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What We Meant to Do

A YEAR AGO, *SAILING WORLD* ANNOUNCED its first Win-A-Coach contest, asking entrants to set goals for the upcoming year and tell us how a coach would make a difference. Dozens of readers wrote inspirational descriptions of what they wanted to accomplish. It was hard to sit on the sidelines, so we made a plan for our Shields keelboat team that would move us from contender to champion. The schedule was ambitious and included racing 21 Wednesday nights in Newport, racing the two-day Lands' End Larchmont NOOD, and the three-day Shields Nationals, also in Larchmont (N.Y.). It also included fitting in a few practice sessions with a coach.

So how did the season work out? We made it to all of the races, which was no small reflection of our team's commitment, but that was the easy part. Managing even one practice session with a coach was another story.

We meant to sail a pre-season weekend clinic, but only two of five crew were available and it blew 40 knots anyway.

We made a plan with another Shields skipper to hire a coach and tune together first in Newport, then in Larchmont. But when he got busy at work, so did I, and I didn't find an alternate tuning partner.

We meant to hire a coach on our own and run some videotape, but the truth is I never made a phone call, set a date, or rallied the rest of our team.

It kind of hurts to admit that, but on the other hand, we also achieved quite a bit last year. We had a firm schedule of

races and a committed crew, including some excellent alternates. We kept a running work list and made several small upgrades to our boat. We tuned the rig regularly, and in fact, we improved our speed as the season progressed. We also got out early on most Wednesdays and worked on our spinaker sets and douses while checking out the racing conditions.

Overall, we sailed at a higher level and achieved good results. It just wasn't the perfect season we'd envisioned. Even as we were going faster, we began making tactical mistakes that eventually cost us a shot at our local season series and at least two places at the Nationals, where we finished fifth. We also learned at the Nationals that we still didn't have the boatspeed we needed to win.

So here's our commitment for next year. When we set up our racing schedule we'll set up a practice schedule, too, picking days and times when our crew can commit to sail, just like Schock 35 champion Jeff Janov does (Winner's Debrief, p. 54). Then we'll enlist a coach to help. Finally, we'll remind ourselves of our mantra: "Sail well, have fun, and wear ugly crew shirts."

As for the rest of you, you're in a unique position. You can enter SW's next Win-A-Coach contest. And win or lose that contest, making next season's plan will carry you far.



Win-A-Coach 2006

To have a top-level coach join your crew on the water and consult before and after major regattas by e-mail, answer the questions below. Ten finalists will be chosen, and we'll publish excerpts of their plans when we announce the winners of two free coaching packages for 2006. (See p. 48 to read what the 2005 winner learned.) The first 10 entries, and the 10 finalists, will receive a free year's subscription to Sailflow.com's exclusive wind and weather content.

Send to coach@sailingworld.com your goals for 2006, your strengths, weaknesses, and how a coach can help you. Include name, address, phone, e-mail, boat name and type, racing experience, and best finishes in last three years. Deadline: Dec. 31, 2005.

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SAILORS' FORUM

editorial@sailingworld.com

Sure Things, and Less Sure

NICE TO SEE YOU RUN MR. CAYARD'S ARTICLE ("Short Tacking the Shore," Sept. '05). In San Francisco, short tacking the City Front to escape flood and perhaps even catch an early ebb, is a well known "sure thing." Trying the same along the Angel Island shore on the other side of the Bay doesn't always work as well because the wind is usually lighter inshore there.

Then there are more obscure challenges. We were racing in Raccoon Strait, between Angel Island and Tiburon, a couple weeks ago. At max flood, a few of us with local knowledge got it right and stayed toward the island in less current. Many others got stuck very unhappily on the Tiburon side. For a couple of tacks, my Farr 30 *Antipodiste* was able to keep up with *Bodacious*, an older Farr 42.

CHARLES WARREN
SAN FRANCISCO

Elephants Take Charge

THANK YOU FOR THE CAL 25 ARTICLE "Detroit's Dancing Elephants" (Sept. '05). I've been racing Cal 25s in Annapolis for years, and they're great boats. I attended the Cal 25 Nationals in Detroit last summer, and the crews are all very competitive. Bayview YC was a wonderful venue for the regatta, and we proved that 30-plus-year-old boats can be very equal.

To the Detroit Dancing Elephants who wrap up their sailing early, I'd just like to say that the Annapolis Cal 25 fleet will be frostbite racing all winter. At that time of year, we think of ourselves as a different animal, more like Ice Skating Penguins.

CAROLYN NOLAN IRVINE
RESTON, VA.

THANKS TO DAVE REED FOR WRITING ABOUT the Cal 25. I own a 1969 flat top, No. 1045, and have raced *Quick Getaway* for 25 years out of the Buffalo Harbor SC. Although I'm a yacht broker and sail on new Beneteaus, Js, and others, my old Lapworth Cal is still my favorite. There's just something about it that the loyalists in Detroit, Annapolis, and Long Beach, have known for years. Sure, as you say, "They look like a bunch of dancing elephants" when sailing downwind, but we don't care. Cal 25 fleet racing is good, cheap, wholesome fun. Laugh all you want!

RICK LENARD
BUFFALO, N.Y.

DAVE REED'S ARTICLE ON THE DETROIT CAL 25 fleet is right on target, and a great tribute to a boat and group of people who exemplify the best of one-design racing. I recognized all of the boats and owners, who are all great competitors and have been Cal 25 owners for years. However, I would like to point out one glaring omis-

sion from the article, and that is Tom Schreiber, owner of *Annie Mayme*.

Tom has owned his boat since 1968, raced with a Schreiber family crew (son Paul and daughter Anne,) and was season champion six times, NOOD winner five times, and national champ once. His ability to out-sail competitors is legendary. After the kids grew up, Tom continued to race DRYA and other events. Now 81, Tom races in the Tuesday night races with Paul, and in the NOOD and Nationals.

This year Tom was absent from the NOOD because he wanted to save himself for the Nationals the next week, when he sailed again with son, daughter, and granddaughter Nicole. Never one to go for the latest in sails and equipment, Tom has always taken pride in sailing on a bare-bones budget. Other than updated two-speed winches, the deck is original equipment. The only full set of new sails he ever owned came with the boat. In fact, the spinnaker *Annie Mayme* flew on the first run of the Nationals was older than his 20-year-old granddaughter trimming it. Realizing the mistake, he used the "new" nine-year-old spinnaker for the remainder of the regatta. *Annie Mayme* finished 10th of 22 boats.

Always a fierce competitor, Tom Schreiber will continue to race indefinitely. His is a lifetime devoted to sailing and to the Cal 25 fleet, and in the process he helped instill a love of sailing and racing in many who know him. The status of the Cal 25 class today can be traced directly to him and a small group of other originals, some of whom were mentioned in your article.

I know all of this because I am his daughter and won many of those championships with him. I race one of those "cool" boats now with my husband, but when I see the Cal 25s out in Long Beach where we race, I feel a great wave of nostalgia and—well heck, love. I can't imagine my life without sailing and am proud to be Tom Schreiber's daughter and to have the privilege of coming back home to Detroit to sail his Cal 25 with him.

ANNE SCHREIBER THOMAS
GARDNERVILLE, NEV.

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

COMING IN 2006: CLUB 420 TECHNIQUE



Team Vanguard rider Charlie Buckingham, a high school racer from Newport Beach, Calif., will begin a From The Experts series next issue (Jan/Feb. '06) on how to tack and jibe faster in the Club 420. If you're stepping up to a national level next year, most college, high school, and youth doublehanded championships in the United States will be in Club 420s. Note that in our October issue we reported incorrectly that the 29er would be used in the 2006 US SAILING Junior Nationals. In fact, the Club 420 will continue as the doublehanded boat in both the U.S. Youth and Junior Championships as it has been since 1993 (Junior) and 1998 (Youth).

