



**EXCLUSIVE REPORT**  
Who really designed *Australia II*? p.38

# Sailing WORLD

## Melges 24 Worlds Photo Essay

**PLUS James Spithill  
Winner's Debrief**  
p.68

**ED BAIRD**  
How to go faster  
in wind and chop  
p.66

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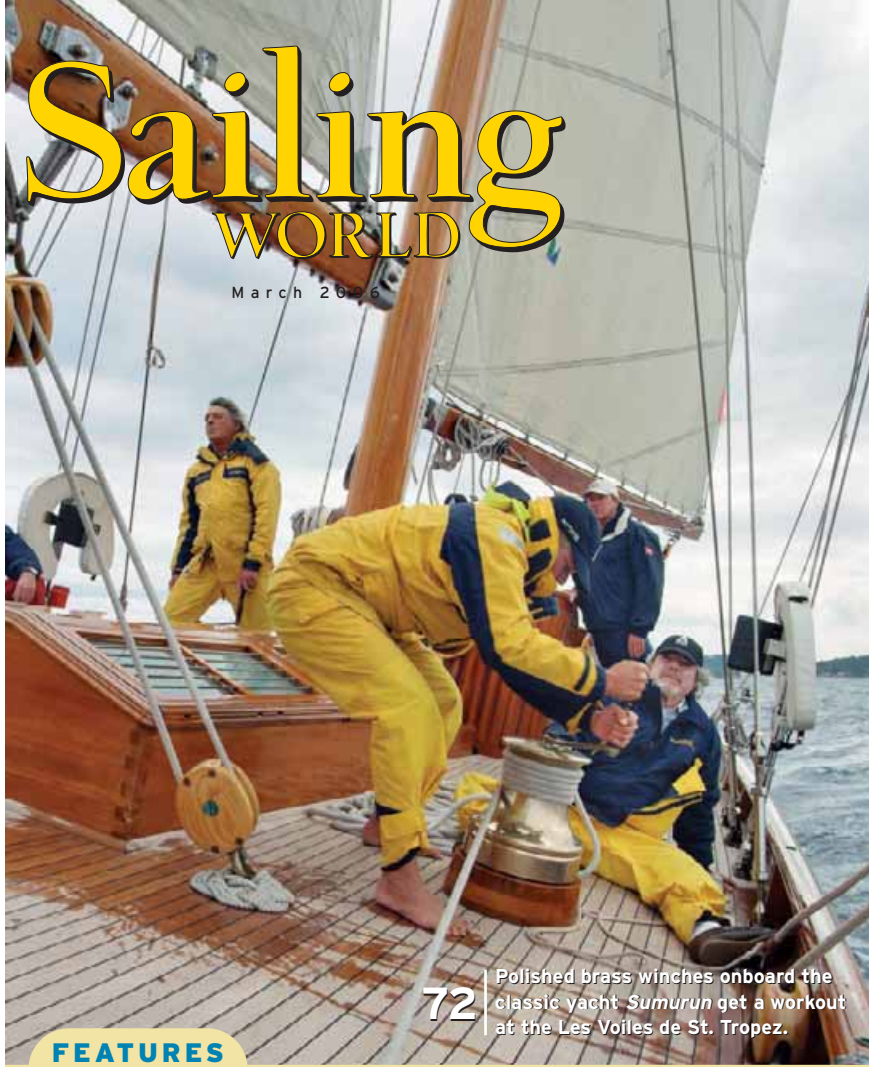
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# Sailing WORLD

March 2006



72

Polished brass winches onboard the classic yacht *Sumurun* get a workout at the Les Voiles de St. Tropez.

## FEATURES

### Special Report: Southern YC Rebounds

23

Hurricane Katrina claimed this Gulf Coast sailing fixture, but the spirit of its membership is fueling the rebuilding process.

By Aaron Kuriloff

### Rarified Air

28

At the exclusive Ocean Reef Club in Key Largo, Fla., only one team had what it takes to claim the Melges 24 class's top title.

Photo Essay By Thierry Martinez

### Battling for Barnegat's Bragging Rights

34

The water is shallow on one of New Jersey's most popular racing venues, but a new inter-club rivalry is already running deep.

By Glen Dickson

### Who Designed *Australia II*?

38

There's finally a resolution to the long-running dispute over who designed the America Cup's most infamous 12-Meter.

Exclusive By John Rousmaniere

Cover Photo: Thierry Martinez

## TECH REVIEW

### 46/ Electronics On the Rail

Be a smarter tactician with performance data at your fingertips.

### 52/ Boat Review

The Blade F16 ushers in a generation of small, high-performance cats.

### 56/ Tech News

Harken's PCRX traveler, Beneteau's new one-design, and the Annapolis 30

## FROM THE EXPERTS

### 60/ Electronics On the Rail

Chris Larson tells us what we need to see on our on-deck display.

### 64/ Technique

Vanguard team riders show that timing is key to nailing the roll jibe in the 420.

### 68/ Winner's Debrief

Melges 24 world champs James Spithill and Jonathan McKee

### 66/ Boatspeed

When the waves slow you down, says Ed Baird, power up your sails.

### 70/ Rules

Dick Rose examines situations involving rights along a shoreline.

## GRAND PRIX

### 72/ Return to St. Tropez

The Mediterranean's chic summer gathering blends carbon and wood.

### 80/ Grand Prix Launches

Xérès, IMX-70

### 82/ According to Sean Langman

It's nearly impossible to quench this Aussie's thirst for speed.

## COLUMNS

Editor's Letter	7
Sailors' Forum	8
Starting Line	10
Jobson Report	19
Finish Line	84
Contributors	103
Ask Dr. Crash	104

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

**Associate Art Director** Joan Taylor Westman  
**Assistant Art Director** Shannon Cain

**Editorial Director**  
 John Burnham

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

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

**Non Marine Advertising Sales**  
**Detroit** Focus Media & Marketing (303) 670-0553  
**West Coast** Steve Thompson; Mediacentric

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

**Operations & Administration**  
**Network Administrator** Ryan Williams  
**Office Manager** Kathy Gregory

**Production**  
**Production Manager** Robin Baggett  
**Advertising Services Manager** Lindsey Martins  
 (401) 845-5124  
**Advertising Design Director** Suzanne Oberholtzer  
**Production Artists** John Digsby, Monica Alberta, Laura Peterson, Lindsay Warden

**WORLD  
PUBLICATIONS**

Terry Snow **President**; Jo Rosler **Chief Operating Officer**; Martin S. Walker **Advertising Consultant**; Bruce Miller **Vice President/Circulation**; Dean Psarakis **Circulation Business Director**; Leigh Bingham **Consumer Marketing Director**; Peter Winn **Director of Circulation Planning & Development**; Vicki Weston **Single Copy Sales Director**; Lisa Earlywine **Director of Production Operations**; Jay Evans **Director of New Media Technologies**; Mike Stea **Director of Network & Computer Operations**; Nancy Coalter **Controller**; Dinah Peterson **Credit Manager**; Sheri Bass **Director of Human Resources**; Leslie Brecken **Marketing Director**; Heather Idema **Research Director**; Dean Turcol **Communication Director**

  
**THE SAILING COMPANY**  
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55 Hammarlund Way, Middletown, RI 02842  
 (401) 845-5100; fax: (401) 845-5180  
 editorial@sailingworld.com  
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## Change in the Wind

WHERE SHOULD I BEGIN? MAYBE ONE DAY in August 1979, when I was covering the One Ton Worlds in Newport, R.I., as a freelancer for *Yacht Racing/Cruising*. At the street-side entrance of the Ida Lewis YC dock I fell in with the Chicago crew off *Pied Piper*, which had lost its navigator. By the time we reached the clubhouse, I was the navigator, charged, as it turned out, with following the stern lights ahead of us around Block Island Sound.

Although my navigation was uninspired, my story must've been adequate. Major Hall and George Eddy at *Yacht Racing/Cruising* (which later became *Sailing World*) hired me a few months later. Under Major's tutelage, I quickly fell for the challenge of putting into words the sea stories, techniques, and technical aspects of sailboat racing. Mark Smith, art director and catamaran sailor, introduced me to what I enjoy most about magazine publishing—the collaborative process in which editors and designers create a layout that neither might have thought of on their own.

Late in 1983, I had another experience akin to the One Ton Worlds. Major had left to coach the U.S. Boardsailing Team, and then Mark moved on to start his own magazine. I became editor in chief.

Now where have the last 22 years gone? I recently became editor of SW's sister publication *Cruising World*, and Dave Reed, our managing editor, got a well-deserved promotion to chief editor. Dave is a fine reporter, writer, and editor, who loves racing his Laser and being part of a crew on anything larger. From covering the Volvo to testing gear to making deadlines, he has far more experience and understanding of how to run the magazine than I did back in 1983. I'm confident he'll have little trouble keeping the magazine up to speed, as long as readers like you occasionally coach him, as you did me, on staying in the groove.

I'll still be aboard as *Sailing World's* editorial director, but my main job will be to stay out of Dave's hair so that, along with core editors Stuart Streuli and Tony Bessinger, he can get the day-to-day job done and continue to bring you the best racing magazine possible. I expect to occasionally contribute stories on regattas and the racing lifestyle we all enjoy, as will our former senior editor Herb McCormick, who has rejoined us

as an editor at large. With regulars such as Gary Jobson, Dick Rose, Stuart Walker, Peter Isler, and racing editors like Ed Baird and Terry Hutchinson, there will be no shortage of good instructional and technical stories.

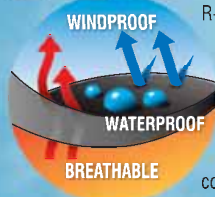
Windshifts are a normal part of sailing. But nearly everything else keeps changing, too. *Sailing World* is in its fifth decade, and it looks quite different from 1979, much less 1962. So do the boats we race and the equipment we use. Sailmakers, gear manufacturers, designers, builders, and others keep making our boats faster and easier to crew. At the same time, the technology of publishing has changed dramatically.

But one thing will never change about good magazines; they will always have a strong relationship between writers, photographers, art directors, editors, and most important of all, readers. I'd like to thank all of my mentors, fellow editors, and contributors for their concentrated efforts, their inspired moments, and their willingness to grind it out when deadlines were upon us. But especially I'd like to thank you, SW's loyal reader. Together we've tacked on a few shifts over the years, and although we've eaten a few headers, we've spent much more time riding the lifts. Thanks—and this isn't goodbye. I'll see you at the weather mark.

"I was the navigator, charged, as it turned out, with following the stern lights ahead of us around Block Island Sound."



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# SAILORS' FORUM

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

## Recovery to Leeward

IT WAS GOOD TO SEE THE INFORMATIVE ARTICLE on crew overboard (November/December 2005). I have one question: Diagram 1 (The Quickstop Recovery) seems to have the rescue boat on the wrong side of the COB at step 12. Or do I not understand something? Diagrams 2 through 4 all have the victim to leeward of the boat at time of pickup.

I'd also like to add that my wife, who is a beginner sailor, and I reviewed the article. Then, when we browsed through the rest of the issue we noticed that maybe 5 percent of the sailors in the photos were wearing a life jacket. Nowadays almost everyone buckles up in the car. Why don't sailors use their PFDs?

**DREW LANGSNER  
MARSHALL, N.C.**

AS STATED IN THE ARTICLE, RETRIEVING A COB on the leeward side is, in most cases, the best way to recover a crew that has fallen overboard. While some groups do advocate a weather-side recovery, our belief is to do whatever works best given the situation. In a leeward-side recovery the boat is drifting toward the victim, rather than away, and this reduces the wind and wave action near that side of the boat.

I wish I knew why the vast majority of sailors refuse to wear flotation. I've lost friends to drowning accidents, so I wear an inflatable waist pack in mild weather conditions and a CG-approved life vest or a safety harness equipped with an inflatable vest when the wind and waves pipe up, or when I'm racing offshore.

The debate over requiring competitors to wear flotation is long running, and strong arguments are made on both sides, but someday we hope to see a majority of the sailing population choosing to wear flotation.

**-TONY BESSINGER**

## Photo Corrections

In the Jobson Report in the January/February 2006 issue, the photos of Ted Hale and Evan Aras are switched.

**-EDITORS**

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

## Reshape the Olympics

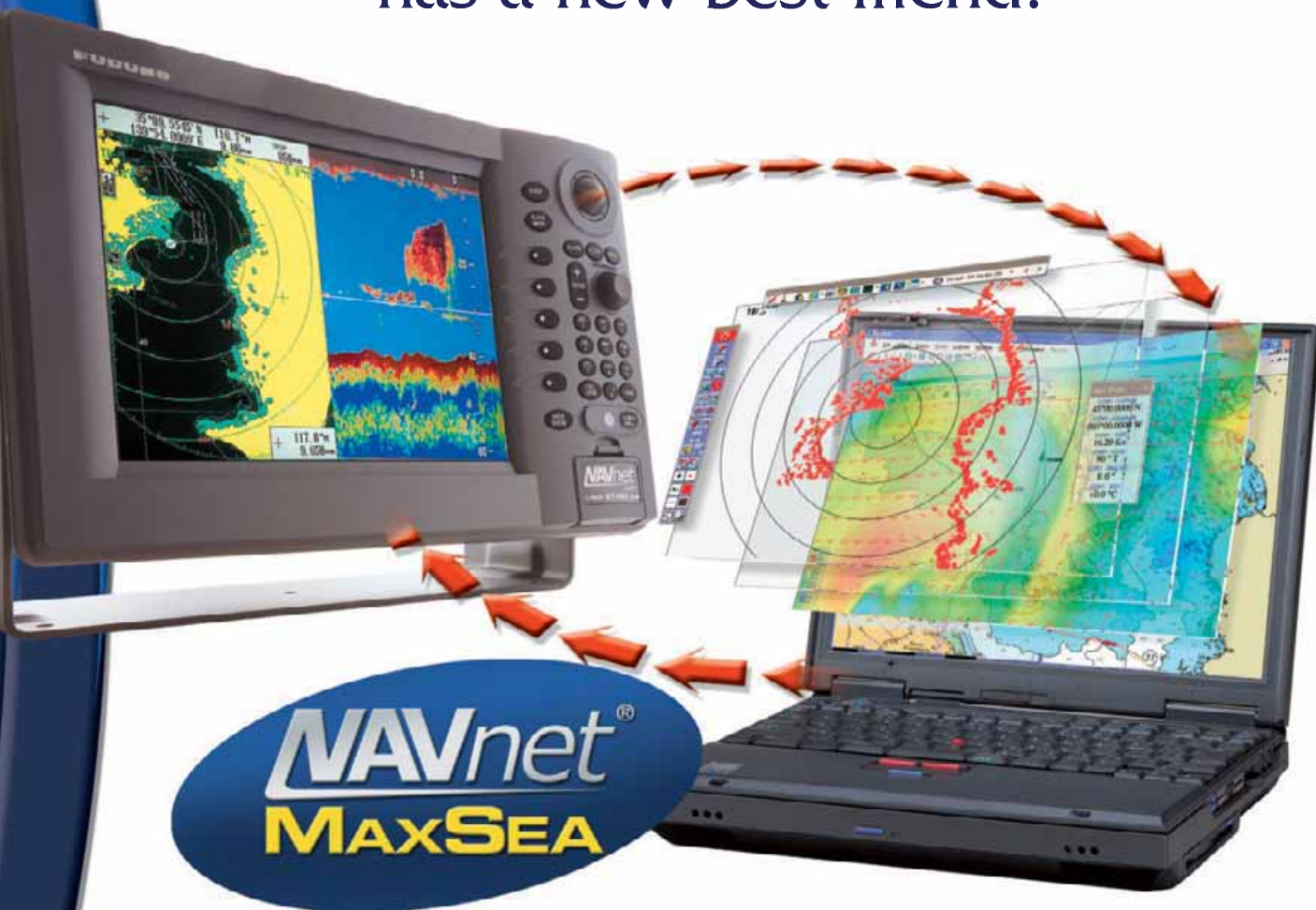
In December, senior editor Stuart Streuli posted on [www.sailingworld.com](http://www.sailingworld.com) a three-part series on re-energizing the Olympic regatta. A synopsis follows; the full text is available online.

► Like many sailors, I was disappointed in ISAF's change to the scoring for the 2008 Olympics. (See "Olympic Scoring Weighted for 2008," Jan./Feb. 2006) I was hoping they'd do a lot more. Olympic sailing is in trouble. The International Olympic Committee has designs on cutting one discipline for the 2012 Games in London and that should make sailors worried about further reductions in the future. The Olympics are a business, and sailing doesn't help the bottom line. Sailing costs \$200,000 a day to televise and brings in very little. The sport also makes hosting the Games troublesome for inland cities, which must develop a separate venue. At some point, the hassle and expense could outweigh the IOC's sentimental ties to an original Olympic sport.

► With two and a half years to prepare for Qingdao, there are plenty of things ISAF can push for to improve access to the sport: 1. Get spectator boats for each circle; 2. Allow public access to the venue; 3. Bring the racing close to shore so people can see it.

► ISAF needs to approach the 2012 Olympics in London as if sailing's Olympic future is on the line. Fortunately, the English people appreciate sailing. However, the Olympic format needs a drastic overhaul. The regatta should have two parts, a six-race preliminary, with one throwout, after which the top 10 to 15 boats move into a five-race final, without any throwouts. Finally, the classes need to change. The Laser, Radial, 49er, and two windsurfing classes should stay. As should the Tornado and the 470, although the latter should be designated a coed class, with one person of each sex on each boat. The final three disciplines—two for fleet racing and one for match racing—should be leading-edge performance keelboats with spinnakers and, possibly, trapezes; designs that are exiting for sailors and spectators.

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# Starting Line



## *Macquarie Innovations Goes Boom, then Bust*

SAILING'S SOUND BARRIER—A sustained 50 knots over 500 meters—looks set to remain intact over the next few months following the dramatic explosion of the Australian speed sailor *Macquarie Innovations'* wing last December.

Still licking their wounds from having destroyed their craft the previous year, the team led by speed sailing and C-Class catamaran guru Lind-

sey Cunningham spent the antipodean winter of 2005 at their base in Melbourne completely rebuilding their craft. As ever, the boat comprises two short windsurfer-type hulls to leeward, the crew riding in a pod some 30 feet to weather, with a solid wing sail mounted between.

In mid-November they launched the rebuilt craft on the bay at Sandy Hook, south-

east of Melbourne, their regular venue for carrying out speed runs. Early trials looked promising as they hit 39 knots in just 14 knots of wind. In early December, in 18 knots, they managed a run just shy of 40 knots with a peak speed of 45.

On the following day, they had high hopes of achieving the record, the wind having piped up to 20 knots. At the

start it was all looking good, they were 2 knots over target speed, but 100 feet down the course there was a huge bang and helmsman Tim Daddo watched a shower of fragments fly off the leeward edge of the wingsail. "At the time it all went horribly wrong, we were approaching 45.9 knots," says Daddo. "Obviously the pictures show a fair disaster, but given the way the boat was



### SHATTERED DREAMS

The one-tack wonder *Macquarie Innovations* was nearing 50 knots at Sandy Hook, Australia, when its wing sail disintegrated. The team is planning to rebuild the sail and try again.

performing—and that our top speeds aren't reached normally before the 350-meter mark—all things were looking quite promising."

The perplexing question is why the breakage happened. "There are probably three different components in the wing and a failure in any one of which could have caused the resultant explosion, but at this stage it is a bit early to say ex-

actly what it was," says Daddo, adding that they have been building this type of wing for almost 20 years now for different style craft and it's the first time they have experienced this type of failure. Improvements to the latest *Macquarie Innovations* over the old one included carbon fiber instead of plywood leeward floats and changing to carbon-fiber rigging.

"From our point of view in

the scheme of things it was a very low-tech and low-cost disaster," says Daddo. "The biggest cost for us is that it has probably cost us a crack at the 50-knot mark this year. But in the big scheme of things there is just foam ribs and some cloth to replace and we don't at this stage see any major changes required to the boat. We'll be back."

—JAMES BOYD

## WINDSHIFTS

➤➤ The Barcelona World Race, a doublehanded non-stop circumnavigation in Open 60s, will start Nov. 11, 2007. [www.barcelonaworldrace.com](http://www.barcelonaworldrace.com)

➤➤ Brad Dellenbaugh will be the Chief Umpire for the 32nd America's Cup. Dellenbaugh, an International Umpire since 1998, replaces Bryan Willis, who stepped down to focus on his chairmanship of the jury. [www.americascup.com](http://www.americascup.com)



➤➤ The *Hobie Hotline*, the original publication for Hobie Cat news, is back in circulation after a decade-long break.

[www.hobiecat.com/hobieclass](http://www.hobiecat.com/hobieclass)

➤➤ US SAILING has expanded its Mount Gay Rum Speaker Series to 18 events. The series kicked off Jan. 7 in Mandeville, La., and will continue in March in St. Petersburg, Fla.; Seattle; Spring Park, Minn.; Rochester, N.Y.; Charleston, S.C.; Rocky River, Ohio; Indianapolis; and Beverly, Mass. [www.ussailing.org](http://www.ussailing.org)

➤➤ Maryland Governor Robert Ehrlich Jr. announced a plan to establish a National Sailing Hall of Fame in Annapolis.

➤➤ The 2006 U.S. Youth Sailing Championships will be held June 22 to 29 at Grosse Pointe YC in Grosse Pointe, Mich. The classes for the championships will be 420s, Lasers, Laser Radials, and 29ers. The application deadline is March 15. [www.ussailing.org](http://www.ussailing.org)

➤➤ At its annual meeting last November in Singapore, the International Sailing Federation voted to delay implementation of Rule 40.2, which requires every trapeze or hiking harness be equipped with a quick-release device. This rule was scheduled to go into effect on Jan. 1; it will now take effect on Jan. 1, 2009. [www.sailing.org](http://www.sailing.org)

Last year U.S. proponents of IRC racing were primarily focused on laying the groundwork needed to educate owners and sailors unfamiliar with IRC racing and its measurement process. According to US-IRC, the group leading this effort, it was a successful year with measurers trained in many regions and 535 certificates issued. The focus now, says US-IRC's Barry Carroll, is to refine the measurement process and get more events to embrace the rule.

Carroll says his group will make a major push on the West Coast this year as the Seattle area is showing a strong interest, and he expects more activity on the Great Lakes with Chicago Mac Race organizers offering dual scoring (ORR and IRC) for those who request it and turn in IRC certificates with their entries.

In order to facilitate the demand for certificates, Carroll says US-IRC will continue to improve measurer training; improving accuracy and shortening the turnaround time getting data into owners' hands. Seminars are being planned for early spring to encourage owners to revalidate their certificates early. "The turnaround time is one week, minimum," says Carroll, "and obviously it will be longer than that as the sailing season gets closer, so we're encouraging everyone to revalidate early."

Carroll is also encouraged by the actions of three major raceboat manufacturers—Beneteau, J/Boats, and Nautors' Swan, which will be delivering certain models of new boats with IRC certificates—making them IRC race-ready right out of the box.

At [www.us-irc.org](http://www.us-irc.org), naval architect Greg Stewart has posted his interpretation of trends in IRC designs and offers recommendations for improving a boat's competitiveness under the rule. These improvements deal mainly with sail measurement, hull trim, keel weight, and rig type.

—DAVE REED

## Crashing and Burning in Cape Town

THE OPENING IN-PORT RACE OF the Volvo Ocean Race in Vigo, Spain, was a dud. There was barely enough wind, the spectator fleet got in the way, and ultimately *Ericsson Racing Team* one-tacked the first beat and never looked back as the fleet completed the shortened course at a snail's pace. It was hardly the sailing scrum organizers had hoped for.

But for the inshore race day in Cape Town, the wind forecast was 30 knots, and everyone knew the show would be altogether different. This one would be a test to see which of the seven teams could get around the course with the least amount of damage to its boat and its dignity.

*Brasil 1* won the start, but Mike Sanderson's *ABN AMRO One* was first to the windward mark. Like *Ericsson* in Vigo, the Dutch entry never looked back, except to glance at their competitors wiping out.

First to make the highlight reel was Paul Cayard's *Pirates of the Caribbean*, which broached on its first jibe. Just off Cayard's transom, the Spanish entry *movistar* was doing the same. "We got out of our mess first and had a lock on second at the third windward mark," said Cayard. But then, on the final run they broached again and were passed by *movistar*, *ABN AMRO Two*, and *Brasil 1*. "We were definitely doing some-



With winds over 30 knots, wipeouts were a fact of life during the Cape Town in-port portion of the Volvo Ocean Race.

thing wrong on the jibes," said Cayard. "It takes a good amount of coordination to get those jibes to come off well. Obviously we did not have it worked out."

After winning by nearly 7 minutes, Sanderson admitted he eased up late in the race. "We knew we had good control of the boat and pace in the first leg, and it was a matter of controlling it after that," he says. "But it still wasn't easy. We were going down the run with 30 knots, which made the legs about 10 minutes long—the laylines came up pretty quickly."

Sanderson describes the mechanics of a heavy-air run as if he's practiced them in his head a million times: "As we

approach the top mark the guys are setting up the chute. Then, as we get to the mark, we head up to bleed off a little pace so we can pluck the daggerboard up to half, and then bear away. The boat accelerates into the high 20s, six guys snap the chute to the [halyard] lock, open it up, and then roll up the jib. Once we finish getting the board up we only have a few minutes until the layline so the guys are getting ready for the jibe straight away. At 1m:45s from the bottom mark the board goes down as much as we can get it. Then the jib goes out, the chute gets spiked off and the rest of the board goes down. It's quite a relief to turn upwind again."

—DAVE REED

### VOLVO OCEAN RACE LEG 2 RECAP

As in Leg 1, *ABN AMRO*'s double effort went 1-2 for Leg 2 with *ABN AMRO One* snatching first-place points after a clean 18-day run from Cape Town to Melbourne, Australia. Their younger teammates on *ABN AMRO Two*, second into Australia by 4 hours, did manage to improve their elder's 24-hour monohull distance record, now set at 563 miles. While the Juan Kouyoumdjian-designed *ABN* boats escaped relatively unscathed from the first of two Southern Ocean legs, the Farr-designed boats

of *Ericsson*, *movistar*, and *Pirates of the Caribbean* continued to suffer from failures in their canting-keel mechanics. *Ericsson* retired from the leg. *Movistar* and *Pirates* stopped for repairs and finished in that order under their own bottoms. *Brasil 1* had its hopes for a leg finish nixed 17 days into the leg when they dismasted. Overall points after Leg 2: *ABN AMRO One* (29), *ABN AMRO Two* (24), *movistar* (15.5), *Brasil 1* (14.5), *Pirates of the Caribbean* (13.5), *Ericsson Racing Team* (12.5), *Brunel* (11)

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## COLLEGE RANKINGS

ICSA Conference rankings based upon teams' performances within their conferences for the 2005 fall season.

