Tributyltin (TBT)—an effective tin-based

compound in bottom coatings. It remains legal for vessels longer than 82 feet, but its days are numbered. The significance of this development is crucial to competitors sailing to or shipping boats to Europe, where tin has long been completely outlawed. Boats entering European waters must have a document detailing the coatings applied to their underbody—each layer, not just the last coat.

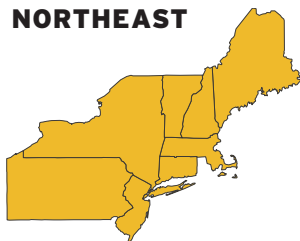
Copper, too, is now in the sights of regulatory researchers, and is already outlawed in some parts of Europe.

Consequently, new renditions of antifouling coatings must be made with less toxic or even non-toxic material. Making biocides that don't end up in the environment is a priority, as is further development of coatings that are too slick for organisms to attach to. Progress has been made, but we have yet to surpass the performance of conventional top-of-the-line biocide-loaded paints, which are not as effective as the tin-laced paints that have disappeared from U.S. and European chandlery shelves. Sailors are

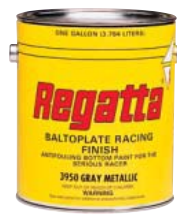
**M**ike Keyworth runs a premier boatyard operation at Brewer Cove Haven in Warren, R.I. His sage advice about bottom paint is a common-sense game plan that starts with a reminder that two years ago the winner of the J/24

Worlds campaigned a wet-sailed boat with a carefully wet-sanded Interlux Baltoplate finish. Mike's team at Cove Haven favors Baltoplate or VC Offshore for bottom finishes on high-end race boats that are cleaned regularly. Mike also feels that club racers looking for the right compromise between antifouling quality and a smooth surface will do well with an abrasive coating such as Awlgrip's Awlstar Gold Label.

#### NORTHEAST



Raceboat finish guru



Randy Borges, co-owner of Waterline Systems, in Portsmouth, R.I., concurs with Keyworth on Baltoplate and VC Offshore as the choice of champions. He also feels that VC Offshore yields the most user-friendly, wet-sandable surface of all the options. "The paint's antifouling quality is so-so, but you can't beat the finish," says Borges. For club racers looking for a better antifouling paint and less bottom cleaning, he recommends Micron 66 over Pettit Vivid, but he says both products can be effectively wet sanded before launching.



#### SOUTHERN STATES

**F**loridians face some of the worst fouling problems in the country. When it comes to picking the right paint, the combination of warm water, abundant sunshine, and a year-round boating season tips the scales toward biocide-content paint. Pros spraying racing bottoms in yards on both the Atlantic and Gulf coasts use the best high-biocide paints they can find, and they tend to apply more material than their northern cousins. Many club racers from Texas to Florida opt for high-copper, non-ablative coatings such as Pettit's Trinidad, Interlux's Ultra-Kote, and Sea Hawk's Tropikote, products that keep warm-water marine growth to a minimum. These hard, high-copper, leaching paints are initially less smooth than their lower-copper-content cousins, but they can be burnished



through wet sanding to a smooth surface. Many pros in the south recommend top-tier ablative coatings, and once again Interlux's Micron 66, Awlgrip's Awlstar Gold Label, Pettit's Ultima, and Sea Hawk's Islands 77 have strong followings.

Paint is the worst thing to skimp on, and even budget-bound racers should invest in the best performing material for their part of the country. The cost of the haul out, prep work, spray application, and diver service significantly exceeds the material cost of what's in the can.

The big questions are the level of finish desired, the cost of the management routine associated with bottom maintenance, and whether or not you bite the bullet and pay for the spray application of a hard-finish product, the associated wet sanding, and also shoulder the cost of regular dive service. The other option is an abrasive, self-polishing paint that requires no wet sanding, fewer bouts of bottom cleaning, and is perhaps less effective as a low-drag surface. Do-it-yourself prep work can help lower the application cost, but many yards mandate that they do all of the bottom work.

good stewards of the environment, but when it comes to bottom paint we're still waiting for a "green" solution that can live up to the needs of the performance sailor. The status quo is a multi-track approach—products with high copper content still hold the antifouling edge. But, to racers there's a second, highly valued characteristic of bottom paint—the ability to polish it to a smooth, slick surface.

This is why ablative coatings that hydrolyze gained so much initial appeal. Their self-polishing chemistry releases biocide throughout the season, creating a near steady-state antifouling quality.

There's also the upside of a smooth surface and the ability to haul and re-launch without destroying the antifouling quality of the paint. This triple advantage is further bolstered by zero paint buildup, as well as a surface that actually grows smoother with time. The problem was that these claims were overly enthusiastic, and to really be ready for an important regatta, the bottom still needed to be wiped or scrubbed, a process that removed a significant amount of material, especially if done every couple of weeks. Thus, hard, high-copper, non-ablative bottom paints continue to have a strong

## Bottom Paint Resources

**Awlgrip:** [www.awlgrip.com](http://www.awlgrip.com)

**E-Paint:** [www.epaint.net](http://www.epaint.net)

**Interlux:** [www.yachtpaint.com](http://www.yachtpaint.com)

**Pettit:** [www.pettitpaint.com](http://www.pettitpaint.com)

**Sea Hawk:** [www.seahawkpaints.com](http://www.seahawkpaints.com)

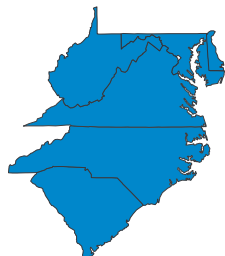
following. They provide high initial antifouling quality and can be wet sanded to a smooth surface.

In regions where the sailing season amounts to less than half the year, and the normal routine includes regular bottom scrubs, these hard, durable surfaces still make sense, especially when the bottom is painstakingly wet sanded and burnished. Seasonal paint buildup is an inherent problem with hard coatings, and over a few years the skin can become cracked, chipped, or flaked. Once this happens, it's time for a labor-intensive bottom strip and paint makeover. Care must be taken during this process not to damage the fairness of the underlying surface.

Slick, low-drag coatings are also on the market, and they deter fouling through the physical nature or lubricity of their skin rather than through copper content or other toxins. They're effective in regions where fouling is less active, but they must be carefully applied in order to develop as flawless a surface as possible. Some are soft and the surface may be wiped with a sponge, but not scrubbed with an abrasive pad. A weekly wipe down by a swimmer with a sponge keeps the surface functional for the season, but if a month of inactivity slips by, barnacles may adhere to the surface, and the show is over.

While regulations steadily eliminate biocides from antifouling coatings, other factors are conspiring to increase fouling rates. In some harbors it's increased nutrients from farm runoff or sewage treatment plants that boosts growth. Higher water temps associated with global warming, and in some cases, better water quality are associated with the higher growth rates of organisms clinging to boat bottoms. The Mid-Atlantic, for example, has been plagued by Bryozoa growth, a tenacious black mat-like coating that thrives in low-salinity conditions. Barnacle growth in southern waters is booming, and ballast water dumped by freighters brings invasive organisms to local estuaries. New products from companies such as E-Paint (EP2000 is the recommended product for racers), which use zinc rather than tin or copper look promising. ♦

## MID-ATLANTIC



**B**ert Jabin's Boatyard, in Annapolis, Md., is the epicenter of raceboat interest on Chesapeake Bay and a handful of competitors campaigning Mumm 30s, Farr 40s, and bigger boats are opting to dry sail and eliminate the bottom paint issue altogether. Their faired and epoxy-primed hulls and foils are fin-

ished with Awlgrip 545, or InterProtect 2000 and wet sanded to a 600-grit finish. The cost of in-and-out Travellift service well exceeds annual bottom paint and cleaning expenditures, but the pristine condition of the surface before each race has significant appeal.

Mainstream racers in the Mid-Atlantic face a lengthy season with high water temperature and critters that stick to the hull along with a summer bloom of stinging sea nettles that punish crew members who attempt pre-race bottom wipe downs. The nettles lessen the enthusiasm for bottom cleaning and enhance interest in top-end ablative coatings such as Awlgrip's Awlstar Gold Label, Pettit's Ultima, and Interlux's new Micron 66.



## GREAT LAKES



**D**ave Irish, a Mumm 30 racer, owns two Irish Boatshop locations, full-service marine facilities on Lake Michigan. He's quick to remind those of us burdened with salt on our decks that, in his neck of the woods, clean, cool lake water is kind to boat bottoms, and the coating of choice among racers remains



VC-17, a hard paint that delivers a smooth surface along with enough biocide to chase away the critters. The majority of club racers have

the paint rolled onto the surface while the top-end competitors opt for a sprayed finish. His paint crew also does quite a bit of Interlux InterProtect barrier coat applications. This sprayed epoxy primer sands smoothly and can be polished to a hard, durable finish. If regularly cleaned during the season, it can provide a good non-antifouling race bottom finish.

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# Lewmar Reinvents the Winch Handle

THE ANNUAL UNITED STATES SAILBOAT Show, held in Annapolis, Md., is always a great place to check out boats and gear. This year, we harvested a bumper crop of products introduced at the show, including the **Lewmar OneTouch Winch Handle**, our first candidate for the 2007 "Why Didn't I Think of That" award.

The unique aspect of the OneTouch is its release button, which is integrated into the handle's horizontal arm. To insert the handle into the winch, simply squeeze the handle. To remove the handle, squeeze again. It's a one-handed operation, easy to do even in the heat of a tacking duel. Two spring-loaded pins, driven by the trigger, either lock or unlock the handle as needed. We used a pre-production demo, as did the crew on the Volvo 70 *Ericsson*, and it worked great.

The OneTouch is available in three versions: Single Grip, Power Grip, and Double Grip, and fits any manufacturer's



Lewmar OneTouch Winch Handle

winch. Prices start at \$103 for the Single; \$107 for the Power Grip; \$145 for the Double Grip. [www.lewmar.com](http://www.lewmar.com)

**Samson** now offers **AS-78**, a 12-strand rope using the latest Dyneema fiber, **SK-78**, which, according to Samson, has 80-percent less creep than **SK-75** [creep is different from stretch, and has been one of the few problems with Dyneema. As one rope guru explained to us, creep theoretically never stops]. **AS-78** is reportedly 15 percent lighter than **SK-75**, and is touted as being more durable. It's designed for use as hal-



ON TEST: CLUB SWAN 42

The Club Swan 42 is the ninth one-design keelboat sponsored by the New York YC. While the Swan/Frers pedigree is nice, and the performance predictions look sparkling for a 42-foot racer/cruiser, it's the support of club members—24 put down deposits before even setting eyes on hull No. 1 this fall—that has put this boat on the fast track.

At more than \$600,000 on the water, this 42-footer is more expensive than most similarly sized racer/cruisers—it is after all a Swan, with a comfy interior. Building a class one owner at a time at that price might've proven difficult, but with more than 30 already locked in, we can look at the attributes of the boat without worrying whether we'll ever see enough on a starting line for enjoyable one-design racing.

Of all the things that stood out about this boat during a short test sail in October, it's the clean deck layout. Halyards are led underneath the coach roof, and the mainsheet under the side decks. The cockpit is plenty roomy, a feeling accentuated by the twin wheels, which also give the helmsman a great view of the telltales.