-EDITORS

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Starting Line

Kiteboarders Check Out the Competition

MARK 2005 AS THE YEAR kiteboard racing left the hive in San Francisco. The newest face of wind, water, flags, and start guns rides about 90-feet high and has the wetted surface of a corn flake. Until now, the relatively young sport of kiteboarding has been all about freestyle, riding waves, catching air, and pulling moves. The equipment has

developed with that focus, and the riders have built their skills around it. Unlike skiing or cycling, where straight racing came first, kiting is wholly cast of the X Games mold. The age bracket, the attitude, and the fashions are more skate rat than yacht club.

People being what they are, and kiteboards being very, very fast, it was inevitable that some

kites would itch to race. Enter John Gomes and Chip Wasson, two kites who happen to be members of the St. Francis YC. They suggested it, Jim Kiriakis, race committee chairman and a windsurfer, carried it to the top, and bam—budget, support boats, and ground rules are waiting for kites, alternate Thursdays at 5:30. This is, after all, the club that started

regular evening windsurfer races back in 1983.

Over 12 Thursdays last summer the club ran an average of four windward/leeward races per night, each lasting about 15 minutes. Spectators watched from the club's race deck while as many as 30 kites dug in their rails and rooster tailed up and down the Bay.

“Right now it's like, do you



HOOKED-IN VMG

Kiteboarder Anthony Chavez in a familiar position, first place. Chavez had little sailing experience, but quickly adapted to the course racing and won four of nine evenings in St. Francis YC's inaugural Thursday Night Kite Series.

know what port and starboard is? OK, do your best," says Wasson. Start the sequence, and that's where 28-year-old Anthony Chavez tears into view. He doesn't sail, and he tried windsurfing, but it was too old school, so he took up kiting a few years ago, and dominated this first season of kite racing. Out on the course he's pointing 5 degrees higher

than the other racers and winning consistently. "It's like doing a 400-pound squat and sustaining it for 5 minutes," he says, "but subtle changes make a big difference."

And now that they have tasted the nectar, Chavez and Wasson are ramping up the competition. By next season they will have the first purpose-built racing boards and

kites, and they're already practicing starts, and trying to improve VMG to windward. Famed Bay Area sailor Morgan Larson is sweet on kite racing, too, and says he'll be back. And so much enthusiasm has built so quickly that organizers are talking about starting races in other cities and obtaining ISAF sanctioning.

—ABNER KINGMAN

WINDSHIFTS

►► At the end of '05, due to a new Swedish law prohibiting event sponsorship by tobacco companies, Swedish Match is parting ways with the international match-race tour it has sponsored for seven years. The Tour is seeking a new title sponsor, says Scott MacLeod, tour director, but will continue with its events and television packages next year with or without. www.swedishmatchtour.com

►► The New York YC says 23 new Frers-designed, Swan-built NY 42 one-designs are under contract. The class will have limits on sails, crew size, and number of professionals. First boats will be delivered next summer, 2006. For info: sailingoffice@nyyc.org

►► Tim Hogan, of Costa Mesa, Calif., has been elected president of the Interscholastic Sailing Association, replacing Larry White, who retired after 16 years in the position. ISSA currently has 400 schools as members. www.high-schoolsailingusa.org

►► The U.S. Olympic and Paralympic Trials for the 2008 Olympic and Paralympic Games will be held October 2007. Southern California sailing organizations will host: Star (California YC), RS:X and 470 (Alamitos Bay YC and US SAILING Center of Long Beach), Finn (Newport Harbor YC), and Tornado and 49er (San Diego and Southwestern YCs). The Rhode Island Sailing Foundation (comprised of New York YC, Ida Lewis YC and Sail Newport) will host the Yngling, Laser, Laser Radial, Sonar, 2.4mR, and a yet to be named two-person Paralympic class. www.ussailing.org

►► Rolex, which currently sponsors St. Thomas YC's International Rolex Cup in St. Thomas, has become title sponsor of the Caribbean winter classic that will now be titled the Rolex Antigua Sailing Week. www.sailingweek.com

"To win was totally unexpected," says Alex Baluta, the 40-year-old skipper from Toronto, Canada, whose Canadian team on *Groovador* won last summer's J/105 North Americans. "We were figuring on finishing in the

top-quarter. Everyone on the boat has worked hard for the past four years to get us there and our tactician, Terry McLaughlin, helped push us over the top." In winning, Baluta also credits



his hometown fleet. "Lake Ontario has 17 teams with phenomenal sailors, and racing against them has helped us climb the ladder faster." If there ever were a time to win the North Americans, this year was it, says Baluta, who recently started up his own business, and fathered his second child. "I'm taking a planned one-year hiatus," he says, "but I'll be back for sure."

Michael Andrews, of Alameda, Calif., bought a brand new Santana 22 three years ago, and in his first year with it he won the class's Nationals. He won the following year, and again this past summer. "There's a lot of talent in the fleet and the competition's great," says Andrews, a 38-year-old stevedore, "but showing up with a new boat and

new sails didn't exactly make me the most popular guy." His crew on the Santana is a mix of friends who race on one another's one-designs (a J/24 and a Melges 24). "I'm not a PHRF



racer at all," he says. "I'd rather race one-design bathtubs with my friends than the latest go-fast PHRF racer." Having proven himself in the 22, he's now taken to another one-design challenge—the Snipe. "We might do OK up here, but when we go to San Diego, we get beat up," he says. "But I'm just enjoying a different aspect in the boat and the Snipe class will give me my biggest challenge."

—DAVE REED

Heating Up The E Scow at Little Egg

HOW FAST IS FAST ENOUGH? That is the dilemma facing the E Scow class, which since 2003 has formally considered replacing its symmetric reaching and running chutes with a bowsprit-rigged, masthead asymmetric spinnaker that makes the boat faster but also changes the crew dynamics. This winter the class's membership will vote on keeping the current configuration or converting to the asymmetric by 2007, which would require

\$28,950, can be purchased with the asymmetric today. Builder Melges Performance Sailboats, of Zenda, Wis., will charge \$1,500 to convert an older boat, retrofitting the hull for the bowsprit and adding diamond stays and a new halyard system to the mast. An asymmetric chute from one sailmaker costs \$1,300. Since the current runner and reacher from the same sailmaker cost \$1,265 and \$1,235 respectively, the

in smaller fleets. They also note that the skill required to handle the E Scow downwind in breeze, particularly jibing the pole, is part of the boat's appeal.

"Why fix something if it's not broken?" says 50-year-old Erik Johnson, of Little Egg Harbor YC, the '05 Eastern E Scow champion. "It's a huge change and I'm not confident it's the way to go."

Two-thirds of the E Scow class's members, which num-



retrofitting older boats.

The A-sail was the hot topic at last September's E Scow Nationals at Little Egg Harbor YC, in Beach Haven, N.J., which drew 48 boats. But the fastest scows in Beach Haven were the three experimental asymmetric spinnaker boats, which jetted past the fleet downwind to take unofficial line honors in four of six races.

"There's not one single condition when a symmetric boat could compete with an asymmetric," says Brian Porter, who has vast experience with asymmetrics in Melges 24s and A Scows, and supports the change to the E's sailplan.

New E Scows, which start at

\$2,800 cost of converting to the A-sail is only slightly more than buying a new symmetric inventory, says Melges vice president Andy Burdick.

Proponents of the A-sail say that is a small investment to make the E-Scow faster, safer, and more inclusive. They say it eliminates the need for a burly jib trimmer to jibe the pole and makes the boat less likely to capsize, factors that could drive class growth.

A-sail skeptics question whether a significant change is wise for a healthy class, fearing the cost of the conversion, which could run more than \$1,500, will drive sailors out of the class, particularly

The proposed E Scow asymmetric spinnaker, at 507 sq. ft., is 82 sq. ft. larger than the standard symmetric runner.

bered 237 in September, must vote "yes" for the proposal to go forward. The spirited discussion at the annual meeting in Beach Haven showed the membership is split on the issue, and not necessarily along generational lines. Several veterans in their 70s and 80s spoke in support of the change while a few younger sailors praised the current setup. A straw poll leaned toward maintaining the status quo, as 32 members voted in favor, four abstained, and 42 voted against.