### COED

#### MAISA

- |                     |                     |
|---------------------|---------------------|
| 1. Georgetown       | 5. Navy             |
| 2. St. Mary's       | 6. Old Dominion     |
| 3. Hobart/Wm. Smith | 7. Washington Coll. |
| 4. Kings Point      | 8. Pennsylvania     |

#### MCSA

- |              |                 |
|--------------|-----------------|
| 1. Minnesota | 4. Ohio Univ    |
| 2. Wisconsin | 5. Miami (Ohio) |
| 3. Michigan  | 6. Indiana      |

Also receiving votes: Notre Dame, Northwestern

#### NEISA

- |                   |                      |
|-------------------|----------------------|
| 1. Boston College | 6. Yale              |
| 2. Harvard        | 7. Roger Williams    |
| 3. Brown          | 8. Connecticut Coll. |
| 4. Tufts          | 9. MIT               |
| 5. Dartmouth      | 10. Coast Guard      |

#### NWICSA

- |                 |                  |
|-----------------|------------------|
| 1. Washington   | 3. Oregon        |
| 2. Portland St. | 4. Western Wash. |

#### PCIYRA

- |             |                     |
|-------------|---------------------|
| 1. Hawaii   | 4. UC Irvine        |
| 2. USC      | 5. UC Santa Barbara |
| 3. Stanford | 6. UC San Diego     |

#### SAISA

- |                  |            |
|------------------|------------|
| 1. Charleston    | 4. Florida |
| 2. South Florida | 5. Clemson |
| 3. Eckerd        | 6. U Miami |

Also receiving votes: North Carolina State, Tennessee, Rollins

#### SEISA

- |                    |                   |
|--------------------|-------------------|
| 1. Texas A&M Galv. | 4. Kansas         |
| 2. Texas           | 5. Oklahoma       |
| 3. South Alabama   | 6. Oklahoma State |

### WOMEN'S

#### MAISA

- |                     |                     |
|---------------------|---------------------|
| 1. St. Mary's       | 5. Old Dominion     |
| 2. Navy             | 6. Columbia         |
| 3. Georgetown       | 7. Washington Coll. |
| 4. Hobart/Wm. Smith | 8. Queen's          |

Also receiving votes: Kings Point, Fordham

#### MCSA

- |              |                 |
|--------------|-----------------|
| 1. Michigan  | 4. Miami (Ohio) |
| 2. Wisconsin | 5. Northwestern |
| 3. Minnesota | 6. Ohio Univ    |

Also receiving votes: St. Thomas (MN)

#### NEISA

- |              |                      |
|--------------|----------------------|
| 1. Yale      | 6. Boston College    |
| 2. Harvard   | 7. Connecticut Coll. |
| 3. Dartmouth | 8. Boston Univ.      |
| 4. Tufts     | 9. MIT               |
| 5. Brown     | 10. Coast Guard      |

#### NWICSA

- |                  |                   |
|------------------|-------------------|
| 1. Washington    | 3. Lewis & Clark  |
| 2. Western Wash. | 4. Portland State |

#### PCIYRA

- |                     |                 |
|---------------------|-----------------|
| 1. Stanford         | 4. UC Irvine    |
| 2. Hawaii           | 5. USC          |
| 3. UC Santa Barbara | 6. UC San Diego |

Also receiving votes: UC Berkeley

#### SAISA

- |                  |            |
|------------------|------------|
| 1. Charleston    | 4. Florida |
| 2. South Florida | 5. Rollins |
| 3. Eckerd        | 6. Clemson |

Also receiving votes: Vanderbilt

#### SEISA

- |                    |                  |
|--------------------|------------------|
| 1. Texas           | 3. South Alabama |
| 2. Texas A&M Galv. |                  |



### U.S. FORMULA FALLS SHORT

The United States is a bit of a Formula Windsurfing powerhouse, having won the worlds in 2001, 2002, and 2004. However, the two sailors responsible couldn't come close to replicating their past successes at the 2005 Worlds in Melbourne, Australia, in December. Kevin Pritchard finished 21st and Micah Buzia-

nis was 34th. The top American was college student Seth Besse (foreground) in 10th. "The event was difficult; the first two races were held in 6 to 7 knots," says Besse. "Windshifts were a big thing." Antoine Albeau and Allison Shreeve took the men's and women's crowns, respectively. [www.sailmelbourne.com.au](http://www.sailmelbourne.com.au)

## Lexcen, Van Dyck Chosen for Cup Hall

FOR 2006, THE AMERICA'S CUP Hall of Fame Committee chose to induct Stephen Van Dyck and Ben Lexcen. Van Dyck, an American, crewed aboard two Cup defenders, *Constellation* (1964) and *Intrepid* (1970). Lexcen was a prolific designer of Australian 12-Meters from 1974 to 1987, and his boats were the fastest challengers of that era, notably *Australia II*, which captured the Cup in 1983.

While Lexcen's selection may seem obvious to many, the committee had long debated his involvement in the design parentage of *Australia II*. Finally, Cup historian John Rousmaniere, a selection committee member, undertook a serious research project into the question. The report he produced (the basis for the article on p. 38) helped bring the committee to a conclusion.

When he'd gathered all his data, Rousmaniere reached a middle-ground view that Lexcen had led an international design team and that none of them alone could've put such

a revolutionary boat together. Laying the argument to rest this way allowed the committee to acknowledge Lexcen's pivotal role in 1983 and to also consider his broader record, which led to his 2006 selection to the Hall of Fame.

The choice of Van Dyck was less complicated. He was the first of a new breed of tactician when sailing aboard *Intrepid* in 1970, calling tacks and jibes and directing the sail trimmers; skipper Bill Ficker never looked

at the competition, concentrating on steering the small-ruddered boat. In the light-to-moderate winds in which all but one race were sailed in, *Intrepid* was slower than the Australian challenger, *Gretel II*. Van Dyck's collaboration with Ficker was in part a require-

ment because *Intrepid's* deck-sweeping boom (the grinders were below deck) kept Ficker from seeing to leeward when sailing upwind.

Besides trimming aboard *Constellation*, Van Dyck, then a rookie draftsman at Sparkman & Stephens, is credited with inventing the sheet lock-off that made headsail changes easier. At his suggestion, an inclinable mock-up of *Constellation's* cockpit was also built to test layout ideas. One of Van Dyck's last campaigns

was with Dennis Conner in 1980. At the helm of a shipping company by then, Van Dyck eventually stepped aside as tactician but continued to coach and assist with the team's management.

—JOHN BURNHAM (CHAIR, HALL OF FAME COMMITTEE)



Van Dyck (left) grinds on *Weatherly*.



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Jim Miller, 57, of Melbourne, Fla., participated in the early Lauderdale to Key West races back in the mid-'70s, and he has missed the annual event only four times. That's not to say he could sail the course with his eyes closed. "This is not a friendly race, and you have to do it more than once to understand it and win it," says Miller, who won this year's PHRF trophy and finished second in IRC on-board his Beneteau 38. "It requires you stay on top of the reef without



running aground. This is a navigator's race, and I've been sailing with mine for more than 15 years." Miller's *Sea Turtle* is anything but a stripped out racer, as it features all the essential cruising gear, including an air conditioner, but it's well sailed and the key, he says, is they've learned to play the Gulf Stream, or rather avoid it. "You need to stay out of Stream and on the reef where there's a counter current—this year there was a good one, as much as 2 to 3 knots."

Peter Freudenberg, 65, may be getting older, but his boats just keep getting bigger and faster, and he continues to be a regular in the winner's circle—most recently at the Lauderdale to Key West Race, in which his Corsair 31 *Condor* won the multihull division. "The 31 is only three-feet longer [than his previous 28R]," says Freudenberg, retired and living in Sewalls Point, Fla., "but it feels like it's 25 percent bigger, and capable of doing 30 knots easily—although I'm not sure I want to go that fast." In getting to Key West first, Freudenberg—who is also the designated bowman—and his crew of Todd Hudgins, Keith Notary, and Phil Styne beat a fleet of top-shelf teams, including one led by Randy Smyth. "This one was a thrill for me," he says. "We beat all the good guys and almost caught up to the TP 52s—we were in the groove the entire race."



—DAVE REED

# Rolex Award a Team Effort for Barkow

THE STANDARD REQUIRED TO win the Rolex Yachtswoman of the Year varies each year depending on the competition. But the performance turned in by Sally Barkow in 2005 would've likely taken home the trophy any other year as well. In the midst of an Yngling campaign for the 2008 Olympics, Barkow dominated that class, winning four major titles including the 2005 worlds. She also won the women's world match racing crown, sailed in J/24s, and the Rolex International Women's Keelboat Championship, in J/22s. Barkow and 2.4mR World Champion Nick Scandone, who won the Rolex Yachtsman of the Year award, were to be honored at a luncheon at the New York YC, Feb. 24.

"The whole year was really fun," says Barkow, 25. "We just raced really hard and this award tops it off." The use of the plural is not an accident. Though only her name will appear on the award, winning it was a team effort. "I haven't been on the water this year without [teammates Debbie Capozzi and Carrie Howe]," she says. "It



Sally Barkow



Rolex Yachtsman of the Year Nick Scandone won the 2005 2.4mR Worlds. Yachtswoman of the Year Sally Barkow won world titles in the Yngling and women's match racing in 2005.

kills me to just see my name there."

Like Barkow, Capozzi, and Howe, Scandone also had a world championship on his resume. However, he won the 2005 2.4mR worlds all by himself, only one person fits in the small keelboat. Scandone, an advertising executive from Fountain, Valley, Calif., also won the U.S. Independence Cup/North American Challenge Cup and the America's Disabled/Open Regatta. A former college All-American at UC Irvine,

Scandone was diagnosed with Amyotrophic Lateral Sclerosis, also known as Lou Gehrig's Disease, in 2002. He's lost 40 pounds and walks with the aid of a cane and leg braces. But his zest for sailing, and his skills haven't diminished. To win the 2.4mR worlds, Scandone had to knock off an able-bodied sailor, who is also a three-time world champion in the class. "How do I even say it; I'm overwhelmed," says Scandone. "I knew I had a good season, but I didn't think it would get this kind of recognition. This is something I never dreamed would happen."

—STUART STREULI

## ISAF BACKS MATCH RACING TOUR

Despite being at odds for several years, it took just a few minutes in a conference room for ISAF and match racing promoter Scott MacLeod to clear up their differences and join forces. MacLeod unveiled the World Match Racing Tour in January, which will



combine the infrastructure and events that made up the Swedish Match Tour, the world's richest professional sailing series, with the world match racing championship run by ISAF. From 2007 onwards, the overall tour champion

will also take home the world match racing championship. The affiliation with ISAF should help MacLeod line up a title sponsor to replace

Swedish Match, which ended its relationship with the tour due to a Swedish law prohibiting tobacco companies from sponsor-

ing athletic competitions. The first event to be sailed under the World Match Racing Tour banner will be the Brazil Sailing Cup, March 14 to 19. However, the 2005-'06 tour, will run through the Toscana Elba Cup in mid-July.

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# JOBSON REPORT

BY GARY JOBSON

## Extending the Season

THERE'S AN OLD SAYING THAT SAILING IS A SPORT FOR KIDS FROM AGES 8 to 80. Eight years old is still about the right age for beginning sailors, but at the more senior end of the spectrum, the limit has been busted wide open. Last fall the New York YC honored its 100 senior members at a dinner; most of them are well into their 80s and 90s, and still setting sail in one way or another. They're unpretentious, and I'm sure their consistent love for the sport has helped them remain down to earth and young at heart. ♣ At the dinner,

Walter Cronkite, 89, poked fun at himself, describing how proud he was to become a NYYC member in 1963, only to be scolded that summer for flying the club burgee upside down. He also recalled the night in 1983 he was scheduled to give a library talk; that ended up being the same day the America's Cup was lost to Australia. Cronkite said that incident obviously ended any chance he might've had of becoming a flag officer of the club.

The evening also made me think about how active so many senior people are as sailors and supporters of the sport. Olin Stephens, 97, may be the leading example; he's still thinking about yacht design, commentating on issues, working on handicapping, and attending events internationally. After joining the NYYC in 1930, he helped the club defend the America's Cup eight times between 1937 and 1980. In the club yearbook, he's listed No. 1 (most senior member). When his train from Vermont was delayed on the night of the dinner, he walked into the Club's Model Room to a standing ovation.

A remarkable senior sailor in my hometown, Annapolis, is Bob McNitt, 90, a retired U.S. Navy admiral. He graduated from the Naval Academy in 1938, the same year he competed in his first Bermuda Race. He later earned a master's in mechanical engineering at MIT. For the past 11 years I've served on the

Naval Academy's Fales Committee, which advises the Superintendent on waterfront activities, and Admiral McNitt attends every meeting. When he speaks he chooses his words carefully and everyone listens because no one else has his range of experience. In 1996 McNitt published *Sailing at the U.S. Naval Academy*, a meticulously researched book,



Walter Cronkite and Commodore Bob Stone, two of New York YC's many senior members, continue to embrace their time on the water.

which is a must-read for anyone running a yacht club or waterfront facility. So much for retirement—he started that book at age 80.

McNitt is often seen sailing his small Dyer dinghy on the creeks of Annapolis. “Getting in and out isn't as easy as it used to be,” he says, “but it's wonderful to be on the water. I don't pay so much atten-

tion to the boat. I like watching Blue Herons land on the water, ducks swimming, or the leaves changing color.”

He served as dean of admissions at the Naval Academy for 12 years, is a member of the U.S. Naval Academy Sailing Foundation, and his writings appear in the *Encyclopedia Britannica*. His advice for young sailors is to, “Enjoy the day, enjoy the minutes.”

Dr. Stuart Walker, 83, is another stalwart who remains one of the most active racers on the Chesapeake Bay. On New Year's Day this year he raced his Soling in a regatta that he has only missed twice since 1952. At present he's working on his 10th book, which discusses the complex topic of how a person's genetic background governs competitive ability. He finds that we all suffer from compulsions that induce us to do the wrong thing at the wrong time. I recently asked him if one's competitive instincts change as we get older. “Absolutely,” he says. “I think I've gained ‘acquired courage.’ I've always been anxious and fearful of competition. Once I get into it I feel calm. I always worried about sticking my neck out and looking like an idiot, but over the years I've become more courageous.”

Walker has written regularly for *Sailing World* since 1962. He competed on the U.S. Olympic team in 1968 as a crewmember for Gardner Cox in the 5.5-Meter class. “That's where I first met Paul Elvström,” he says. “He convinced me to sail a Soling and I've been doing it ever since.”

Does sailing keep him youthful? He laughs and says, “I think we don't realize in a sense how much physical involvement there is. We think we just sit there [on the boat]. Well, you're sitting there, but your muscles are tense; you're holding yourself in a certain position to add to the heel or reduce the heel. Your body

is functional even though it is only sitting.” I asked him if he had become an elder statesman, to which he replied, “Well of course. But I’m still the guy they want to beat.”

Ed du Moulin, 91, is also working on a new book that he says will cover 80 years of sailing, 47 years on Wall Street, four years of service during World War II, and a lot of “crazy” incidents in his life. In 2001 du Moulin’s recollections of seven America’s Cup campaigns were published

by the Herreshoff Marine Museum in *The America’s Cup and Me*, an enjoyable read. Du Moulin’s inspiration for participating in the Cup started when he observed *Ranger* defeating *Endeavour II* in 1937.

After retiring from a successful career on Wall Street, he started a new one as manager for seven different America’s Cup teams. Recently he’s been slowed by illness but is looking forward to day sailing this summer. “I’ve enjoyed all my boats over the years, but I always enjoy

trying to find the next boat. I’m looking at an Alerion 28.”

Du Moulin has always had a winning diplomatic manner and has often brought adversaries together. I recall being on an America’s Cup team that was eliminated, and even though Ed was part of another team, he and Fritz Jewett had the courage and good sportsmanship to thank our crew for pushing their team so hard. His extraordinary class has served many as a good example.

Emotions ran high in Newport, R.I., when the New York YC lost the America’s Cup in 1983. At the prizegiving the next morning, a few thousand people were understandably anxious about handing over of the trophy. Bob Stone, now 83, was the club’s commodore then, and I’ll always remember how his sense of humor and graceful manner made the historic ceremony a great sporting moment.

*Australia II*’s designer, Ben Lexcen, had told the press before the series that if he ever got his hands on the Cup, he was going to crush it. Commodore Stone got some help from the Newport police, finding an old Plymouth hubcap and crumpling it. At the prizegiving, Stone first handed Lexcen the hubcap and told him now he no longer need to smash up the America’s Cup. After putting both the Australians and Americans at ease, Stone laid his hand on Lexcen’s shoulder and said, “Please take care of the Cup, will you?”

Commodore Stone, as many still call him, has served on countless corporate boards and as a longtime fellow of Harvard College. He still races and cruises his 69-foot *Arcadia* and is scheduled to skipper it in his 25th consecutive Bermuda Race in June.

At the NYYC Senior Members Dinner, where I recalled that momentous day in Newport, Stone addressed the dinner guests, reflecting on his years of sailing, and pointing out that the best part was the many special people he’d met and sailed with. In particular, he said Percy Chubb, Henry Morgan, and George Hinman were all role models. Everyone in the audience visibly brightened as he spoke. I think we all began recalling our own mentors, realizing that many of our best friends in life all share the same passion.

There’s a common denominator I learned that night about the senior sailors: They cherish their time on the water and they do anything they can to help and inspire others to do the same. ♦

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# SPECIAL REPORT

BY AARON KURILOFF



## Southern YC Rebounds on Tradition, Memories

SATURDAY MORNING, SIX DAYS AFTER Hurricane Katrina destroyed much of New Orleans, Corky Potts crawled through a three-story heap of broken boats and rubble and made his way into the ruins of Southern YC in search of surviving remnants of the nation's second-oldest collection of yachting trophies and artifacts. Potts, a real estate lawyer and the club's elected Commodore, first closed the valve on the club's still-burning gas line. Then he climbed the stairs, past the high-water mark above the landing, in search of precious memorabilia.

In the charred ruins of the second-floor bar and restaurant, Potts and his three fellow searchers found only a few trace remnants of the Olympic medals and America's Cup honors won by members over the club's 158-year history. Fire had melted a treasure-trove of sailing trophies and awards into slag. "Krispy

Kritters," Potts proclaimed them.

On the lower floor, where the club's staff had left another cache of memorabilia in the men's locker room for safekeeping, more had survived. But items stored there looked "like they had been in the washer." Potts and his helpers gathered what they could and prepared to retreat.

Then, the wandering beam of a flashlight picked out a gleam in the blackened ruins near the top of the stairs. One of the searchers reached into the heap and pulled out a small, blackened cup. When he rubbed off the soot, he discovered he was holding a little gold mug dated 1849. Known as the Challenge Cup, it's the yacht club's oldest trophy.

"I took that as a very good sign," Potts says.

Small things have come to mean a lot in New Orleans and around the Gulf Coast this winter. In New Orleans, sailing

**At the annual Closing Regatta, Southern YC members started rebuilding relationships, if not the clubhouse (at right).**

bounced back faster than most municipal services. The clubhouse will need to be totally rebuilt—in fact, video of the it burning in the middle of a rapidly-expanding Lake Pontchartrain became an iconic television image of the disaster. Members suffered the same hit-or-miss devastation to their own homes and businesses as everyone else in the city.

But throughout the storm and its chaotic aftermath, on the subject of SYC, all upper lips remained stiff. Leaders approached Katrina's destruction as a logistical problem—certainly no worse than that posed by the Civil War, which threw a monkey wrench into club operations for more than a decade between 1860 and 1878. Potts concedes having an emotional response to the loss of the clubhouse.



The clubhouse will need to be totally rebuilt, a process Commodore Corky Potts says should take approximately two years.

But he reminds the nostalgia-prone that the structure itself was a 1940s design of frequently-questioned architectural taste. The members have proven considerably more durable.

"They're scattered, but we've had only a handful of resignations," he says. "The membership wants to rebuild." That's left SYC leaders wrapped up in standard in-

stitutional problem-solving, of the type sometimes visibly absent in New Orleans after the disaster: Where should the club's temporary office go? Where are the club's 1,700 members right now? And more importantly, who's going to host the monthly Ladies Lunch? Where?

The board met in Bush, La., to answer some of those questions. The clubhouse, junior classrooms and locker rooms were all destroyed, as was more than half the handicap fleet. The club's membership was scattered across the nation. Nobody knew how to start picking up the pieces.

So it seems fairly typical for a bunch of New Orleanians that the first thing Southern decided to do was throw a party. Held at a restaurant in Baton Rouge—now a veritable New Orleans-in-exile—the gathering helped shore up member confidence. Potts gave out awards for the boats "farthest displaced," and "most destroyed." "We started to open up lines of communication," he says. "We got a (newsletter) out with a letter from me about what's going on and information about how we're starting to get things back together." Membership dues were waived for September. Club employees were given severance, with a promise to rebuild and rehire.

The next order of business: racing. Board members voted to reschedule hosting the Youth National Championships, originally planned for June, in 2007. The 2006 edition will be hosted by Michigan's Grosse Pointe YC. But the club's annual, season wrap-up, the Closing Regatta was scheduled for Oct. 23 and looked more do-able. For 155 years—taking time out only for the Civil War—the Closing Regatta has served as the big finale of the local season. It is typically conducted with full pomp and circumstance—boats parade, flags fly, commodores wear blue blazers, the works.

Club officials hired a small Bobcat to clear debris from the lawn and dry storage. The ruins of the junior lockers and classrooms were bulldozed away, along with the destroyed equipment shed and Harbormaster's Office. Some volunteers used a fire hose to wash the concrete slab.

"I started out with very low expectations—it was really about the spirit of the event," says Charlotte Thomas, who served as principle race officer. "It's a tradition. The Closing Regatta stands on ceremony."

Thomas and other volunteers scraped together decorations, a rental tent and a band. They located the local fleet captains, who contacted the members of

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While much of Southern YC's fleet was lost to Hurricane Katrina, 46 boats were able to set sail for the Closing Regatta.

their fleets. New Orleans YC, less damaged in the storm, agreed to ferry Southern members to a tent on the now-cleared front lawn. Many one-designs—J/22s, Vanguard 15s, Rhodes 19s and Flying Scots—had survived Katrina. Houston YC contributed some extra sails.

On the 23rd, Thomas and Potts found more than 400 people ready to race. The PRHF fleet numbered 16. There were 30 one-designs. "I didn't know until that day what kind of numbers we would be dealing with," says Thomas. "It was a gorgeous day."

Despite the band and the celebratory decorations, people cried. "It was very emotional from my standpoint," Potts says. "(One board member) looked around and couldn't find many dry eyes."

After Closing, however, the Southern YC was back open for businesses. October and November bills arrived at members' homes. A demolition crew leveled and removed the ruins of the clubhouse. Potts and the board ordered a 6,300-square-foot modular facility to serve



temporarily in its place.

Replacing the clubhouse, Potts says "should hopefully take two years—hiring the architect, six months of design work and 12 months of construction." In the meantime, all regattas will proceed as scheduled. So will all other club events.

The Katrina-destroyed clubhouse, in fact, was the club's third. One lasted from 1879 to 1899 before being demolished to make way for the second, which was then

renovated in the 1920s. Members had approved a fourth: voting to go ahead with a major renovation. The storm rendered the designs moot. But Potts promises that the next clubhouse will, as intended, serve members better than the last.

"We've been trying to cover up that 1950s design for some time," he says.

Kuriloff, a frequent contributor to *Sailing World*, is a member of Southern YC.

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PHOTO ESSAY  
BY THIERRY MARTINEZ



Like the host Ocean Reef Club, an exclusive beach-and-golf community on Key Largo, Fla., the podium at the 2005 Corum Melges 24 World Championship was open only to those with the necessary qualifications.



# RAREFIED AIR





**EDDY EICH'S COURAGE X** (red spinnaker) plows into a wave soon after rounding the first windward mark in Race 10 of the 2005 Corum Melges 24 Worlds. Eich's German-flagged boat had three top-10 finishes and was 19th overall, second in the Corinthian division, a subset of the fleet comprised of all-amateur crews.

**AFTER 10 OF 11 RACES**, Dave Ullman (top left, at helm) was the sole remaining skipper with a chance of overtaking James Spithill's team for the championship. He dropped to third after finishing 29th in a fluky final race.

**REGATTA ORGANIZERS COULD** have split the fleet into gold and silver divisions had the entry list topped 100, but with 98 boats, they put everyone on one long starting line. Getting and holding a front-row spot was critical to a top finish.



**WHEN VIEWED FROM ABOVE**, the windward mark exit seems orderly—set the spinnaker and get in line. However, a sea-level view (right) provides a much more realistic picture of the chaos involved when 98 boats round the same buoy in close sequence. Jibing, says regatta champion James Spithill, was basically out of the question. “If you rounded in the top 15 it was just too painful to jibe,” he says. “By the time you cleared the offset mark, there was a wall of boats so there was just no wind. For the most part we protected our lane high and went from there.”

**ITALIAN HELSMAN GABRIELLE BENUSSI** and his crew on *Marrachech Express* (at right, bow No. 26) finished 35th in the first race, then quickly found their stride. Despite never having raced as a team before the regatta, Benussi's squad strung together five top-10 finishes to earn the lead after three days of racing. *Marrachech Express* dropped to third after Dave Ullman won both races on the penultimate day of the regatta, but jumped back into second with a victory in the final race. “Before we started, I'd have said that getting in the top ten would be a fantastic result for us,” says Benussi. “To be second in this company has made us very happy.”







**ON THE FINAL RUN** of Race 10, James Spithill's spinnaker exploded soon after being hoisted. Spithill had an overall lead of 14 points, but a poor result would've turned the last race into a three-way dog fight for the title. "That was a delicate moment for us," says trimmer Jonathan McKee (third from the left). "If that had gone bad, it would've been quite a different story. The crew did a great job of getting another spinnaker going. That was one of those moments where you're sort of tested. You have the second spinnaker ready to go, but we'd never actually practiced that move." The team's recovery was so fluid they were able to keep in touch with the lead pack and finish sixth in the race, which gave them a comfortable 20-point margin heading into the final race. For more from McKee and Spithill, see "Winner's Debrief," p. 68.



**HELMSMAN MORGAN REESER** (left) and owner Neil Sullivan (gathering spinnaker) led after Day 2, but were unable to match the consistency of the top boats down the stretch. "We were around Spithill an awful lot of the regatta," says Reeser. "He was just able to pass boats better in the second half. His tactical team did a great job." **DAVE ULLMAN'S CREW** (right) extends their arms and torsos for maximum righting moment during a windy Race 8.



BY GLEN DICKSON

# Battling for Barnegat's Bragging Rights



Mantoloking YC's Dick Wight (No. 7) leads Ocean Gate YC's John King in a singlehanded Tech Race. Greer Scholes (No. 8, far right) of Island Heights YC finished second in the fleet.



One club's annual challenge gives adults a chance to sail like a kid again, with team honors on the line.

**O**n the cozy confines of New Jersey's Toms River, several fleets of small dinghies are locked in tight battles on a short course. They're aggressively fighting for the pin at the start and contesting overlaps at each mark rounding. The crews are bailing frantically up and down the course as spectators cheer on the participants from a nearby dock.

At a distance, it appears to be a collegiate regatta. But there are a few incongruities: it's August, and college students are still on summer break. A closer look at the sailors reveals that while a few are close to college age, most are several decades past their diplomas. And some of those spectators appear to be Opti kids cheering on their moms.

Welcome to the second annual Barnegat Bay Yacht Racing Association Yacht Club Team Challenge, an interclub dinghy championship for grownups. The Toms River YC hosts the one-day event, inviting yacht clubs from the BBYRA and surrounding waters to compete for bragging rights as to which club's sailors are "best on the Bay."

The real point of the Challenge, however, is to take sailors from different fleets and generations, throw them into matched one-designs on the shifty waters of the Toms River, and then share some laughs at the post-race party. Unlike the team- and match-racing formats that are employed for most adult interclub competitions in the United States, the Challenge relies on multi-division fleet racing similar to a college intersectional regatta; the lowest aggregate score wins. It also uses the type of



Bay Head YC's Bobby Koar and Betsy Vreeland (yellow sail numbers) defended the 420 title Vreeland won in 2004 with skipper Chris Ashley.

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For the second straight year Jeff Bonanni sailed with his mother Lori (No. 17) and won the doublehanded Tech division.

boats prevalent in college sailing: Club 420s with neither spinakers nor trapezes, and 12-foot Tech dinghies.

“People get to race against people they don’t usually race against, and they enjoy testing themselves against sailors from other fleets,” says regatta chair Bill Warner Sr., 60, who developed the Challenge with the help of son Billy, 31, and son-in-law Will Demand, 28. “A scow guy can compete against a Flying Scot guy, which you normally don’t get to do on the Bay.”

The Challenge sprung out of the Warner family’s efforts to create a frostbiting fleet at Toms River YC. In the fall of 2003, Billy Warner, then the sailing coach at SUNY Maritime College, organized a group of two dozen Toms River members for a mass purchase of 30 used Tech Dinghies from MIT and Boston University.

The Tech is an ideal platform for frostbiting: it’s simple to rig, can be easily singlehanded, and supports competitive racing across a wide spectrum of crew weights. The boats are slow and relatively indestructible, which makes them well-suited for close-quarters sailing.

After a successful initial frostbite season, the Warners and Demand began brainstorming new uses for the fleet. The idea of a “Battle of the Bay” soon came up, and the Challenge was born.

“It’s a great opportunity for people from all the clubs to come down and race the same boat,” says Warner Sr. “We have 13 clubs on the Bay, so we figured we could use our 30 boats to do both a doublehanded and singlehanded division. Then Roy Wilkins [the sailing coach at Ocean County College] approached us about the college boats, and we threw them into the mix.”

All Challenge sailors must be 21 or older and one of the five sailors competing in three divisions—singlehanded Tech Dinghy, doublehanded Tech, and doublehanded 420—must be a woman. Clubs are allowed to substitute crews and skippers between races. The regatta is held directly in front of Toms River YC, which encourages spectators and allows sailors to come in for a leisurely lunch, socialize, and discuss team strategy.