At 1,175 sq. ft. upwind, 2,652 sq. ft. downwind, the sail plan is powerful, especially downwind where the masthead, sprit-flown asymmetric is 20 percent bigger

LOA	42'6"
LWL	37'
Beam	13'
DSPL	5,166 lbs.
SA (u/d)	1,175 sq. ft./2,652 sq. ft.
Draft	8'9"
Design	German Frers Jr.

than that of the Swan 45, a boat that's 40 percent heavier. Yet upwind, in a gusty 8- to 18-knot northerly, the boat tracked beautifully, with just a flick of the wheel to leeward required to keep it tracking in a straight line when gusts put it on its ear.

Tuning the two-spreader carbon rig and maximizing the drive from the IRC-optimized main will be vital to good upwind boatspeed, and a challenge for the mostly amateur crew specified by the class rules. One-design rules stipulate an owner/driver and only two Category 3 sailors, neither can be paid to sail. Downwind, with the speed reaching 15 and 16 knots in heavy air, handling the enormous spinaker will require precise timing and a degree of athleticism, but it's a challenge amateur sailors should be lining up to take. The Club Swan 42 is a great platform for Corinthian one-design racing, and should hold its own in IRC buoy racing and distance events.

—STUART STREULI



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### Samson AS-78

yards, running backstays, and control lines, and is probably best suited for lines that carry a static load, such as halyards for roller-furling sails. [www.samsonrope.com](http://www.samsonrope.com)

Perhaps inspired by SW Editor Dave Reed's critique of spray tops in the April '06 issue of SW, Italian performance clothing manufacturer Slam has introduced the RC Spray Top to its line for 2007. Reed's review praised Slam's ATS spray top, specifically its fit and high level of comfort, but bemoaned the lack of a front pocket. The breathable RC top has a large, waterproof front pocket with a Velcro top fastening, and many other technical details, including reflective patches on the shoulders, two collars, and thermo-taped stitching. [www.slam.it](http://www.slam.it)



Schaefer Tuff Luff Aero

Schaefer updated its Tuff Luff line of headstay foils with an air-flow-friendly shape, and has appropriately named it Tuff Luff Aero. Using a proprietary polycarbonate that's said to be lighter, stronger, and more durable than previous Tuff Luffs, the Aero is also said to be more resistant to high impacts (from flailing carbon-fiber poles, we'd guess) than previous-generation foils, and more efficient. Schaefer's wind-tunnel tests show 9 percent more lift, and wind flow attaching itself to the headsail faster, with less turbulence. Realizing that many more boats are using asymmetric spinnakers, the engineers and designers at Schaefer improved upon the stainless steel feeder as well, making it smooth and less likely to snag spinnaker sheets. [www.schaefermarine.com](http://www.schaefermarine.com)

Ronstan now imports FSE Robline, a brand of yachting ropes new to the North American market, but familiar to



Slam RC Spray Top

sailors everywhere else in the world. Made in Austria, FSE Robline offers a complete line of rope, from Vectran dinghy sheets to Grand Prix-level PBO halyards, and everything in between. FSE Robline distinguishes itself from other rope manufacturers by using what they call Single Yarn Impregnation System. Other manufacturers braid the core and then apply proprietary formulas to provide protection from ultraviolet light and abrasion damage; SYIS impregnates individual threads before braiding, which, Robline says, provides more protection and allows each fiber to move freely. The bonus for riggers is that rope core made with this SYIS technology is said to be easier to

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Billy Black Photo

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Gill Softshell Race Jacket



Gill Convert Jacket

splice. Another product made by FSE Robline that caught our eye was their mooring pennant, which is made with a rubber core, which works as a built-in shock absorber. [www.ronstan.com](http://www.ronstan.com)

For 2007, Gill stepped up its line with a bunch of innovative, season-oriented sailing gear—its best ever cool-weather offerings. Among the numerous new base layer options is the **i2 Tec** (shirts, one-piece, and pants), which uses Polartec Power Dry, an incredibly soft wicking fabric with an antimicrobial coating (which you'll enjoy on Day 3 of your distance race). There are a few new mid-layers to

choose from, as well, but the one that absolutely trumps all is the **Convert Jacket** (available as vest, and saloppettes, too). The combination of water repellent Rip-stop Nylon (lightweight) and lofty synthetic batting (warm and lightweight) make you feel as though you've slipped into a lightweight sleeping bag. For in-shore racing, pile on top of this the **Softshell Race Jacket**—a stretchy, breathable, and waterproof top so light and comfortable, you'll wear it even when you don't need to. Convert Jacket, \$149.95; Softshell Race Jacket, \$199. [www.gillmarine.com](http://www.gillmarine.com)

—TONY BESSINGER

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During our Boat of the Year testing we used the **Geko 201 GPS** by Garmin. Great features include the unit's small size, accuracy, intuitive interface, and the speed at which it "wakes up," even from a cold start. [www.garmin.com](http://www.garmin.com)



For a detailed review of these products, and others we've reviewed, visit [www.sailingworld.com](http://www.sailingworld.com)

COURTESY GILL (2), GARMIN, TONY BESSINGER

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# From the Experts



BY MARK RUDIGER

## The Art of Cloud Hopping

WITH SO MANY ELECTRONIC NAV TOOLS available to the modern offshore navigator, it's easy to get bogged down in routing programs and GRIB files, only to have all that valuable information go out the window when small, but race-defining cloud features appear on the racecourse. Of course, taking advantage of any cloud features that pop up during the race is what you're looking to do, and the only way is to prepare, anticipate, and

eventually negotiate. It's impossible to cover all scenarios in this article, but I'll use a few examples to demonstrate how preparation and proactive "cloud hopping" can win you a race or two.

### The tools for the job

To understand what's happening locally on the racecourse at any given time, it's important to first have a look at the big picture. For this, I use all forecast

### RULE OF ENGAGEMENT

The basic rule for sailing in clouds is to engage them where there will be wind. In the example above *Cloud Hopper* tracks the movement of *Cloud Nine*, altering course to encounter the downdraft gusts ahead of the cloud while avoiding the variable wind behind the smaller, low-level cloud ahead. Meanwhile, *Oblivious* fails to react and wallows in *Cloud Zero's* lighter winds.

ILLUSTRATION BY JOSEPH COMEAU

tools available before and during a race, including GRIB files and routing programs. I also look at cloud patterns and possible squall scenarios, and one of the more powerful tools for cloud observation is a real-time satellite imagery program (see Rudiger's *Cloud-Hopping Resources*, p. 56), which gives you a recent picture that typically has a better resolution than what you can get off the Internet. Otherwise, accessing satellite pictures available on the Internet and getting a feel for their patterns is the next best option. Before leaving the dock, try all the websites you're thinking of using and make sure that the slower download rate on board will work while you're underway. Weatherfax, or images on the Internet produced for Weatherfax, is still one of my favorites as well.

A radar unit, which you can use to analyze the formation and travel direction of a cloud feature, as well as its density and possible gust potential, is a valuable resource as well, but on the boats I sail it's getting harder to convince the "speed merchants" to carry the weight and windage that comes with it. Radar adds a safety element no matter what, especially if fog or squalls are expected, but I've won races because I've had one onboard, and I've won races without one. If the race will take place in a tropical or cold-water venue, I'd favor having it, especially on a larger boat, where the radar's weight is less of an issue.

The most basic and heavily used tool, of course, is a hand-bearing compass, which you'll use to track the movement of clouds or squall cells. If you forget the hand-bearing compass, you can sight over the boat's steering compass.

### Working the clouds

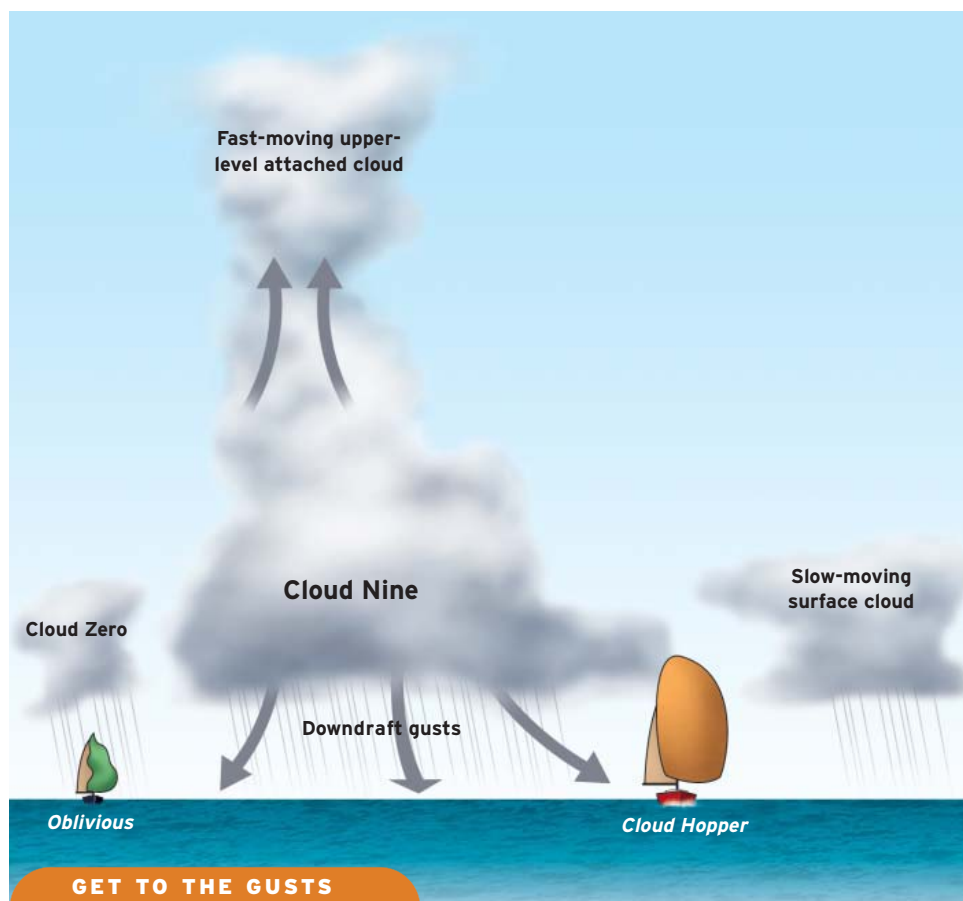
During the pre-start there should be a discussion with the watch captains and crew about scenarios that may crop up during the race. At this point you can also determine when to alert the navigator of a possible change that could be strategized upon. For example, when racing in mid to lower latitudes around high-pressure zones, and typically when sailing into warmer water, squalls and squall lines can develop quickly. This is a development that requires the navigator's attention because transitioning through the squalls can reap immediate benefits. I can account for many victories because of this.

How is this done? Follow along and you'll see how preparation and a proactive strategy make it possible. Illustration

1 (at left) shows two boats running downwind to a finish, which is about 80 miles away. At roll call, they're neck-and-neck while entering a squally area. The watch captain, crew, and navigator onboard *Cloud Hopper* are keeping an eye out for squall clouds, and they see a particularly large one (Cloud 9) with clouds towering higher than the rest.