—GLEN DICKSON



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Last March, 24-year-old Andrew Lewis, a talented young Laser sailor from Honolulu, signed on with ABN AMRO's Team 2 after a grueling crew selection trials ("Ticket to Ride, June '05). At the time he was an ocean racing greenhorn, but



seven months of training and thousands of miles later, he has a better take on the round-the-world adventure he

signed up for. We checked in with him 30 days from the start.

You seemed intimidated about the Volvo Ocean 70 at first; how do you feel today?

We're all still intimidated by it, especially for the inshore racing where we're going to have our hands full, but I'm impressed with everyone on our team, myself included. I think we're doing pretty well, actually.

What roles have you been dropped into?

For the offshore legs I'm pitman and helmsman; inshore I'm doing tactics, which is a pretty big deal considering I'm the youngest guy on the boat making the decisions. The last time I've really fleet raced was at the Miami OCR in Lasers, so this will be hard for me because a lot of the time, what I think needs to happen needs to happen right away, and by the time it comes out of my mouth it's too late.

How's your VO 70 driving coming along?

It's like a big planing dinghy so it's not so foreign, but learning to steer by the numbers has been difficult because I'm just not used to doing it all the time.

Any wipeouts at your hands?
No gnarly wipe outs. Not yet.

How do you size up your team?

At times I think we'll do really well and surprise everybody, and other times I'm not so sure, but we'll have our moments and shine. It's so hard to tell until the whole thing starts.

-DAVE REED

Pirates Launch Into Hyperdrive

IN 23 DAYS PAUL CAYARD'S Pirates of the Caribbean Volvo Ocean Race team had assembled itself, launched and christened its 70-footer, completed the boat's mandatory rollover test, and knocked off its 2,000-mile qualification sail—a frenetic pace that had them running full speed, 15 hours a day.

But as Cayard knows, nothing is more valuable in preparing for this around-the-world race, which starts from Vigo, Spain, on Nov. 12, than time at sea, and the Pirates had plenty of it right away, first sailing six days from Southern England, out into the Atlantic, and to its base in Sanxenxo, Spain. One week later they were "in the ocean" again for a three-day jaunt to Holland to swap in the boat's second mast. During these rapid transits, Cayard's "sail patrol" (sail designers and trimmers) experimented with dozens of sail combinations in order to start piecing together the boat's sail crossover charts.

"The boat is certainly powered up, and doesn't need much sail to get it creaming along," says Cayard. "And with



Pirates of the Caribbean bowman Jerry Kirby and skipper Paul Cayard, haul a headsail forward during their first offshore sail.

only 11 guys my guess is we're not going to change sails as often as we would have on the [Whitbread] 60; just being more patient and sailing things through more."

It also didn't take long for Cayard to get back to the keyboard, providing as he did in the '97-'98 Whitbread from onboard *EF Language*, colorful onboard journals. Eight years later, apparently little has changed: "Life onboard is reminiscent of the other parts of the Volvo Ocean Race I

have done," he wrote from *The Black Pearl*. "Damp clothes all the time, difficult sleeping, always hungry, freeze dried food actually tasted pretty good this time thanks to Dry Tech, salty hair, beard growing out. In 24 hours time I'll have a better idea if this thing is V.O. 60 squared or cubed."

For their qualifying sail they averaged 20 knots as they pushed the boat conservatively, experimenting with keel angles, water-ballast placement, and driving techniques. Cayard admitted he and his crew of seasoned pros felt like "complete novices," but with 10 days

of sailing under his belt his confidence had grown. "I'm getting to get to know the boat and pushing a little bit harder, jibing with the kite and doing full-on sail changes. I realize the thing can get out of hand quickly so I'm being much more cautious than I would've been eight years ago. I was a wild man when I look back on it—if my first Volvo experience was with this thing and I was 35 as I was then, I probably would've killed somebody."

-DAVE REED

THE RETURN OF BIG-CAT RACING

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COLLEGE RANKINGS

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

Rankings based on results through Sept. 20.

COED	(prev rank)
1. Hawaii	(1)
2. USC	(2)
3. Harvard	(4)
4. Yale	(6)
5. Boston College	(9)
6. UC Irvine	(12)
7. Georgetown	(5)
8. South Florida	(10)
9. St. Mary's	(8)
10. Hobart/Wm. Smith	(7)
11. Tufts	(13)
12. Dartmouth	(3)
13. Brown	(11)
14. Kings Point	(17)
15. Connecticut College	(20)
16. Stanford	(14)
17. Coast Guard	-
18. Washington College	-
19. Old Dominion	-
20. Charleston	(15)

Also receiving votes: Navy, Texas A&M Galveston, Washington, Eckerd, Bowdoin

WOMEN	(prev rank)
1. Yale	(1)
2. Dartmouth	(7)
3. Stanford	(3)
4. Charleston	(4)
5. Georgetown	(2)
6. Tufts	(15)
7. Hobart/Wm. Smith	-
8. Navy	(6)
9. St. Mary's	(9)
10. Harvard	(5)
11. South Florida	(13)
12. MIT	-
13. Eckerd	(11)
14. Boston College	(8)
15. Hawaii	(14)

Also receiving votes: Brown, Virginia



Not Your Typical Lawn Ornaments

A UNIQUE SIGHT UNFOLDED LAST summer at Boston's Museum of Fine Arts, where America's Cup winner Bill Koch mounted an exhibition of his collections, including *America³* and *Il Moro di Venezia*, each heeling 15 degrees, on the museum's front lawn.

Yacht designer Rodger Martin and his design engineer Ross Weene created a "cradle-less" staging that stabilizes the boats mainly with Navtec rod

rigging (some with up to 91,000-pounds breaking strength). The two primary rods extend from the top of each keel through the top-sides to a carbon tower (175-foot way in *Il Moro's* case). Other rods "tether" bows and sterns to corkscrew-like anchors driven 15 to 20 feet into the lawn.

A stainless steel ball, welded to a plate bolted into the lead under each keel bulb, sits in a

Outside Boston's Museum of Fine Arts, *Il Moro* and *America³* recreate their 1992 Cup Match until Nov. 13.

matching socket anchored to a buried foundation, supporting the weight of each 25-ton boat. The ball and socket are designed to withstand compression loads of winds up to 96 knots and allow the boats to pivot slightly in gusts of that magnitude. www.rodgermartindesign.com

RACE TIME ON THE BAY

"The PHRF rating for a Hunter 356 on San Francisco Bay is 138," says Roby Hyde, "and if you add a roller-furling mainsail and jib and a fixed prop, it goes up to 153. I've found I can be very competitive at that rating." Hyde admits, "Hunters aren't normally considered race boats," but for a weeknight race near Emoryville, he and his wife McLean are having a good time on their 356.

Something else a little different is that Hyde only had to make a down payment on the \$160,000 boat two years ago. He signed on with a company called SailTime and has seven partners (called "members") chipping in \$425 per month. Each member has the right to sail the

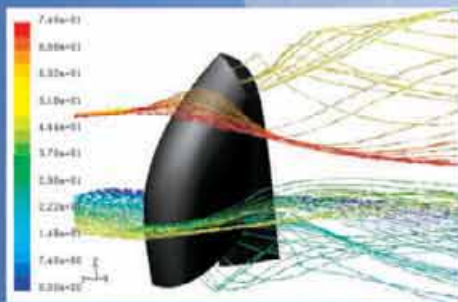


SailTime's cruiser Hunter 356 competes now and then.

boat at least seven times per month (there are two time slots daily—daytime and evening), scheduled in real time through a website. SailTime, which manages similar bases around the world, covers running costs and pays Hyde enough to cover his bank note, insurance, and maintenance. And when his family won't go along for a race, he can e-mail the other members. Besides owning the 356, Hyde is the SailTime base owner and says he has more members ready to

join if a second owner surfaces. Meantime, when he's not cruising with his family, Hyde, a former Clemson Univ. racer, will be found stalking unsuspecting racers (no doubt without the banner shown in the photo). www.sailtime.com

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JOBSON REPORT

BY GARY JOBSON

Savoring Each Moment on the Water

With the days growing shorter in Annapolis and summer reduced to memories, I have just completed my 50th year of sailing. Last winter, as I've done every year since I was 12, I planned my sailing schedule. In 2005, after two years of illness, I decided to spend a lot of time on the water and planned a program featuring 10 sailing projects that ranged from dinghies to tall ships, competitive racing to family cruising. Looking back on it now, this year's been an amazing ride, and it's given me a renewed appreciation for sailing's many facets.