The event drew 12 teams the first year, attracting a number of one-design champions and former All-Americans, along with many sailors hopping into a dinghy for the first time. To no one’s surprise, current college skippers and recent alumni have dominated the 420 division. However, the Tech divisions have

## Interclub-ing across the USA

**T**here are many match racing and team racing competitions between yacht clubs in the United States, but few interclub regattas that feature fleet racing. If there isn’t one in your area, then make like the Warners, and found your own.

The San Diego Sir Thomas Lipton Challenge Cup was donated to San Diego YC by the tea magnate of America’s Cup fame and has been raced 92 times since its inception in 1904. It pits one-boat teams from California clubs against each other in fleet racing held in the home waters of the defending club. While the Lipton Cup was originally conducted under various handicap rules, since the early ‘90s the racing has been held in one-design offshore classes such as the J/105 and Schock 35. San Diego YC, the 2005 champion, will host the event May 20 to 21.

The Gulf Yachting Association’s Sir Thomas Lipton Challenge Cup was presented by Sir Thomas to Southern YC in 1919 as a challenge trophy and had been raced for annually since, originally in the wooden Fish Class and most recently in the Flying Scot. Unfortunately, Hurricane Katrina wiped out last year’s event, which was to be hosted by 2004 champs Bay Waveland YC in Bay St. Louis, Miss, and the original 39-inch sterling silver trophy was destroyed in the resulting fire that consumed Southern YC. The Lipton Cup competition, which usually draws around 25 GYA clubs, will be revived in 2006, with Bay Waveland defending its title over Labor Day weekend. The original trophy was retired in 1974, a casting was made, and a half-size model of the original has served as the perpetual trophy for the event. That trophy survived the hurricane.

The Cedar Point Challenge Cup, a silver trophy originated in 1911 and rededicated in 1995, draws rival clubs from Long Island Sound together each June. The event offers racing in both dinghies and keelboats and combines all three disciplines of interclub competition: fleet, team, and match racing. The competition includes up to six clubs and in recent years has featured fleet racing in Lasers, three-on-three team racing in Vanguard 15s, and match racing in Ideal 18s. In 2006, Cedar Point YC hopes to defend its namesake trophy. —G.D.

been more diverse, with a mix of ages and sailing backgrounds placing in the top half of the fleet. Overall, sailors in all three divisions have spanned a wide spectrum of age and experience.

"I had a blast," says 50-year-old Bev Vienkowski of Seaside Park YC, a Sneakbox and scow sailor who skippered in the 420 division with 50-year-old Janet Miller as crew. Vienkowski hadn't sailed a 420 since she was 15, and Miller, who grew up sailing A Cats and Sneakboxes, had never sailed one. But the pair scored a second in their first race and were getting the hang of roll tacking by the end of the day.

**T**he Toms River is always a tricky place to sail, and in 2004 the local squad made the most of its home-court advantage and scored a dominant win in a light and shifty easterly. But in 2005, new personnel across several teams combined with stronger southerly breezes to shake up the pecking order. Island Heights YC started fast and held a 10-point lead over Bay Head YC after five races. Surf City YC and Metedeconk YC were tied, another 3 points back, and the talk of the lunch break was whether Island Heights could be caught.

One sailor reliving his college glory days was Island Heights YC's Phil Reynolds, 47, who last sailed a Tech when competing for Notre Dame at the 1980 InterCollegiate Yacht Racing Association Nationals at MIT. Reynolds, who has sailed Lasers and E-Scows in recent years, says he struggled a bit with his roll tacks—

tor. He also liked the Challenge's team format.

"The nice thing about regattas like this is they're not as tense as normal regatta racing," says Wight. "They are fun in the true sense of the word. You have some sense that the final result is out of your hands, as you're only one of three players, and you also get caught up in the yacht club aspect of it."

As a team, the Surf City YC sailors took matters into their own hands in the afternoon, closing with a flourish to finish two points ahead of Island Heights and grab the title, with Bay Head YC third. Surf City was led by former All-American Jeff Bonanni, 22, who paired with his mom Lori, 51, to win the doublehanded Tech division for the second year in a row. The Bonannis displayed smart tactics and excellent speed in the choppy conditions and finished in the top three in nine of 10 races.



Surf City YC took the overall honors, thanks in no small part to a second-place finish in the 420 division by Graham Mergenthaler and Sue Warren (above). The author (at left, foreground) leads regatta co-chair Will Demand of Toms River YC down a run. For the second year in a row, Demand won the singlehanded Tech division.



a common complaint from the over-40 set. But, nonetheless, he and crew Jocilyn Doran, 24, were still sitting in third at the break. He likes the choice of boats.

"Putting everybody on an even keel makes you work the shifts more," says Reynolds. "In an E Scow you might sail through a couple headers, but out here you've got to hit every one."

Mantoloking YC's Dick Wight, one of the top E Scow sailors in the country, didn't sail in college and had only tried Techs once before the Challenge, in one of Toms River YC's casual Wednesday night races. Yet the 58-year-old opened with a 2-1 in the singlehanded division.

Wight enjoyed racing short courses in the river, where the shifts created position changes and boatspeed wasn't a huge fac-

Lori says she was "just having fun" and that her son was a "patient" skipper. Jeff says his mother did a nice job crewing and was "very good at calling starboard tackers."

Other Surf City team members were Lightning sailors Tim Robinson, 42, and Rich Warren, 52, who split time in the singlehanded Techs, finishing fifth; and Kings Point senior Graham Mergenthaler, 22, and crew Sue Warren, 51, who took second in 420s.

In the singlehanded Techs, regatta co-chair Demand of Toms River YC won for the second year in a row. Another repeat winner was Bay Head YC's Betsy Vreeland, 39, who teamed with 22-year-old skipper Bobby Koar to top the 420 fleet.

Vreeland was a 420 rookie in 2004 when she crewed for three-time collegiate All-American Chris Ashley. Although she grew up sailing small boats, Vreeland was "busy being an Opti mom" in recent years and was a little intimidated to be paired with Ashley. "Last year, Chris just carried me," she says. "This year, I was a little more in tune with Bobby."

For the 2006 Challenge, Toms River YC is aiming to get the entire Tech fleet on the water and may extend invites to clubs outside Barnegat Bay, as scheduling conflicts limited the field to eight teams in 2005. The first two Challenges were sponsored by Mount Gay Rum and North Flags, respectively, and the organizers are already looking for additional sponsors to help promote the event.

"It's the only thing around like it, and I enjoy seeing all the guys come together to sail different boats," says Bill Warner Sr. "I'm sure it's going to grow." ♦

In 1983 an Australian team ended the New York YC's grip on the America's Cup in a breakthrough 12-Meter famous for its winged keel. That pivotal moment in sailing history has long since passed, yet there remains a long-running dispute about the roles taken in the design of this remarkable boat by the designer of record, Ben Lexcen, and his technical team. As a member of the America's Cup Hall of Fame selection committee, I know this controversy well. After many years of heated debate concerning the merits of selecting Lexcen, in 2004 I volunteered to serve as a committee of one answering the question, "Who designed *Australia II*?"

Over a year and a half I reviewed the record while soliciting statements from dozens of people. In October 2005 I presented a report to the committee, which then selected Lexcen for the Hall of Fame.

Before proceeding, I should disclose that I am a long-time, but hardly lock-step, member of the New York YC. As a writer I strive to be fair, and I long ago recognized that nothing in the America's Cup is as simple as it first seems.

It is clear that *Australia II* was the creation of a brilliant international design team, headed by Ben Lexcen. Other answers to our question have tended to follow two opposite paths. One leads to the conviction that the designer of record, Lexcen, was also the designer in fact, meaning that he conceptualized *Australia*



BY JOHN ROUSMANIERE

# WHO DESIGNED *AUSTRALIA II*?





*II*'s three distinctive features: a small hull, a small "upside-down" keel, and the winglets on that keel. Three reasons have been given:

First, Lexcen, the boat's owner, Alan Bond, and other members of the *Australia II* team said as much during and after the controversy-ridden 1983 America's Cup summer.

Second, Lexcen had long experimented with several of *Australia II*'s features. Some of his Australian 18s, model boats, and other designs had wing-like endplates and unusually small fins. When he worked on the design for Bond's 1977 Cup challenger, *Australia*, he and his associate, Johan Valentijn, tested wings and a keel 15 to 20 percent smaller than the norm before doubts about the accuracy of the tank tests led them back to more conventional shapes.

The third reason many people give for concluding that Lexcen must have designed *Australia II* is the man himself.

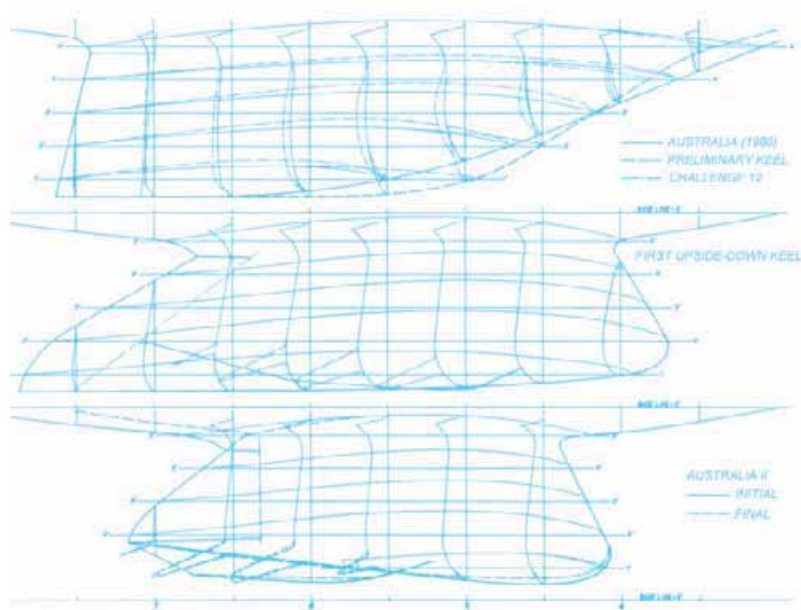
Bob Fisher, the English sailing journalist (and America's Cup Hall of Fame Selection Committee member), characterized Lexcen's talent this way: "Outrageous in its naiveté, fundamental in its approach, and gloriously effective in its delivery." Grant Simmer, who sailed on *Australia II* and now helps run the Alinghi campaign, told me, "As a yacht designer with his small boat and skiff background, he was intuitively one of the best I have worked with (even if not technically the best, given his background)." Simmer's last words refer to the fact that Lexcen dropped out of school at the age of 14.

People who knew Lexcen before his death in 1988, at age 52, have affectionately described him as brilliant, chaotic, loveable, and extravagant. Here is the man who ended a former business relationship by changing his name from prosaic Robert Clyde Miller to the more dramatic Ben Lexcen (the inspiration is still in dispute). "He has the most glorious

flights of fancy," John Bertrand, *Australia II*'s skipper, wrote of Lexcen in 1985, "always talking about the depths of the oceans, about dolphins and other great fishes. My children love him, because in a sense he is very like them, full of wonderment at a world he believes is probably undiscovered."

A journalist who spent several tumultuous days with Lexcen, Jay Broze, called him "the sailing world's undisputed champion of free association" and a man with "his own personal brand of reminiscent hyperbole." This caution can easily be forgotten in the natural rush to believe only such an outrageously original individual could have produced such an outrageously original boat.

If the first path through the thicket of the *Australia II* design question is a sprint to this remarkable man—more Romantic poet than engineer—the second is a methodical pace into the realm of two Dutch scientists with advanced degrees who



Designer Ben Lexcen celebrates winning the 1983 America's Cup match by taking a ride on the famous keel. At left, drawings from Dutch naval architect Dr. Peter van Oossanen show the progression from traditional to radical.

an incredible margin; it was like putting the Concorde up against a Boeing 747." Bond and his campaign manager, Warren Jones, were persuaded, but only to a degree. When they gave the go-ahead for the strange boat, they also ordered a far more conventional Lexcen-designed backup called *Challenge 12*.

Once the decision was made, the stakes increased exponentially, secrecy about the design became crucial, and all else tumbled after, the good with the ill.

### What was the Dutch relationship?

Work on the design continued in the Netherlands. Just how it continued is the question. Only Lexcen's most extreme proponents argue that the Dutch scientists played no significant role in the design. Even Lexcen never said that much. The issue boils down to the manner and degree of their contribution.

Creativity is never an individual activity. As Lexcen often said, "Good ideas are all around us." Creative people are constantly influenced by what they read, see, and hear. To quote an insightful music critic's description of how the Beatles wrote songs, "John whistles to Paul, and Paul whistles back." Who whistled first at the Netherlands Ship Model Basin? Lexcen told his biographer, Bruce Stannard, that the relationship between the Dutch scientists and himself was like the one between university professors and a student. "I went to Wageningen like a dry sponge . . . I used their brains. I used their

worked in cutting-edge test facilities in the Netherlands. These are Dr. Peter van Oossanen, a naval architect at the Netherlands Ship Model Basin (NSMB), and Joop Slooff, an aerodynamicist at the Theoretical Aerodynamics Department of the National Aerospace Laboratory

While Lexcen often portrayed them as advisors who followed his direction, the two scientists have described their relationship as one of partners. In their view, Lexcen gets high marks not for creating the design but for managing it—for recognizing the possibilities, for helping to persuade Alan Bond that he must build this crazy-looking boat, for designing the rig and construction plan, and for working with Bertrand, the New Zealand sail designer Tom Schnackenberg, and the rest of the crew to refine *Australia II*.

Here it helps to appreciate the stakes that were at play at the genesis of *Australia II* in the spring of 1981. In Bond's previous Cup challenges in 1974, 1977,

and 1980, he had spent small fortunes sending innovative Lexcen-designed boats to Newport only to watch them destroyed by defenders. Bond's boats sailed a total of 13 races in Cup matches and lost 12 of them. To compound his disappointment, each American defender was a variation on old theme, the 1967 defender *Intrepid*. Bond became convinced that no Australian helmsman could beat Dennis Conner, no Australian crew could sail better than American crews, and no inventory of Australian sails could be superior to American sails. So it all came down to the boat.

As greedy as Bond was for a design breakthrough, he was wary when a euphoric Lexcen first told him about this new design, which looked like no other boat and was costing a million dollars in research. In his autobiography, Bond wrote: "He told me that this yacht had the potential to beat the Americans to the first windward mark by three minutes—

knowledge and their experience.” Yet he went on to state, vaguely, “The ideas come from me, but they draw them up to fit their own requirements.”

A far more detailed description of their working methodology is laid out in documents submitted to me by Peter van Oossanen in response to my questions. His statements, apparently the first he has made for the public record, are consistent with accounts by Joop Slooff published immediately after the 1983 races in Michael Levitt and Barbara Lloyd’s book *Upset*, and then in 1985 in an article by Lloyd. The thrust of both men’s statements is that *Australia II*’s design was so complex and dependent on advanced aerodynamic and hydrodynamic theories that no one person could possibly have produced it—neither Lexcen nor van Oossanen nor Slooff.



**Dutch naval architect Dr. Peter van Oossanen (top) and Joop Slooff, an aerodynamicist, performed vital, but largely uncredited, roles in the design of *Australia II*, helping Ben Lexcen create and analyze the “upside-down” keel shape.**



mean that he conceived the concept.”

Slooff made that statement in 1984. Van Oossanen, however, held off telling his story until recently. He told me this is because he has many Australian friends whom he did not wish to offend by seeming to criticize an Australian hero. (Van Oossanen himself was raised in Australia and became a citizen there.) At least one defender of the Lexcen claim believes that van Oossanen’s feelings are influenced by disagreements stemming from before the 1987 America’s Cup, when van Oossanen’s superiors barred him from working exclusively for Bond. But van Oossanen told me that what stirred him to finally make his case last year was an article by a former Australian Cup skipper, Jim Hardy, claiming that the Dutch played no significant part in the boat. Coincidentally, this was about the time I sent him

my queries.

According to van Oossanen now and Slooff more than 20 years ago, what was called “the A2 concept” evolved rapidly in the spring of 1981. In the first three weeks of work, at a time when Lexcen was at NSMB, van Oossanen and his colleagues drew up what van Oossanen has described to me as “a number of radically different keel geometries.” One was an inverted keel that proceeded to perform well in Slooff’s computer analysis and in van Oossanen’s tank tests. Slooff proposed placing winglets on the keel, which they did. Then van Oossanen recommended that the hull be as small as permitted under the 12-Meter rule, with a 44-foot waterline length and (under the International Rule’s balancing act) a larger than normal sail area. They did that, too. Van Oossanen had been working on the then-novel notion of a small Twelve for several years. At the Chesapeake Sailing Yacht Symposium in January 1979, he presented an equation-packed technical paper in which he predicted that in a wind less than 15 knots (conditions often found at Newport), a small 12-Meter would beat a big one every time.

After showing the design to Bond, Jones, and John Bertrand during a lay day in the 1981 Admiral’s Cup, van Oossanen took it to Australia, where Lexcen

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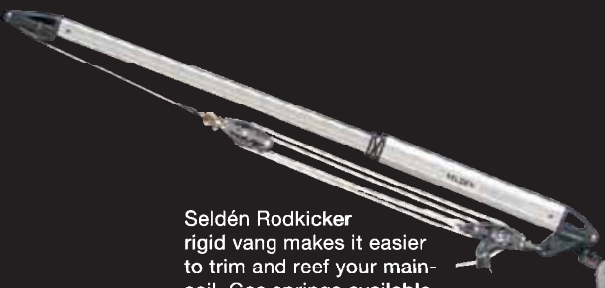
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approved it. Van Oossanen says he then provided full-scale loftings for construction in Australia. Here the story becomes a little unclear. Van Oossanen told me that when he returned to Australia to recheck the plans before construction, he was surprised to see that Lexcen had redrawn the plans for the keel in his own hand, though without alteration.

Grant Simmer offers a different perspective. When he visited the towing tank in Holland, Lexcen declined to show him the new boat's test models. Simmer's first detailed look at the design, therefore, came in Australia when he saw plans drawn by Lexcen. "Ben definitely drew the lines plan for the boat and section/detail drawings of the keel," Simmer told me. "I have seen the drawings and loftings of the boat and keel, and they were definitely by Ben; additionally, as was Ben's way, they were changing up until the very last moment."

It could be that Simmer and van Oossanen are referring to the same set of plans. Simmer believes that Lexcen contributed to the design of the winglets: "Ben definitely developed the geometry of the wings (which were incredibly crude even by '87 standards) since I saw him deciding on and altering the shape while the keel pattern was being built."

Van Oossanen says that the boat designed in Holland was the one built in Australia. "No changes were made," he told me in an e-mail last December after I quoted Simmer's observation. "Warren Jones was very particular in this respect. He didn't want anyone to change anything we had developed for A2. I remember John Longley and Warren Jones asking me about the rudder that Ben (and John Bertrand) wanted to change. I approved of this, and this was subsequently decided."

In van Oossanen's account, Lexcen's relationship with him and Slooff was decidedly hands-off. Lexcen admitted that his lack of advanced education made him a distant supervisor of technicians. Referring to his relationship with his assistants on the design of *Southern Cross*, the 1974 challenger, he told Jay Broze, "I got a little lazy, since there was no way I could double-check what they were doing anyway." Speaking of the Netherlands Ship Model Basin in 1981, Lexcen told Lloyd and Levitt, "I

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just went in there, and they just left me alone. I would just sketch stuff, and draw stuff, and take it to van Oossanen, and he would draw it up and feed it into the machine to make models. They were just doing what I told them."

But Lexcen then qualified that statement. "Sometimes they'd tell me things back. How the hell can you stop them from telling you things? It's like a jury—"Well, disregard that remark . . ." You can't disregard that remark. If someone says, 'I think this could be a good idea,' you can't say, 'I didn't hear that.'"

Obviously, there was a lot of whistling going on at NSMB.

### Where nationality comes in

Lexcen made a revealing comment to Lloyd and Levitt: "The situation at the bloody tank puts you almost under conditions that would contravene the spirit of the bloody ruling of the New York YC." The fact was that a sword of Damocles hung over this revolutionary seminar in yacht design. It was the nationality rule governing the America's Cup. We should spend a moment on the nationality question, if only because so much of the debate about the design of *Australia II* has been focused on it—I think wrongly.

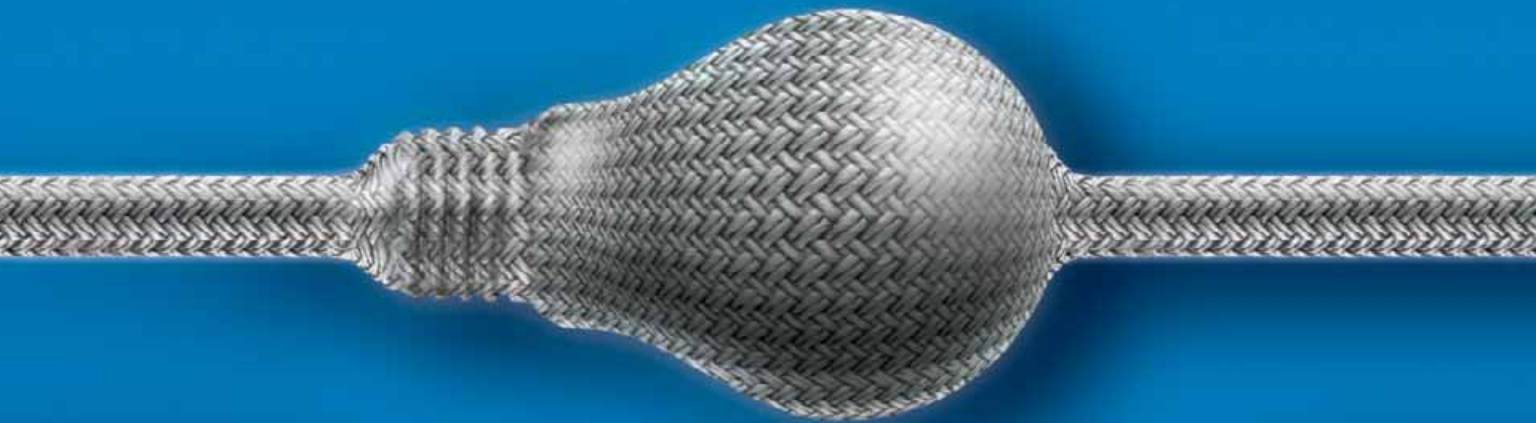
International crews had been common in the early days of the America's Cup, but multi-nationalism reappeared in a far more significant way in the 1970s. An American, Andy Rose, was Bond's tactician in 1977. A Dutch yacht designer, Johan Valentijn, helped design challengers for Bond in 1977 and the French in 1980 before signing up with Dennis Conner for 1983.

All this led the New York YC to write a new rule stating that sailors and designers of boats, rigs, and sails must be nationals of the boat's flag country. The rule turned out to be quite lenient. Someone who had a domicile in the relevant country qualified as readily as a passport holder. This rule did not bother the Bond syndicate at first. Very little was said to the scientists until early 1983 when, van Oossanen told me, Warren Jones told them that an application for a U.S. patent on the keel that was intended to protect its secrecy would be in Lexcen's name alone. Lips remained sealed until the summer of 1983, when Slooff went to Newport and was surprised he was not publicly credited for his work on the keel of the most successful boat in town. At that he started talking.

The New York YC's America's Cup Committee somewhat heavily-handedly insisted that van Oossanen sign an affidavit stating that *Australia II* had been designed by a Dutch-Australian team. Although he had not signed a confidentiality agreement with Bond, van Oossanen refused to go along because, he told me, it would have given the New York YC a reason for declining to sail the Cup match and "The whole of Australia would have hated me for this for ever and ever." If van Oossanen was not yet aware he had become a pawn in someone else's game, that became obvious when he was asked to send a telex to Warren Jones, in which he stated, "Mr. Lexcen himself designed *Australia II*." The telex then went out in a press release. In the end, the nationality question became moot when the New York YC held the races. Conner and *Liberty* put up a brave battle, but were caught on the second to last leg of the last race, and the America's Cup was gone.

The scenario I have sketched above is the one that makes the best sense to me. You may disagree, but if you do, spare a little sympathy for two scientists who did their work well, only to be thrust between the hard place of their loyalty to a client and the rock of their satisfaction that they had helped bring about a revolution. ♦

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# Tech Review

BY TONY BESSINGER

## Tools to Keep Your Tactician on the Rail

BEFORE COMPUTERS, THE BEST TACTICIANS were equal parts mathematician, oddsmaker, and gambler. All these traits still count on the racecourse, but for boats equipped with race electronics and software, there's much less mathematics and oddsmaking involved because all the information needed to make informed tactical choices—laylines, favored tacks and jibes, windspeed and direction trends—can be displayed on portable hardware. With this information in hand, the tactician should have his weight on the rail where it counts.

Smaller keelboats shouldn't be left wanting what big boats enjoy when it comes to useful tactical information, and the Tactick delivers the essentials. The Tactick Micronet, which was the first off-the-shelf wireless instrument system available to racers, is solar-powered, and thus easy to install because there's no wiring. The Micronet system gets data to the rail via the **Tactick Remote Display**, which is also wireless and solar-powered. Windspeed, boatspeed, and depth are shown on the Remote Display, and the information displayed on the instruments themselves can be changed. The Remote Display does not show windspeed and direction trends unless a computer

**THE TACTICK REMOTE DISPLAY** is a wireless, solar-powered, and waterproof handheld.



running performance or tactical software is tied into the Micronet system, but it will keep your tactician on the rail and dialed

in. Security features prevent others from reading the wireless signal.

If your demand for data is greater than what Micronet delivers, an advanced on-deck option is B&G's **RemoteVision**, a wireless handheld, which can be integrated with B&G's Hydra and Hercules systems. RemoteVision is a handheld that displays all the data being output by the instruments. You can use it to change pages on mounted displays, get graphical wind history,

**BOOTRONIK M12 RACE** is a wired, remote display designed for cockpit use.

and even change autopilot settings. With an internal, gimballed, fluxgate compass, the RemoteVision also doubles as a handheld compass. The unit's two AA batteries last 60 hours and up to 200 hours on standby.

Another handheld option is the **Ockam Eye**, which puts at your fingertips nearly everything you'd get from a laptop belowdecks. This is tactical and performance software that transmits data to a PDA. Using the same technology that provides wireless Internet access in coffee shops or airports, the Eye is connected to a computer belowdecks running Ockamsoft, which is Ockam's tactical software. Sail crossovers, wind trends, and even a representation of your course, are all accessible





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There's nothing quite like steering a sleek, fast boat with a light touch on the tiller, the stability of a keel below, being close to the water and sliding through waves with barely a wake or whisper.

One's standard of acceleration and that feeling of being one with wind, wave and boat probably started on a small dinghy...a Hobie Cat, Sunfish or inland scow. Then as one's boats got larger, some of the magic faded. Sure, cruising was an adventure and the camaraderie of a winning race crew unforgettable. But, now it seems there's less time for such pursuits. Priorities change. Every moment counts. Time's too precious and

the alternatives too numerous to put up with any boat less than what will recapture those simple joys of sailing. J/100 is designed to do just that.



The comforts that experienced sailors appreciate are part of the package. A two cylinder inboard saildrive hums along at 6.5 knots. There's a bona fide marine head and even a couple of bunks with

an option for a V-berth forward for the occasional overnight. The cockpit seats at least six adults, and when you add the Hall Spars carbon mast, low VCG keel, high aspect rudder and optional Hoyt jib boom (shown above) it's easy to see why the J/100 sails so well with such little fuss.

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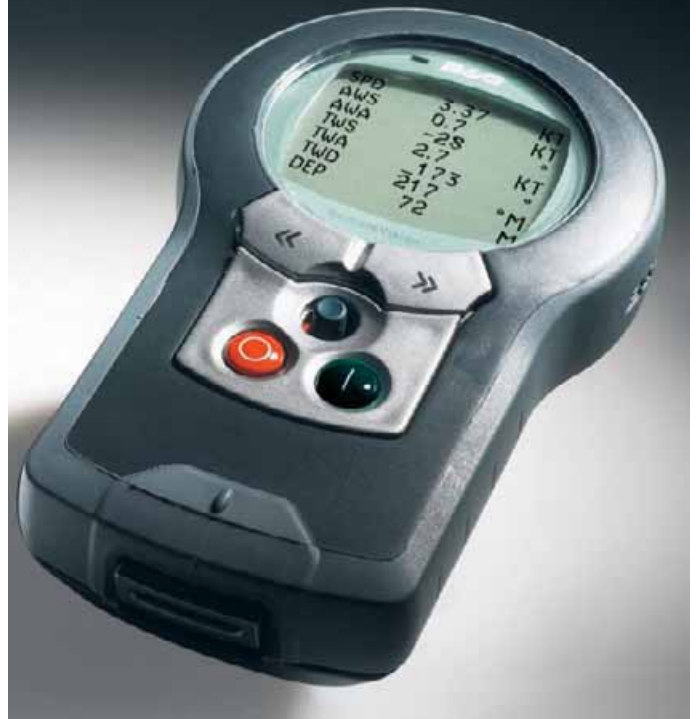
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**THE B&G REMOTEVISION** is a handheld upgrade for users of B&G's Hydra and Hercules instrument systems.

on the PDA screen. Ockamsoft will even read NMEA data from instrument brands other than Ockam. System requirements include instruments, a laptop or PC, and a wireless router.