After tracking the direction and speed of movement with their hand-bearing

also observe that they are overtaking a smaller cloud ahead, which seems to have stalled (this happens quite often, especially when a particular cloud cell is decaying), so they change their course and head up to avoid the cloud ahead and engage fast-moving Cloud 9. Suddenly, the wind increases and lifts. As it does so, they jibe and enjoy a swift ride to the finish with all hands on deck, jibing as often as necessary to keep the ride going.



**Cloud Hopper's navigator observes that Cloud Nine is attached to upper-level winds and would therefore be moving faster toward the finish than smaller nearby clouds moving with surface wind. He makes the smart decision to alter course and hook into the downdraft gusts ahead of the cloud.**

compass and radar, *Cloud Hopper's* crew observes that Cloud 9 is also growing in size and intensity, and will cause local shifts and pressure. When a cloud is growing, I visualize it inhaling the wind all around it. If a cloud is decaying, it's exhaling. A large enough squall cloud can act like a small, local low-pressure system, and a boat on the windward or northern sector (in the northern Hemisphere), may observe more wind than a boat on the southern sector.

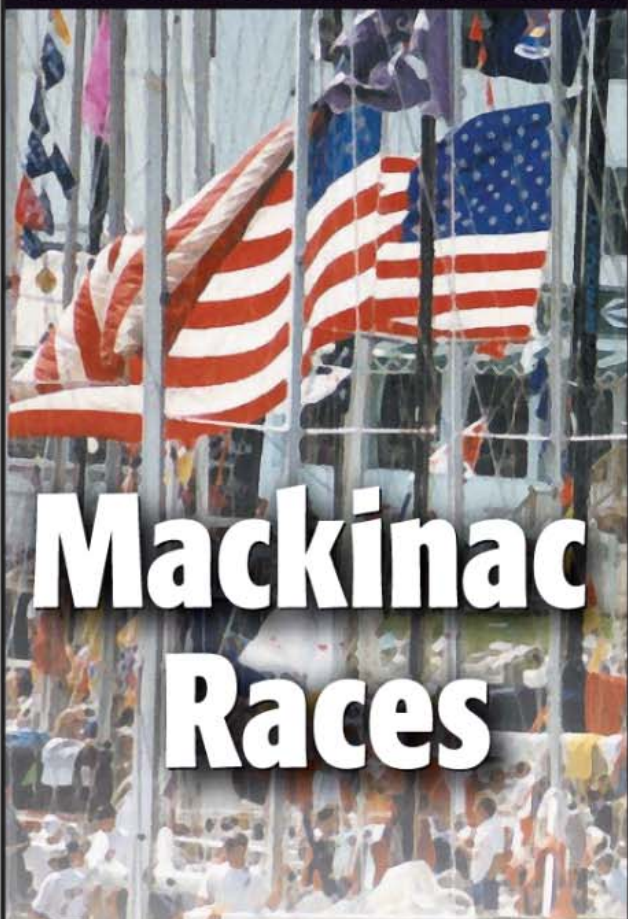
Our friends on *Cloud Hopper* note that Cloud 9 is traveling faster and closer to the mark than other nearby clouds. They

(Illustration 2 shows what you might see from the race committee boat looking up the course at the boats coming downwind for their finish.)

Meanwhile, *Oblivious*, positioned to the south, is having a slow go with Cloud Zero, stuck in its light-air wake. The crew is to leeward and the drifter is slatting against the rig. To the crew of *Oblivious*, the cloud to their north looks foreboding, and they're content to wait until it dissipates or moves off. Seems simple enough, but race after race, this scenario unfolds, and of course, the guys that get it right are geniuses. The guys



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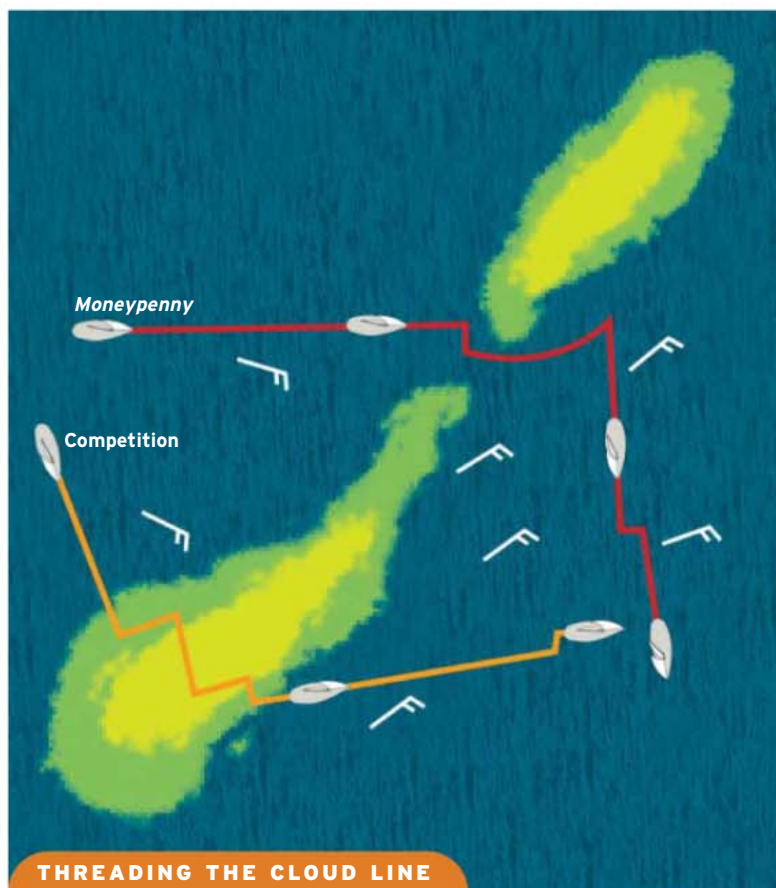


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## THREADING THE CLOUD LINE

Using visual observation and Weatherfax software, *Moneypenny's* navigator plots the clearest passage possible through a cloud line created by a weak high-pressure ridge. Once through, *Moneypenny* encounters a 20-degree left shift and better pressure. Despite sailing extra distance away from the finish, the well-planned passage is a gain on their competition.

that get it wrong are darn unlucky.

It's important to understand that not all clouds move at the same speed or in the same direction, and in Illustration 1, we can see by the large arrow that clouds that are well formed and rise into upper-level winds will travel much faster than those at lower levels. These upper-level clouds also travel in the direction of the upper wind (more parallel to the isobar lines) and are more likely to bring brief, but strong gusty winds. These winds are briefer ahead of the cloud because they're moving off rapidly, compared to your boatspeed.

In this scenario, *Cloud Hopper's* navigator likely asked himself several questions: Do I want to go in the direction the fast-moving cloud is traveling? Do I need to engage this cloud to avoid other slow-moving clouds, regardless of where it takes me in the short term? Is the large, fast-moving cloud growing, holding, or dissipating? Such questions need to be discussed sooner, rather than later, because the watch captain may need to rouse the rest of the crew to jibe or peel, and sometimes change to a headsail to escape the dead-air zone at the backside of a cloud.

The navigator must also be fairly forceful (convincing) in these situations to persuade watch captains or crewmates to sometimes jibe away from the favored jibe or a nearby competitor. But at the same time, he or she must remind everyone that it's a short-term strategy to either make small gains on



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<b>Detroit, MI</b> .....	4/21 & 4/22
<b>Erie, PA</b> .....	3/10 & 3/11
<b>Fort Worth, TX</b> .....	2/17 & 2/18
<b>Halifax, NS</b> .....	TBA
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## Rudiger's Cloud-Hopping Resources

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shifts, or to stay in good pressure in order to avoid a parking lot.

I try to clarify with my teammates before a race starts that we're not going to win every cloud engagement, but, if we engage them proactively, and win the majority of them, we'll likely beat the guy that's reacting. Conservative strategy and tactics usually produce conservative results.

One recent example of cloud strategy played out during the 2006 Newport Bermuda Race. Onboard the Swan 601 *Monypenny*, we were facing a light-air upwind scenario, and with most of our competition on the eastern route playing both sides and the middle in light air, there were big gains and losses to be made on shifts. The Weatherfax analysis and forecast were showing a cloud line associated with a weak ridge of high pressure, but the satellite pictures weren't showing this very well, so visual observation was key. We decided to play the left hard all the way (conservative strategy generates conservative results) and were looking for the best time to tack on a permanent left shift. Too early and we'd miss the shift, too late and we'd overstand and get beaten by someone cutting the corner.

We had been playing smaller shifts through local clouds and came in sight of the TP 52 *Bambakou*. At the time, we knew most of our fleet had worked more to the right but closer to Bermuda. The ondeck watch spotted a dark area of clouds with rain and called me on deck. I could see that on our present course on port we would sail into a dark area where several clouds had stacked together. We thought *Bambakou* was just far enough ahead to make it through before that path closed down (and we later learned from them that had we followed, we would have parked). We decided to tack to starboard toward a clear area in the cloud line, even though starboard tack was less favored.

Once on our new tack, the clear area we were aiming for started closing in as well, and we encountered shifty light winds with rain for a period. We had determined before—from Weatherfax and visual observations—that the shortest way through the line was on starboard, so we had to stick to our conviction. Sure enough, we broke through into clear skies and shortly into better wind with 15-degree left shift. We tacked to port, and except for a 15-minute tack to take advantage of a shift from a local cloud, we laid the finish perfectly from nearly 30 miles away. As it turned out, we needed that entire shift with pressure to beat the guys that had gone right or up the middle.

The obvious lesson here is that no matter how far ahead or behind, one cloud or cloud line can take you from zero to hero or vice versa within minutes, so watch and learn from them. While you pick your way through a cloud minefield it's helpful to use a Wet Notes pad and draw a bird's eye view of the strategy you're trying to achieve; mark the direction the clouds are moving, how you think the wind will shift, and then sketch out the path you'll take to victory. Clouds, squalls, and cloud lines are not always random occurrences; you can capitalize on them as long as you plan before you engage them. ◆



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# Alan Field, Championship of Champions



ALAN FIELD, A 48-YEAR-OLD REAL ESTATE developer and Farr 40 owner from Los Angeles, never imagined he'd find himself competing on Lake Maumelle, a man-made reservoir west of Little Rock, Ark. Ditto for doing so in the hard-chine, 18-foot Y-Flyer scow. At the suggestion of his crew Steve Hunt, after winning the 2005 Martin 242 North Americans, they applied for a slot in US SAILING's invitational Championship of Champions, hosted by the Grand Maumelle SC in October. As it turns out, their trip to Arkansas was a good idea: after two days and 13 races in all sorts of conditions, Field and Hunt topped 20 national and North American one-design champions.

**What was the allure of this event for you guys?**

There was the challenge of an unfamiliar boat and venue, and the interest to go and get on an even platform and see who really is the best sailor. With this event the learning curve is steep, and that's exciting. I've spent a lot of time on the Farr 40 learning curve, and this is a one-shot deal

where you can't take your time trying to figure it out.

**What sort of preparation did you focus on beforehand?**

My biggest concern before the regatta was that the Y-Flyer champion [Will Hankel] would be there. But a bit of research showed that, historically, the class representative hasn't won the regatta. They take some of the "knowledge" away from the class representative by pinning the shrouds at one setting, and not allowing you to adjust anything, which makes the boats more equal. It comes down to sailing skills, not to having the rig tuned to specific conditions. In one way the class rep is actually at a disadvantage because they're used to being able to skin the cat the other way.