Return to Racing—Etchells racing was a good way to get started after my time off. After a Wednesday night race to get tuned up, Jud Smith and Rob Erda joined me in Annapolis for the Lands' End NOOD Regatta (SW, July '05). Winning that inspired me to then compete in the North Americans in June in Chicago with Gary Gilbert and Mark Mendelblatt crewing for me. Among our competitors was Dennis Conner, who is always fun to race against because of his on-course logic. I admire the way he plugs away during a race and rarely goes the wrong way hoping for a break. I also enjoy the fact that all of the Etchells class sailors compete hard, but in a sportsman-like manner.

The Chicago YC did a wonderful job running six long courses along the lake front. One featured 35-knot winds. We won the start and led by half a leg. It was a super race for us. At one point, on the run, we actually got the Etchells up on a plane, careening on the edge of control. "We've got to be more aggressive!" said Mendelblatt.

"Mark," I pleaded, "we could broach!"

He looked back at me and muttered,

"OK, OK."

I thought, "Ahhhh, youth." Overall, we ended up third behind Conner and winner Jud Smith.

Paradise Found: Sailing the BVIs—Sunsail Yacht Charters invited me to make a film on sailing the British Virgin Islands, and our film crew spent a week following two boats, one with a family of

four and one with two couples, to all the good spots in the islands. It was fascinating to observe and record the enthusiasm of novice sailors and to create a film celebrating the

magic of adventure under sail for friends and family.

Chasing Charlie Barr—Next was an ocean crossing in the Rolex Transatlantic Challenge aboard the 252-foot clipper *Stad Amsterdam*, which was chartered by 40 members of the Storm Trysail Club. Twenty boats tried to break Charlie Barr's 100-year-old record set aboard *Atlantic*, and two lightweight flyers did it, *Mari-Cha IV* and *Maximus*.

At our pre-race briefing, J/44 owner Leonard Sitar asked Captain Pieter Brantjes if we had to sit on the windward rail. That got a good laugh. The ship only

weighs about two million pounds. The fastest thing about our ride was that it rolled alternately to port and then starboard every six seconds. Someone calculated that during our 14-day voyage we rolled 119,000 times.

Late in the race, our captain got us back, somberly informing us all that a weather phenomena known as Moroccan Red would soon blow across the race-course. "The winds could reach hurricane strength!" he deadpanned. Our crew was horrified, until we saw his smile. We were completely fooled.

The highlight of the trip was launching an 18-foot inflatable to take pictures of *Stad* in mid-ocean. It was blowing 30 and the waves were 15 feet high, so the footage was spectacular.

Thirty-two years had passed since my last crossing but two things remained constant. The ocean is still a vast body of water, and the bonds a crew develops during the passage are as strong as ever.

Leukemia Cup—Since 1993 I have been chairman of the Leukemia Cup Regatta Series. This year 8,000 sailors raised \$3 million at 44 events, of which I attended 16. Collectively, since 1993, these regattas have now raised \$18 million for cancer research. The sport of sailing should be proud of this accomplishment.

College Sailing—The skills of our college sailors always astound me. Working with the Inter-Collegiate Sailing Association, ESPN aired the team race and co-ed championships. The young sailors did not warm up easily to the cameras we put aboard, but I have a feeling that some day they will appreciate watching their precision on the water.

A few weeks later I showed some of the collegiate video clips during the U.S. Youth Championships. You could have heard a pin drop as the junior sailors marveled at the skills of their heroes. We should all work to inspire these talented

"Part of my credo this year was to maximize the sailing and minimize the engine time."

sailors to represent the United States in future Olympic Games.

Barnegat Bay A Cats—Ten of these classic wooden designs from the 1920s race every Saturday on Barnegat Bay, N.J. I grew up sailing on the Bay and always admired these magnificent, sturdy 28-foot catboats. Over the past year I've co-authored a book on this class with Jersey shore sailing coach Roy Wilkins and had my first chance to skipper one in a regatta. We finished with a 2-5 and learned that Bay sailors compete with the same intensity as America's Cup sailors.

Cruising Down East—Scheduling some quiet time on the water is as important as racing, and the coast of Maine is one of the best cruising grounds in the world. Part of my credo this year was to maximize the sailing and minimize the engine time aboard our Sabre 402 *Whirlwind*. My family and our friends reconnected during three trips totaling 24 days, and I was reminded how special it is to spend time on the water with people you care about most.

Go Courageous—Craig Millard invited me to Newport, R.I., to sail on *Courageous*, our old America's Cup 12-Meter,

which has never looked better. It was fascinating to race with Craig's amateur crew, whose enthusiasm reminded me of the energy Ted Turner and our team had aboard the boat during the America's Cup trials and races. The fleet of nine 12-Meters racing that July weekend had collectively won seven America's Cups (*Columbia*, *Weatherly*, *Intrepid*, *Courageous*, and *Freedom*). It made me wonder if the current America's Cup class boats will be racing 30 years from now.

New York YC Cruise—My wife Janice and two of our daughters, Ashleigh and Brooke, sailed three races of the New York YC cruise in Maine in August. Two races were abandoned due to lack of wind, and we placed seventh of nine boats in the third. Maybe we were outgunned, but we had plenty of fun watching some of our rivals, including two classic Herreshoff designs, *Ticonderoga* and *Rugosa*. I had to laugh when NYYC PRO John Mendez became frustrated watching the crew of one leading boat trying to cross a finish line in no wind and foul current. After 15 minutes waiting, John took the finish line flag from the bow of the race committee boat and moved it aft to the stern. The

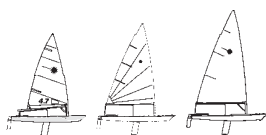
boat crossed and received the gun. It was a nice touch.

Nantucket Sleigh Ride—Thirteen noted sailors were invited by the Nantucket YC and the Great Harbor YC to sail in a Pro/Am regatta as guest tacticians aboard a fleet of International One-Designs. The roster of sailors who competed for the benefit of the Nantucket Community Sailing program was impressive: Peter and JJ Isler, John Burnham, Chris Larson, Robbie Doyle, Jim and Julia Brady, Kevin Burnham, Jody Swanson, Dean Brenner, television commentator Chris Matthews (who had never raced before), and me. Nantucket is a magical island with reliable winds, and amazingly, the whole fleet managed to stay within 2 minutes of each other at each finish. Our crew, skippered by Ian McNeice, ended up second to David Poor and Chris Larson. Not bad racing against those heavyweights.