Another option for B&G Hercules users is the **B&G RaceVision 2**, a tablet PC with a daylight-visible screen that lives on deck. The RaceVision 2 gets data from the B&G instruments via a wireless transmitter that's connected to the B&G Performance Processor. This is a turnkey upgrade for Hercules users, especially since the tablet comes loaded with the tactical program Deckman for Windows. Batteries can be replaced without shutting down the computer and a waterproof power cable can be run up on deck.

Both the Ockam Eye and the B&G RemoteVision can provide you with more data if linked with a computer belowdecks running tactical software. The type of PC that will suit your needs best depends on what type of boat you have and how much you're willing to spend. A laptop that's popular with many big-



**THE B&G RACEVISION 2** is a stand-alone tablet computer pre-loaded with B&G's Deckman for Windows software.

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## HARD-CORE TACTICAL SOFTWARE

There are many tactical software programs available, most of which provide downloadable demos so you can get a feel for them before you buy. Which programs are most popular depends, to some degree, on where you race. MaxSea has long been a favorite in France, and among solo racers. Racers in the United States, England, Australia, and New Zealand have tended to favor Deckman for Windows, but a relatively new program, Expedition, is becoming popular as well. Macintosh users, usually left out in the cold when it comes to tactical software, can use RusalkaSoft. Check out the demos versions online and talk to sailors experienced with tactical software before you decide which one to buy.

Ockamsoft	<a href="http://www.ockam.com">www.ockam.com</a>
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Sailware	<a href="http://sw-n.com/">http://sw-n.com/</a>
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boat teams is the **Panasonic Toughbook 73**. According to Geoff Ewenson, of E2 Marine Electronic Systems, of Annapolis, Md., which specializes in race electronics installations, the Toughbook is rugged and easy to take off the boat at the end of the day. "It has plenty of grunt to run tactical software," says Ewenson, "and can stand up to the environment found down below on a day racer." Another option is the **Itronix GoBook**, which, like the ToughBook, is built to survive harsh conditions and has a daylight-visible screen.

For larger boats, especially boats that require a computer to do more than just run tactical software (for example, satellite and SSB communications, raceboat management, entertainment) a PC mounted below, and sending data to a fixed screen in the nav station, and a handheld display on deck, is the way to go. Because the PC will be mounted out of the elements, there's no need to buy a weatherproof unit, or even a laptop. The Mocha 7043, from Cap-puccino PC, a



**THE PANASONIC TOUGHBOOK's** hard drive is encased in a shock-absorbing polymer.

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company specializing in small-profile PCs, is popular. A high-quality handheld screen that complements the Cappuccino PCs is Panasonic's Toughbook Mobile Wireless Data Display, which has an 8.4" touch screen. I've used both units and was impressed by the performance and compact size of each, but



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battery life (for the MDWD) is an issue—two hours or less. Extra batteries and a charging unit onboard are essential extras with this unit. Keep in mind that the Toughbook MDWD is only moisture and dust resistant. A more durable remote screen is the **Bootronik M12Race**, which is waterproof. The M12Race isn't wireless, and isn't a touch screen, but comes with an integral mouse and a long, waterproof power and data cable.

Like all electronics, the difference between retail pricing and what you'll actually pay for a complete race electronics

## WHAT'S NMEA?

NMEA stands for National Marine Electronic Association, and NMEA 0183 and NMEA 2000 are, simply put, the electronic languages developed by the association that allow electronics from different manufacturers to communicate with each other.

NMEA 2000, the more recent protocol, will exploit recent advances made in instrument capability by allowing electronics to share more data and status. Unlike 0183, 2000 is self-configuring.

package varies. Expect to pay a premium for waterproof gear—as much as \$11,000 for a top-of-the-line 17-inch touch-screen monitor. A Panasonic Toughbook MDWD costs upwards of \$2,500; a Bootronik M12Race is as much as \$6,747.

True techno-geeks shouldn't have too much trouble setting up some of the less complex gear, like the handheld remotes. Given enough time and effort, even setting up a complete wireless system with a PC belowdecks and remote screens on deck is possible. But if you don't have the time, or the expertise, contact a pro. ♦

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# This Blade is Razor Sharp

I VIVIDLY REMEMBER PITCHPOLING MY buddy's Hobie 18 on a windy day on Rhode Island's Narragansett Bay in the early 1980s, so whenever I look at small catamarans my eyes are drawn to the bows, the root (along with poor driving skills) of many a catamaran pitchpole. Traditional bow shapes like that of the Hobie 18 rely on reserve buoyancy, i.e., the top of the hull is wider than the bottom, to keep the bows from regularly submerging. That windy day was at the forefront of my mind when we sailed the Blade Formula 16 catamaran during last year's Boat of the Year competition. The conditions were wild and wooly, with a puffy 20-knot breeze and a nasty chop.

Rather than having each of the BOTY judges sail the boat, and probably crashing and burning, we nominated Chuck Allen, our small-boat expert on the BOTY panel. We helped Allen and Blade rep Matt MacDonald rig and launch the boat in the shore break and then witnessed what judge Alan Andrews described as "watching a ball of spray scream across the horizon."

The first thing we had noticed about the

Blade F16	
LOA	16'4"
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Weight	240 lbs.
SA (u/d)	210 sq. ft./398 sq. ft.
Designers	Phill Brander and Ian Marcovitch
Price	\$12,900
<a href="http://www.vectorworkssail.com">www.vectorworkssail.com</a>	

Blade F16 was its reverse-shear bows and the subtle refinements of the wave-piercing technology incorporated by the boat's designers Phill Brander and Ian Marcovitch. The hull volume is placed low in the symmetric hulls, and as we saw during Allen's test sail, the boat was nearly impossible to stuff, no matter how fast they were going or how awkward the seaway was.

The Blade is a product of the Formula 16 box rule, which produces light, fast, gennaker-rigged 5-meter cats for single- or doublehanders. The hope was that it would be competitive against larger Formula 18 cats, but relatively easy to sail. The F16 rule dictates maximum length, beam, and sail area, as well as minimum

weight. Within those parameters, designers can draw anything, as long as it measures within the box. Brander and Marcovitch have come up with a design that not only fits the box, but ushers in a new era in 16-foot catamarans.

The Blade's hulls are designed to provide lift when the boat's flying a hull. According to its designers, and confirmed by Allen, when the Blade heels, the leeward side of the hull "stands more perpendicular to the water's surface and the hull becomes an asymmetric, foil-type shape that creates lift to windward." This gives the Blade its windward performance and allows the boat to remain balanced downwind with the gennaker up.

"Upwind the boat wants to rise up and point higher," says Allen, "but only when the windward hull is out of the water." According to Allen, another benefit of the Blade's hull form is the elimination of pitching, a common problem with some older catamaran designs. "Much like an A Class cat, there's no hobbyhorsing," says Allen. "It just rips through the waves. We buried the bow a few times and each time the boat popped out and continued on,

**The double-trap Blade F16 can be raced single or doublehanded; the ideal doublehanded weight is 300 to 320 pounds.**



WALTER COOPER

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Concept Becomes Reality - Spring 2006

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

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## UPCOMING LEUKEMIA CUP REGATTAS

January 13 - 15	Arizona Yacht Club	Lake Pleasant, AZ
March 10-11	Buccaneer Yacht Club	Mobile, AL
March 17-19	Pensacola Yacht Club	Pensacola, FL
March 25-26	Pontchartrain Yacht Club	Mandeville, LA
April 1-2	New Orleans and Southern Yacht Clubs	New Orleans, LA
April 8-9	Nevada Yacht Club	Lake Mead, NV
April 21-25	Dinghies at Corinthian Sailing Club at White Rock Lake	Dallas, TX
April 22-25	Isles Yacht Club - Punta Gorda	Punta Gorda, FL
April 28-30	Keelboats at Dallas Corinthian Yacht Club at Lewisville Lake	Oak Point, TX

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Lisa Thorndike	Pennington, NJ
Nancy Levy	Newport Beach, CA
Jackie Lucas	Mt. Pleasant, SC
Don Owen	Madisonville, LA
Ralph C. Jones	Dallas, TX
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Michael Apfelbaum	Sunberry, PA
Bill McKenzie	Charleston, SC



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### What's the Formula 16 box rule?

In 2000, a group of European catamaran racers felt the need for something other than the Formula 18 and Formula 20 box and A Class catamaran rules, and developed the Formula 16 box rule.

Price, performance, and the need for a design that could be sailed in both single-handed and doublehanded modes were a few of the parameters. The F16 class became official in early 2001, with the first draft of the class rules made public that July. The rule specified a controlled, multi-manufacturer development formula class for a 5-meter (16'4") high-performance beach cat equipped with an asymmetric gennaker. Doublehanders sail with a jib, singlehanders don't.

After the first few boats were built and racing it became obvious the F16 was a stellar performer. In races where the classes mix, doublehanded F16s now race boat-for-boat against F18s, while singlehanders race boat-for-boat with A cats.

With no restrictions on materials, F16s can be built of pretty much anything; wood, fiberglass, Kevlar, even carbon. The Blade is available as either a fiberglass boat (what we tested) or carbon fiber. For more on the rule: [www.formula16.org](http://www.formula16.org)

where we normally would've pitchpoled."

The Blade's asymmetric gennaker is flown from an aluminum bowsprit and is launched and retrieved with a single-line system. According to Allen, the aluminum wing mast's rotation is easy to handle, even from the trapeze, thanks to the outboard-led rotator controls. In line with the ethos of simplicity, the fully battened jib is self-tacking.

BOTY judge Meade Gougeon, who owns and races an A Class cat and is familiar with the pitfalls of high-performance multihulls, was likewise impressed with the Blade. "This design appeared to be unusually forgiving when the leeward bow was stuffed in a wave at speed downwind," he says. "I wouldn't have believed that this boat could have survived what it did if I hadn't seen it with my own eyes." Gougeon was also impressed with the boat's rig. "For a 16-foot cat, this boat has a huge rig, a 30-foot mast that one would expect to see on much larger cats, such as a Tornado," says Gougeon. "Its mast-height-to-waterline-length ratio (32 to 16) is 200 percent, which sets a record in my book. Twenty years ago such a ratio would've been considered impractical for heavy air, but we saw how well the thing worked in big air and waves."

The Formula 16 box rule allows for boats to be built of any material. The original intent by the Blade's designers was that it be a kit boat, but the Blade Allen sailed was a pre-production version of vinyl ester and fiberglass skins and foam core, built by Vectorworks Marine Sail in Titusville, Fla.

While Formula 16 class racing is established in Europe, it's still in its infancy in the United States. MacDonald says he's starting to see a trickle of F-16 activity,

mainly in Florida. The boat currently has a Portsmouth Rating of 65.3, which puts it in the realm of the A Class cat (64.8) and the Taipan 4.7 (65.3).

The Blade F16 can be built with Kevlar for an extra \$500, and the sails can be upgraded to Pentax for an additional \$300. Carbon daggerboards, kick-up rudders, and stocks are also options. The boats are sold as complete, ready-to-sail packages and a trailer is available from Vectorworks for \$900. ♦



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# Harken's AC Traveler, Two New 30-Somethings

EVERY ONCE IN A WHILE WE COME UPON A product we describe in this column with the sobriquet, "Why didn't I think of that." It's a compliment we don't use often, but we couldn't stop ourselves from asking the question again when we first got wind of Harken Yacht Equipment's new **PCRX Pivoting Traveler Mainsheet System**, which also received the Design Award at the 2005 Marine Equipment Trade Show in Amsterdam.

Rather than having the traveler car pivot on its bearings, the PCRX car rides on a track that pivots on a metal rod and assures even-bearing loads. At this point, only America's Cup Class boats are using the PCRX system.

Because the rod that the car pivots on is attached to the deck with loops of carbon, says Harken, a boat must be "built around the track."

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

Beneteau's latest First series, called the First 34.7 in Europe and the **First 10R** in the United States was introduced at the Paris Boat Show last December.

Beneteau has positioned the 10R as a one-design that will also do well under IRC, and the numbers appear to support this. The IRC rating is 1.020, and the Velocity Prediction Programs indicates the boat will be faster than the First 36.7 (on certain points of sail), which rates 1.027. The IRC rating is for a 10R with the standard aluminum rig, but a carbon-fiber Hall Spars mast and boom is an option.

The 10R is the first model to use the company's proprietary "One Shot" infusion process, during which the hull and structure are molded simultaneously. The result is an even distribution of the resin throughout the fiberglass cloth. The hull and deck are cored, except below the waterline, where the hull is solid glass, which at nearly 9,500 pounds makes for a light displacement for a boat the 10R's size.



PCRX pivoting traveler



Innovation doesn't stop at the construction. The Farr and the Beneteau design offices hit a home run with the interior by moving the accommodations forward to provide more space for the cockpit. In place of a V-berth forward is the head, which may be the best possible space in any 32-foot racer/cruiser to perform spinnaker takedowns. It's roomy, and all the edges are rounded. The floor is molded nonskid with a drain in the center for those wet takedowns. The hatch is huge and will allow the kite to be quickly

stuffed below. The sprit pole—another first for Beneteau—retracts into the head compartment. The forward-facing nav station is to starboard, immediately abaft the companionway, and the L-shaped galley is across from the nav station to port. Aft to starboard is an owner's stateroom with a double bunk, to port a smaller stateroom with a single. In the middle of the main cabin, a centerline table is flanked by two settees.

The cockpit is large enough to handle a racing crew, and downright luxurious for shorthanded cruisers. The wheel is recessed into the cockpit floor, and the traveler and main controls are just forward of it. Twin Harken 40.2 STA winches control the headsails, and two 32.2 STAs are each aft of a bank of Spinlock XT rope clutches for the hal-

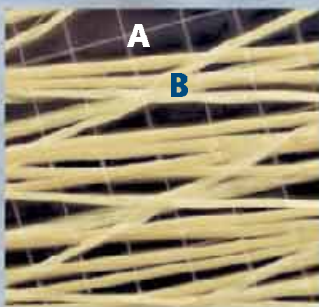
Beneteau First 10R	
LOA	32'7"
Beam	11'5"
Draft	6'6"
DSPL	9,500 (approx.)
SA (u/d)	757 sq.ft./1,359 sq.ft.
Designer	Farr Yacht Design
Price	N/A
<a href="http://www.beneteauusa.com">www.beneteauusa.com</a>	



# Inside story

It's proven. Whether you race in the America's Cup or the Chicago NOOD, North 3DL® thermo-molded sails are the fastest sails you can buy. But there's more to the story. 3DL sails are also remarkably durable... holding their designed shape season after season. *How do we do it?*

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

This allows microscopic movement of fibers within the yarn's core, making yarns

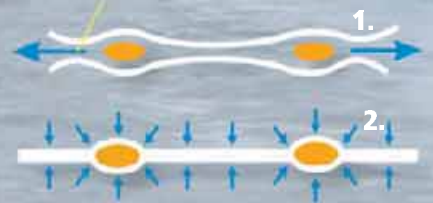
**True glue.** North developed its own unique multi-phase polymer to bond the 3DL laminate... the only industrial adhesive ever designed specifically for sails. Phase 1 provides excellent bonding of the outer films. Phase 2 bonds yarn and yarn clusters to the films, and is specifically formulated to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

less brittle and improving long-term shape holding.

If you don't get as excited about laminate bonding as we do, just remember this... 3DL sails are fast, and they last.

**When performance counts, the choice is clear.**

Vacuum pressure within 3DL laminate



Vacuum pressure pulls films tightly around yarns and yarn clusters.

## 2005 Chicago Verve Cup

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

PHRF 5: 1, 2 PHRF 7: 1

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

## 2005 Chicago NOOD

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

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

Beneteau 36.7: 1 S2 9.1: 1, 2

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Boating Shots photo

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

yards, which lead aft from the mast. An upgraded winch package is an option. The first 10Rs will be built in France, but Burdick expects molds for Beneteau's plant in South Carolina will be shipped by August. [www.beneteau.com](http://www.beneteau.com)

Beneteau isn't the only company trying to hit the 30-something racer/cruiser target. In an office in Eastport, Md., is Annapolis Performance Yachts, home office of the soon-to-be-built **Annapolis 30**.

The A30 was designed by Rob Ladd at



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## Annapolis 30

LOA	29'11"
Beam	8'11"
Draft	6'9"
DSPL	3,883 lbs.
SA (upwind)	430 sq.ft.
Designer	Rob Ladd Yacht Design
Price	\$69,999
<a href="http://www.annapolisperformanceyachts.com">www.annapolisperformanceyachts.com</a>	

the request of a group of investors who are racer/cruisers themselves. The keywords should be familiar to anyone who's looked at boats in this size range over the past few years: spacious interior, great upwind performance, and exhilarating downwind ride. What's different about the A30 is the high-tech goodies: SP Systems carbon hull, carbon rig and boom, retractable carbon keel and rudder, carbon headfoil and furler, and West Marine's PBO standing rigging.

All this technology is expensive if you build it in Europe or the United States, and it's tough to find skilled workers in non- or semi-industrial countries where labor rates are cheap. So the APY team looked to Bulgaria. "The guys who hands-on with this project come from all over Europe," says Ladd. "I've seen some of their work, and it's exemplary, and I feel very confident of where we're going and how we're doing this. This planet is ever getting smaller in terms of finding places to get things done."

While theoretical, VPPs done by Ladd have given him and the Annapolis 30 team a rough idea of the boat's performance. "Our VPPs show the boat will be very competitive with designs like the Mumm 30," says Ladd. "It will be competitive with, or faster than, most other boats the same size. Having been in the business long enough to know what hull designs to really trust, I'm not about to create some bizarre, triangular-shaped thing that will hopefully go through the water."

Annapolis Performance Yachts expects to see the first five A30s sailing in the Annapolis area by August.

—TONY BESSINGER



KEVIN BURNHAM

PRESENTS

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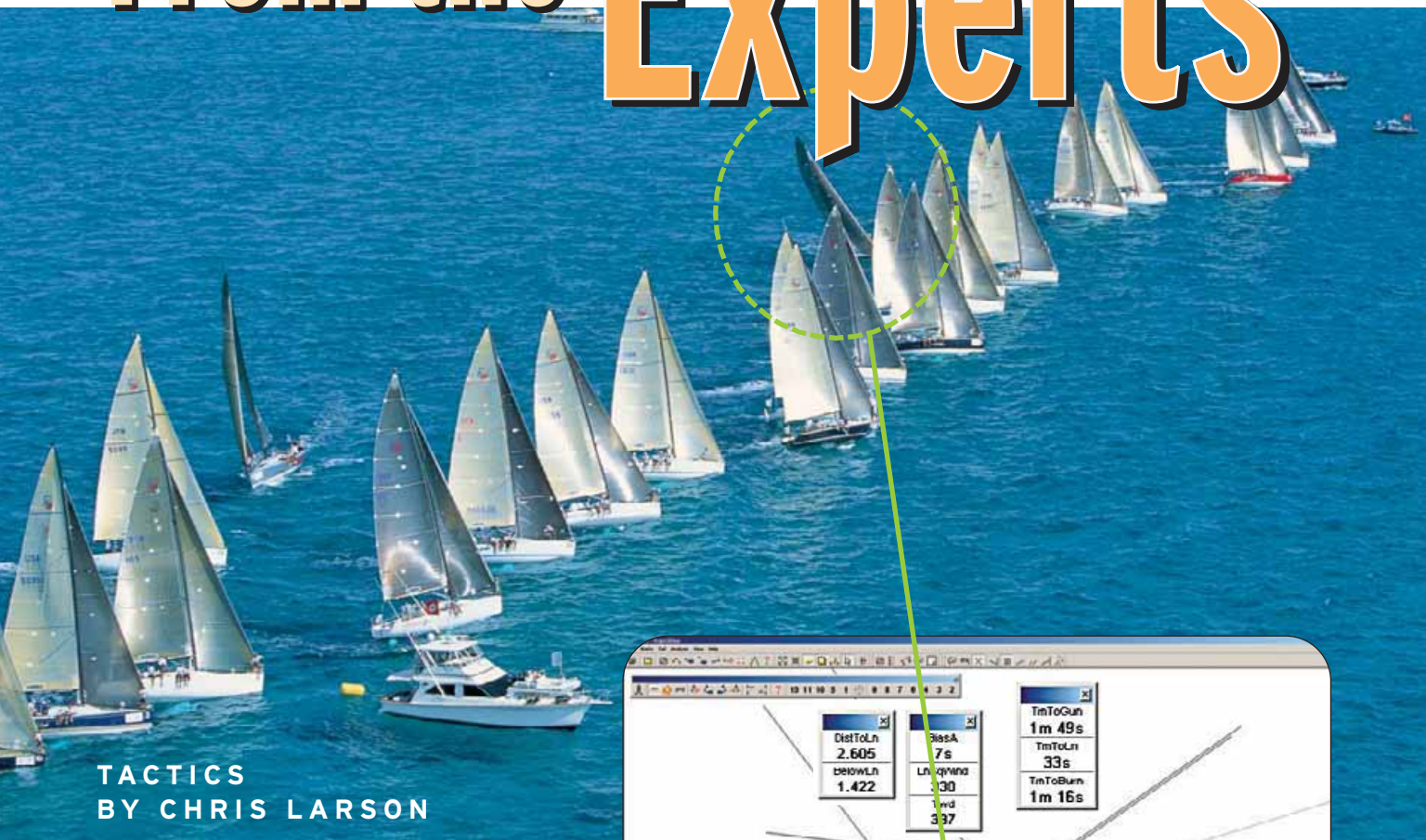
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# From the Experts



TACTICS  
BY CHRIS LARSON

## Taking the Guesswork Out of Tactics

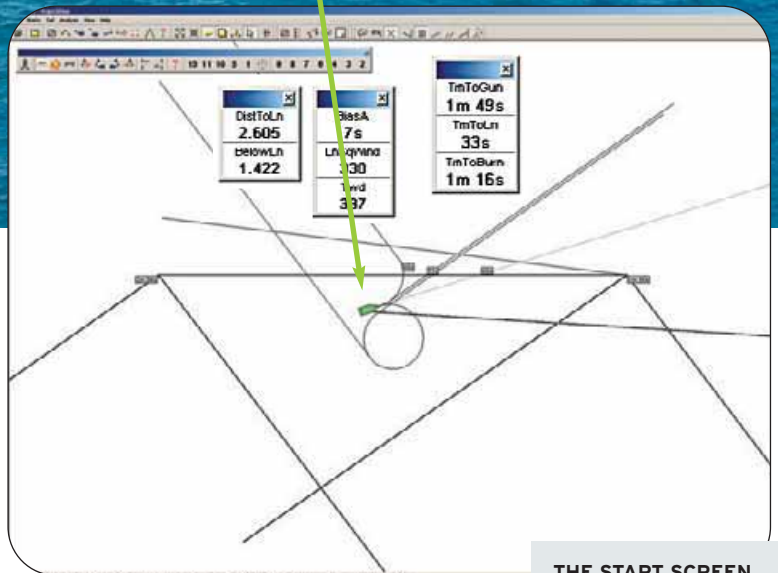
TWENTY-FIVE YEARS AGO A TACTICIAN MIGHT have been aided by an analog stopwatch, a bulky hand-bearing compass, and Loran C. Today, on-deck computers and sophisticated software programs have completely revolutionized the role of the modern tactician. Educated guesswork is no longer good enough to get the job done. Knowing precisely the time and distance to a mark, or exactly how favored one end of the starting line is, allows the tactician to do his or her job better. Making informed

decisions and communicating them to the helmsman, trimmers, and bow team make the mechanics flow smoothly.

For this, on-deck screens are invaluable, but they have to be used properly. A tactician still needs to spend as much time as possible with his head out of the boat, so learning and setting up the programs before the race is critical.

There's almost too much data for any one person to comprehend in any of the tactical programs, so it's important to set

up the various screens in a logical order. I prefer to see heading, boat-speed, true wind direction, true wind speed, and true wind angle on the left side. I then put current set and drift, depth, course over ground, and speed over ground in the center. Tactical functions are on the right: time to layline, time to waypoint, distance to waypoint, and



**THE START SCREEN** is the modern way for a tactician or navigator to determine which end of the line is favored and relay critical time and distance numbers to the helmsman.

bearing to waypoint. This type of layout allows me to quickly glance at the screen and find the information I'm looking for. Set up your display to your liking, but make sure you can quickly retrieve the important information and get your attention back on the racecourse.

On the way to the start, and while we're sailing up the first beat before the start, I use the software package to monitor the conditions via the Data menu by creating my own strip chart. A strip chart is a continuous graphic representation of data. I always display trends for TWD, TWS, TWA, AWA, and current set and drift.

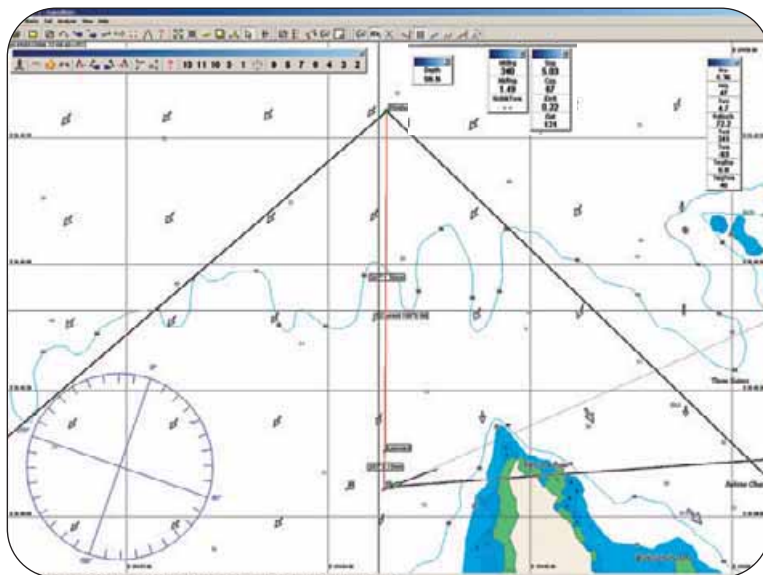
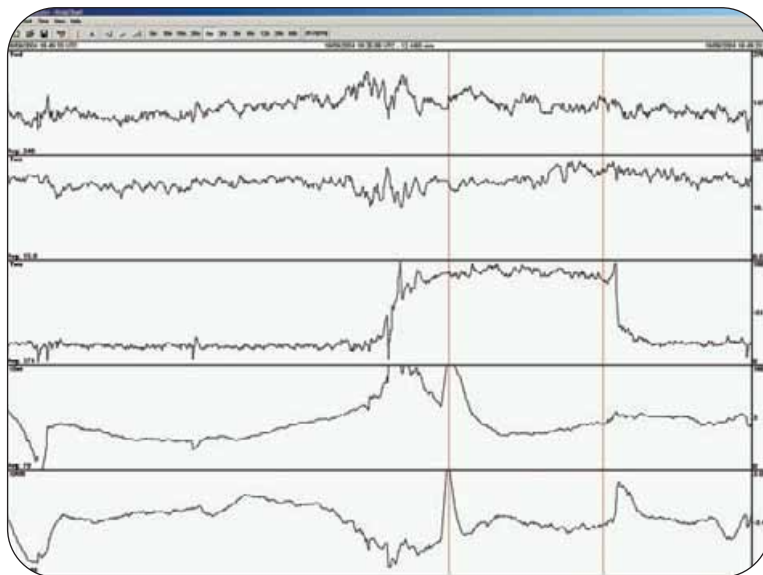
Watch for trends in the TWD and TWS during your pre-race routine, and check for windshear, which occurs when the wind direction at deck level is different than the wind direction at the top of the mast where the sensors reside. Windshear will cause your AWA and TWA numbers to vary from tack to tack, i.e. wider than normal on starboard and narrower on port. This information is critical to headsail trimmers. In this instance, they would pull their jib car aft on starboard tack to open the top of the sail, and forward on port tack.