**OK, but how'd you figure out how to sail the boat?**

We tapped into our dinghy experience as a resource [Field grew up racing dinghies, and Hunt campaigned a 470 for several years], and we explored the Internet looking for Y-Flyer information and tuning guides. We sent e-mails to Y-Flyer

**Strangers in a strange land: Farr 40 and Martin 242 sailors Alan Field (at helm) and Steve Hunt, from Los Angeles, triumphed in in Y-Flyers at US SAILING's 2006 Championship of Champions on Lake Maumelle, Ark.**

sailors asking about the boat and the tricks, but once we got to the regatta we quickly learned that the tuning guide was useless and that the tricks were mainly associated with rig tune. We went out a few hours before the regatta and really practiced tacking the boat. We found that most of the boats had the ends of the traveler line all nicely tucked away, but we ended up taking the knots out and running it so we had a system where I adjusted the traveler in the first part of the tack, and Steve handled it in the second part. We really focused on being smooth and getting the boom up on centerline faster than most people tended to.

I've never sailed a boat with so much lee helm in a breeze. It was counter intuitive—when [in most boats] you get a puff, you want to release the mainsheet and push through. But with the Y-Flyer,

the mainsheet controls your headstay tension, so you end up with a fuller jib when you dump the main. It took us a while to figure it out, and that's where August Barkow [C Scow national champion] really blew our doors off in the breeze. He knew to overtrim the main and move back in the boat to get more leverage on the tiller.

**With the limited time you had, what did you focus on once you got to the venue?**

The first thing was boathandling—tacks, jibes, and keeping the boat underneath us. From there it was getting used to sailing the boat with heel and finding where we had to sit to get it right. There are so many things you can do, and while we were experimenting we noticed a lot of the other teams were focused on straight-line speed testing. We figured that with 20 races planned, and with boat rotations, that the races would be short collegiate-style. In that type of racing, boatspeed is less important; boathandling is critical.

**How did you approach the fleet, given the variety of backgrounds?**

Our game plan was straightforward from Day One: make good use of our practice, glean as much information as we can from people in the class, and get comfortable with the conditions on the lake. With so many races, we were conservative: clean starts, no tangle ups, and no boat-for-boat duels. Our first day went exactly to plan. We started midline and stuck to the same goal I always have when racing in the Farr 40—be in the top 5 at the weather mark. In a 20-boat fleet with so many races, that's all we needed in order to be in the hunt on the last day, which is where we ended up.

On the last day we won back-to-back races, and after that it was all about fleet management. Steve did a great job of keeping track of where people finished. Our priority after each race was to not switch boats right away, but rather hang out by the finish line and take notes on where other people finished. Then we'd do the math to determine whom we needed to stay with. We started the last day 6 points out of first and finished the day 6 points up, and that's because we had two wins and kept score to make sure no one could get enough points on us in the last couple of races. We always kept ourselves in contact with the players.

**How did you make good use of time between rotations?**

On the first day we made sure we were one of the first to change and quickly went through what we learned in the previous boat, i.e., untie the traveler, take the halyard coils off the mast and tape them below deck so they wouldn't foul the jib sheets, check the whisker pole setup. Then we'd sail on both tacks, write down our compass numbers, check the jib leads, get to the line, check in, and start looking up the course.

**How about at the end of the day?**

Steve and I debriefed at the end of the day like we do on the Farr 40, and sometimes at the end of a particular race. Each day we got up early, and over breakfast Steve would read our notes from the day before, and as we were getting to the club, he'd re-read our bullet-point notes, and review what we learned and what we should focus on for the day.

---

Lightning champ Matt Burridge, with crew Paul Hanson, was second overall at the Championship of Champions. Third through fifth, respectively, were Barkow and Jeff Niedziela, Paul Abdullah and Nick Turney (Interlake national champion), and Joe Kutschenreuter and Colin Smith (X-boat national champion). For complete results, [www.ussailing.org](http://www.ussailing.org)



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# Staying Ahead on the Final Beat

WHEN DISCUSSING STRATEGIES, IT'S EASY TO treat the first beat and the last beat as one in the same, but they're not. The first beat is a time to move away from the fleet into a leading position. The last beat is about staying ahead in the race, and more importantly, staying ahead in the standings.

As you approach the leeward mark for the last beat, make a big-picture assessment by asking a few questions: What's the wind doing? Is the current favorable or adverse? Which side of beat paid in earlier races? If your game plan worked on the first beat, and conditions are the same, go towards that side harder if you're sailing a short course. If your game plan didn't work on the first beat, or the conditions have changed, devise a new plan. Once you assess these factors, evaluate where your competition is and what you need to do to either try and pass or stay ahead.

Your other objective is to be in phase, sailing toward the next shift as quickly as possible after rounding. If you're sailing toward the leeward mark without needing to change course and you're easing sails or poling back, you're lifted, so you should consider remaining on that lifted tack after rounding. If you're easing the pole forward or trimming the sails harder as you reach the bottom of the run, you're headed. In this case, consider tacking into a clean lane on the lifted tack as you exit the mark.

No matter your intentions after the rounding, always approach the leeward mark wide and exit tight, maintaining your speed through the turn. Passing the leeward mark tight allows you to briefly luff during the rounding, which puts you above the centerline of boats behind and ahead and gives you a lane out of the mark. This luff also prevents another boat from hipping up on your weather quarter, which could prevent you from tacking when you want to. Also, never round a leeward mark with your bow trapped to leeward of the boat ahead; you're starting the beat in a dirty lane with no option to tack.

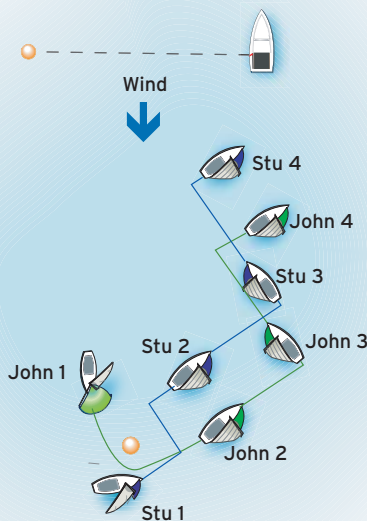
If you round the leeward mark with a lead, and the objective is to cover a boat that's behind you, take one short hitch toward the fleet coming downwind. Once

the distance is halved, tack back and you'll be directly to windward of the boat you need to cover as they exit the mark. You can control them from here.

## When to herd the competition

If you round near the top of the fleet, it's logical to wonder whether you need to cover the boats behind. The answer depends on where you are in the series. If you are sailing an early race in a regatta, or if your competition is not directly behind you in a later race, consider herding the fleet. When herding, the strategy is to stay between the fleet and the finish line, using your speed while directing the competition toward the next shift or favored side of the course. By doing so, you minimize the amount of leverage you give to other boats, and limit their ability to pass you. In order to make this strategy work, however, you need to set up in a controlling position by positioning yourself abeam and to windward so your wind shadow is not affecting the boats to leeward on the same tack. This allows your

**Stu leads John around the mark and promptly positions himself upwind in order to give John a clear lane to the right. When John tacks to the middle, Stu applies a tight cover to redirect him. Once he's done this, he keeps a loose cover to comfortably stay between John and the finish.**



competition to sail toward the favored side with a clean lane where you can keep tabs on them. If they tack away you can do the same, and then hit them hard with a tight cover to redirect them back toward the side you wish to go. (Or, if you feel strongly that they're going the wrong way, you can let them go.) When herding, it's useful to push the fleet to the layline where they'll be unable to pass.

## When to cover a competitor

You should only cover a particular boat when you need to beat them in a particular race. This may occur in early races within a regatta as you make the final approach to the finish line, or when you wish to maintain your position over a short distance. It's often nearly impossible to match a boat tack-for-tack and stay on their wind. A tacking duel is usually not necessary because your objective is to stay ahead of an opponent and not hurt them. Furthermore, with a tacking duel, all you do is lose ground to the rest of the fleet. Most commonly, though, a covering strategy is a last-race tactic where you need to beat a particular boat for an overall finishing position in the regatta.

Covering is a difficult skill to execute well, and you should know when to use a tight cover or loose cover. A tight cover is an aggressive tactic where you position your boat to windward so your wind shadow directly affects the boat you wish to cover. The idea is to slow them with your dirty air. If your masthead fly is pointed directly at the boat you're covering, you're affecting its wind. A wind shadow is more damaging in lighter conditions, projecting disturbed air as far as ten times the height of the mast to leeward.

The strategy of a tight cover is to control an opponent with your wind shadow in order to keep them behind. The boat being covered must make a choice to either continue in this dirty lane or tack away. This tactic will either slow them down or force them to go the wrong way. The danger of a tight cover is you're letting

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another boat dictate how you sail a race if you match them tack-for-tack. So use a tight cover for only short periods of time during a race where you're forcing a boat to make undesirable choices, such as sailing in a dirty-air lane, forcing them to go the wrong way, or when you absolutely have to stay ahead of a boat.

It's also important to remember that if you cross a boat by less than one boatlength on opposite tacks, it's hard to tack and plant a perfect cover on that boat. In a tight cover, you need to balance your distance to windward and the effect of your wind shadow in controlling the boat behind. Likewise, if you cross ahead of a boat by more than 10 boatlengths, your wind shadow will have no effect on its air, and all you can do is loose cover.

A loose cover is a good way to stay in touch with a boat that you want to continue sailing in the direction you're going. Similar to herding, you basically stay between the finish line and the opponent while you give them a clean lane to sail. There are some finer points to remember. In a loose cover in an oscillating breeze, you should consider tacking ahead and to leeward, always leading the covered boat into the next shift. Then, tack before they do in the new shift for a gain. In a persistent shift, or when a boat is sailing toward a layline, cover from weather, staying between them and the finish line. If you want them to continue sailing in a certain direction, give them a clean lane, and only use your dirty air to make them tack if needed later.

In a loose cover, you can allow a boat to sail the wrong way, but once you're on opposite tacks, quickly consolidate anytime they start to sail toward the favored side. With a loose cover, you'll find that you will use your speed, rather than the position of your wind shadow to stay ahead of a competitor. You can release the other boat from your cover if you're already laying the mark, sailing a big lift, or you're absolutely sure they are making a mistake and you are going the right way. If you have to beat a particular boat, you find that your cover strategy is a combination of tight- and loose-cover tactics—hard cover when sailing the correct way and loose cover when going the wrong way.

If you lose your cover, do not sail off in desperation; by sailing away, you're less likely to pass the opponent you just lost. Also, keep this in mind if you find yourself behind a competitor you need to beat in the series. The easiest way to lose to them in the regatta is to take a flyer in the hope of passing them. This approach is sure to open the point spread between the two of you. The disciplined approach to staying ahead in the series is to sail the race in order to minimize the point spread between and have the confidence that you'll either pass them in that race, or make up and put points on them in the next. Sail smarter, faster, and grind them down by executing the correct moves. This gives you a fighting chance to pass.