Bermuda Bound—Looking ahead to 2006, the 100th anniversary of the Newport-Bermuda Race will be the event of the year. I plan to sail in that race and to continue to savor every moment on the water. I hope you do, too. ♦



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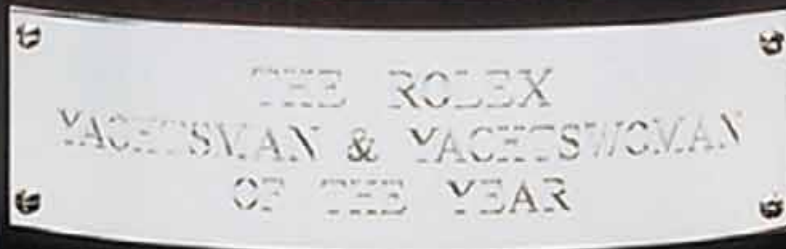
- 2004 Paul Foerster & Kevin Burnham/
Jody Swanson
- 2003 Augie Diaz/Hannah Swett
- 2002 John Kostecki/Liz Baylis
- 2001 Steve Fossett/Cory Sertl
- 2000 Reynolds/Liljedahl/Isler/Glaser
- 1999 Eric Doyle/Dawn Riley
- 1998 Paul Cayard /
Betsy (Gelenitis) Alison
- 1997 Chris Larsen/JJ Isler
- 1996 Dave Ullman/
Courtenay (Becker) Dey
- 1995 Ed Baird/Cory Sertl
- 1994 Ken Read/Danielle Brennan
- 1993 Cam Lewis/
Betsy (Gelenitis) Alison
- 1992 Kevin Mahaney/Julia Trotman
- 1991 Ed Adams/JJ Isler
- 1990 Jim Brady/Courtenay Becker
- 1989 Larry Klein/Jody Swanson
- 1988 John Kostecki/Allison Jolly &
Lynne Jewell
- 1987 Ed Adams/
Susan Dierdorff Taylor
- 1986 Dennis Conner/JJ Isler
- 1985 Ken Read/Kathy Steele &
Heidi Backus
- 1984 Bill Buchan/Betsy Gelenitis
- 1983 Dave Curtis/Wendy Thomson
- 1982 Randy Smyth/Betsy Gelenitis
- 1981 Dave Curtis/Betsy Gelenitis
- 1980 Dennis Conner/Lynne Jewell
- 1979 Ted Turner/Nell Taylor
- 1978 Buddy Melges/Bonnie Shore
- 1977 Ted Turner/Jan O'Malley
- 1976 Lowell North/Allison Jolly
- 1975 Dennis Conner/Joan Ellis
- 1974 Ted Hood/Sally Lindsay
- 1973 Ted Turner/Sally Lindsay
- 1972 Buddy Melges/Jane Pegel
- 1971 Ding Schoonmaker/
Jane Pegel
- 1970 Ted Turner/Jan O'Malley
- 1969 Robert F. Johnson/
Jan O'Malley
- 1968 Lowell North/June Methot
- 1967 Bus Mosbacher/Betty Foulk
- 1966 Bill Cox/Jerie Clark
- 1965 Dick Tillman/
Timothea (Schneider) Larr
- 1964 Bob Bavier/Jane Pegel
- 1963 Joe Duplin/Leggie Mertz
- 1962 Bus Mosbacher/Sue Sinclair
- 1961 Buddy Melges/
Timothea Schneider



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FOR THE RECORD

INTERVIEW BY DAVE REED

Kostecki Steps Back Into the Volvo

After dominating the 2001-'02 Volvo Ocean Race as skipper of the illbruck campaign, John Kostecki was spent. Having immersed himself in his round-the-world circus for several years, all he wanted to do was “chill” and let his beaten body recover. But he was soon back in the saddle, signing with BMW Oracle Racing as its tactician. For two years he plugged away as a cog in Larry Ellison’s America’s Cup machine, hoping to win the single event that could complement his Olympic medal and

Volvo Fighting Finish Trophy. But then, in August, he suddenly decamped from BMW Oracle’s base in Valencia to his home in Nevada, stating he had renegotiated his contract to “consultant” status. He was free to do as he pleased—except sign with another Cup team—and where else to go but the Volvo. This time Kostecki, now 41, will serve as an inshore tactician [in-port racing is a new element of the race] with Ericsson Racing Team, Sweden’s entry in the race.

Had this been in the works while you were sailing with Oracle?

Actually, Steve Hayles [ERT’s navigator and former BMW Oracle navigator] came and did some sailing with BMW Oracle in Spain earlier in the year and at the time he said, “Hey, if you’re interested we’d love to have you.” When I was able to change my deal with Oracle I was able to start talking with them, and they seemed pretty keen to have me.

Had you been harboring a desire to do the race all along?

I’d thought about it a fair amount and had been asked by another team for pretty much the same job, but I turned them down because of my commitments to BMW Oracle at the time. This has all worked out pretty well—the management behind this team knows how to put a winning team together. It all looks good at the moment.

What’s your role as inshore tactician?

My job right now is to help the team

in any way I can. I know Neal [McDonald, skipper] and Steve really want to spend a lot of time with me and talk about what we did last time with our tactics and strategy. Neal has also mentioned that he wants me to step back and take a look at the campaign as a whole and see where things could be improved.

Do you see yourself doing an offshore leg or two?

I’m available, but right now it’s Neal’s intention to do all the legs with the 10 core guys and not switch people out. That’s going to be tough because these boats are going to be hard to sail and people will get beat up.

Do you have a sense yet of what the in-port racing will be like?

I don’t know what it will be like; it will depend on the weather of the day and venue. Volvo’s intention is to put on a show as well, so I can imagine it will be more point-to-point type stuff along the shoreline. If it’s light, it could be windward-leeward. The offshore guys are grumbling a bit because it’s normally a time to rest, prepare for the next leg, and pull the boat out of the water, and the in-port racing comes in the middle of the stopovers. I don’t know how it’s all going to work out, but it’s a big part of the race, counting for nearly 20 percent of the points, so we’re not going to treat it lightly.

Can 10 guys physically sustain both the offshore and in-port racing?

Last time, with the 12-person crew, in

general in the roughest times we were able to continue our watch system, and these boats are really going to break up the system when something happens—even if it’s changing a spinnaker in the Southern Ocean. It will be wise for every team to have plenty of backup crew on hand for the in-port stuff.

The integrity of the hydraulic keel systems on the Volvo 70s is concerning some people; how about you?

I don’t know too much about it because I’ve never sailed on a canting-keel boat before. I know there are different systems on the different boats and I’m keen to learn about them, but I don’t think it’s



John Kostecki, the second American skipper to win the Volvo Ocean Race (behind Paul Cayard, Whitbread winner in 1997-'98) is happy to be out of Valencia and the America’s Cup and free to take on a wider variety of sailing—including the Volvo.

going to be the deciding factor. I’ve heard some horror stories about them, but that remains to be seen.

As you start committing yourself to this, what kind of memories of the last race come to mind?

At the moment, I’m only doing the

inshore races, so mentally I'm flying around the world and meeting the team. I don't think about the previous race too much, but it was all good memories. I'd love to do a leg. I'm not going to push to make it happen, but if it does I will.

You're in a "consulting role" with BMW Oracle, too; is there a time-commitment conflict?

I'm pretty distant at the moment with Oracle. I'm available, and if we mutually agree on something, then I'd come back.

I'm sure there will be in-house racing where they might need me, and if my schedule allows it, I'd go back and help out.

But the Cup was the one thing you once said you really want to win, and this was as good as shot as any.

It's well funded, has a lot of great people, and the team has huge potential to win it all. For sure, distancing myself from the project is hard, but I still have that same goal.

What made you walk away?

I just wasn't happy or enjoying it. I'd rather be doing other things.

Say they win?

I hope they win because having a Cup in San Francisco would be great; for sure it would be tough for me for them to win and not really be part of the sailing team, but I've worked with them for two years, so I can still take some pride that I was there to help them get up and going.

There seems to be a lot of unhappy Cup sailors; why so much dissatisfaction?

It's a combination of a lot of things. It's a long period of time—for us it's four years. And Valencia, Spain, for Anglo types is not the easiest place to live a normal life with family. I know some people are having difficulties there, and the event is a long way away still.

"I'd love to do a leg. I'm not going to push to make it happen, but if it does I will."

Is the monotony of sail testing combined with so many years of Act racing contributing to this as well?

I'm not sure. There is a lot of burnout, and not a lot of racing. The Acts are good, but there are not enough of them to break up the testing. Yet no one can afford to let up because Alinghi still seems to have an advantage and everyone's pushing hard to catch up and overtake them.

Are you back to all Volvo, all the time?

No, I've got some different things lined up; I'm racing TP 52s in Sardinia, then a big classic cruising boat in St. Tropez. I'm really looking forward to it.

How do you stack up the Volvo fleet as it stands today?