One of the best things about strip charts is you can vary the time increments from as little as 5 minutes to several hours. You can also narrow a TWD variable down to a 30-degree range, which gives you 15 degrees each side of the mean, allowing you to get an accurate feel for what's happening with the wind.

Once we're back in the starting area, I sail close by the committee boat and "ping" (locate and input position) the committee boat, which gives me the ability to input the racecourse when the course signals are displayed indicating the range and bearing to the weather mark. In addition, I ping the leeward mark, which is usually a short distance to weather of the starting line. Next, I

**THE STRIP CHART page is the perfect way to track trends in the wind direction and speed before or during the race. It's completely customizable, allowing navigators to pick which data to display, and the length of time and range best suited to their needs.**

**THE RACECOURSE screen gives a visual picture of the racing area and the boat's track. All vital data can be organized into specific boxes making it easy to access key data about the wind, current, or boat's performance.**



switch to the Start Screen and re-ping the committee boat and the pin end of the line to make sure neither have moved.

With all of the marks now recorded, I have a graphical picture of where the course is located on a digital navigation chart. Having the chart displayed is important because in places like Key West, there are often shallow spots near some of the start and finish lines. Running aground while waiting to start is never fast.

Once in the Start Screen, there's a vast

amount of information at your fingertips. The on-deck display will switch to a starting area box showing the committee boat, pin, laylines, and favored end. This is great information, especially if the wind is shifting a lot, or if the line is relatively long. Information in the top tool bar is equally important. Here you'll find the time and distance to either end of the line (at reaching trim and speeds) and the time and distance to the line (upwind). Most importantly it has the countdown

### Making Sense of the Alphabet Soup

A few common terms used by the digital tactician:

**TWD or TD (True Wind Direction):** Angle of the wind relative to the surface of the water

**TWS or TS (True Wind Speed):** Velocity of the wind relative to the surface of the water

**TWA or TA (True Wind Angle):** Angle of the wind relative to the centerline of the boat

**AWS or AS (Apparent Wind Speed):** Windspeed measure by the boat's anemometer

**AWA or AA (Apparent Wind Angle):** Wind angle measure by the boat's anemometer

**Vs (Velocity):** Boatspeed

**SOG (Speed Over Ground):** Boat's speed measured by GPS

**COG (Course Over Ground):** Boat's heading measured by GPS



### EAST COAST

- Connecticut Mystic
- Connecticut Norwalk
- Florida Islamorada
- Florida Miami
- Florida Tampa
- Maryland Annapolis
- New York City Island
- New Hampshire North Sutton
- Rhode Island Jamestown
- South Carolina Charleston

### CENTRAL STATES

- Illinois Chicago
- Michigan Holland
- Texas Houston

### WEST COAST

- California San Francisco
- California San Diego
- California Newport Beach
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- Washington Seattle
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### SOUTH AMERICA

- Argentina Buenos Aires

### EUROPE

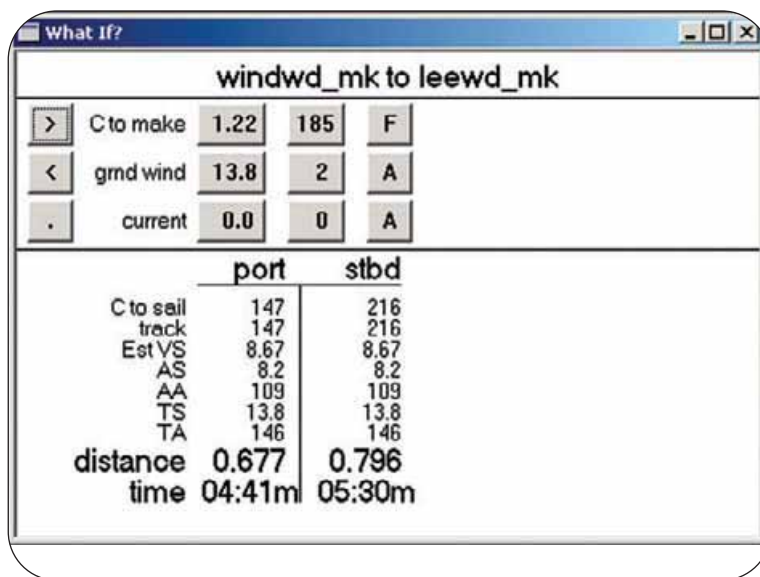
- Austria Hendorf
- Belgium Oostende
- Croatia Split
- Denmark Rugsted
- England Hamble
- England Cowes
- France Lorient
- France Mandelieu
- Germany Flensburg
- Holland Oosterhout
- Ireland Crosshaven
- Italy Florence
- Italy Verona
- Russia Moscow
- Norway Oslo
- Spain Malaga
- Sweden Gothenburg
- Sweden Smögen
- Sweden Stockholm
- Turkey Istanbul

### ASIA/AUSTRALIA

- Australia Brisbane
- Australia Fremantle
- Australia Melbourne
- Australia Sydney
- China Hong Kong
- Japan Yokosuka



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to the start with the distance you're ahead or behind the line. The mid-line sag is less of an issue because the starting marks have been pinged with Differential GPS and you can count on the system being very accurate.

Once you're on your way up your beat, and switched to your upwind screen, you can easily tell how square the course is to the wind and the time and distance to the laylines. This can be handy if one

side of the course is strongly favored. With a 2-mile leg, it's hard to call the layline perfectly with a handheld compass, but with the computer you'll be able to narrow down your judgment by taking into account the swings and trends in wind direction.

At this point in the race you should have a feel for the size of the oscillations, which affect the laylines. For example, if the mean true wind direction is 270 degrees, your port tack heading should be approximately 310 degrees. If you're lifted by 10 degrees (TWD 290) the layline would arrive sooner because the port tack layline and bearing to the mark would now be 300 degrees. All these variables must be accounted for when making these crucial calls. Missing a layline call from one of the corners can really be detrimental if you slightly underlay.

**"WHAT IF?" SCREEN monitors the boat's position on the course, taking much of the guesswork out of hitting laylines. For each tack, this page displays (top to bottom): heading, course over ground, target boatspeed, average boatspeed, AWA, TWS, TWA, and distance and time-on each tack-to the next mark.**

You'll most likely have to tack out to clear your air since the boats just ahead will cross and tack on the true layline thus giving you nothing but bad air.

Approaching the weather mark, it's possible to determine which jibe will be the "long" jibe. If the wind has shifted to the right, and the run is mostly port tack, it may be time for a jibe set around the weather mark. I find the computer most

valuable when sailing downwind in light-air, because the TWAs on today's boats change quickly with any increase or decrease in windspeed. It's not unusual to have your target angle change from 141 degrees in 6 knots, to 150 degrees in 10 knots. Being able to nail the layline and sail full speed into the leeward mark will be one of the largest gains you can make on the racecourse.

Keep in mind computers are only as good as the person working them. Maybe one day they'll be able to do everything, but for now tacticians must remember to keep their head out of the boat, and most importantly, communicate with the helmsman and the rest of the team; using tactical software and computers as an aid, not a crutch. ♦

### Real-Time Polars

You have the ability to input your polars and targets, which you've developed over the seasons of sailing your boat, into your tactical program, and output your target boat-speed and TWA for the given condition to one dedicated on-deck display. This is a great information because it's based on the sailing conditions, not just a printed diagram taped on the back of the cabin house.



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**TECHNIQUE** BY BRIAN DOYLE

# The Smooth Roll Jibe

OF ANY SPINNAKER DINGHY BOATHANDLING MANEUVER, THE ROLL jibe requires the greatest amount of coordination between skipper and crew. Just as with the roll tack (*SW*, January/February '06), timing and flow are important, but to nail the perfect jibe both sailors must have the same mental picture of how to execute it. To show us how it's done—in light air at least—we turn to Vanguard Team Rider Mike Menninger and his stand-in crew, coach Bryan Pryor.

**1. MIKE UNCLEATS THE JIB AND MOVES INBOARD TO HEEL** the boat to windward and start carving the turn. He has cleated the mainsheet for the wind angle on the new jibe. As Bryan moves across the boat, he rotates the spinnaker to windward by trimming the guy and easing the sheet as the boat turns.

**2. ONCE THE POLE IS SQUARED BACK, IT'S TIME TO JIBE.** As Mike moves across he takes the old spinnaker sheet with him. Bryan releases the guy from its guy hook; Mike takes up the slack with his right hand, trimming the guy from behind the block. Through the turn and the roll, Mike flies the spinnaker and steers with the guy in the same hand. Talk about multi-tasking!

**3. BRYAN CLEATS THE JIB BEFORE GOING FOR THE POLE.** Many top teams leave the jib uncleated during the jibe and go straight for the pole on the new jibe, but Bryan is quick enough to cleat the jib without missing a step and having the jib full on the jibe is fast.





**4. AFTER MOVING INBOARD TO FLATTEN THE BOAT**, Bryan goes for the spinnaker pole, attaching the new guy first and then attaching the pole to the mast. Some crews release the pole before jibing so the pole end is free for the new guy after the jibe, but Bryan leaves the pole attached.

**5. BRYAN QUICKLY ATTACHES THE POLE TO THE NEW GUY** and then to the mast. Mike steers straight during this maneuver by keeping the tiller in his hand during the entire jibe, and he flies the spinnaker perfectly. He has a sheet in each hand and keeps his weight close to the traveler bar to keep the stern from dragging.

**6. MIKE MOVES TO THE LEEWARD SIDE** once Bryan goes to the windward tank. Mike switches hands and sits while Bryan puts the guy in the guy hook before reaching back with his aft hand to retrieve the new sheet from Mike. Mike can now trim the jib sheet, which is right in front of him, tension the mainsheet, and adjust the vang and centerboard—all with his forward hand.

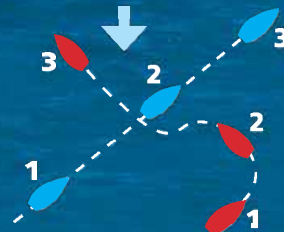


## Where's the foul?

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

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

port, and as Red comes to course she's headed at Blue's chain plates. Red ducks Blue and protests. *Was there a*



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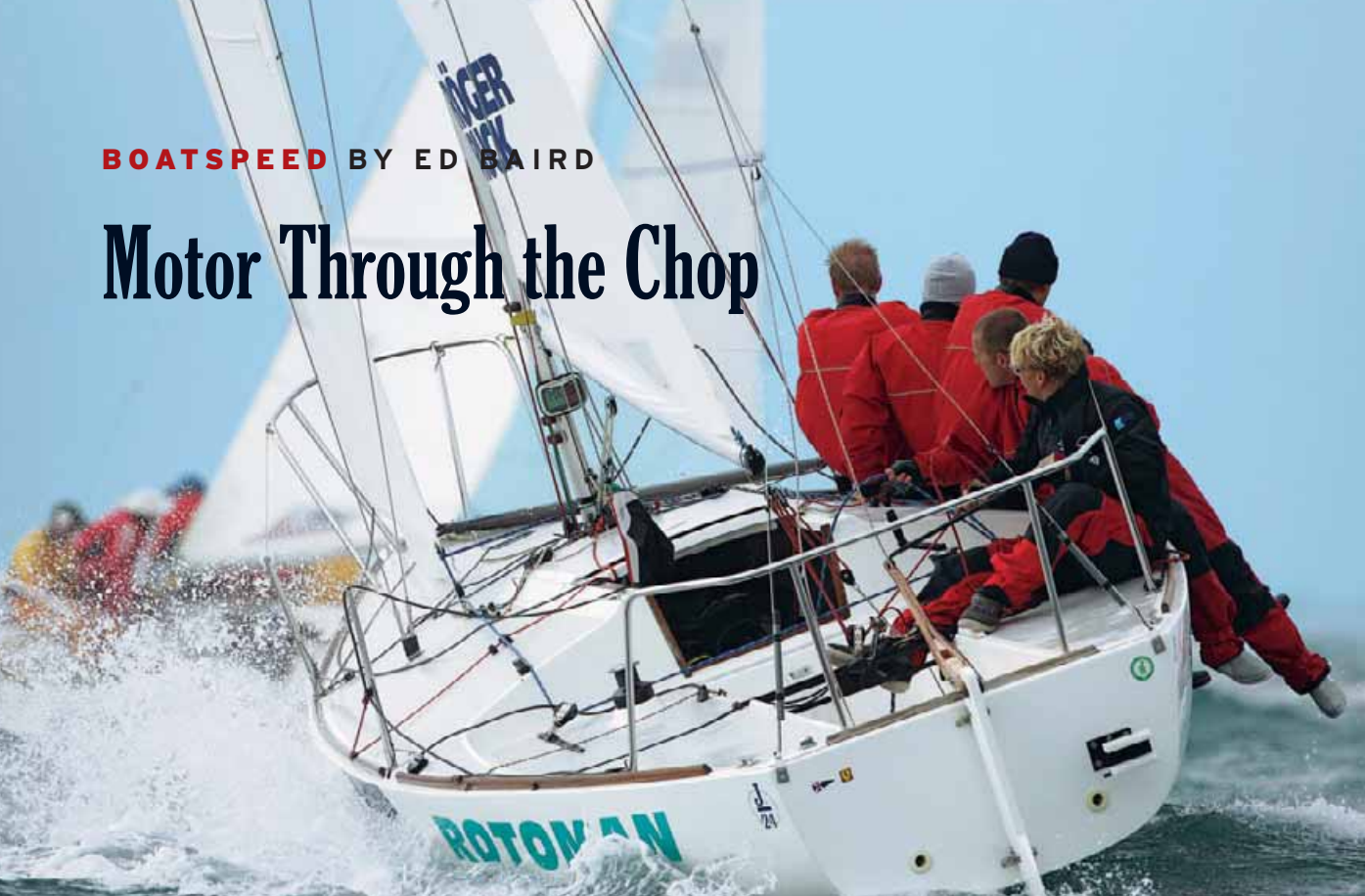
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# Motor Through the Chop



MANY SAILORS CRINGE WHEN THE FORECAST calls for lumpy conditions. Understandable, I suppose, if you only consider it a challenge. But if you learn to look at waves and chop as an opportunity, those lumpy days may very well become your favorite.

Ninety percent of dealing with waves and chop is how you set up the boat; as the sea state builds, your settings become more critical. The boat slows when it bounces on, climbs over, or otherwise encounters waves, forcing us to spend more time trying to accelerate. Steering becomes more exaggerated, and because puffs don't always arrive when it's easy to feather the boat, sail trim must be more aggressive to maintain heel.

Chop requires you to steer more than you normally would, and requires you to increase the power in your sails and the frequency of your trim adjustments, but your best approach is to charge ahead, letting the boat do the majority of the work. As chop increases relative to the size of the boat, keep the right amount of power for speed while maintaining the ability to point well. You do this by setting up the boat for the more difficult moments, such as when two or three larger waves come in sequence. When enjoying the occasional smooth spot, squeeze things in and point a bit, but always maintain enough power for the next lumpy patch. In most boats this means keeping sail depths on the deeper side for the windspeed, dropping sails

slightly outboard and twisting the leeches, and then driving the boat a bit harder (lower) than normal.

When there's swell there's more work for the driver and trimmers because the horsepower required is constantly changing. There's more breeze at the top of the swell, less in the trough. Deceleration as you head up the swell, acceleration as you sail down the backside. The angle of attack of the waves may be different from tack to tack, and of course there's usually chop on top of the swells.

Fortunately, the fundamentals are the same as they are for chop: Keep the speed on the high side, twist the sails so the boat has a wider steering groove for a given heel angle, and be ready for plenty of work as the sails must never be idle.

It doesn't matter whether you meet waves at a "normal" angle, straight into them, or more side-on, the key is using the sails to keep the boat in balance. Ease the main as the boat heels, and trim as you need to add heel. As you get better, you'll learn to act before the boat asks you to, which keeps the heel constant and minimizes rudder movement.

Keep the jib as close to the smooth-water setting as you can, but be ready to ease it a notch when the bigger waves or puffs hit. Basically, if you're having trouble keeping the main full, try easing the jib a tiny bit. And, once again, be ready to trim in once the waves or puffs pass.

**When the water's lumpy, the boat needs power. This means deep sails and twisted leeches.**

Many sailors over-flatten their sails in waves because they feel as though they heel too far on top of the waves, or when trying to accelerate. If this is the case for you, replace that thinking with one of twisting leeches, and trimming the main (and sometimes jib) more aggressively. You'll learn to keep the boat on a more constant heading and speed, meaning better speed made good to the next mark.

## A lesson in the need for twist

When I raced the Soling Worlds in the trade winds of Puerto Rico, I was young, inexperienced, and new in the class, but my team and I had won a couple of shifty, smooth-water events leading up to the Worlds, so we were hoping for a good finish. We arrived two weeks before racing, hoping to train with whomever was around. As the big boys arrived we found a great training partner in past world champion Glen Dexter, from Canada.

We organized speed testing with Glen's team. The breeze was 20 to 25 knots, the swells 3 to 4 feet, and there was a 2-foot chop. We lined up. They were higher and faster, and in 3 minutes they had left us for dead. After three attempts, they politely excused themselves and went off to do boathandling practice . . . alone. We were crushed; we were using similar sails, trim marks, and rig tune that had been

successful in previous races. So what was wrong now?

Fortunately, Glen's middle crew, Andreas Josenhans, took pity on us and gave us trim tips once we were back at the dock. He said it looked as if we were set up for smooth water and 18 to 20 knots instead of the windier, wavier conditions that we had that day. What he suggested became the basis for a fundamental change in the way I approached sailing in waves. I'd never done it before, but it didn't take long to convert me.

First, our sails needed more twist. Instead of dropping the traveler when overpowered, we were to keep it inboard, and let the top of the sails twist off. The jib leads came aft, and we were told to adjust the sheet within a 2-inch range. Max in when it was a little lighter or smoother, and 2 inches out when we had a big puff or wave set.

To keep control of the main, he suggested using more vang (as much as we could pull on), and told me to be quick and aggressive with the trim. Basically, I was to drive the boat to the jib, and use the main to keep the correct heel and weather helm. With a tighter cunningham, which also added to the twist, we now had a more open look on our leech, allowing us to sail the boat flatter so the waves wouldn't cause us to heel excessively.

The next day, we were bustin' to see what would happen, so we went out early to try things out. The boat felt fast, but low. A major difference was I could now steer around the waves without the boat heeling too much, or getting too flat. The boat was suddenly forgiving. It felt as if we were driving our boat, rather than riding on it.

When our friends from Canada made it out to the race area, we immediately hooked up to see how we would go. Right off the bat, we were faster than the day before, but slower than the Canadians. With a little refinement and effort, we grew even, and occasionally even faster. We spent all day, and much of the next week training together. They went on to win the championship, and thanks to their generous help, we had a top finish as well.

I was amazed such basic changes could make such a noticeable difference. But in every boat I've sailed, the rougher it gets, the more important it is to set things up this way.

### The old man was right

The lesson from my Canadian friends was a good one and it reinforced what I'd learned from my dad when I was much younger. He had a mantra that he would repeat every time I left the dock. "Don't pinch!" he would shout. That's the key to success in chop. Keep the horsepower on and the boat barreling ahead. And never get caught too high. Driving the boat a little harder just before hitting a choppy spot usually allows you to maintain speed more effectively than hitting the chop, slowing, and then trying to accelerate.

The mental discipline of pushing the boat is the hard part. Chop and puffs come in cycles, and it shouldn't surprise you to find the fleet sailing at different angles as they negotiate combinations of puffs and holes coupled with steeper chop or smooth spots. The temptation is to be greedy and force the boat high, only to find that a choppy spot appears before you have the chance to bear away and accelerate. Sometimes, you have to give up a little in the short term to do better in the long term.

The bottom line: sail to the conditions. If you're in a choppy patch, do what the boat needs to go through it well. If that means sailing a little lower than the boats around you, then be sure you are. You'll get your chance in the next smooth spot or puff to point higher. Be patient, have fun, keep the speed on, don't pinch, and smile as you sail past your competitor. ♦



## What happens next?

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

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

*(Are you sure?)*

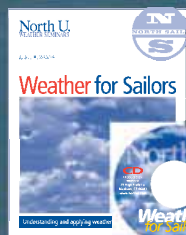


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# Luna Rossa, 2005 Corum Melges 24 Worlds

THERE WERE PLENTY OF TEAMS WITH MORE experience in the Melges 24 at the class's 2005 world championships in Key Largo, Fla., but none had the pure talent of James Spithill's *Luna Rossa* crew. In addition to himself—the 26-year-old Spithill is the reigning ISAF match racing world champion and currently helming his third America's Cup campaign—the crew in-

for a keelboat?

JM: Being new to the class we needed to gel as a team just getting around the marks and doing basics like tacks and jibes.

**The class allows shroud adjustment during racing; were you doing anything special there?**

JM: We used as our basis the Ullman Sails tuning guide and we did a little bit of

line it's hard to judge [where you are]. But with the mid-line boat you know exactly where you are. If you start with the mid-line boat to leeward of you, similar to the pin, then you have a really nice gap to leeward. For me that was the most comfortable start; you had the freedom to sail fast-forward mode. We didn't mind being 10 lengths down from the pack, we just wanted to be able to go straight for a while.

**The winds were shifty and puffy. What were you doing to change gears?**

JS: I was pretty much doing a full loop. Pull on the backstay, adjust the mainsheet tension, and then adjust the traveler. As soon as the breeze was up and the guys were fully hiking, I found the traveler was the best thing. At 16 knots and above I vang sheeted the main and centered the traveler. That was physically the hardest thing, but I'm convinced it was the fastest. With the waves, adjusting the traveler didn't give enough of a groove.

**All the while, the crew is hiking as hard as possible.**

JM: It's not easy. Fortunately our middle crew, Manuel Modena, is in really good physical condition and he is the biggest of all of us. He set a great example and Charlie and I would just try to follow as much as our aging bodies would allow.

**What was more important on the first leg, boatspeed or tactics?**

JM: It always takes both and certain races were more one than the other. Almost every race had significant shifts, sometimes as many as 10 per leg. There was a real premium on tacking at the right time.

**How do you prefer to track the shifts?**

JM: I tend to trust the compass quite a lot, especially in the upper wind range because your pointing isn't so much driven by whether there's more or less wind—in light air that's a big factor. We focused a lot on the shifts.

**Was protecting the high road the most important thing on the crowded downwind legs?**

JS: I think so. It's so easy to get caught up with the boat in front of you and by the time you look behind it's too late to protect your lane. Once one rolls you, there's a train following them.

**Downwind, how did you determine when to heat up and plane and when to soak**



Kneeling on the deck downwind afforded helmsman James Spithill (top) a better view. His crew included (l to r) Mac Agnese, Manuel Modena, Charlie McKee, and Jonathan McKee.

cluded two-time Olympic medalists Jonathan and Charlie McKee, Italian 49er sailor Manuel Modena, and 11-year-old Optimist star Mac Agnese. Of course, they also did their homework, placing second at 2005 Key West Race Week, winning the class's Atlantic Coast Champs before the Worlds, and training with top Melges sailors Dave Ullman and Brian Porter. We interviewed Spithill and Jonathan McKee to get some insight into their victory.

**With the team's limited experience, how did you approach your training?**

JM: You can't have any real big weakness, so you have to make sure you cover all your bases: speed, boathandling, and communication. Most of our training was split sixty-forty between speed and boathandling, and we did enough regatta training to get our starting, tactics, and communication down.

**Isn't that a lot of time on boathandling**

experimentation to get to places where the boat seemed to go well. I think we did a little more adjustments of our shrouds than the other teams.

**That can't be easy during the race.**

JM: That's why it's good to have the responsibilities divided. The forward crew, which in our case was Charlie, would do the adjustment. You can't quite hike as hard when you're doing it, so you've got to do that pretty quickly and accurately, and get back to hiking.

**Avoiding bad starts is vital in a big fleet—there was 98 boats at the Worlds; how did you accomplish that?**

JS: We wanted to sail a conservative regatta. We didn't want to try to nail a start at the boat end or pin end every time because it was just too risky, with 11 races and one throwout.

I found it quite nice starting around the mid-line boat. On a conventional starting

### low and aim more toward the leeward mark?

JS: In superlight wind it's obvious what your VMG [velocity toward leeward mark] is as you're in a low displacement mode. When it's real windy, you just light it up and send it. But in that in between wind range there are a couple of different modes you can sail which I think are the same for your VMG. You can do a fast plane or low displacement mode. It all depends on what the puffs are doing and what your fleet strategy is. It was fortunate for us that we did a bit of work in light conditions with Dave Ullman's team and Brian Porter and the *Full Throttle* guys. We actually tried going wing on wing. In a certain condition it seemed like the best VMG, but it just doesn't work in a big fleet.

### How important was trimmer-helmsman communication when trying to keep the boat on a plane?

JM: In the stronger winds it isn't so much a matter of communicating the pressure on the sheet as it is the helmsman sensing the speed of the boat and keeping the right attitude to the wind. In light wind the communication is a little more important.

JS: It's a good thing we had Manuel; he's so physically strong.

### Sharpen Your Tacks

Tacking tends to not get as much effort as boatspeed, tuning, etc., but it can cost you those few meters needed to cross a port tacker or hold a lane on the front row. By the end of a regatta everyone is tacking well, but if you can start at that level, it can help you when tacking in some tough spots.

I felt one key ingredient to our tacking was having the fifth person on board—11-year-old Mac Agnese. He would do the traveler in all conditions, except when it was fresh and I had it centered and was vang sheeting. This allowed me, the helmsman, to concentrate on making a consistent smooth turn that was in time with the crew weight and jib cut. When you have the backstay on, there isn't a lot of room to swing the tiller behind you on a Melges 24; if it gets stuck it usually results in a sharp turn and bad tack. We focused on moving our crew weight together as a unit in all maneuvers, not just tacking—something that is done on the match race circuit.

—JAMES SPITHILL

He could pump the sheet to jump us over a wave. Plus, the other thing I found is you should sail with a really loose vang in the fresh stuff and the main trimmer has to be quite physical pumping the main on the waves and adjusting it quickly.

I thought downwind was where we were the weakest coming in; fortunately our training partners, Brian Porter and his team, were the fastest downwind without question. When we first started training in Key Largo, they would just blow us away downwind. Brian told me to keep my head above the guys, sitting on my knee, so I could have some vision straight over their heads and could see the waves or look over my shoulder and see the puffs. That certainly seemed to help.

### What did Mac contribute to the team?

JM: It's important to be at max weight and we were a bit under [with four people]. Also there's certain things that having a smaller person do, and take less weight off the rail, can help, whether it's clearing weed off the rudder or doing the traveler.

JS: He looked after the traveler when we were tacking. I thought it was an important part. I thought our tacking was among the best and that it probably wasn't given enough attention by many teams; they would work to get a length upwind and then have a bad tack and lose two. Initially we did it for the weight, but having Mac as an important part of the team was a highlight. ♦



## What would you do?

Prior to the start your astute tactician discovers the 10 knot wind is shifting every 6 minutes, and detects a shift 3 minutes before the start. *How soon after the start will you get the next shift?* (Are you sure?)