When you find yourself sailing in a defensive mode on the last beat, you are sailing to maintain your place and add as few points as possible to your score. Avoid tight covers and tacking duels with a single boat because they will only drag you back into the fleet. You may stay ahead of the boat you need to cover, but you may lose points to the fleet. This might be OK in the last race of the regatta if you have a cushion, but not in the first race. Early in a regatta, the goal is to minimize your points and keep your score low. That's why it's important to understand the differences between covering a boat and herding the fleet. Covering keeps you ahead of one boat, herding keeps you ahead of the fleet. In either case, you still need to sail the shifts better than other boats to stay ahead, so keep track of the wind. And one final point: let the gambler go. The last-beat flyer only works once in a while, and it's only 1 point. ♦

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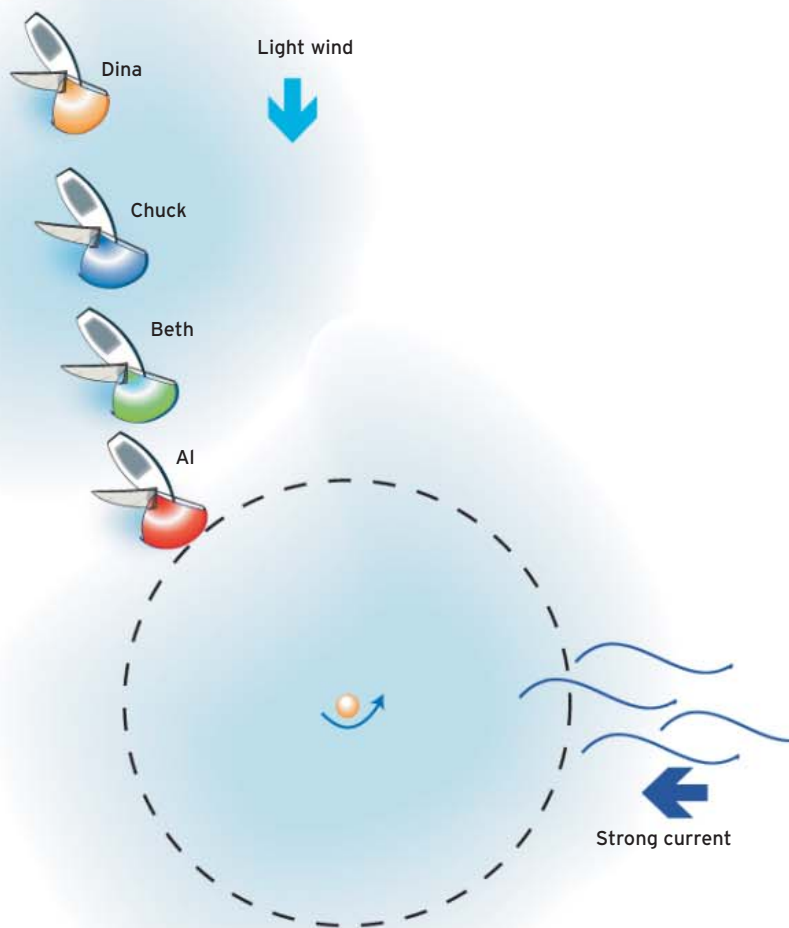
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**When three or more boats meet, you must apply the rules to each pair of boats to determine rights and obligations.**

*overlap* on Beth continued throughout the rounding. These three lost speed as they neared the *mark*, and Dina overtook them.

Dina was *clear astern* of Chuck when Al reached the *zone*, and she was still *clear astern* of Chuck when Beth reached it. However, she did establish a small *inside overlap* to windward on Chuck before he reached the *zone*.

**Which boats were required to give room and to whom?**

To answer this question it's important to keep in mind that the rules of Part 2 apply to pairs of boats. Therefore, we must apply the rules between Al and Beth, Al and Chuck, Beth and Chuck, Al and Dina, etc. Hang on. Here we go.

Al and Beth were *overlapped* when Al reached the *zone*. Rule 18.2(a) required Al to give Beth *room*. Rule 18.2(b) required him to continue to give her *room* until both of them had left the *mark* astern, and to do so even if the *overlap* between them had been broken before or during the rounding. Rule 11 also applied and required Beth to *keep clear* of Al.

The definition *Clear Astern* and *Clear Ahead*; *Overlap* states that two boats "*overlap* when a boat between them *overlaps* both." When Al reached the *zone*, Al and Beth were *overlapped*, Beth and Chuck were *overlapped*, and Beth was between Al and Chuck. Therefore, when Al reached the *zone*, he and Chuck were *overlapped* and so Rules 18.2(a) and (b) applied between them just as they did between Al and Beth.

Beth and Chuck were *overlapped* when Beth reached the *zone*. Therefore, Rules 18.2(a) and (b) applied between Beth and Chuck, just as they did between Al and Beth and between Al and Chuck.

What about Dina? When Al reached the *zone* Dina was *clear astern* of Chuck. Because neither Beth nor Chuck, who were each between Al and Dina, *overlapped* both Al and Dina, Al and Dina were not *overlapped* at that critical moment. So Rule 18.2(c) applied between Al and Dina, and Dina was not entitled to *room* from Al. If I had been Al's tactician, at the moment when I judged our boat had reached the *zone*, I would have hailed loud and clear, "Dina, you get no room from us!" Beth also reached the *zone* before Dina *overlapped* Chuck. Therefore, Beth also should have hailed to inform

## RULES BY DICK ROSE

# A Pile-Up at the Leeward Mark

JOSEPH JUST RACES J/24s OFF THE WEST SIDE of Manhattan near the mouth of the Hudson River, and he recently described a leeward *mark* pile-up that occurred in one of the Manhattan Sailing Club's summer evening races. This rounding situation we're about to explore gives Rule 18, which covers *mark* roundings, a strenuous workout. I'll describe the situation and then answer each of Mr. Just's questions in turn. When you encounter one of his questions, I suggest you put down the magazine, open your rulebook, and try to answer the question yourself before reading my answer.

Here are the facts provided by Mr. Just. A fleet of boats was broad reaching on *port tack* toward a leeward *mark* that they were required to leave to port. The next leg was

a beat to windward. The wind was light and there was a strong crosscurrent perpendicular to the wind, pushing the boats away from the *mark* as they approached it. As a result, boats approached the *mark* a bit high of the rhumb line to counter the current's effect. As the boats closed in on the *mark*, their crews began to move about while dousing spinnakers. The jostling of the boats, and the dousing of the spinnakers, caused their speeds to drop, and boats behind, with spinnakers still drawing, gained on the boats ahead.

Al was in the lead. As shown in the diagram, when Al reached the *two-length zone*, Beth had a slight *inside overlap* to windward on him, and Chuck had a slight *inside overlap* to windward on Beth. Beth's *overlap* on Al, and Chuck's

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Dina that she would not get *room*.

Let's sum up what we've established so far: Beth and Chuck were entitled to *room* from Al, and Chuck was entitled to *room* from Beth. Finally, Dina was not entitled to *room* from either Al or Beth. But wait! Dina had an inside *overlap* on Chuck when he reached the zone.

### Was Chuck, therefore, required to give Dina *room*?

Here we have to rely on a rarely used part of Rule 18. Rule 18.2(e)'s second sentence states, "If the outside boat is unable to give *room* when an *overlap* begins, rules 18.2(a) and 18.2(b) do not apply." Al was required to give *room* to just two boats, Beth and Chuck. Therefore, Chuck was unable to get enough *room* from Al to enable him to give Dina *room*. So, applying Rule 18.2(e)'s second sentence, we see that Rules 18.2(a) and 18.2(b) did not apply between Chuck and Dina and, even though Dina established an inside *overlap* on Chuck before he reached the *zone*, she was not entitled to *room*. Throughout the incident Dina was required to *keep clear* of Chuck—first by Rule 12, and later, after she *overlapped* Chuck, by Rule 11. Dina should have dropped back behind the three boats ahead of her or passed the *mark* on the wrong side.

### What should Al, Beth, and Chuck have done when Dina established an inside *overlap* and began to take *room* she was not entitled to?

A couple of basic ideas need to be stated at this point. First, Rule 14 always applies and requires boats to avoid contact if it is "reasonably possible" to do so. Under that rule, when it became clear to Al that Dina was going to try to round inside Chuck, Al had an obligation to try to avoid the inevitable contacts that would have occurred if he did not adjust his course to let in Dina.

Next, suppose Boat Y was not entitled to *room* from Boat X, but that X gave Y *room* because X had a problem—maybe the current pushed her away from the *mark* or her spinnaker dropped overboard as it was doused. If Y is freely given *room* by X because X is unable to make a close turn around the *mark*, Y may gamble and take that *room*. Y breaks no rule if she manages to *keep clear* of X throughout the rounding. However, Y breaks a rule if X needs to change course to avoid Y, or if Y's proximity to X compels X to round farther from the *mark* than she would have rounded had Y not gone inside.

Let's apply these to ideas to our four-boat incident. Suppose Al, Beth, and Chuck were set so far to leeward by the current that there was enough *room* for Dina to round inside while *keeping clear* of the three outside boats. In that case, Dina would not break a rule if she rounded inside. However, Dina would break Rule 11 if Dina's action caused Al, Beth, or Chuck to change course to avoid a pile-up occurring, or if Al, Beth, or Chuck were compelled by their proximity to the boat inside them to round farther from the *mark* than they would've rounded had Dina not been there. Finally, if contact was about to occur between any pair of adjacent boats, they both were obligated by Rule 14 to avoid the contact if it was reasonably possible to do so.

If a gate had been used instead of a single leeward *mark*, then Dina would have had an easy way out of her troubles. When she heard Al's hail of, "No *room*," she could've simply jibed and rounded the other gate *mark*. A properly set, adequately wide gate at the end of a leeward leg can help avoid complicated pile-ups like the one we've just analyzed.