The Spanish team [Telefonica Movistar] has the most time in their boat, a great crew, too, so you have to have them as the early favorites. The Dutch team (ABN AMRO) has had a lot of problems with their first boat, but now they're sailing their second boat, so we'll see. There will be teething problems and Cayard [Pirates of the Caribbean] will have his, too, for a while, but he's still a threat. The Brazilians will be pretty good, but I don't see them in the top three at the end of the day. I don't know much about the Australians [Premiere Challenge], but it's a new class and new boat and from what I hear they're difficult machines to handle, so I put a lot of value on the time that the teams have spent sailing. ♦

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

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BY STUART STREULI

A summer of unprecedented international success by the twenty-something core of the U.S. Sailing Team bodes well for its medal chances in China in 2008 and beyond.





IN APRIL, U.S. SAILING TEAM HEAD coach Gary Bodie accompanied a young Yngling team to Europe for the La Semaine Olympique Francaise, the annual French dinghy classic usually known as Hyères Week. In the sailing instructions was a list of every podium finisher in an Olympic class over the past decade.

“You count the number of times a U.S. sailor has made the podium and there’s not many,” says Bodie, looking ahead to his third Olympics as the team’s head coach. “It’s a handful, and it’s big names like Paul Foerster or Johnny Lovell and Charlie Ogletree.”

The United States has never fared particularly well in the big European events, especially the year after an Olympic Games, when top U.S. dinghy sailors traditionally recharge batteries and bank accounts. So it’s easy to understand Bodie’s sense of accomplishment when he speaks of the past summer. The Yngling team of Sally Barkow, Carrie Howe, and Debbie Capozzi won at Hyères and later that summer at the Yngling Worlds in Austria. Other American sailors knocked out four major wins and a number of top-5 finishes, all on foreign waters. “I think it’s pretty safe to say that we’ve never had this good a year internationally in the first year of a quadrennium,” Bodie says. “I’m not trying to take a lot of credit as the coach, I was along for the ride in many senses.”

Among the keynote performances were Mikee Anderson-Mitterling and David Hughes’ win in the Men’s 470 division at Kiel Week, a Campbell) and a silver (Anna Tunnicliffe) at the World University Games in Turkey, and Laser Radial victories at the Princess Sophia Regatta and the European Championship by Paige Railey. (For more on Railey and Tunnicliffe, see “To The Head of the Class,” May ’05.)

Mikee Anderson-Mitterling and David Hughes (USA 1734) finished second at the 2005 470 North Americans in San Francisco despite Hughes sailing with a sports hernia. However, the duo couldn’t duplicate that performance at the subsequent 470 Worlds. “San Francisco’s a place where if you have a weakness or injury, it really brings it out,” says Anderson-Mitterling.



Better yet, all the championships were generated by sailors under the age of 30 and lacking any previous Olympic experience. After two Olympics when the U.S. team was one of the oldest in the marina, there appears to be a changing of the guard in some classes. Of course it's still early in the Olympic cycle, and experienced sailors will come out of the woodwork over the next two years, jump into abbreviated campaigns, and factor in at the Olympic Trials. But even with the pedal to the medal, these veterans may have a tough time catching up.

The team to beat

The 2005 Yngling World Championship was the sort of regatta that could easily drive a sailor insane. In the week preceding the event there was little to no wind on Lake Mondsee, a scrap of water tucked into the edge of the Austrian Alps, east of Salzburg. "We'd planned for 10 days of training," says Howe, a 24-year-old graduate of Boston College now in her third year of Yngling sailing with Barkow and Capozzi. "We sailed less than 10 hours because the winds were so light. Everyone had a hard time adjusting to sitting on the

dock in this small town in Austria."

When the regatta started, the wind was only slightly more cooperative. It died completely in a few races with boats closing in on the finish, leaving the leaders fighting to hold on to their advantage. "It was all just a hunch as to which side would fill in," says Howe, who saw a pair of top-5 finishes evaporate boatlengths from the finish. "It was all about consistency because you could get a 30th very easily."

This sort of event normally rewards experience. But, the most patient and consistent team was one of the youngest. The American trio of Barkow—the eldest of the three at 25—Howe, and Capozzi had just one poor result, an 18th in Race 4. They won a pair of races, finished third in two others, and then kept their primary competition behind them down the stretch.

The world championship win qualified the trio for additional funding from the U.S. Sailing Team and the U.S. Olympic Committee. It also bolstered the team's confidence in light and shifty conditions, their Achilles' heel in the 2004 U.S. Olympic Yngling Trials.

Sally Barkow, Carrie Howe, and Debbie Capozzi started 2005 with a convincing win at the Rolex Miami OCR. They haven't slowed down since, snaring victories at Hyères Week, the Yngling Worlds in Austria, the St. Quay International Women's Match Race, and the Rolex International Women's Keelboat Championship.

Finally, it proved unequivocally that they could compete in Europe without feeling disadvantaged. Barkow describes the team's first season in Europe as their "freshman year." After a surprising debut early in 2003—they finished second and first in their first two regattas in the boat—they committed to a full European program the following summer. It was one mistake after another. Barkow recalls being given standby airline tickets by a pilot for one trip to Germany. But it was peak season and they ended up waiting four days before finally breaking down and buying tickets. "We arrive in Germany at the wrong airport," she continues, "drive four to six hours to find our boat and we don't even know exactly where it is. We just had no clue."

On the water they appeared to be going in the wrong direction, too, losing regu-



larly to teams they'd beaten the previous winter. "We couldn't get off the line," says Howe. "We were just getting swallowed by everyone around us."

After finishing 20th—last among the five American teams—at the combined ISAF Worlds in Cadiz, Spain, in August 2003, they headed back across the Atlantic and entered the Rolex International Women's Keelboat Championships in Annapolis. Against many familiar faces from the Yngling circuit, they had a consistent regatta and won by 14 points.

"That was a huge occasion," says Barkow, "a turning point when we really believed we could beat everyone at the Trials."

That win didn't materialize. But after a short soul-searching period, they each re-dedicated themselves to their goal of making the Olympics and laid out a 2004 European campaign. "We all felt the same way, that we didn't use everything we learned," says Barkow. "Three weeks after the Trials [February 2004] we shipped our boat to Europe and it was the best spring of sailing that we did."

The roll has yet to stop and includes wins in the Yngling, in women's match racing events—they won the 2004 ISAF

Women's Match Racing Worlds and the St. Quay International Women's Match Race last September—and in fleet racing. After returning from the St. Quay competition, the trio, along with English sailor Annie Lush, defended their Rolex Keelboat crown, winning six of 11 races.

For anyone dreaming of the U.S. Yngling berth in 2008, this is an intimidating record. If there's one consolation, it's that the rest of the world looks at Barkow, Howe, and Capozzi in a similar light.

"They're clearly the front-runner," says Bodie. "I've had coaches from other countries—even before the Worlds—say they're the team to beat and now it's just inarguable."

Potential pressure

Come next July, Andrew Campbell will sail for himself again. In a few years he hopes to sail for his country. For the present, however, his priority is the Georgetown University Sailing Team. So while the best Laser sailors in the world gathered in Brazil in late September for the World Championship, Campbell sat on the Washington, D.C., Beltway in Friday afternoon traffic, en route to a regatta at the U.S. Merchant Marine Academy in Kings Point, N.Y.

"My responsibility is to my team," says the unflappable senior. "It's an important thing to me to make sure we do well." On that particular weekend, that meant winning the Laser division at the Nevins Trophy with fewer than half the points of the second-place boat.

The result was no surprise: Campbell, the 2002 world youth champion, has been the best Laser sailor on the collegiate circuit since he matriculated. While this has made Campbell extremely valuable to his team—and earned him a pair of collegiate singlehanded championships—it hasn't necessarily been the best thing for his Laser sailing. If an Olympic medal is the goal, the best—some might say, only—place to train is on the world circuit.