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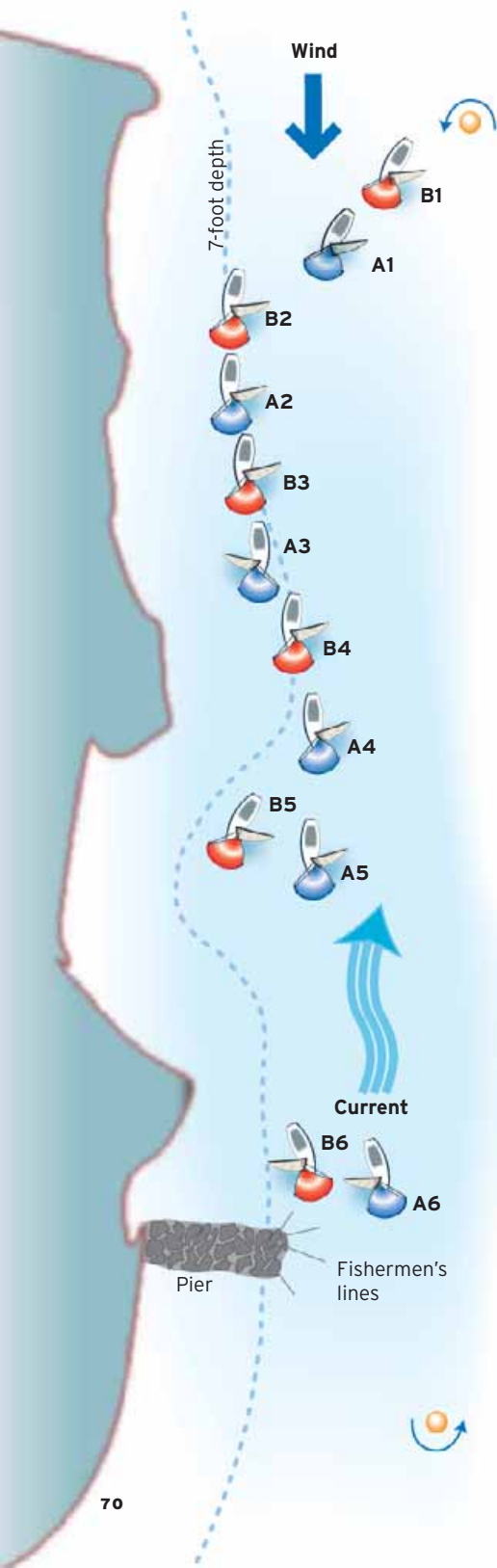
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# Continuing Obstructions— Running Past a Shoreline



WE USE RULE 18 SEVERAL TIMES IN EVERY race—usually at *marks*. However, the rule also applies “when boats are about to round or pass . . . an *obstruction* on the same side.” *Obstructions* come in a variety of sizes and shapes. Most of the time the rules that apply at an *obstruction* are identical to those that apply at a rounding *mark*. However, some *obstructions* are “continuing *obstructions*” and a special rule, Rule 18.5 (see box), applies while boats are passing such an *obstruction*.

Several interesting questions from Bartz Schneider, who races an Express 37 on San Francisco Bay, involve a continuing *obstruction* and Rule 18.5. These provide me the opportunity to discuss why that rule exists, how it works, and how it differs from the rules that apply at an *obstruction* that is not a continuing *obstruction*.

Before we delve deeper into Rule 18.5, we better figure out how a continuing *obstruction* differs from one that is not “continuing.” Because “continuing” is not in italics in the rules, we must consult a dictionary to determine its meaning. My dictionaries suggest that, in the context in which it is used in Rule 18.5, a continuing *obstruction* is an *obstruction* “marked by uninterrupted extension in space or time.” Therefore, for our purposes, a continuing *obstruction* is one that we can only pass by sailing an unusually long distance or by sailing for an unusually long period of time. Most *obstructions*, such as anchored boats, the end of a pier, or drifting chunks of debris, are not “continuing” so we can pass them by sailing just a boatlength or so in a very few seconds. The most obvious example of a continuing *obstruction* is a shore. In Bartz’ case, boats are running in moderate wind for a mile or more. To minimize the effect of a strong adverse current, they stay as close to the shore as possible. Obviously, the shore qualifies as a continuing *obstruction*.

**The 7-foot depth contour line is a continuing *obstruction* for a pair of Express 37s. Only if room exists inside of Annie at the time an overlap is formed does Bertie have a right to sail between Annie and the shore and claim room to avoid the shore later on.**

When racing on rivers or in areas with strong tidal currents, off wind legs are frequently sailed against adverse current. Boats battle for the inside position—to be as close to the shore as possible—because that position is much faster than sailing even a length or so further off the shore. Rule 18.5 is primarily intended to cover those situations.

Let’s dissect Rule 18.5. It applies only “while boats are passing” a continuing *obstruction*. At non-continuing *obstructions*, boats reach the *two-length* zone before they begin to pass the *obstruction*. At the moment when one of two boats

## Rule 18.5, Passing a Continuing Obstruction

**While boats are passing a continuing *obstruction*, rules 18.2(b) and 18.2(c) do not apply. A boat clear astern that obtains an inside overlap is entitled to room to pass between the other boat and the *obstruction* only if at the moment the overlap begins there is room to do so. If there is not, she is not entitled to room and shall keep clear.**

reaches the *zone*, they are either *overlapped* or not. If they *overlap*, Rule 18.2(b) applies, locking in the rights of the inside boat and the obligations of the outside boat. If there is no *overlap*, then Rule 18.2(c) locks in the rights of the boat clear ahead and the obligations of the boat clear astern. These rights and obligations remain locked in until both boats have passed the *obstruction*. When sailing along a shore, boats usually “are passing” the shore long before they come within two lengths of it. Because Rule 18.5 switches off Rules 18.2(b) and (c) while they are passing it, there is no locking in of rights and obligations as there normally is at a *mark* or *obstruction*, and the *two-length zone* plays no role.

Take a look at the diagram to see this illustrated. At position 1, right after Annie and Bertie round the windward *mark*, they are already passing the shore. For these two Express 37s, which draw 7 feet, the outer edge of the *obstruction* is the



7-foot depth contour. The edge of the *two-length zone* “around” the *obstruction* would be a line 74 feet outside the 7-foot depth contour. The crews would have great difficulty determining where the *zone* begins, but, because Rules 18.2(b) and (c) do not apply, the location of the *zone* is irrelevant.

So what rules do apply while boats pass a continuing *obstruction*? The answer is, “All the other rules.” Of those, the ones you need to keep in mind are Rules 10, 11, 12, 18.2(a), and 18.5. Let’s follow Annie and Bertie past the shore and apply these rules at each moment.

At positions 1 and 2, Annie has right of way under Rule 12. At position 3, Annie jibes onto *port tack*. Bertie becomes the right-of-way boat under Rule 10 and begins to blanket Annie. There are three ways Annie can avoid breaking Rule 10—she can bear off and risk running aground; she can head up and give Bertie the favored inside position nearer the shore; or she can simply jibe back onto *starboard* and regain right of way under Rule 12. She chooses to jibe (position 4).

Bertie watches his depth sounder like a hawk hoping the depth will increase so he can try to pass between Annie and the shore. Rule 18.5 tells him he will be entitled to *room* only if, at the moment an *overlap* begins, there is “*room* to pass between [Annie] and the [7-foot contour].” At position 5 the depth increases a bit and Bertie heads up slightly, blankets Annie, and *overlaps* her. This is the moment of truth. If Bertie were to run aground just after the *overlap* begins, that would make it clear that the required *room* had not been there when the *overlap* began. However, if he does not run aground after moving a couple of lengths along the shore, that would demonstrate that indeed there had been *room* for him to pass between Annie and the shore when the *overlap* began. Then, Bertie would be entitled to *room* under Rule 18.5 and, under Rule 18.2(a), Annie would be required to give it to him.

At position 6 Annie and Bertie must luff to pass outside the end of a long pier. Bartz asked whether the pier is part of the continuing *obstruction* or a new separate *obstruction*. In my opinion, the answer depends on the length of the pier. If, as shown in the diagram, the pier’s outer end is near the 7-foot contour, then the pier is simply part of the continuing *obstruction*. If, however, the pier’s outer end was well outside the 7-foot contour so that boats had to sail in depths greater than their draft for several lengths in order to pass it, then the pier would be a separate *obstruction* and, because the boats would pass its outboard end quite quickly, it would not be a continuing *obstruction*.

Bartz reported that fisherman had cast lines out from the pier, and he asked, “What is the status of those lines?” Because they extend out from the pier and boats cannot pass between the pier and the lines, I think that they should be considered part of the pier.

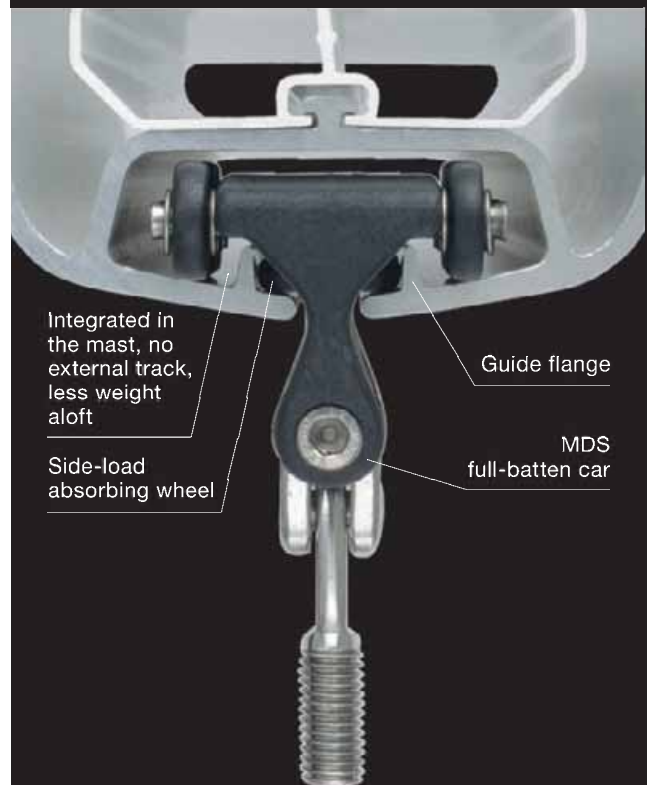
As I write this column I am reminded of a particularly fun moment. Many years ago while team racing on the Trent River in England, I was *overlapped* inside running along a shore and had the distinct pleasure of calling for *room* to pass outside of a surprised cow that had waded into the river to drink.

This column has been limited to discussion of passing a shore while sailing off wind. For a discussion of the rules that apply on a beat to windward along a shore, see the Rules columns in the September 2004 and November 2004 issues of *Sailing World*.

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

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# Grand Prix SAILING

## Learn the Way to St. Tropez

In the South of France, one sailor immerses himself in the ultimate high-class Mediterranean racing experience.

**C**arlo Falsone, soaked to the bone and caked with salt, was jubilant. We had just crossed the finish line off St. Tropez in first place, after six hours of beating into a 40-knot Mistral on *Mariella*, his 80-foot Alfred Mylne yawl. With the Mistral, it's not the wind that gets you, but those nasty short, square seas that make you nostalgic for the Gulf Stream in a northerly. Built by William Fife in 1938, *Mariella* not surprisingly developed a few leaks through her hatches, but by the time we

docked stern to in the Old Port of St. Tropez, all that was forgotten.

The race we'd just won was part of a fine two weeks of regattas in the South of France. The first was strictly a classic yacht event in Cannes, followed by this event, the Mediterranean season's grand finale, Les Voiles de St. Tropez. Some 284 sailing yachts of many sizes and vintage were jammed into every conceivable nook and cranny in both the Old and New Port of St. Tropez. The oldest was an 1893 gaff sloop, the newest was the 98-foot Wally yacht *Alexia*. In between were five IRC classes, the



The view from the bar of the Hotel Sube, overlooking the Les Voiles de St. Tropez fleet, is a feast for the eyes.

## BY ALESSANDRO VITELLI, PHOTOS BY DANA JINKINS

“Spirit of Tradition” group, eight Wally yachts in their own class, and an astounding collection of 109 traditional and classic yachts. Carbon fiber and anodized aluminum were moored alongside varnished spruce and polished bronze, the common denominator being the ubiquitous teak deck. Adding further luster and scale to the fleet were *Mari-Cha III* and *Mari-Cha IV*, stretching 146 feet and 140 feet long, respectively.

La Société Nautique de St. Tropez runs Les Voiles de St. Tropez annually; this year was the seventh running of this regatta, which was developed as a replacement for the former Nioulargue (see box). While the overwhelming majority of yachts involved were European, there was a smattering of U.S. flagged vessels as well.

A brief interview with André Beaufile, president of La Société Nautique, revealed a refreshingly open-minded attitude. He made

it clear that yachts from everywhere are welcome, and that the organizers consider the international character of the event in great part responsible for its appeal and success. The polyglot aspect can on occasion become part of the entertainment as well, as we discovered on *Mariella* while waiting for our turn to enter the narrow channel to the Old Port. Despite the variety of languages on the radio, we were able to assure that at least a few of the many inflatable dinghies inside the harbor would be available to push us into place. Without bow thrusters, docking stern to in 30-plus knots of wind can be enterprising, even with help.

Of course, the town of St. Tropez contributes immensely to the overall ambiance of the event. The narrow streets and alleys of the Old Town offer a bewildering array of shops, bars, restaurants, boutiques, and markets—enough to keep the off hours busy for

the entire week. The waterfront itself is an endless row of bars, enough to accommodate the entire fleet of thirsty sailors. The trendier nightspots start cranking at around midnight. Obviously skippers have to maintain military-caliber discipline, although the late-morning starting times help assuage some of the potential problems and allow time for the aspirin to kick in.

For my first foray on the racecourse I took advantage of an offer to be an “observer” on *Tiketitan*, a state-of-the-art Wally 88, complete with canting keel and hydraulic canards. While not designed for racing—their primary intent is fast, easily handled cruising—Wally yachts have carved a niche as aggressively modern, rational craft. With captive-reel winches, self-tacking jibs, and hydraulics everywhere, they represent push-button sailing at its best. Thought it’s still somewhat unnerving for a traditional sailor such as myself to sail an 88-foot sloop rigged with a one-part mainsheet.

That change was particularly evident in the use of the canting keel. With a light displacement of 32 tons (13 of which are in her keel), *Tiketitan* snapped through



**The Reichel/Pugh 76 *Black Dragon* tries to avoid getting rolled by the larger Wally Y3-K as both boats close in on a mark.**

tacks, her initial steep angle of heel in the new tack gradually lessening as the keel hydraulics caught up with the helm. The canards (essentially two daggerboards, one on each side of the mast) were tacked as well, providing the necessary lift, since the keel is relatively ineffective when canting. What was most interesting to ob-

serve was the use of the swing keel in the downwind legs. Helmsman Luca Bassani, who is also president of Wally Yachts, worked the keel incessantly to maintain a constant angle of heel in the puffy breeze.

While the actual sailing of *Tiketitan* was uneventful, with all systems performing flawlessly, the racing itself provided moments of excitement. Racing in the Mediterranean might require some conceptual adjustments for American skip-



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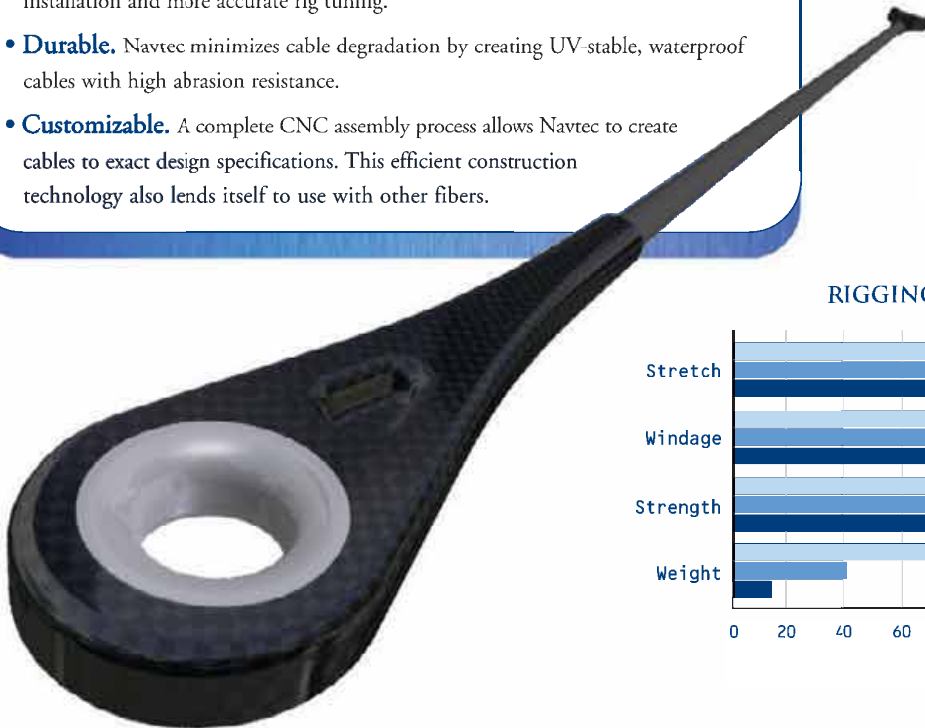
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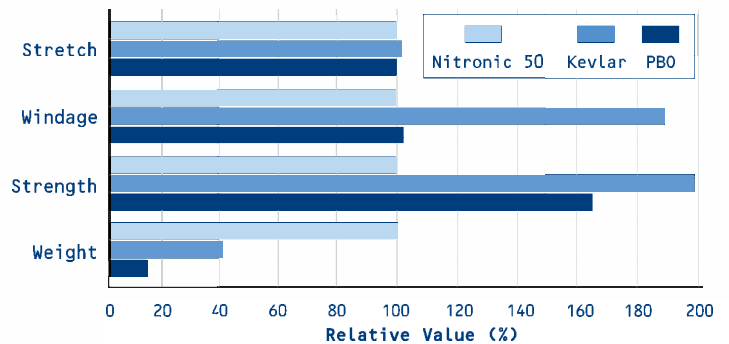
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## Plan for October

U.S. sailors who want to wrap up their Mediterranean cruise with proper *panache* should seriously consider Les Voiles de St. Tropez. The event is open to just about any type of sailing yacht, and the timing is perfect—Oct. 1 to 8. Participants have plenty of time to refit for ocean cruising and plan late fall passage to the Caribbean. La Société Nautique de St. Tropez ([www.snst.org](http://www.snst.org)), which gives its address 43°16'10" North/06°38'05" East, can be contacted at +33 (0) 49 497 0876 or [snsttropez@aol.com](mailto:snsttropez@aol.com). For local info from the St. Tropez tourism office [www.ot-saint-tropez.com](http://www.ot-saint-tropez.com).

pers; while the racing rules are certainly familiar to all and on the whole observed, in less formal regattas such as this, starts and mark roundings inspire the use of a surprisingly vast range of gestures and expressions as well as a rich multilingual lexicon of claims and denials for “room at the mark.” Because former America’s Cup skipper Harold Cudmore was our tactician, our crew was of various national

**A Mediterranean regatta wouldn't be the same without the ever-growing Wally fleet; the author's view from onboard the 88-footer *Tiketitan* shows how close the racing can be.**

origins, and our start and some of our mark roundings were closely contested, my learning curve was steep indeed. We finished a respectable third.

After recouping my poise with a *pastis* (a

licorice-flavored drink), I decided I would try the hopefully more sedate world of classic yacht racing, and on the following day I embarked on *Sumurun*, a 90-foot ketch designed and built in 1914 by the legendary William Fife. Any notion of relaxation I might've harbored was quickly done away with at the start, where we avoided a pile-up by the narrowest margin. Big classic yachts require a well-developed sense of anticipation by the person at



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the helm, as they almost invariably exhibit a leisurely reaction time to rudder inputs.

Once launched on our course in the middle of a fleet of some of the loveliest creations to grace salt water, I reflected on yacht design and technology. It's too easy, in our world of carbon, Kevlar, and Mylar to dismiss these gaff-rigged sloops as obsolete. What's fascinating is how highly sophisticated they were, and how many of the advances in technology and design are owed to the development of new materials. Triple-head rigs existed for the self-evident reason that no wooden topmast and bowsprit could have withstood the stresses of a single large headsail, which could not have been built anyway, since Egyptian cotton, the sail cloth of choice 80 years ago, would not have been strong enough.

There's no shortage of sail on these craft: a typical gaff-rigged cutter could spread 3,500 square feet of sail (main, club top-sail, forestaysail, jib, and jib topsail) on a

The foredeck crew on the 1914 William Fife design *Sumurun* keeps an eye on *Trumpeter* (at left) and another boat during a starting sequence.

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50-foot waterline. With long overhangs plus bowsprit and main boom, the sail base could be as long as 90 feet. And, even more impressive, look at their crews ... winches can be scarce, and trimming a 1,700-square-foot mainsail with relieving tackles is daunting. While *Sumurun* was re-rigged as a Marconi ketch many years ago, all her winches are manual, and even light-air sailhandling is a handful.

In case you get the impression that it was all megayachts and classics, I should point out that the bulk of the fleet at Les Voiles de St. Tropez was racing in five IRC classes. They were given keen racing on a separate course, although all boats shared the same finish line between the official starting buoy and the red and yellow clock tower that dominates the Old Town. To add spice to the event, the organizers set aside Thursday as Challenge Day, in which any yacht could challenge a rival to a match race. The J-class boats *Velsheda* and *Shamrock V*, several pairs of Swan 45s, the two *Mari-Chas*, and various pairings and groupings of classic yachts took advantage of the occasion.

Another aspect that American skip- pers might find unnerving is the free-

## The New Nioulargue

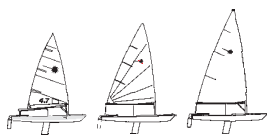
Before the VDST, there was the Nioulargue. This regatta got its start in 1981 with a challenge between the American Swan 44 *Pride* and the 12-Meter *Ikra*. It became immediately obvious from the interest this match race generated that the idea should be pursued. Fifteen years of memorable racing followed, as the event grew exponentially in popularity and in scope. The restored J-class boats were regular participants, as were well-known sailing personalities. In 1990 there were five three-masted schooners competing—*Shenandoah*, *Creole*, *Raphaelo*, *Aquarius*, and *Fleurtje*. The 15th iteration, in 1996, ended in a tragedy, when the 6-meter *Taos Bret* sunk after a collision with a 143-foot schooner, with the loss of one life. The event was suspended for three years, but its hold on the yachting fraternity was too strong. In 1999 La Société Nautique de St. Tropez restarted the regatta in modified form. Under the name Les Voiles de St. Tropez, it retains the magic, and remains a unique and wondrous spectacle. —A.V.

dom given the spectator and press fleet. You can be sailing along in a hotly contested downwind leg and find several spectator boats within 10 feet, cameras clicking away. Sailing enjoys a huge following in France, as evidenced by the existence of the TV Sailing Channel. Their crew was kind enough to give me a ride for one of the races at the Cannes Classic Yachts Regatta, where I witnessed on-the-water interviews conducted while racing—this was done by extending a microphone boom into the racing yacht's cockpit.

What makes Les Voiles de St. Tropez an exceptional regatta is its irresistible combination of venue, organization, and variety. The town itself is small enough so any desired restaurant, hotel, or shop can be easily reached on foot, and the range of facilities is comprehensive, catering to any and all tastes and preferences. The racing is varied and competitive, and the Gulf of St. Tropez provides a scenic backdrop. For Med-bound American sailors, it's an event that deserves to be marked boldly on their sailing calendar. ♦



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# Grand Prix

## LAUNCHES



## Xérès, IMX 70

THE IMX 70 XÉRÈS, LAUNCHED LAST FALL, WILL LIKELY SPEND MOST OF its time idling in cruising mode somewhere in the Med. When it does come out to play with other luxury giants at this year's Mediterranean events, its Dutch owner, Roger Horsten, will no doubt find his semi-production performance cruiser in good standing among its teak-decked brethren.

Horsten, a casual racer for the past decade, owned smaller production builds from X-Yachts—an X-41 and an X-562—and looked no further than the brand he was most familiar with when he commissioned a 70-footer in which he and his wife and two young sons could comfortably sail around the Med. X-Yachts co-owner and designer Niels Jeppesen oversaw the design, though with the X-Yachts factory in Denmark at full capacity, he outsourced construction of the hull and deck to Green Marine, in England. Green Marine, which has turned out its share of all-carbon boats, both luxury and grand-prix, built the first of this semi-production boat on a female mold.

"This client didn't want the latest fragile racing boat—he wanted a fast, stiff sporting yacht," says Jeppesen. "So we decided to not go lighter than 28,000 kilos (61,729 pounds), making things reliable and not going too far in any direction. For example, when we specified the hull laminate we added an extra layer of Kevlar to the outer skin to make it stronger than these boats

normally are." Being conscious of weight, however, he found savings in carbon bulkheads and honeycomb flooring.

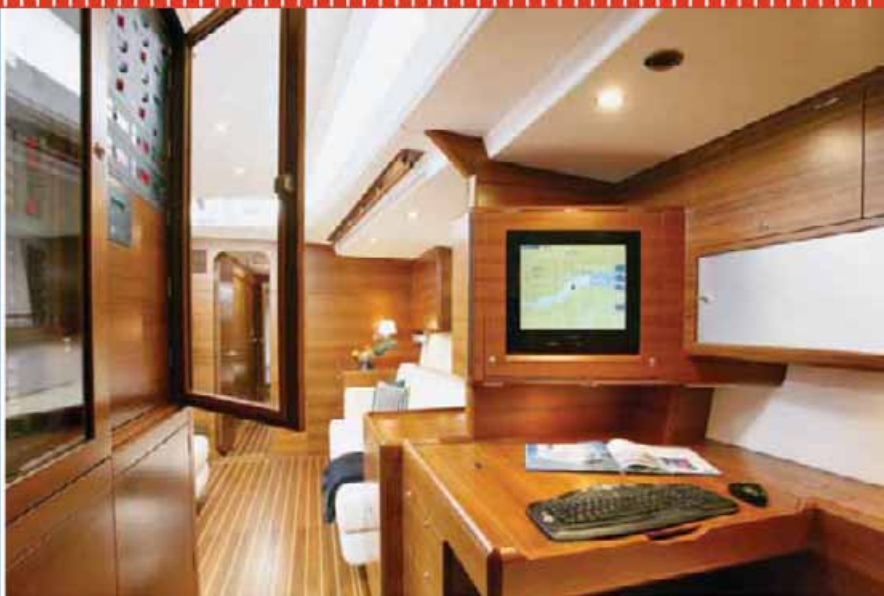
The styling is Wally-esque—a low, racy coachroof, vast teak decking, and barely any visible hardware or running rigging. Even the jib sheets disappear under deck as they exit jib cars, reappearing at either of only two winches in the cockpit. While the overall appearance of the boat is conventional, however, the finishing touches belowdecks, says Jeppesen, are distinctive. "It's not so much the design of this boat that makes it special, it's how well thought out everything is for a semi-production boat. With a one-off, the quality and details can not be as high as something that's developed for production. For example, the modern approach with interiors is to have everything extremely square, but sharp edges are not safe, so we rounded the corners of the wardrobe and cupboard doors and integrated the ventilation there."

The sail handling systems are designed for shorthanded sailing—as in sails being trimmed using joysticks at the steering pedestal. Its upwind sail combination, flown from a Hall Spars carbon rig, is a full-batten main (in-boom furler) and non-overlapping jib. Off the wind, the boat will carry a gennaker tacked to the stem, requiring a half-dozen extra crew when the boat is raced.

X-Yachts has a reputation for turning out upwind performers, and Jeppesen says with the combination of a stiff hull, tight

## Technical Highlights

LOA	70'
LWL	61'
Beam	17'6"
DSPL	61,729 lbs.
SA (upwind)	2,938 sq. ft. (main + 110%)
SA (downwind)	5,497 sq. ft. (main + gennaker)
Draft	13'
Design	X-Yachts Design Group & Niels Jeppesen
Builder	Green Marine & X-Yachts
Sails	North 3DL
Paint Systems	Awlgrip
Mast/Rigging	Hall Spars
Instruments	Brookes & Gatehouse & Furuno
Deck hardware	Frederiksen/Ronstan
Rigging hydraulics	BSI & Navtec
Structural Engineering	SP Systems/UK
Project management	Rob Weiland
IRC Rating	1.45



forestay, outboard chainplates that sit on the sheerline, and 25-degree swept spreaders, this boat should perform well upwind. "Sheeting angles are so important with these kinds of boats," he says. "If it's too narrow the average driver can't feel the boat on a windy day, so we have developed a simple barberhaul system that we attach to a padeye on the coach roof.

When it comes to maintaining the bare-deck look of these types of luxury racers, there's often a considerable compromise or two in the sail handling, and with *Xérès*, its most significant compromise is the single-point mainsheet (no traveler). To compensate and maintain some control of main's sheeting angle, they reinforced the boom, the vang, and the mast to essentially allow them to vang sheet the main.

All tallied, *Xérès* cost an estimated 3.5 million Euros (\$4.1 million) to build, and with the molds now in hand, the Danish builder has a second one on order and expects commitments for two others.

—DAVE REED



A flat screen display is the centerpiece of the nav station (top); all other electronics are hidden behind the adjacent metal door. Horizontal paneling gives the boat its "light and modern" look. Even the flat screen drops behind the starboard settee when not in use. Ventilated cabinet corners are visible in the owner's cabin.

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# Grand Prix

## ACCORDING TO

# Sean Langman



"On a 24-hour run to qualify for the Hobart, we turned off the hydraulics and started doing things by hand. It's possible, but it's amazingly hard work."