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

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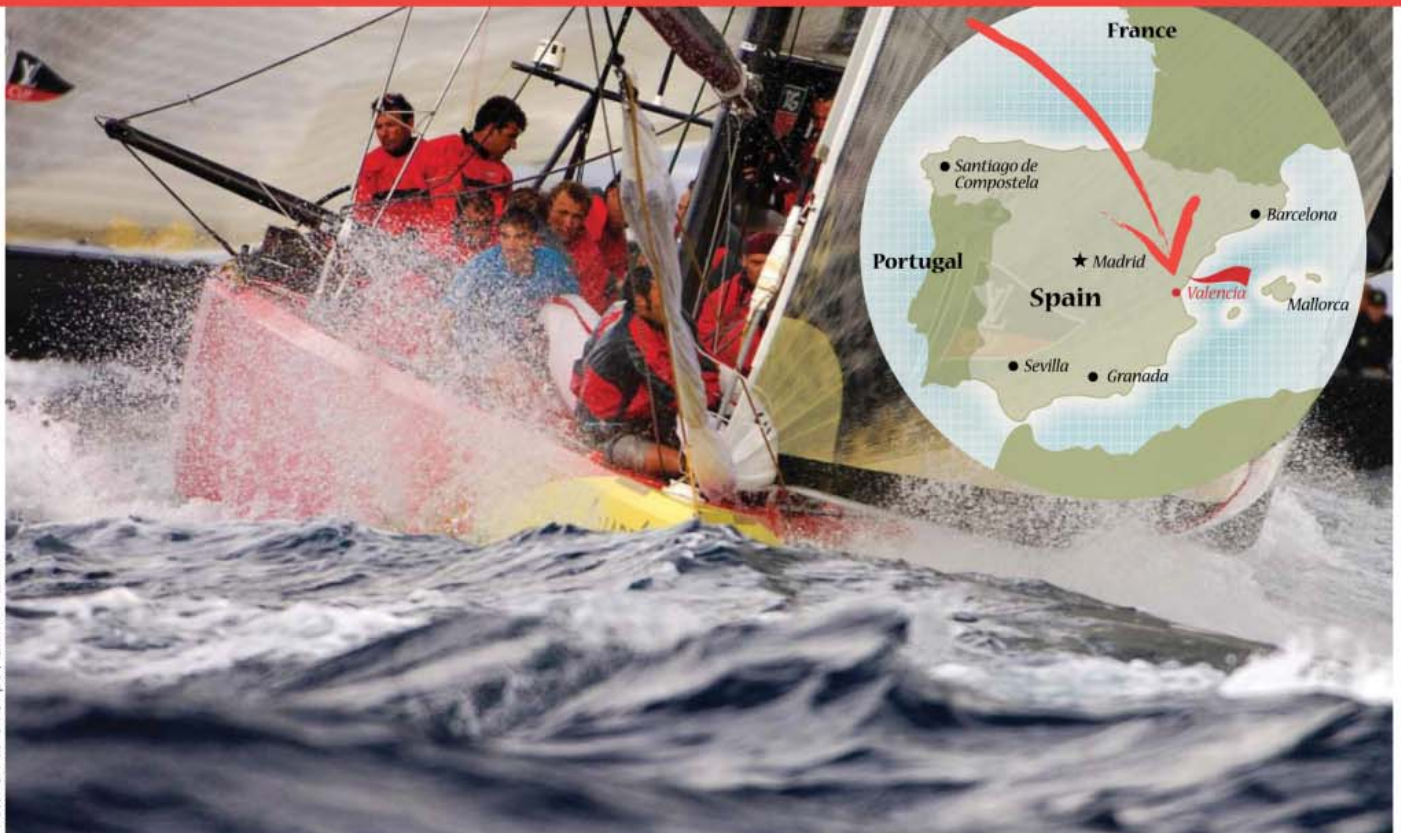
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# Swans in the Land of Plenty

Sardinia's Costa Smeralda features stunning scenery, challenging geography, and reliable wind. All three, plus the inherent style of Italy's premiere resort, were on display during the 2006 Rolex Swan Cup.

IT'S PAST 6 P.M. BY THE TIME WE TURN downwind for the finish of Race 4 of the Rolex Swan Cup. The sun is closing fast on the rugged mountains west of the Mediterranean harbor of Porto Cervo, turning the water ahead into a sea of diamonds. Only the Swan 45s remain on the racecourse—a dispute about Peroni's sponsorship of the class delayed our first start until after 3 p.m. The other 70 boats in the regatta are comfortably nestled stern to, crews relaxing by the pool or sharing war stories at the bar.

After we cross the finish line a few hundred yards upwind of the harbor entrance, and drop our spinnaker, I take a moment to look back across the impossibly blue water at 20 Swan 45s coming downwind, spinnakers vibrant in the golden light. We slice through the narrow cut and leave the village of Porto Cervo to port. The sun highlights every detail of the luxurious villas set into the rocky Sardinian landscape. Off to starboard sprawl low mansions with immaculate lawns. Hanging off the outside of the port's quay is a massive superyacht, 200 feet long if it was an inch.

Wafting through the mild evening air is the smell of grilled calamari. It makes me hungry and thirsty, but in the most pleasant way. I nod, and say to no one in particular: "OK, I get it. This place is amazing."

Great racing is largely a function of the people and boats. A large, competitive, and classy fleet can make any regatta venue memorable, but the Costa Smeralda, a 24-mile swath of Sardinian coastline

purchased by the Aga Kahn and a few partners in the 1960s, is one exception to the rule.

For Swans, especially, this venue is the ultimate racetrack. There's plenty of space for equitable buoy racing, and the labyrinth Maddalena Archipelago for quality distance racing, which is part and parcel of any Swan regatta. And the wind?

"It's like a factory of wind," says Leonardo Ferragamo, the CEO of Nautor's Swan, and a longtime member of the host Yacht Club Costa Smeralda. "They build wind here."

The connection between the exclusive Italian resort of Porto Cervo and the Finnish Nautor boatyard goes back to the first Swan Cup in 1980, long before the company came under the control of Ferragamo, well before the fashion house scion ever bought his first Swan in 1986. On the surface it seems an odd pairing—a boatbuilder known for its old-world craftsmanship and timeless style and a resort that caters to Europe's rich and trendy. But on the water, away from the expensive boutiques and vaguely Moroccan-themed buildings, it makes complete sense.

"The place has changed," says Paul Cayard, a veteran of numerous Porto Cervo events. "But what matters to us, the sailors, has stayed the same."

Northern Sardinia has long been known for its dangerous coastline. In 1855, a French frigate sailing between Corsica and Sardinia wrecked on a reef, killing 750 soldiers bound for the Crimean War. In 1993, an oil tanker crash closed the passage to commercial tankers carrying dangerous



On the final day of the Rolex Swan Cup, in Sardinia, Italy, Swan 45s tear around Isola dei Monaci and point their bows toward their finish in the swanky resort of Porto Cervo.

CARLO BORLENGHI/ROLEX



# Grand Prix

BY STUART STREULI







**Bill Kardash's *Aura* may appear to be on the edge of control, but the Annapolis-based team sailed consistently all week, finishing second in its Classic Division.**

2004 Swan Cup after its brush with the rocks, though a DNF in the third race cost Kardash any hope of a podium finish.

"It was a disappointment," he says, "so I decided I'd give it one more shot." In preparation for the 2006 regatta, Kardash made one change based on his experience two years earlier, adding a local Italian sailor he met through the shipwright that did the repair work on his boat. *Aura* opened the regatta with a pair of seconds, added another in Race 4, missed all the rocks, and finished second in the Classic Division, made up of Swan models no longer in production. The local knowledge was helpful, he says, though there are easier ways to find it. "I strongly encourage people to stay away from the rocks."

Avoiding the land was less of a factor in the Swan 45 class. The biggest one-design class in Swan history, 29 boats, gathered in Porto Cervo, and sailed six of eight races around inflatable marks. Five American Swan 45s made the trip, including Massimo Ferragamo's *Bellicosa* and Doug Douglass' *Goombay Smash*, which finished first and third, respectively, at the class's inaugural Gold Cup regatta in Key West in January 2006.

At that same event, Dick Weismann's *Vixen* struggled to stay out of last place. At the New York YC's Race Week in July 2006, the final regatta before the boats were shipped to Europe, things went only slightly better, *Vixen* finishing sixth of seven. Yet Weismann felt his team was turning a corner, and he came to Sardinia with confidence.

"We've had the boat for two and a half years," said the 68-year-old money manager early in the regatta. "We've had a number of less successful regattas, but we've gotten more proficient in the last several. We have a good tactician and mainsheet trimmer and that's helped us quite a bit. I think we're more disciplined than we've been in the past. I know I am."

The first race in Sardinia went much the way most of the races had gone on the other side of the pond, with *Vixen* finishing 22nd after being called over early. In the second race, however, Weismann and tactician Bill Hardesty shook off that result and lead the fleet around every mark, easily winning the race. The third went much the same way, another first. A third in the fourth race earned Weismann the Day 2 low-point award in the Swan 45 class.

cargo. Rather than keep Swan Cup participants away from Sardinia's most notorious hazards, the event embraces them, using rocky outcroppings as marks and squeezing the fleet through narrow passages, one appropriately named Bomb Alley.

A staple of every Swan Cup is a run through the half-mile-wide channel between the Sardinian mainland and Isola Maddalena, a channel strewn with submerged boulders. Many of the rocks are named after the boats that have run up against them, or perhaps the rock-star tactician onboard at the time.

Roy Heiner, a Dutch Olympic and Volvo legend, put his name on one in 2004 aboard the Swan 80 *Favonius*. "We got a bit too excited, too keen to win," he says. "We knew it was there; it was fairly stupid. If you get really enthusiastic, you think you can pick the boat up over the top of the rocks. But it really doesn't work like that."

*Favonius* wasn't the only boat to run afoul of the underwater obstacles in 2004. Bill Kardash's first Swan Cup as a skipper

began with an unfortunate introduction to Costa Smeralda's mean streak. "First day, first mark," he says, "I hit the bricks at Isola dei Monaci."

Kardash, from Annapolis, Md., had sailed in the event in 2000 as a crewmember aboard a friend's Swan 47. He knew then he had to get *Aura*, the 1973 Sparkman & Stephens Swan 44 he'd purchased earlier that year, to Porto Cervo.

"I was really impressed with the event," he says. "It's a fabulous place to sail. And the parties are second to none. Rather than going to an event where Swans are the rarity and you're competing against much lighter sport boats, you're racing against boats that are a similar style."

Mechanical problems scuttled Kardash's plans to ship the boat from Bermuda to Europe after the 2002 Newport Bermuda Race. But he wouldn't be denied. After the 2004 Bermuda Race, *Aura* was sent transatlantic for the start of a two-year (and counting) European tour.

*Aura* soldiered through most of the

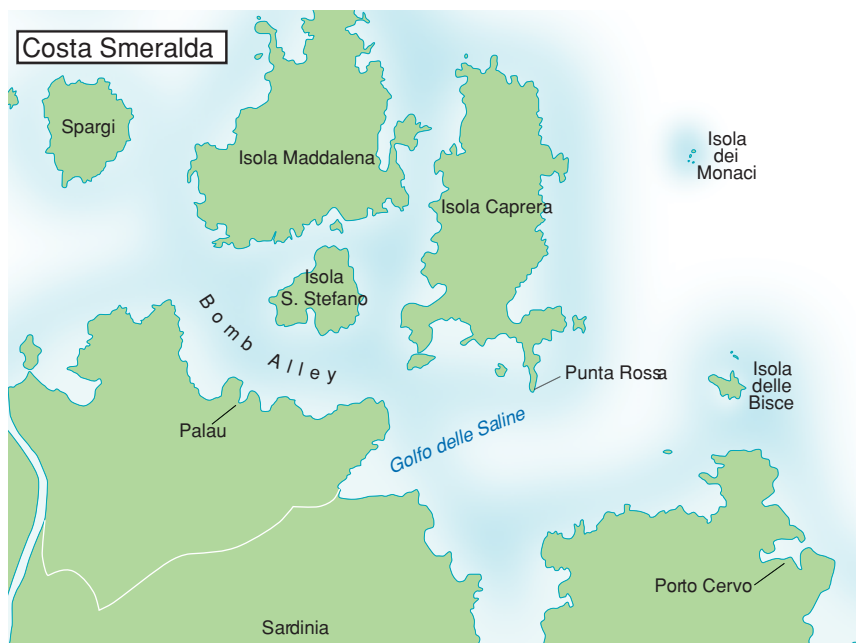


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“We’d won trophies before,” he says, “but nothing like this. It’s beautiful.”

On the third day of racing, *Vixen* survived the 75-mile, 9-hour distance race in fifth—all the Swan 45s finished well after sunset—and was in second, 1 point behind Danilo Salsi’s *DSK-Comifin*. Weismann

lost a little ground on the fourth day of racing, but was able to push his lead over third to 15 points with one race remaining.