In addition, without Campbell, Andrew Lewis, or Brad Funk—the top-ranked active American Laser sailors—present, no American sailor qualified for the 68-boat Gold Fleet at the 2005 Worlds. Since the U.S. Olympic Committee increasingly considers medal potential when awarding money, a poor showing at the Worlds means less money for the Laser sailors on the U.S. Sailing Team.

As the most prominent of a generation of Laser sailors many thought would finally lift the United States to the top of the class, Campbell feels this pressure.

"It's really clear," he says. "The classes that they think are going to do well on an international level, they give money to. The Laser class has been one of the classes they're not so sure about."

Confidence in the class is higher among members of US SAILING's Olympic Sailing Committee, according to Bodie, who's spent a lot of time with the Laser sailors over the past eight years. He's encouraged by Campbell's

THE ROAD TO GOLD IN QINGDAO

Making it to the opening ceremonies at the Olympics in China in 2008 involves many steps. Each path will be different, but the major milestones are the same for anyone hoping to represent the United States.

1. MAKE THE TEAM

OCT. 2005 TO FEB. 2006

A series of up to three qualifying regattas will determine the five individuals or teams chosen for the 2006 U.S. Sailing Team in each class. The Rolex Miami OCR (Jan. 22 to 27, 2006) is a required qualifying regatta for all 11 classes.

2. QUALIFY YOUR COUNTRY

SUMMER 2007, WINTER-SPRING 2008

There are no free spots in the Olympic regatta, save for the host country. Every country must qualify in each individual discipline. The combined ISAF Worlds in Cascais, Portugal, June 28 to July 13, 2007, will determine three-quarters of the Olympic field in each class. The remaining 25 percent will qualify at the class's world championships in the winter or spring of 2008.

3. QUALIFY YOURSELF

OCTOBER 2007

All 11 U.S. Olympic Trials for the 2008 Games will be held around the same time in Southern California (Star, Tornado, 470, RS:X, 49er, and Finn) and Rhode Island (Laser, Laser Radial, and Yngling).

4. WIN THE GOLD

AUGUST 8 TO 24, 2008

Classes for the 29th Olympic Games are: Laser, Laser Radial, Finn, 470 Men, 470 Women, 49er, Star, Tornado, Yngling, RS:X Men, and RS:X Women.



win at the World University Games, where he patiently waited for the other contenders to make mistakes and finished every race in the top seven. Though it wasn't a top-tier event, it showed Campbell could set a goal and obtain it.

The final ace up Campbell's sleeve may be that his skills are a good fit for Qingdao. "As a light-air specialist," says Bodie, "I'd put him in the top 5. I look at China, and light air, both Andrew and Brad, that's their forte. Imagining Andrew or Brad winning the Trials and going there and doing what he does—getting his fifths, his third, getting a couple of breaks—he could be there."

Hand-picked successors

While serving as a training partner for Paul Foerster and Kevin Burnham during the summer of 2004, Mikee Anderson-Mitterling soaked up a lot of wisdom about sailing the 470. But the most enduring guidance came in the form of a self-serving request. During a car ride toward the end of Kiel Week in 2004, Foerster turned to Anderson-Mitterling and crew David Hughes and asked, "I'd like you two to be our training partners in Athens."

The previous fall, Anderson-Mitterling

and Graham Biehl—longtime friends from Southern California—had finished a surprising second at the U.S. Olympic 470 Trials. When Biehl chose to do some 420 sailing during the summer of 2004, Anderson-Mitterling asked Hughes to come to Kiel. It was their first regatta together and they finished 14th in the silver fleet after a series of breakdowns. But Foerster knew they were the pair he and Burnham wanted in Athens.

"We knew Mikee had a tremendous amount of talent," says Foerster. "Graham is also very talented, but he weighed 15 to 20 pounds less than Kevin. We were going to have two identical boats there, and it's hard to have identical set ups when the crew weights are so different."

After a summer of sailing with Hughes, Anderson-Mitterling faced a difficult choice: with whom should he continue his Olympic campaign? "Graham is a great sailor, an awesome crew, and we're still great friends," he says. "It took me

Andrew Campbell (above) finished second to Brad Funk at 2005 Rolex Miami OCR by 1 point. At the 2005 Laser North Americans last June, Campbell (sail No. 182842) was almost unstoppable, winning five of nine races in the 95-boat fleet.

months to figure it out. Dave is just the right size and the maturity he brought was very nice. Being 27, he's seen quite a bit more and in tough situations he can look outside the boat a lot more."

A year later, Anderson-Mitterling and Hughes returned to Kiel. Though short on training time—Anderson-Mitterling



DAN NERNEY/ROLEX, NEIL RABINOWITZ

Olympic Sailing Committee Raises the Bar

Making the U.S. Olympic Team requires single-minded dedication from a sailor. When former Soling campaigner Dean Brenner took charge of US SAILING's Olympic Sailing Committee late in 2004, he tried to get the OSC to develop the same intense focus on its primary mission—funneling as much money as possible to the athletes on the U.S. Sailing Team.

Brenner's hopes to increase the annual budget of the U.S. Sailing Team from \$1.4 million in 2004 to \$3 million by 2008. Rather than living hand-to-mouth, however, Brenner wants to build an endowment of \$5 million to annually supplement what the team receives from the U.S. Olympic Committee. In the meantime, he's cutting overhead to put all of the team's money into the hands of the sailors.

"This is like any effort to raise funds for a non-profit," says Brenner, who finished second in the U.S. Soling Olympic Trials in 2000. "We have a very good story and we've written a 20-year plan. We're saying we are a worthy investment."

Brenner is the first to say his goals for the team are lofty. But he's pleased with the early returns. In less than a year, they've raised \$500,000 in private donations and strengthened their sponsor base, locking in long-time sponsors like Gill, Rolex, Vanguard, and Sperry, and pulling a few new ones into the fold.

Harken has deep roots in Olympic sailing, from the ball-bearing blocks used by Lowell North and Buddy Friedrichs at the 1968 Games in Acapulco to its small-boat building division—now

independent and known as Vanguard Sailboats—which was once a top builder of Finns and 470s. But Harken hasn't been a sponsor of the U.S. Sailing Team in many years.

"We're excited about the future of the U.S. Sailing Team," says Bill Goggins, Harken's marketing manager. "What I really respect is the fact that there's a vision beyond the next quadrennium."

Harken will help the team with discounted equipment. In addition to the exposure, Harken also gets the chance pull in feedback from top sailors. "The most important thing we can gain," says Goggins, "is the working knowledge and relationships with the best in our country."

Gill North America is another company for which sponsorship is a two-way relationship, says president Dave Pritchard. For this Olympic cycle, Gill's fourth with the team, Pritchard says they've stepped their sponsorship up a level and are making a monetary contribution to the team in addition to providing the sailors with clothing. They will also be marketing their Authentic Collection of U.S. Sailing Team-branded gear, with the profits going right back to the team.

"We're looking at ways to leverage and unify the major players," says Pritchard, "to be more effective at raising awareness and creating atmosphere where the team can be fully funded and reclaim some lost ground in terms of the medal count."

The final piece of the funding puzzle is within the team's control as successes on the racecourse—like what the team achieved in 2005—translate to better funding from the USOC. —s.s.

had just finished his junior year at Southern California, and been named the College Sailor of the Year—the duo excelled in the predominantly light and lumpy conditions. With one race remaining, they were second by 5 points. The leading Russian team had a poor race, while Anderson-Mittlering and Hughes won the race and the regatta.

The next big event was the 470 Worlds in San Francisco. Anderson-Mitterling and Hughes sailed well in the tune-ups, finishing third in the Nationals and second in the North Americans. But their intense training schedule had given Hughes a sports hernia. "Mikee had to change our sailing style," says Hughes, who works as a rigger in San Diego when he's not on the

campaign trail. "He had to be more aggressive to compensate for the fact I couldn't be as aggressive. We were able to get away with that in the first two events, but it didn't work on the City Front."

They suffered the double disappointment of not making the Gold Fleet and finishing behind another American team, Stuart McNay and, ironically enough, Biehl.