PEOPLE THOUGHT SEAN LANGMAN WAS pushing the envelope with his "skiff on steroids," an Open 60 design that he modified extensively and raced up and down the East Australian coast. In fact, he was just getting warmed up. The 43-year-old Langman, who is also a regular in Sydney Harbour's 18-foot skiff fleet, recently chartered Ludde Ingvall's 90-foot *Nicorette* for the 2005 Rolex Sydney to Hobart and finished fifth, has a canting-rig maxi on the drawing board, and is planning a world speed record attempt with a foil-borne 55-footer. Owning a chain of boatyards helps, but what really powers Langman is his boundless imagination and desire to always go faster.

### Where'd you get your thirst for speed?

My interest in going fast on sailboats really stems from when I was a youngster sailing with my old man on gaff-rigged boats, which go pretty slow. A few times, I had the opportunity to sail off-the-beach catamarans. The exhilaration was far greater than sailing the old gaffer. My father thought I was on drugs wanting to sail catamarans, so he pushed me towards the Olympic classes where I learned the discipline of tuning. I sailed in the Star class a long time, but I always enjoyed going very fast downwind rather than slogging along upwind.

### Can the thrills of skiff sailing be taken into ocean racing?

Absolutely. The opportunity to make ocean racing boats faster for me came from the 1999 Sydney Hobart Race, where we had an Open 60. Then you couldn't do much to the boat, but the IRC rule [which displaced IMS in the Hobart race in 2004] allowed us to develop it into a keelboat that gave me the same exhilaration as the skiff.

### You did well with the "skiff on

### steroids." Do you really believe you can develop an offshore racer that can plane to windward?

All the design thinking at the moment is making boats extremely narrow with high stability, like *Wild Oats*, which I see as a fantastic windward-leeward boat. The next thing is to make a boat plane upwind. The only way you can do that is get away from displacement and find righting moment from other means. So what we are projecting with our latest design, with a maximum hull length of 98 feet, is to have a rotating and canting wing mast that comes to weather a lot, like the OMRA 60 trimarans and wind-surfers, so in effect there's no down force.

### Have you considered foils?

I am actually building a foiler with [foil-borne Moth world champion] Rohan Veal, under the guidance of designer Andy Dovell. We plan to break the 50-knot barrier. What we learn from that, I want to take into ocean racing.

### How big is the foiler?

The distance between the foils will be 40 feet. The all-up sailing weight of the boat is 600 kilos [1,323 lbs.]. The overall length of the boat is around 55 feet. But the boat itself is only stage one in a three-stage takeoff, a bit like a Saturn V rocket. At stage one the boat's floating, stage two it's up on its first set of foils, and at stage three it gets up on a very small foil over which we are injecting air to super-cavitate the foil. The last little trick is to jettison part of the wing's tail flap so we don't have so much drag on the wing. That thing has come from my head. Now we have to turn it into Dovell's calculation of how the foils are going to work.

### Where will you attempt your record?

On Botany Bay, an open expanse of water. Any sea breeze is going to be good

enough. We are keen to get on with it, but the distraction came up with the opportunity to charter *Nicorette* for Hobart 2005, which for me was good because it made me really look hard at the principles of the canting keel and the hydraulics.

**Your crew of 20 in the 2005 Hobart included nine youngsters from Noakes Youth, what is that?**

It's a community initiative—rather than a sailing initiative—to create opportunities for youngsters between 15 and 25 in the workplace and in sailing. Under the program, kids from well-off backgrounds who are promising sailors work and train with kids from disadvantaged backgrounds. They learn to work as a team, to appreciate other people; learn about commitment and pushing yourself beyond the comfort zone.

**You've said that push-button technology to power winches and cant keels is bad for the sport. *Nicorette* has both powered winches and a canting keel?**

I think we've done a great job with our water-ballasted 66-footer with people power. Although I like water ballast to change the displacement, it's very slow compared to pushing a button and canting a keel. So it's an unfair advantage for the big boats for sure. It takes five guys to move a sail, but one guy to push a button and pull [the keel] up. On a 24-hour run to qualify for the Hobart, we turned off the hydraulics [on *Nicorette*] and started doing things by hand. It's possible, but it's amazingly hard work.

**It looks like the canting keeled maxis have an advantage for now under IRC?**

How a push-button boat can win a day race on handicap versus a boat a third of its length astounds me. It's not comparing apples with apples because they've got a huge unfair advantage they are not being rated for. I have embraced the technology and it's exciting how easy it is to sail, but as one of my youth sailors pointed out, in comparison with sailing the little boat, he doesn't feel like he's part of the team any more.

**Is it going to kill the sport?**

It will never kill the sport, but it is changing the dynamic of the sport. In order to get line honors, you need a push-button boat. The Volvo boats are doing incredible times all on human endurance. And I still think the reason why we go to sea is to realize that we are insignificant and that it's us against the elements. At the moment it's machine against the elements, with man going along for the ride.

**-INTERVIEW BY BOB ROSS**

# INTRODUCING



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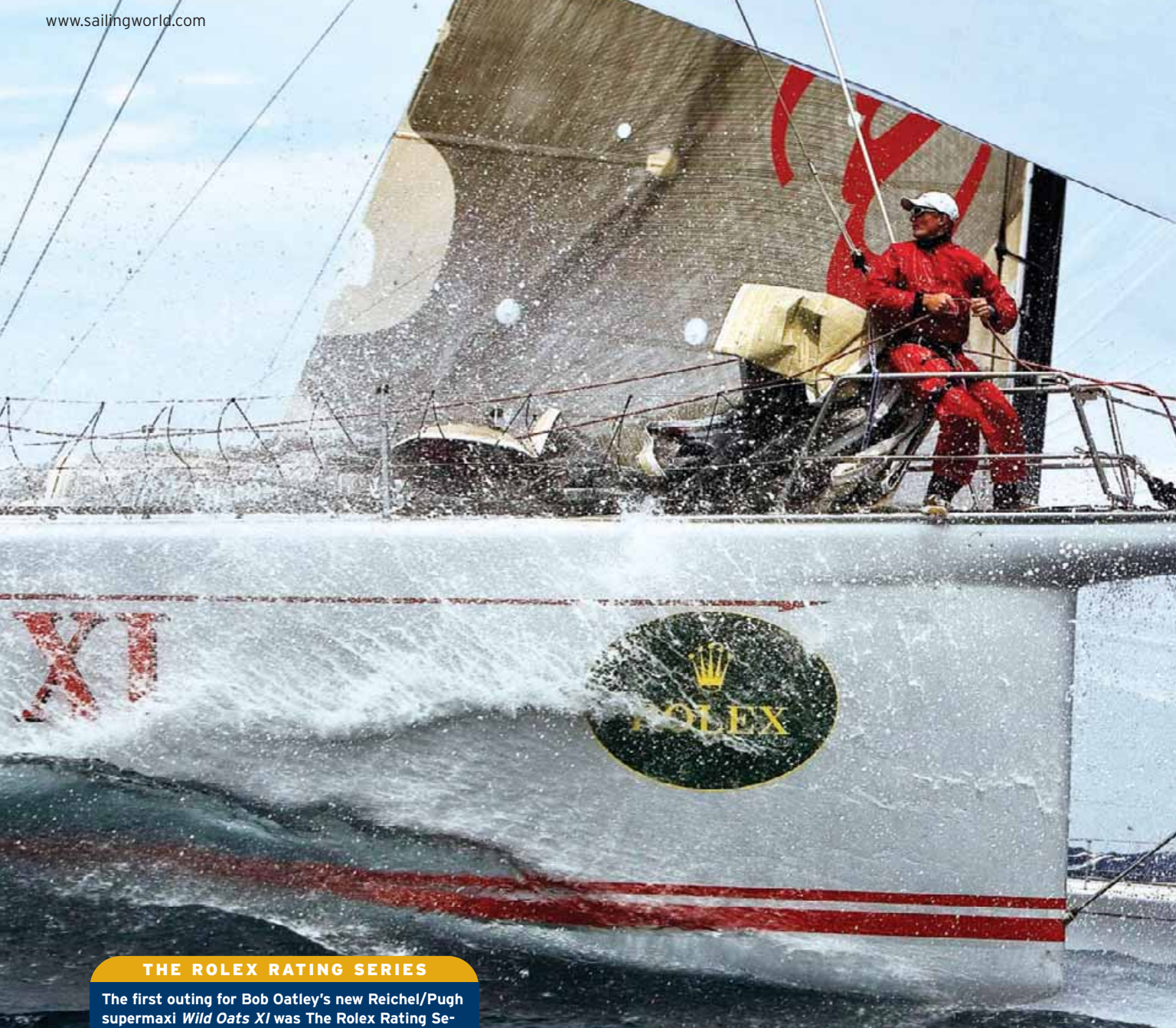
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## THE ROLEX RATING SERIES

The first outing for Bob Oatley's new Reichel/Pugh supermaxi *Wild Oats XI* was The Rolex Rating Series, held in Sydney, Australia, before the 2005 Rolex Sydney Hobart Race last December. It was also the first time *Wild Oats* raced its near-sister-ship, *Alfa Romeo*, another 98-foot R/P design. Teething pains kept *Wild Oats* from winning, but not from the podium in IRC Zero; they were third behind yet another R/P design, Stephen Ainsworth's 60-foot *Loki*. [www.cyca.com.au](http://www.cyca.com.au)



CARLO BORLENGHI/ROLEX

## 2006 ROLEX SYDNEY HOBART RACE

Bob Oatley's just-launched 98-foot, CBTF supermaxi *Wild Oats XI*—sans Oatley, who had a commitment elsewhere—won it all in last December's Sydney Hobart

Race: line honors, a new race record, and the IRC handicap win. All this despite stiff competition from *Alfa Romeo*, a near twin to *Wild Oats*, which had many more months of practice before the Sydney Hobart. "We knew if it was a downhill race we'd be hard to beat," said *Wild Oats* captain Mark Richards.

"*Alfa Romeo* was faster for the first 12 hours but once we got the spinnaker on we took off." The last boat to win the triple-header in the Sydney Hobart was *Rani*, which won the inaugural Sydney Hobart in 1945 by sailing the 630-mile course in 6d:14h:22m. *Wild Oats* sailed the course in 1d:18h:40, 1h:7m less than the record set by *Nokia* in 1999.

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

## STAR CLASS LEVIN MEMORIAL CUP

Despite not having sailed together since 2003, and dropping a rig while practicing the day before the event, John Kostecki and crew Austin Sperry won the 52-boat Star Class Levin Memorial Cup Regatta, sailed out of Coral Reef YC last January. Kostecki and Sperry were 12 points ahead of second, but only 1 point separated the next four boats. "The weekend started out with a broken mast," said Sperry. "But by taking things slow and steady John and I were able to overcome adversity and win a U.S. Olympic Team Qualifier." [www.starclass.org](http://www.starclass.org)

## LIGHTNING WORLDS

Forty-five Lightning teams sailed 10 races out of the Club de Yates Higerillas in Chile for the 2005 Lightning Worlds last October. Top boat was helmed by local skipper Alberto (Tito) Gonzalez, sailing with his son Diego Gonzalez, and Cristian Herman. Second overall was the top American team of David

Starck, Ian Jones, and Scott Ikle. "Tito seemed to have a simple game plan," said Starck. "He doesn't make the sport complicated. Tito won the Worlds with superior boat-speed and crew work." [www.lightningclass.org](http://www.lightningclass.org)

#### J/24 WORLDS

The Brazilian crew of *Bruschetta*, skippered by two-time Tornado Olympian, Mauricio Santa Cruz, won the 2006 J/24 World Championship, in Melbourne, Australia, in January. Santa Cruz and his crew won the Worlds by 20 points, with the Japanese crew on *Siesta*, skippered by Wataru Sakamoto, finishing second. Ian Southworth's British entry, *Inmarsat*, was 4 points behind *Siesta*. The top U.S. team was Mike Ingham's *Brain Cramp*, fourth-place overall. [www.sailmelbourne.com.au](http://www.sailmelbourne.com.au)

#### ORANGE BOWL INT'L YOUTH REGATTA

The massive turnout at the Orange Bowl Regatta in Key Largo, Fla., last December confirmed that the Orange Bowl continues to be the premier East Coast midwinter dinghy event. In total, there were 569 competitors, the largest division being the Optimists with 215. At the top of this fleet was Will Haeger, of Lake Forest, Ill. The top female was Suzy Reynolds, of Wyomissing, Penn. Haeger won the Red Fleet and Kristian Kirketerp, of Denmark, won the Blue Fleet.

Stefano Peschiera, of Peru, won the White Fleet. The Green Fleet was won by Raul Lopez, of Miami. Luke Lawrence, of Palm City, Fla., won the 43-boat Laser Full Rig division, and in the Radials (113 boats), Scott Furnary, Rye, N.Y., won by 1 point over Marco Teixidor, of Puerto Rico. The top Laser Radial girl was Sarah Lihan, of Fort Lauderdale, Fla. Jorge Hernandez, of Puerto Rico, won the 31-boat Laser 4.7 fleet, and in the 94-boat 420



#### MONSOON CUP

Peter Gilmour, one of the founders of the Monsoon Cup, an ISAF Grade 1 match-racing event, was the overall winner of the inaugural regatta held last December in Kuala Terengganu, Malaysia, after defeating Russell Coutts (above, at left racing Björn Hansen, of Sweden) two races to one in the finals. "I'm quite amazed, almost to the point of embarrassment," said Gilmour, the 2005 Swedish Match Tour champion. "I put a lot of effort into organizing and promoting this event, and the result has been greater than my wildest dreams and expectations." Gilmour has won the match-racing series twice, and this latest win puts him on top of the World Matching Racing Tour. [www.worldmatchracingtour.com](http://www.worldmatchracingtour.com)



#### PALM BEACH RACE

The annual race from Fort Lauderdale to Palm Beach, also called the Wirth M. Munroe Race, drew its usual eclectic mix of boats last December. The fleet for this 42-mile race included in Class A, Edgar Cato's *Hissar* (No. 52560), and Alex Roeper's Swan 45 *Plenty* (No. 52059), shown at the start. Winner of Class A was Russell Steiner's Next 57 *Genesis*. Michael Brennan's *Sjambok* won the TP 52 division, Gordon Etties' Swan 40 *Sazerac* won Class B, and Cai Svendsen's *Caruluna*, a C&C 99, won Class C. [www.sailfishclub.com](http://www.sailfishclub.com)

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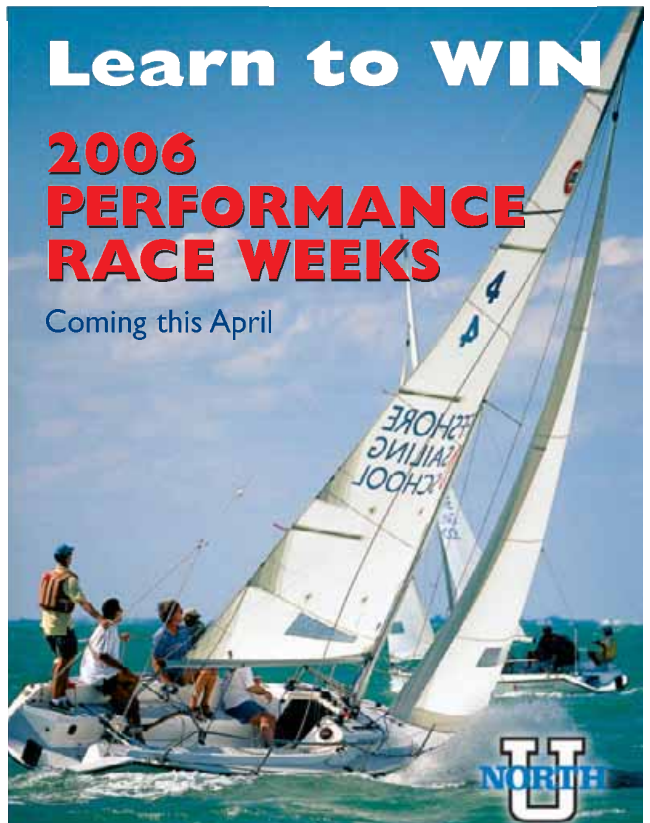
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Pyewacket photo by Daniel Forster

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division, Tyler Sinks and Myles Guttenkunst, of San Diego, won the tie-break over Evan Aras and Joseph Morris, of Annapolis, Md. The top girls were Becca Dellenbaugh and Leigh Hammel, of Southport, Conn. [www.coralreefyachtclub.org](http://www.coralreefyachtclub.org)

#### 470 NORTH AMERICANS

Nic Asher and Elliot Willis, of England, won the men's 2006 470 North Americans, held in January on Florida's Biscayne Bay. Topping the women's class were Ingrid Petitjean and Nadege Douroux, of France. There were nine countries in the men's fleet and seven in the women's fleet, including the top three women's teams from the 2005 worlds. The top U.S. men's team, second overall, was Mikee Anderson-Mitterling and David Hughes.

Top American women, also second overall, were Amanda Clark and Sarah Mergenthaler. [www.ussailing.org](http://www.ussailing.org)



#### IRC MID-ATLANTICS

The IRC Mid-Atlantic Championship and the Beneteau 36.7 Midwinters, were held last November in Annapolis. Othmar von Blumencron's Beneteau 40.7, *Dame Blanche* (right), won IRC 2. Scott Dodge's C&C 115 *Infringer*, center, was fourth. Dietrich Weismann's *Vixen*, left, was eighth in the Swan 45 class, which was won by Alex Roeper's *Plenty*. Garth Hichen's *Seahorse* won the the 15-boat Beneteau 36.7 class. Tom Stark's TP 52 *Rush* won IRC 1. [www.stormtrysail.org](http://www.stormtrysail.org)

DAVE GENDELL/SPINSHOOT

Age 18. Two-time ISAF Youth World Champion and Olympic hopeful.



Jan Pehrson

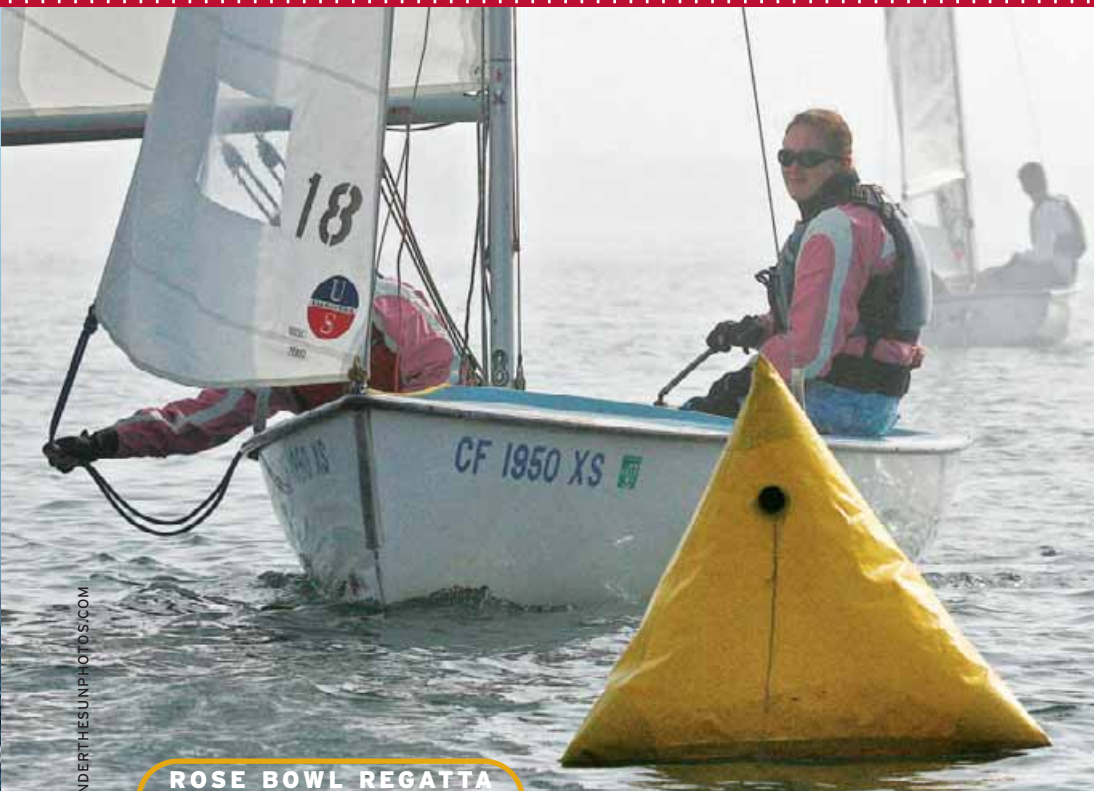


Age 64. Consistent middle-of-the-fleet Wednesday Night Series competitor.



Meghan Sepe





RICH ROBERTS/UNDERTHE SUN PHOTOS.COM

### ROSE BOWL REGATTA

Sailors representing 23 colleges and 61 high schools sailed the 21st annual Rose Bowl Regatta held last January. Adam Roberts, with crew Justine O'Conner, led Boston College to first place. The combined A- and B-division scores put BC on top with 51 points to Hawaii's 60 and USC's 70. Newport Harbor High School swept the high school honors, led by Charlie Buckingham with crew Marla Meninger. [www.pcisa.org](http://www.pcisa.org), [www.collegesailing.org](http://www.collegesailing.org)

### LASER RADIAL YOUTH WORLDS

Blair McLay, of New Zealand, won the 12-race Laser Radial Youth Worlds last December in Fortaleza, Brazil. Kyle Rogachenko, eighth overall, was the top U.S. finisher. McLay scored an impressive scoreline in the 52-boat Gold Fleet, with no score worse than a third once his seventh-place finish was discarded. [www.2005laserworlds.com](http://www.2005laserworlds.com)

### PIANA CUP

Last December, the first event in the three-stop Etchells Jaguar Cup series, the Piana Cup, was held on Biscayne Bay. *Cruel Jane*, skippered by Dirk Kneulman, of Canada, won the five-race series with a stellar 1-2-1 scoreline. Second, 19 points behind, was Jeffrey Siegal's *USA 1296*; third was Bruce and Glenn Burton, co-skippering *Gone*. [www.etchellsfleet20.org](http://www.etchellsfleet20.org)

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# DESIGN OF THE MONTH

### THE THISTLE

Designed in 1945 by Sandy Douglass for racing and daysailing, the 17' Thistle has been recognized by U.S. sailing as one of the most active one-design classes in the United States. This family-friendly boat features a plumb bow, straight sheer, thin rails and no decking and carries a lot of sail for its size, planing easily in 10-12 knots of wind. The rounded bottom provides stability, making it ideal for beginners. Since its introduction, the Thistle has changed very little. Thistle #1 is still competitive and not too long ago won the National Championships.

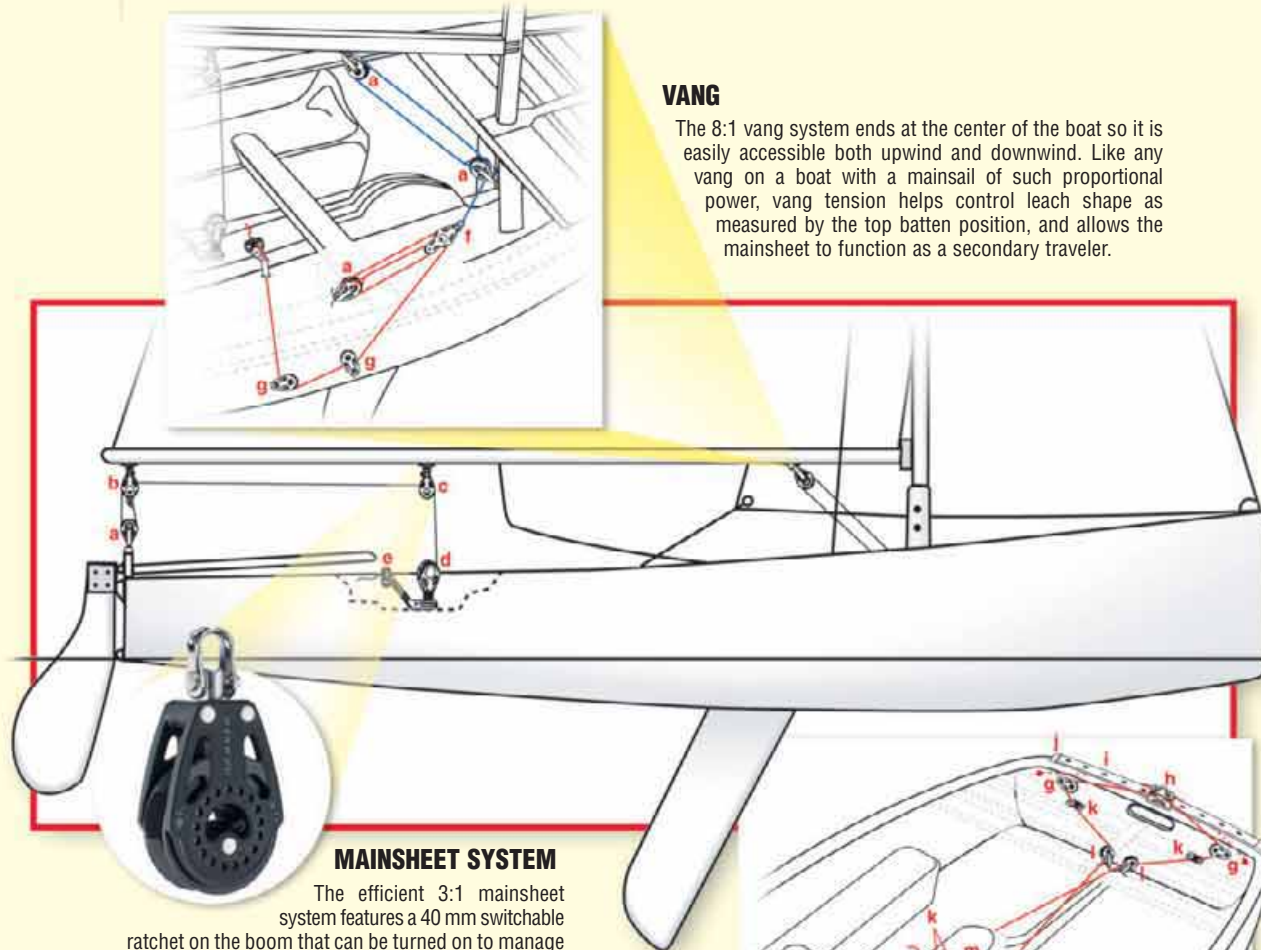


[www.thistleclass.com](http://www.thistleclass.com)

For more information on Harken hardware for the Thistle, visit [www.harken.com](http://www.harken.com)

### VANG

The 8:1 vang system ends at the center of the boat so it is easily accessible both upwind and downwind. Like any vang on a boat with a mainsail of such proportional power, vang tension helps control leach shape as measured by the top batten position, and allows the mainsheet to function as a secondary traveler.



### MAINSHEET SYSTEM

The efficient 3:1 mainsheet system features a 40 mm switchable ratchet on the boom that can be turned on to manage heavy loads. Easily opening and closing the leach at the top of the sail is considered the Thistle's single most important adjustment for maintaining optimum hull speed.

POWERED BY

### MAINSAIL TRAVELER CONTROL SYSTEM

This 2:1 transom-mounted system features low profile track and traveler car rigged with top-mounted sheaves. Double-ended controls on the trunk cap allow crew to trim from the rail.

a. 2650

b. 2637

c. 2608

d. 2690

e. 144

f. 2655

g. 350

h. 2729

i. 373.6

j. 263

k. 088

l. 348

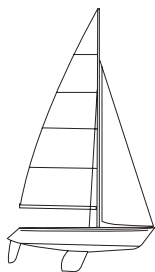
m. 150 w/ 425

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LOA .....17' 10" SA .....168 sq. ft.  
Draft .....3' 3" I .....19' 0"  
Disp. ....1,240 lb. J .....7' 0"  
Ballast .....700 lb. Hull .....Fiberglass



## Y-FLYER ▼

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LOA .....18' 0" Draft up/dn .....6" / 4' 0"  
Beam .....5' 8" SA (main & jib) .....161 sq. ft.



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LOA .....16' 9" Disp. ....575 lb.  
Beam .....6' 3" SA (main & jib) .....145 sq. ft.  
Draft up/dn .....9" / 3' 9" SA (spin.) .....96 sq. ft.

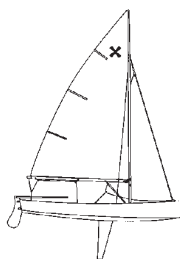


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LOA .....15' 6" SA Main .....84 sq. ft.  
Beam .....4' 9" SA Jib .....35 sq. ft.  
Draft up/dn .....6" / 4' 2" Weight .....198 lbs. (min)

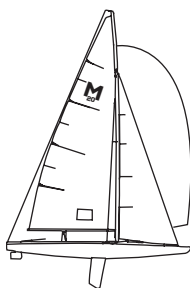


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Email: r.s.smith@comcast.net • www.m20scow.com

LOA .....20' 0" SA (main & jib) .....175 sq. ft.  
Beam .....5' 8" Spinnaker .....250 sq. ft.  
Weight .....595 lb.