Whether fighting for the silver—Weismann, Alex Roepers on *Plenty*, and Douglas started the last race in second, third, and fourth, respectively—or hoping sim-

ply to go out on a good note, like my team, the final day of the regatta was a Porto Cervo classic. In lieu of olfactory delights and golden light, we got 25 to 30 knots from the northwest.

The initial schedule was for the handicap divisions to have their first buoy race of the regatta while the Swan 45s completed a short distance course. The breeze scuttled those plans, and the race committee sent everyone on a 25-mile course.

The first leg was an 8-mile beat deep into Golfo delle Saline. A third of the way up the beat the course squeezed through the half-mile channel between the Porto Cervo headlands and Isola delle Bisce. Whether you won or lost in this crucial segment of the race was secondary to the sensory overload of two-dozen 45-foot boats fighting through a nasty bottleneck.

The breeze abated west of the channel, but then returned with even more punch as we rounded the mark and headed downwind. With gusts in the high 20s and, occasionally, low 30s, we carved deep furrows in the blue sea. Numerous boats wiped out as they tried to soak low enough to slip past Punta Rossa without jibing. We eventually had to jibe—the hairiest

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With Bill Hardesty (standing) calling the shots, Dick Weismann's *Vixen* won two races in the 29-boat Swan 45 fleet.

maneuver of the entire regatta—then jibe back and switch to the jib top as we headed up to make the second turning mark. From there it was an 8-mile beam reach, the main flogging most of the time, and then another short reach to the finish.

We crossed the line in 15th, about our average for the regatta. *Vixen* locked up second overall with a ninth. *Goombay* took fourth in the regatta, *Plenty*, fifth.

Weismann, to no surprise, gushes about the sailing in Sardinia. "You couldn't have asked for anything more," he says. "It was just about as good as it gets."

But then again, finishing second in a 29-boat fleet will have that effect. A more unbiased opinion is probably found further down in the pack. Andy Fisher decided to bring his Swan 45 *Bandit* to Sardinia at the last minute, and finished 12th. "The venue is fantastic," he says. "It's majestic. You hear about Porto Cervo and sailing, they're synonymous with each other."

I couldn't agree more, though for me, it'll always be Porto Cervo, sailing, and the scent of grilled calamari. ♦

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# Grand Prix LAUNCHES

## Beneteau First 50

FOR ITS LATEST, AND BIGGEST FIRST SERIES DESIGN TO DATE, Beneteau asked French designer Philippe Briand to use some of his larger designs such as *Mari-Cha III* and *IV*, and sleek megayachts such as *Hamilton* and *Gliss*, as inspiration. But Beneteau didn't stop there; they also partnered with Italy's Nauta Design, which specializes in maxi-yacht interior and exterior styling and design. With two such parties involved, it's no surprise that the First 50 is one of the sharpest looking 50-foot production boats on the planet.

At first glance, it's the vast expanse of uncluttered deck that draws the eye. Thanks to flush deck hatches and twin banks of control lines leading aft to the cockpit, the only protrusions on the low-slung deckhouse are the two Harken winches on either side of the companionway. Twin 35-inch wheels allow the helmsman to easily reach the two primary winches just forward of each

wheel, as well as the centerline-mounted mainsheet winch.

Some of the most interesting features on the First 50 are the things you don't see. A vast cockpit table, which is perfect for entertaining, but miserable for yacht racing, disappears neatly into a locker in the cockpit sole. And while most production designs bow to practicality and bolt ungainly anchor bowsprits onto otherwise graceful bows, the First 50's anchor sprit and roller live below, emerging only when needed. The Harken roller-furler drum also lives belowdecks, which brings the foot of the genoa right down to the deck.

Below, the First 50 looks like a bachelor's apartment designed by, well, an Italian design firm. Thanks to the use of light-colored reconstituted wood, stainless steel, five overhead hatches, and 12 opening portlights, all by Lewmar, the space is bright and airy. The settees in the salon are straight, and will



make good sea berths. The master cabin is forward, and has a pedestal bed and private head. From the roomy nav station to the T-shaped galley, the interior has been very well thought out, and will be comfortable for as many as three couples to share for a weekend or longer.

Labeled by Beneteau as a sport cruiser, the First 50 fits the bill, performance-wise, with a T-bulb keel, and a light, but strong sandwich [fiberglass/balsa/polyester resin] deck. An inner molding contains structural deck beams, which guarantees light weight while maintaining strength. The tall, three-spreader, tapered aluminum rig helps put the boat's IRC rating at a competitive 1.162. Like its smaller brethren, the biggest First series design to date will be a boat to be reckoned with on the racecourse.

-TONY BESSINGER

### TECHNICAL HIGHLIGHTS

<b>LOA</b>	<b>49'2"</b>
<b>LWL</b>	<b>48'</b>
<b>Beam</b>	<b>14'6"</b>
<b>DSPL</b>	<b>30,379 lbs.</b>
<b>S/A (upwind/downwind)</b>	<b>1,493/2,460 sq. ft.</b>
<b>Draft (optional deep keel)</b>	<b>9'2"</b>
<b>Design</b>	<b>Philippe Briand</b>
<b>Builder</b>	<b>Beneteau France</b>
<b>Mast/Rigging</b>	<b>Sparcraft</b>
<b>Hardware</b>	<b>Harken, Wichard, Lewmar</b>
<b>Rigging hydraulics</b>	<b>Navtec</b>
<b>IRC</b>	<b>1.162</b>

# Grand Prix

## ACCORDING TO

### David Elwell



**“Two things, in my mind, have hurt the sport. No. 1, the infiltration of professionals, and No. 2, the fact that so many boats are single-purpose boats.”**

LIKE A LOT OF SAILORS, DAVID ELWELL CAN picture his ideal one-design keelboat. He knows how long it is, how heavy, and how much sail it will carry. He’s also thought out the class rules, how many pros will be allowed, and how many new sails can be purchased each year. Unlike the rest of us, however, Elwell, the vice commodore of the New York YC, can take his dream boat for a sail. In mid-October, Elwell and his three boat partners—a quartet that’s been together for more than two decades—christened *Conspiracy*, hull No. 1 of the Club Swan 42, in Newport, R.I. The design, also known as the New York YC 42, is the result of a New York YC-sponsored drive to fill what Elwell saw as a vacant niche in the sport. With 30 boats already sold, it’s apparent a few other owners were thinking along the same lines.

#### **When did the idea take shape?**

Its genesis really goes back to January of 2005. I approached George Hinman, our commodore—we’ve been boat partners for 20, 25 years—with an idea of creating a new class. I felt there was an opportunity for a high-quality racer/cruiser with very strict limitations on professional sailors. I thought that a high-performance boat that was designed for the IRC rule and had a full cruising interior would sell. We wanted a boat that could be cruised by a couple. That really limited us to 45 feet or less. There was some discussion about a bigger boat and my feeling was I’d rather have 20 boats that are 42 feet rather than 10 that are 50 feet.

#### **What goals did you have for the initial order?**

My feeling was that in order to have the proper nucleus, we needed 10 to 12 boats. I thought if you had less, you ran the risk of having a disappointing fleet at any particular regatta. I’ve been blown away by the success of the class. I think the proper

count at the club is 23 boats.

#### **How did you select the design?**

We went to several designers and, in at least two instances, we were approached by designers that we had not picked. We were approached by Swan; they wanted us to take over the Swan 45 class. We could re-jigger the rules and put restrictions on professionals. We rejected that idea because it’s extraordinarily difficult to re-brand an existing product, the product had the reputation of being very professional and very expensive, and the boat was at the upper limit of our size range. My price parameters all along had been to put a boat on the starting line fully equipped at a half-million or less. We had lengthy discussions with the folks at J Boats. They wanted us to take over the J/133 class, but we said no to that, too.

One of the most difficult parts of the equation was to find a high-quality builder. We had discussions with New England Boatworks. At the end of the day they didn’t want to get into the production-boat business. We had some discussions with Cooksons. Swan came back to us and, through lengthy discussions, we were able to get [a 42-foot Swan] in essence for \$100,000 to \$125,000 more than [our initial price point]. We felt it was worth going beyond the price point to get the quality and resale of a Swan, and the ability to participate in Swan regattas. One of our parameters was to have a boat you’d be proud to have tied up at the dock.

#### **Your first sail must’ve been a nerve-racking experience.**

Absolutely. I had not gone over to visit the boat in Finland. I was concerned it was going to feel like a big, heavy boat. It doesn’t. It has the lightness and responsiveness you’d feel on a Farr 40. I was absolute thrilled.

#### **Why is it necessary to prohibit paid**

#### **professionals from sailing on the boat?**

I believe there’s an untapped audience of people who have an interest in sailing bigger high-performance boats, but have no desire to have a professional crew to be competitive.

#### **But two of the crew can be Category 3 sailors, is that correct?**

Some owners will have people that take care of their boats that also sail with them. You can pay somebody for taking care of the boat; you can’t pay someone to race with you. Now that’s a bit of a sticky wicket and there’s a provision in the class rules that you can’t go against the spirit of the rules. So if somebody says, “I’ve hired Ken Read to be my boat captain and, by the way, he races with us,” you can’t do that.

#### **Are you limiting an owner’s ability to improve himself and his team if he can’t bring on paid coaches or professional sailors?**

That’s why we permit two pros on the boat. An awful lot of owners felt they wanted their sailmaker to come along occasionally to improve the level of their game. So I think there’s ways of doing it within the context of our rules. I don’t pretend there’s any perfect answer to any of these things.

#### **Do too many people expect to get paid to sail these days?**

I think in the aggregate, it’s hurt the sport. You take a look at the difference between sailing now and sailing in the ’60s and ’70s and two things, in my mind, have hurt the sport. No. 1, the infiltration of professionals and, No. 2, the fact that so many boats are single-purpose boats. You can’t go cruising on the Farr 40.

#### **How many boats do you expect by the summer?**

By Block Island Race Week, I believe there will be 18 or 19 boats.

#### **Are you anticipating further growth in the next few years?**

We are soliciting other yacht club involvement. It’s premature to tell if it’s going to be successful. If you buy one of the boats and you belong to the Larchmont YC, you can put the LYC burgee on the sail and call it a Larchmont YC 42.

#### **That sounds pretty generous.**

In calling the boat the New York YC 42 there’s a disincentive to get other clubs to join in. I’d be thrilled to have a fleet of 35 boats, flying six different burgees, on the starting line.

—STUART STREULI

*Eds.’ note: See p. 46 for SW’s On Test review of the new Club Swan 42.*

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## ROLEX BIG BOAT SERIES

The Sydney 38 *Lowspeedchase*, skippered by James Bradford and Adam McAfee wipes out amidst a pack of J/105s during the St. Francis YC's Rolex Big Boat Series. Michael Kennedy's *Copernicus* won the Sydney 38 class. *Good Timin'*, skippered by Chris Perkins, won the 36-boat J/105 class. For complete results, see [www.stfyc.org](http://www.stfyc.org)



### 420 NORTH AMERICAN CHAMPIONSHIP

Taylor Canfield and Nathan Rosenberg, of St. Thomas YC, United States Virgin Islands, overcame a black-flag penalty in the first race to win the 2006 Club 420 class North American Championship, held last August, and sailed out of Bellport Bay YC, Bellport, N.Y. Canfield and Rosenberg scored three first-place finishes in the nine-race series, an impressive feat in the 112-boat fleet. Molly Lucas and Charlotte Williams took second, and Ian Donahue and Caroline Patten placed third overall.

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

### MUMM 30 NORTH AMERICAN CHAMPIONSHIP

Fifteen teams sailed in the 2006 Mumm 30 North American Championship, hosted by the Macatawa YC, in Holland, Mich., last September. *Pegasus 30*, led by helmsman Chris Perkins—who drove on behalf of owner Philippe Kahn—scored two first-place finishes in the 10-race series to finish one point ahead of Richard Perini's *Foreign Affair*, which placed second. Jim Richardson's *Barking Mad* took third place.

[www.mumm30.org](http://www.mumm30.org)

### FREMONT BANK INTERNATIONAL MASTERS REGATTA

The Masters regatta was sailed out of the St. Francis YC, San Francisco, in J/105s last October. The nine teams invited dealt with light wind and strong current throughout the three-day event, which was won by New York YC Commodore George Hinman.

Hinman and his crew, Peter Benedetto, Phil and Wendy Lotz, and local J/105 star Chris Perkins, sailed to a convincing 5-point victory in the 9-boat fleet. Dick Tillman took second, with Masters Regatta founder Don Trask in third. The Masters regatta is an invitation-only event where age rules. Skippers must be at least 60 years old and all crew must be at least 45.

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

## BLIND SAILING WORLD CHAMPIONSHIP

Norwegian sailors Thomas Johannesen, Jostein Stenevik, Stian Soltvedt, and Jon Lystrup won the B1 division of the 2006 IFDS Blind Sailing World Championship by winning two races on the final day of the series. New Zealand skipper Paulien Eitjes, sailing with Dick Lancaster and sighted crew Gary Smith and Scott Burling won the B2 division. The USA-Florida team, helmed by Jean-Paul Creignou, sailing with visually impaired crew Jan Bartleson, and sighted guides Colin Park and Patty Forrester, won 7 out of 11 races to win the B3 division. [www.sailing.org](http://www.sailing.org)

## MC SCOW NATIONAL CHAMPIONSHIP

John McNeil overcame a 26th-place finish in the first race to win the seven-race MC Scow Nationals, held on North



## LANDS' END TEXAS NOOD

In the big breeze that typified the 2006 Texas NOOD, Matt Mayo's *Trick Monkey* crosses ahead of *Beer Goggles* (US-184), skippered by Sam Vasquez. The two finished first and second, respectively, in the event. Doug Weakly's *J/24 Red Stripe* tallied a total of 8 first-place finishes in as many races, and was awarded the overall win at the Texas NOOD. In the J/105 class, Bill Zartler's *Solaris* was the winner. Tom Sutton's *J/35 Leading Edge* won the Level 70s. For complete results, see [www.sailingworld.com](http://www.sailingworld.com)

TONY BESSINGER

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Carolina's Lake Norman last October. Jamie Kimball placed second, seven points out of first, and David Fox was third overall. Eighty-five boats sailed in the event. [www.mcscow.org](http://www.mcscow.org)

**J/29  
NORTH AMERICAN  
CHAMPIONSHIP**

The 2006 J/29 NAs were sailed out of Tred Avon YC, on Chesapeake Bay's Eastern Shore last October. Jay Tovey's *The Fish* topped the 11-boat fleet, scoring nine points and winning a tiebreaker with John Edward's *Rhumb Punch*. In third was Bob Wardwell's *Killshot*, with 12 points for the four-race series. Class stalwarts John and Tony Esposito were on their way to a podium finish with *Hustler* until the final race, when they were scored OCS. They ended up fourth overall, 11 points out of first. [www.j29class.net](http://www.j29class.net)



**WELLS FARGO STAR WORLDS**

Defending Star Worlds champions Xavier Rohart and Pascal Rambeau (Bow No. 03), of France, sail toward an offset mark at the 2006 Star Worlds, held on San Francisco Bay. Rohart and Rambeau placed third in the event, behind Robert Scheidt and Bruno Prada, of Brazil, who took second. Winning overall were New Zealanders Hamish Pepper and Carl Williams. The top U.S. boat was sailed by Andy Horton and Brad Nichol, in fourth overall, 11 points out of first. [www.starclass.com](http://www.starclass.com)

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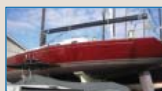


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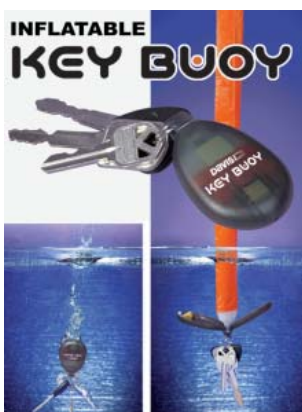




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1. Publication Title: Sailing World; 2. Publication No. 0889-4094; 3. Filing Date: 9/28/06; 4. Issue Frequency: Jan/Feb, Mar, Apr, May, Jun, Jul/Aug, Sep, Oct, Nov/Dec; 5. No. of Issues Published Annually: 9; 6. Annual Subscription Price: \$28.00; 7. Complete Mailing Address of Known Office of Publication: World Publications, LLC, 460 N. Orlando Ave., Suite 200, Winter Park, Orange County, Florida 32789; 8. Complete Mailing Address of Headquarters or General Business Office of Publisher: World Publications, LLC, 460 N. Orlando Ave., Suite 200, Winter Park, Orange County, Florida 32789; 9. Full Names and Complete Mailing Addresses of Publisher, Editor, and Managing Editor: Publisher: Sally Helme, 55 Hammarlund Way, Middletown, RI 02842; Editor: Dave Reed, 55 Hammarlund Way, Middletown, RI 02842; Managing Editor: none. 10. Owner: World Publications, LLC, 460 N. Orlando Ave., Suite 200, Winter Park, Orange County, Florida 32789; Terry L. Snow, P.O. Box 8500, Winter Park, Orange County, Florida 32790-9953; 11. Known Bondholders, Mortgagees, and Other Securities: None; 12. Tax Status (for completion by nonprofit organizations authorized to mail at nonprofit rates): Has Not Changed During Preceding 12 Months; 13. Publication Title: Sailing World; 14. Issue Date for Circulation Data Below: Jul/Aug 2006; 15a. Total Number of Copies: 64,247 (Jul/Aug 2006: 64,056); b. Paid and/or Requested Circulation: (1) Paid/Requested Outside-County Mail Subscriptions: 46,538 (Jul/Aug 2006: 44,863); (2) Sales Through Dealers and Carriers, Street Vendors, and Counter Sales, and Other Non-USPS Paid Distribution: 3,358 (Jul/Aug 2006: 3,776); c. Total Paid and/or Requested Circulation: 49,896 (Jul/Aug 2006: 48,639); d. Free Distribution by Mail: 1,446 (Jul/Aug 2006: 1,586); e. Free Distribution Outside the Mail: 799 (Jul/Aug 2006: 1,113); f. Total Free Distribution: 2,245 (Jul/Aug 2006: 2,699); g. Total Distribution: 52,141 (Jul/Aug 2006: 51,338); h. Copies not Distributed: 12,106 (Jul/Aug 2006: 12,718); i. Total: 64,247 (Jul/Aug 2006: 64,056); j. Percent Paid and/or Requested Circulation: 95.69% (Jul/Aug 2006: 94.74%).



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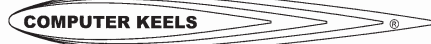
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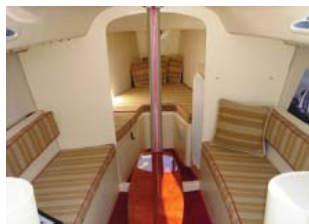
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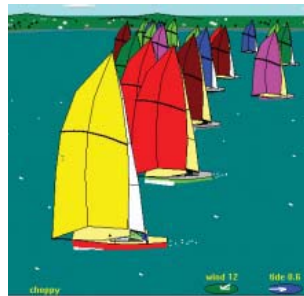
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# CONTRIBUTORS

## SCOTT IKLÉ



Iklé, head coach of Hobart & William Smith Colleges sailing team since 1993, led his squad to an impressive double in 2005, winning both the ICSA/Layline North American Team Race and ICSA/Gill North American Coed Dinghy championships. From the coach boat, he has seen plenty of races won or lost on the final beat. On p. 60, Iklé explains the tactics of holding one's lead or one's place in the overall standings. "What it really comes down to [if you're ahead]," says Iklé, "is the old saying that you keep your friends close, but your enemies even closer."

## RALPH NARANJO



Naranjo, 62, of Annapolis, Md., has been around the water his entire life, either windsurfing, world cruising, or casually racing. He loves to talk shop with manufacturers and boatyard managers, so we put him on the case to find out what bottom paint racers prefer; the result of his nationwide canvas is on p. 42. "One big surprise was how far off the new [environmentally friendly] technology is," he says. For his own boats, a 1969 Ericson 41 and a Cape Dory Typhoon, Naranjo currently uses Interlux Micron CSC, but says his next application will be Micron 66.

## RICH ROBERTS



As yacht racing's busiest do-it-all PR guy Roberts, 73, of Wilmington, Calif., covers all sorts of events on the West Coast, including the 2006 International 14 Worlds, where he chronicled Howie Hamlin and Euan McNichol's run to the world title. The perspective made it easy for him to put the finishing touches on his Hamlin profile (p. 32). "I like to write about the people in this sport that do it for the love, not for the money, and he's one of them," says Roberts. "Here's a guy who's totally enthusiastic, works hard to support his sailing, and has a wife that puts up with it. He's got it good."

## MARK RUDIGER



After a brief hiatus from ocean racing, Mark Rudiger, 52, of Auburn, Calif., returned as the navigator for Ericsson Racing for the 2005-'06 Volvo Ocean Race's transatlantic leg, conveniently scheduled around his Bermuda Race and European commitments with the Swan 601 *Money Penny*. For this month's From The Experts (p. 52), we got him to use one of his numerous transatlantic flights to explain how top navigators negotiate the clouds that inevitably pop up on the racecourse. "No cloud hopping on the Middle Sea Race," wrote Rudiger when he delivered his story. "All working through parking lots around a lot of islands."



# ASK DR. CRASH



**DEAR DR. CRASH,**

My skipper is constantly trying to improve his skills. Lately he's been obsessed with the theory that any sort of rudder movement is slow, and therefore we should learn to steer the boat around the course by using only our weight movement and sail trim. We'll be sailing along just fine when he'll announce, "Rudderless sailing drill," and simply drop the tiller. The result is catastrophic every time. Not to mention our competitors are beginning to despise our presence on the racecourse. How do I get him to stop this nonsense?

-GRIPING IN GARDA

**DEAR GRIPING,**

Timing is the essence of success in many facets of life. It's all fine and good to work on sailing without using the rudder, but never in the heat of battle. Plead with him to cease this practice. If he refuses, have him buy you a cold one at the bar after your next race, and before you take your first sip, announce, "Handless drinking drill!" Then drop your drink. I'm sure he'll eventually understand the correlation and realize the importance of always having a firm grip on the business end of things.

-DR. CRASH



Billy Black

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