## 505 ▼

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tylermoore@verizon.net (757) 897-2127  
Jeff Nelson, Vice President, American Section,  
jeffnelson20032003@yahoo.com, (714) 623-0019

LOA .....16' 6" SA (main & jib) .....178 sq. ft.  
Weight .....280 lb. SA (spinnaker) .....200 sq. ft.

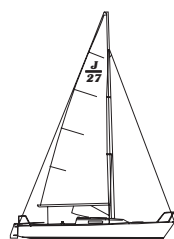
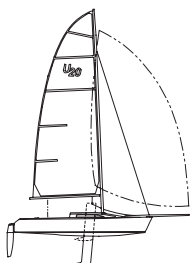


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LOA .....20' 11" Disp. (sailing) .....1350 lb.  
LWL .....18' 0" Ballast .....450 lb.  
Beam .....8' 4" SA (main & jib) .....305 sq. ft.  
Draft up/dn .....8" / 5' 0" Asym. Spinnaker .....452 sq. ft.



## J/27 ▼

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

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

LOA .....27' 6" Beam .....8' 6"  
Draft .....4' 11" Disp. .....3,800 lb.

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

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LOA .....14' 10" Draft up/dn .....6" / 3' 0"  
Beam .....5' 9" SA (main & jib) .....123 sq. ft.



## SAILING WORLD / HARKEN ▼

Sailing World and Harken would like to wish all one-design sailors a safe and successful 2006 summer racing season. Thanks to Harken's continued support the One-Design Class and Association showcase will continue to be "the source for one-design and class information." Visit Harken and Sailing World online at Harken.com and SailingWorld.com

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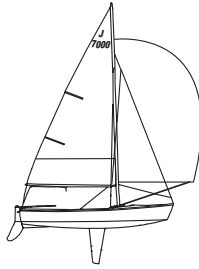
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www.sailbluejay.org

LOA .....13' 6" Draft up/dn.....5"/3' 9"  
LWL .....10' 7" Weight.....275 lb.  
Beam .....5' 2" SA (main & jib)..... 90 sq. ft.

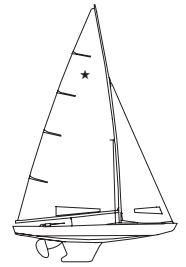


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office@starclass.org

LOA .....22.7' Weight .....1479 lbs.  
Beam .....5.7' Sail Area.....285 sq. ft.  
Draft .....3.3'

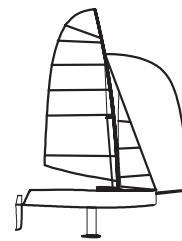
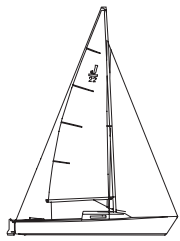


## INTERNATIONAL J/22 CLASS ASSN ▼

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

**J/22 CLASS ASSOCIATION**  
Christopher Howell Executive Secretary  
12900 Lake Ave., #2001, Lakewood, Ohio 44107  
(440) 796-3100  
Email: classoffice@USAJ22.com • www.j22.org

LOA .....22' 6" Draft .....4' 0"  
LWL .....19' 0" Disp.....1,850 lb.  
Beam .....8' 0" SA (main & jib)... 242 sq. ft.



## BONGO ▼

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

**BONGO CLASS ASSOCIATION**  
PO Box 139  
Jamestown, RI 02835  
(401) 481-3811  
www.sailabongo.com

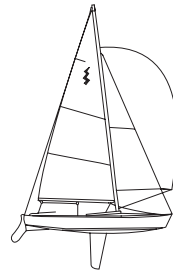
LOA .....15' 2" Weight .....415 lb.  
Beam .....6' 6" SA (main & jib) ..131 sq. ft.  
Draft (lifting keel) .....3' 11" SA (spin.) .....147 sq. ft.

## LIGHTNING ▼

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

**INT'L LIGHTNING CLASS ASSOCIATION**  
Phone: (615) 89-FLASH • Fax: (303) 699-2178  
office@lightningclass.org • www.lightningclass.org

LOA .....19' 0" Weight .....700 lb.  
Beam .....6' 6" SA .....177 sq. ft.  
Draft up/dn .....5"/4' 11" Designer .....S & S

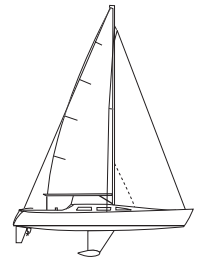


## HOBIE 33 ▼

The Hobie 33 is a highly competitive one-design /PHRF ULDB racer with an active national class. Easily trailerable with a retractable keel and deck-stepped mast. Back in production, to buy one call (949) 661-8231.

**HOBIE 33 N.A. CLASS ASSOCIATION**  
Rich Brew, 3705 Darnell Place  
Jacksonville, FL 32217  
Email: info@Hobie33.com • www.Hobie33.com

LOA .....33' 0" Draft .....5' 7"  
LWL .....30' 6" Disp. ....4,000 lb.  
Beam .....8' 0" SA .....429 sq. ft.

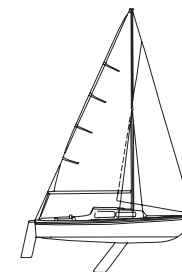


## FLYING SCOT ▼

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

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

LOA .....19' 0" Disp. ....850 lb.  
Beam .....6' 9" SA (main & jib)...191 sq. ft.  
Draft up/dn .....8"/4' 0" SA (spin.)..... 200 sq. ft.



## CATALINA 22 ▼

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

**CATALINA 22 NATIONAL SAILING ASSOCIATION**  
Ted McGee, Secretary/Treasurer  
3090 Post Gate Drive, Cumming, GA 30040  
Phone: 770-887-9728  
secretary@catalina22.org • www.catalina22.org

LOA .....21' 6" Beam .....7' 8"  
Sail Area.....205 sq. ft. Displacement .....2380  
Draft up/dn .....1' 8"/5' 0"

## J/80 ▼

J/80 is fast, stable, and affordable. It's fun to sail, planes in 15 knots of breeze, and is easily trailered and launched. With over 800 boats sold, the J/80 is a competitive and growing one-design class.

**J/80 CLASS ASSOCIATION USA**  
Jason Balich, Treasurer  
1440 Goodrich Ave St. Paul, MN 55105  
Email: info@j80.org  
www.j80.org

LOA .....26' 3" Draft .....4' 11"  
LWL .....22' 0" Disp. ....3,304 lb.  
Beam .....8' 3" SA (main & jib) . 338 sq. ft.



## FLYING DUTCHMAN ▼

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

**INTERNATIONAL FLYING DUTCHMAN CLASS ASSOCIATION OF THE UNITED STATES**  
Website: www.sailfd.org/USA/  
West Coast: Zhenya Kirushkin-Stepanoff  
Email: zks7@sbcglobal.net Tel: (408) 316-1091  
East Coast: John Sayles, Secretary  
Email: ifdcaus@comcast.net Tel: (610) 429-1681

LOA .....19' 10" SA Main.....110 sq. ft.  
Beam .....5' 8" SA Genoa.....90 sq. ft.  
Weight.....364 lbs. SA Spinnaker...226 sq. ft.



**TILITE BLOCKS**  
AS LIGHT AS IT GETS

**HARKEN.COM**

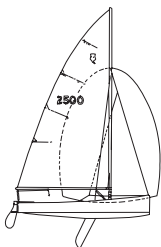
## THISTLE ▼

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

### THISTLE CLASS ASSOCIATION

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

LOA .....17' 0" Weight.....515 lb.  
Beam .....6' 0" SA (main & jib) ..191 sq. ft.  
Draft up/dn .....6" / 4' 6" SA (spin.).....220 sq. ft.



## JET 14 CLASS ▼

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

### JET 14 CLASS ASSOCIATION

Joy Shipman, Class Secretary  
40 B Narragansett Ave., Jamestown, RI 02835  
(401) 423-1050 • www.jet14.com  
Builders: Vermilion Fiberglass • (440) 967-7636  
Jibe Technology • (401) 683-0484 • www.jibetech.com

LOA=LWL.....14' 0" Weight .....285 lb.  
Beam .....4' 8" SA main & jib .....113 sq. ft.  
Draft up/dn .....4" / 4' 2" Spinnaker .....150 sq. ft.

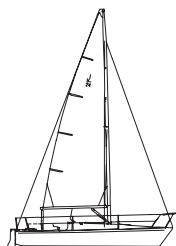
## INTERNATIONAL J/24 ▼

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

### INTERNATIONAL J/24 CLASS ASSN.

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

LOA .....24' 0" Draft .....4' 0"  
LWL .....20' 5" Disp. ....3,000 lb.  
Beam .....8' 11" SA (main & jib) 263 sq. ft.



## FORCE 5 ▼

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

### FORCE 5 CLASS ASSOCIATION

www.force5.us

LOA.....13' 10" Weight.....145 lb.  
Beam .....4' 10" SA .....91 sq. ft.

## ENSIGN ▼

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

### ENSIGN CLASS ASSOCIATION

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

LOA .....22' 6" Draft: full .....3' 0"  
LWL .....16' 9" Disp. ....3,000 lb.  
Beam .....7' 0" SA (main & jib) ..290 sq. ft.



## TRANSFUSION 15.5 ▼

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

### T 15.5 RACING CLASS ASSOCIATION

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

LOA .....15' 9" Ballast .....40 lb.  
LWL .....15' 0" SA (main & jib) ..175 sq. ft.  
Beam .....6' 4" SA (spin.).....140 sq. ft.  
Disp. ....385 lb. Designer .....Rob Darling



## SOVEREL 33 ▼

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

### SOVEREL 33 CLASS ASSOCIATION

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

LOA .....33' Draft .....5.83'  
Beam .....11' Disp. ....5,800 lb.  
SA (Upwind).....766 sq. ft. SA (Downwind).....1225 sq. ft.

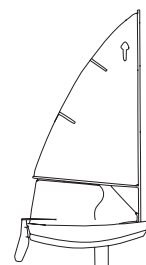
## EL TORO ▼

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

### EL TORO INTERNATIONAL YRA

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

LOA .....8' 0" Weight .....80 lb.  
Beam .....3' 11" SA .....49 sq. ft.



## SUNFISH ▼

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

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

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

LOA .....13' 10" Draft up/dn ..... 7" / 3' 4"  
LWL .....13' 0" Weight .....129 lb.  
Beam .....4' 1" SA .....75 sq. ft.

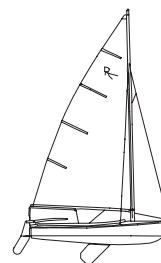
## REBEL ▼

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

### REBEL CLASS ASSOCIATION

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

LOA .....16' 1" Weight.....700 lb.  
LWL .....15' 10" SA (main & jib) ..166 sq. ft.  
Beam .....6' 6" Designer .....Ray Greene  
Draft up/dn .....6" / 3' 4"



## J/105 ▼

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

### J/105 CLASS ASSOCIATION

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

Email: [nelson@j105.org](mailto:nelson@j105.org) • [www.j105.org](http://www.j105.org)

LOA .....34' 6" Draft.....6' 6"  
LWL .....29' 6" Disp .....7,750 lb.  
Beam .....11' 0" SA .....577 sq. ft.



## NORLIN MARK III 2.4mR ▼

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

### U.S. 2.4mR CLASS ASSOCIATION

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

Email: [gaviayachts@aol.com](mailto:gaviayachts@aol.com) • [www.gaviayachts.com](http://www.gaviayachts.com)

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



## MELGES 24 ▼

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

### MELGES 24 CLASS ASSOCIATION

Andy Burdick, Class Coordinator  
P.O. Box 1, Zenda, WI 53195

(262) 275-1110 • Fax (262) 275-8012

[www.melges.com](http://www.melges.com) • [www.usmelges24.com](http://www.usmelges24.com)

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



## ALBACORE ▼

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

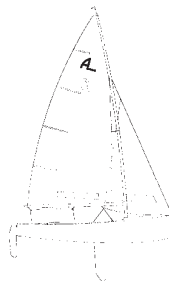
### U.S. & CANADA ALBACORE ASSOCIATION

U.S.: Joanna Beaver • [us8026@yahoo.com](mailto:us8026@yahoo.com)

Canada: Barrie Farrell, [info@albacore.ca](mailto:info@albacore.ca)

[www.albacore.org/usa](http://www.albacore.org/usa) • [www.albacore.ca](http://www.albacore.ca)

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



## BULLSEYE ▼

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

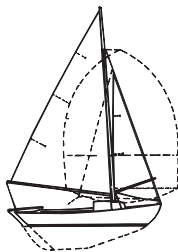
### BULLSEYE ASSOCIATION

44 River Street

Rehoboth, MA 02769

(508) 252-3442 • [www.bullseyeclass.org](http://www.bullseyeclass.org)

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



## THUNDERBIRD ▼

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

### INT'L THUNDERBIRD CLASS ASSOCIATION

P.O. Box 1033

Mercer Island, WA 98040 USA

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

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



## CORSAIR 28 ▼

The Corsair 28R is quickly gaining popularity as a one-design racer with entry at Key West, Sailing World NOOD regattas, a National Championship, and circuits in Texas and Florida underway. Or fast cruising in the versatile 28 Center Cockpit. Sailing World magazine "Boat of the Year" - trailerable, easy to set up, and exhilarating to sail!

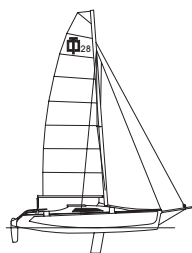
### NORTH AMERICAN CORSAIR 28 CLASS ASSN.

Michael Zotzky, 13802 Tamerisk Centre Ct.

Houston, TX 77069 • (281) 587-8913

[www.corsairmarine.com/5ClassAssns.htm](http://www.corsairmarine.com/5ClassAssns.htm)

LOA .....28' 5" Draft up/dn .....1' 2"/4' 11"  
Beam (overall) ..... 19' 9" Disp..... 2,690 lb.  
Beam (folded) .....8' 2.5" SA (main & jib) .. 496 sq. ft.



## CORSAIR 24 ▼

The Corsair 24 will become one of the biggest trimaran racing fleets. This boat's light weight, compact size, ease of trailering, affordability and sheer speed, makes it ideal for both buoy and distance courses. The North American Corsair 24/F-24 Class Association is dedicated to maximizing opportunities for 24 racing and developing Class Rules.

### NORTH AMERICAN CORSAIR 24/F-24 CLASS ASSN.

Rich Carlson, 107 Marina de Ray

Clearwater Beach, FL 33767 • (727) 596-6523

Email: [thorslady@sunworks.com](mailto:thorslady@sunworks.com)

LOA .....24' 2" Draft (up/down) .....1' /4' 8"  
Beam (overall) .....17' 11" Disp. ....1,690 lb.  
Beam (folded) .....8' 2" SA (main & jib) ...365 sq. ft.

## CLUB 420 ▼

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

### THE CLUB 420 ASSOCIATION

Wes Durant, Secretary, 247 Highland St., Berlin,

MA 01503 (978) 562-7620 • Fax (978) 562-7988

[www.club420.org](http://www.club420.org)

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



## MC SAILING ASSOCIATION ▼

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

### MC SAILING ASSOCIATION

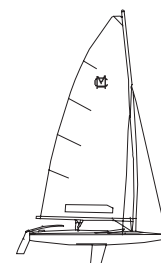
Herman van Beek

2816 Biscayne Dr., Plano, TX 75075

(972) 596-9524 • Fax (509) 692-3503

Email: [secretary@mcscow.org](mailto:secretary@mcscow.org) • [www.mcscow.org](http://www.mcscow.org)

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





## COLGATE 26 ▼

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

### COLGATE 26 CLASS ASSOCIATION

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

Email: [info@Colgate26.com](mailto:info@Colgate26.com) • [www.Colgate26.com](http://www.Colgate26.com)

LOA .....25' 8" Draft Std./shoal.4' 6"/3' 6"  
LWL.....20' 0" Disp. ....2,600 lb.  
Beam.....8' 6" SA .....283 sq. ft.



## BUCCANEER 18 ▼

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

### BUCCANEER 18 CLASS ASSOCIATION

Scott Laundry, Commodore • (607) 299-4627  
[info@buccaneer18.org](mailto:info@buccaneer18.org) • [www.buccaneer18.org](http://www.buccaneer18.org)  
[www.nickelsboats.com](http://www.nickelsboats.com)

LOA .....18' 0" Weight .....500 lb.  
LWL.....16' 8" SA (main & jib) ...175 sq. ft.  
Beam.....6' 0" SA (spin.).....178 sq. ft.  
Draft up/dn .....7"/3' 10" Mast Length.....23' 5"



## 210 ▼

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

### 210 CLASS ASSOCIATION

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

LOA .....29' 10" Disp. ....2,300 lb.  
Beam .....5' 10" SA (main & jib)...305 sq. ft.  
Draft .....3' 10" SA (spin.).....400 sq. ft.



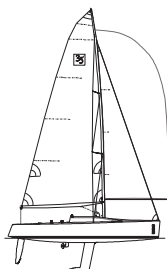
## 1D35 ▼

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

### 1D35 CLASS ASSOCIATION

P.O. Box 69, Rocky Mount, NC, 27802  
[1d35@1d35.com](mailto:1d35@1d35.com) • [www.1d35.com](http://www.1d35.com)

LOA .....35' 0" Disp. ....6,550 lb.  
LWL .....31' 6" SA (Upwind)..... 815 sq. ft.  
Beam .....10' 9" SA (Downwind).. 1690 sq. ft.  
Draft .....7' 7"



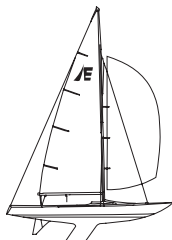
## ETCHELLS ▼

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

### INT'L ETCHELLS CLASS ASSOCIATION

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

LOA.....30' 6" Draft .....4' 6"  
LWL.....22' 0" Disp. ....3,325 lb.  
Beam.....6' 11.5" SA (main & jib)..291 sq. ft.



## YNGLING ▼

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

### UNITED STATES YNGLING ASSOCIATION

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[www.yngling.org](http://www.yngling.org) • [usa.yngling.org](http://usa.yngling.org)

LOA .....20' 10" Draft .....3' 5"  
LWL .....15' 5" Disp. ....1,422 lb.  
Beam.....5' 8" SA (main & jib) ..150 sq. ft.



## JY 15 ▼

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

### JY 15 CLASS ASSOCIATION

[jy15@jyca.org](mailto:jy15@jyca.org) • [secretary@jyca.org](mailto:secretary@jyca.org)  
[www.jyca.org](http://www.jyca.org)

LOA .....15' 0" Weight .....300 lb.  
Beam.....5' 10" SA (main & jib)...135 sq. ft.  
Draft up/dn .....6"/3' 0" Designer...Rod Johnstone



## SNIFE ▼

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

### SNIFE CLASS INT'L RACING ASSN. USA

PO Box 83866 • Lincoln, NE 68501  
(402) 796-2505  
[direx@inebraska.com](mailto:direx@inebraska.com) • [www.snipeus.org](http://www.snipeus.org)

LOA .....15' 6" Draft up/dn.....6"/3' 3"  
LWL .....13' 6" Weight .....381 lb.  
Beam.....5' 0" SA (main & jib)...128 sq. ft.



## FIREBALL ▼

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### FIREBALL CLASS ASSOCIATION

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300 Victoria, Baie D'Urfe,  
Quebec, Canada H9X 2J2  
[eric.owston@videotron.ca](mailto:eric.owston@videotron.ca)

LOA .....16' 2" Weight .....175 lb.  
Beam.....4' 8" SA .....263 sq. ft.



## J/30 ▼

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

### J/30 CLASS ASSOCIATION

Carl Shertler, 170 Grandview Ave,  
Waterbury, Ct 06708 • Ph (203) 759-3666  
[www.j30.org](http://www.j30.org)

LOA .....29' 11" Draft .....5' 3"  
LWL .....26' 0" Disp. ....6500 lbs  
Beam .....11' 2" SA (main & jib)...443 sq. ft.



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## RHODES 19 ▼

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### RHODES 19 CLASS ASSOCIATION

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

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



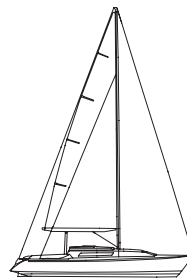
## FRERS 33 ▼

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

### FRERS 33 CLASS ASSOCIATION

c/o Kurt Hudson, 210 Winter Street,  
Westwood, MA 02090 • (617) 908-3244  
Email: kurthudson@lc-anderson.com  
www.frers33.com

LOA .....33' 3"	Draft .....6' 3"
LWL .....26' 6"	Disp.....9,000 lb.
Beam .....11' 3"	SA.....560 sq. ft.



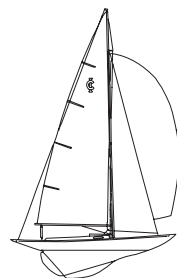
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### S2 7.9 CLASS ASSOCIATION

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www.sailingsource.com/s279

LOA .....25' 11"	Draft up/down...16"/5' 0"
LWL .....21' 8"	Disp.....4,250 lb.
Beam.....9' 0"	SA(main & jib) ..329 sq. ft.



## INT'L ONE-DESIGN ▼

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

### INT'L ONE-DESIGN WORLD CLASS ASSN.

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

LOA .....33' 5"	Draft .....5' 4"
LWL .....21' 5"	Disp .....7,100 lb.
Beam .....6' 9"	SA (main & jib) ..438 sq. ft.

## SHIELDS ▼

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

### SHIELDS CLASS ASSOCIATION

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

LOA .....30' 2"	DspL.....4,600 lbs.
LWL .....20'	Draft.....4' 9"
Beam.....6' 5"	SA (main & jib) ..360 sq. ft.



## MUTINEER 15 ▼

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### MUTINEER 15 CLASS ASSOCIATION

c/o Rey Garza  
111 North Hill Circle, Leander, TX 78641  
(512) 259-0549 • www.mutineer15.org

LOA .....15' 0"	Disp.....410 lb.
LWL .....14' 1"	SA (main & jib) .....150 sq. ft.
Beam.....6' 0"	SA (spin).....166 sq. ft.



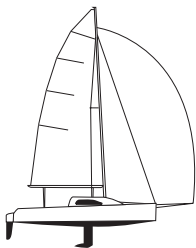
## ELLIOTT 770 ▼

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

### ELLIOTT 770 CLASS ASSOCIATION

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

LOA .....25' 0"	Disp. ....2,400 lb.
LWL .....23' 6"	Ballast.....850 lb.
Beam.....8' 2"	SA (main & jib) ...414 sq. ft.
Draft up/dn.....1' 7"/5' 8"	



## HOLDER 20 ▼

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### HOLDER 20 CLASS ASSOCIATION

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

LOA.....20' 4"	Disp. ....1,160 lb.
Beam .....7' 10"	Ballast.....360 lb.
Draft up/dn .....12"/3' 7"	SA (main & jib) ...215 sq. ft.



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# ADVERTISING INDEX

<b>▼ SAILBOATS</b>	
Beneteau <i>Great Circle Marketing</i> .....	18
C&C Yachts .....	3,4
Farr Yacht Sales.....	53
J Boats, Inc. ....	47,49
Island Packet .....	87
Melges Performance Boats .....	21
Vanguard Racing Sailboats .....	41,79
<b>▼ SAILS, SPARS, RIGGING</b>	
Bainbridge International .....	55
Contender Sailcloth Worldwide .....	24
Forespar.....	44
GMT Composites.....	50
Hall Spars & Rigging.....	45,83
New England Ropes.....	22
North Sails .....	57
Quantum .....	17
Selden Mast .....	42,71
UK Sailmakers .....	62,63
Yale Cordage .....	58
<b>▼ HARDWARE/ACCESORIES</b>	
Annapolis Performance Sailing .....	48
Edson .....	76
Harken Inc. ....	2
Lewmar .....	75
Ronstan .....	8,82
Schaefer Marine/Tuff Luff.....	87
<b>▼ ELECTRONICS</b>	
B & G.....	25
Furuno.....	9
Tacktick .....	78
<b>▼ PAINT/COATING</b>	
Awlgrip .....	77
Interlux.....	C3
<b>▼ MISCELLANEOUS</b>	
Adventure Canada .....	98
Antigua Tourist & Hotel Association .....	15
Audi .....	13
BVI Tourism Board .....	6
Hog's Breath - Keys 100 Race .....	87
J World Sailing School.....	97
Landfall Navigation .....	20
Lands' End .....	C4
Leukemia Cup Regatta.....	54
The Moorings .....	43,
Mt. Gay / US Sailing Speaker Series .....	59
NOOD Regatta .....	C2,1
North U. ....	65,67,69
Offshore Sailing School .....	87
Sailing for Miracles .....	27
Sunsail Club Colonna .....	74
US Sailing .....	88,89
West Marine .....	51
<b>▼ BROKERAGE</b>	
Annapolis Yacht Sales.....	99
Essex Credit.....	98
Gunnars Yacht & Ship .....	100
RCR Yachts Inc. ....	100
Thoroughbred Yacht Sales.....	98
<b>▼ BOAT SALES</b>	
NewBoats.com .....	26
UsedBoats.com.....	100

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COURTESY ALINGHI, CHRIS LARSON, JOHN ROUSMANIERE, DANA JINKINS

# CONTRIBUTORS

## Ed Baird



Baird, 47, a SW Racing Editor, explains the finer points of keeping up boatspeed when the racecourse gets bumpy (p. 66), advice that was no doubt on his mind as he guided Tom Stark's TP 52 *Rush* to second overall at this year's windy and wavy Acura Key West Race Week. After wrapping up his tactical duties in the "Conch Republic," the Alinghi helmsman was off to the Southern Hemisphere. "I'm in New Zealand trying to remember how to match race," he replied after we tracked him down via e-mail. "If today's results were any indication, there's a lot of memory-jogging that needs to occur."

## Chris Larson



Larson, 39, of Annapolis, a past Rolex Yachtsman of the Year and veteran of both America's Cup and Volvo campaigns, has been a professional tactician for 15 years, so few can better inform us how to integrate modern technology into our decision-making process (p. 60). "The amount of information available has allowed everyone to figure out what's fast, and what's not," says Larson. "Sailing with instruments is great, but you need to use them as a supplement, not a priority." And, he adds, carry a backup. He still packs a hand-bearing compass for every race.

## John Rousmaniere



"I was fascinated, took several positions, and then was ambivalent," says Rousmaniere, 61, who resolves the debate over who designed 1983 America's Cup winner *Australia II* (p. 38). "But I wanted an accurate account that set the record straight." Rousmaniere has published 22 titles, including three histories of the Cup, and this year he's working on two others; *A Berth to Bermuda*, which chronicles 100 years of the Newport Bermuda Race, and *In a Class by Himself: The Yawl Bolero and the Passion for Craftsmanship*.

## Alessandro Vitelli



Last fall, Alessandro Vitelli, 61, was dispatched to Les Voiles de St. Tropez (p. 72), a highlight of the Mediterranean racing calendar. With photographer Dana Jinkins at his side, he says rides were easy to come by. "Dana knows everybody and they'd just invite us aboard," says Vitelli. "Just because they're classic doesn't mean they're not raced hard. Most of the classics get really competitive and they don't care about breaking things. In fact, the big gaff-rigged schooners like *Mariette* are famous for going balls to the wall and putting up all the sails they can."



# ASK DR. CRASH

**DEAR DR. CRASH,**


My father taught me at a young age that the key to going fast upwind is to “let her lean over and buck.” He said that length at the waterline meant everything to speed, and thus, the boat wouldn’t show its true potential until the leeward rail was awash. Nowadays this theory just doesn’t seem to be working for me, especially on windy days. I have this sinking suspicion that my old man may have steered me wrong.

—PUDDLING IN POOLE

**DEAR PUDDLING,**

A songwriter from your father’s generation once wrote, “The times, they are a changing.” Back when men went to sea in narrow wooden boats and slept aboard them at regattas, yes, a bit of flow over the leeward deck was de rigueur. But today’s craft are designed by sailors from the “Laser Generation,” for which flatter is in fact faster. It’s time to join the 21st Century and learn how to feather whilst your crew learns how to hike.

—DR. CRASH




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