"We let it get to us," says Anderson-Mitterling. "We let the injuries, we let the sails, we let everything get to us. We gave into the pressure and the hype."

But they ultimately learned from the experience. "It really sunk in that this is four years," he adds. "It's the journey and what you take away from it that makes you the sailor you are in the end. We know exactly what we need to fix."

Taking an overall look at his campaign has left Anderson-Mitterling with another tough decision—whether to sail for USC this coming spring. As much as he'd like to join the elite list of two-time Sailor of the Year winners, he feels he needs to be in Europe, in the 470. "Next year [2007] is too late to do the big push," he says. "We want to be comfortable with tapering, only doing selective events, and getting ready for the Games and the Trials." ♦





50 Years Racing at Cowes

BY DON STREET

One sailor looks back at several decades of competing at the world's oldest race week. Cowes Week, he says, is something every yachtsman must do before he dies.

IN 1955 COWES WEEK WAS already 129 years old, but it only had 400 boats participating. Most of the people knew each other, and visiting yachtsmen were very much in the minority. The minute the locals picked up a foreign accent they would immediately offer help and hospitality.

In 2005, there were 1,036 boats, coming from many classes that have changed dramatically. In the handicap division in the '50s through to the '70s, the boats were the type that both raced and cruised. They were solid boats in which a seaman felt comfortable going to sea. Today many

of the so-called cruiser/racers are boats that a good seaman feels shouldn't sail outside the Solent.

Sportboats have arrived on the scene, little rocket ships flitting back and forth, but some of the old classes still compete. The XODs, Solent Sunbeams, Victories, Hambridge Red Wings, and Flying Fifteens are rare, beautiful boats, undisfigured with sponsor logos. And there are still some good cruiser/racers, such as the Contessa 32s, Sigma 38s, and Sigma 33s.

When I sailed my first Cowes Week in 1955, I was skipper of Huey Long's beautiful black 53-foot Abeking and Rassmussen yawl *Ondine*. We had shipped the

boat to Sweden in 1955 to take part in the 125th anniversary of the Royal Swedish YC, then sailed her to England for Cowes Week and the Fastnet.

First we raced in the Britannia Cup, which was exciting because I was skipper, foredeck boss, sometime navigator, and cook. One time we were trying to get out of the tide that was hugging the island shore toward Egypt Point, the Fathometer was not working, and Huey was panicking. I pointed out that *Maribu*, a Royal Navy 50-Square-Meter war prize, was ahead of us with a leadsman throwing the lead. I could hear his depth calls, and I could relay them back.



Upon picking up the boat after the race, the owner of the neighboring boat invited us to the Royal Yacht Squadron for drinks, but by the time we had cleaned up and arrived there, our host had left, and we had no way of entering.

Buddy Bombard at 5'2" and an excellent sailor, was Bus Mosbacher's bowman for many years. He was a man who did not have brass balls, they were stainless steel and case hardened; he discovered there were tickets for the ball that night under the name of *Ondine*. There was a little confusion here as Huey Long's yawl *Ondine*, Eric Ridder's 6-Meter *Ondine*, and the guard ship the HMS *Ondine*, so Buddy identified himself as from the *Ondine* and picked up the tickets which were actually for the 6-Meter. We all had a very good party, Buddy particularly so. At



More than 1,000 one-designs and racer/cruisers raced at Skandia Cowes Week in 2005 (above left). In 1955, the event was smaller; one of the few foreign boats, Richard Nye's *Carina* (top) won the Fastnet Race that year and again in '57. Old-time classes like the 32-foot Solent Sunbeams (below, in 1965) still race, and except for sponsor signage, the Royal Yacht Squadron looks much the same.



BEKEN OF COWES (2), GARY BLAKE/DPPI



Whether it's dodging ferry traffic for the Daring class (above) or holding a lane under spinnaker offshore (below), Cowes Week racing has required good navigation and a sharp lookout for the last 180 years.

the end of the party, Buddy was, as my old friend Ross Norgrove would say, "Carrying a full cargo." He spotted a launch, which in those days were hard to find in Cowes, stepped on board, and said, "Take me to *Ondine*." The next thing he knew he was awakened in the officers' ward-room on the HMS *Ondine*, with a steward feeding him coffee and saying, "I'm sorry sir, but I don't think you are on the right *Ondine*."

Racing was interesting, as all starts were from the race officer's shoreside starting box, on a fixed range, never mind the wind direction. With a prevailing south-wester and a flooding tide the Squadron line was exciting to say the least. The line was a fixed transit, with no inner or outer limit marks. The favored position was a starboard tack inshore, and then a call for water when the bow was almost up on the Squadron lawn; then you would tack, hoping everyone else would. This occasionally resulted in absolute mayhem.

As time passed, more and more boats took part, the crews became more and more competitive, and they finally installed an inner distance mark on the line to leave an escape route for early starters. Then an outer distance mark was established, and finally the line was divided into two, with large boats on the outer



line and small boats on the inner line.

Now, with more than 1,000 boats, regular committee boat starts have been added to the mix to the point that there are as many as five different starting lines in use on the Solent at the same time. As you can imagine, carefully reading and understanding the race instructions for your class is absolutely essential, and the radio has largely supplemented a good pair of

binoculars to ascertain the flags and the starting sequence.

All the clubs used to run their own races with their own lines, often sending boats off without comparing courses with other clubs. At times two classes would round the same mark in opposite directions. The race officers did not use GMT time, so guns would be going off sometimes 30 seconds to a minute apart. Big cannons were used so it was some-

times difficult to figure out whether the cannon you heard was for your start or for one on a nearby line.

The racing rules were different in the '50s, too. In those days the skipper had to go to the race office and sign his declaration, stating he hadn't broken any rules while racing. If the skipper failed to sign his declaration he was a non-finisher. More than one winner stopped at the bar to celebrate with a few pints, then either forgot to sign his declaration or realized too late and ended up a non-finisher; these days it's all done electronically.

You also had to finish with all the equipment you started with. The 6-Meter *Goose* won one race, but as she anchored she became fouled on something and couldn't free the anchor. As a result the skipper couldn't sign the declaration and was disqualified.

In 1955 there were not only trophies for all the major races during Cowes Week, but also cash prizes. *Carina* won every race during Cowes Week in '55, a ton of trophies, and a fair amount of cash. Rules at that time regarding

amateur and professionals were strictly enforced, and professionals could not touch the helm. *Carina's* owner, Dick Nye, who at that point was not the most popular member of the Cruising Club of America and the yachting establishment, was worried that if he accepted the cash he could be declared professional, so he gave away his prize money to various service yachts on condition that they spend the money on snap shackles, Dacron sheets, etc. At the time they were trimming the sails with galvanized wire sheets with rope tails, and the galvanizing had long since departed so meat hooks could be found everywhere.

Of the classes that raced in 1955 that still race today, the most distinctive is the XOD, designed and built by Woodnuts in 1911. It's 21'8" overall, 17'1" on the waterline, and 2'6" draft. They are always the largest class, with 70 to 80 boats competing, and always start in a single line.

XODs are so slow and small that knowing the Solent's tide eddies and shoals is the only way to win in this class. It has proved to be a

wonderful training ground for helmsmen who have gone on to other classes and become perennial winners in Cowes Weeks in other classes. Take Eric Williams, a tough man to beat in any Dragon regatta, but almost impossible to beat at Cowes, and the Jardines, who are twin brothers, sometimes racing with each other, and sometimes against each other (and now a son is following in their footsteps), are always at the top of whatever class they sail. In 2005, there were 80 boats, yet the Jardine twins achieved four firsts and won the series.

Many sailors like Williams and the Jardines race in other classes in other boats that they own, but still keep their XOD's and race them in the major regattas and are regularly recruited to race as rock, tide, and wind pilots in other classes. The XODs are a highly competitive class, so don't mess with them; if you foul them in a megayacht, you will be protested and thrown out!

During Cowes Week in 1987 we were racing on *Stormy Weather* with Paul Adamswaite, broad reaching with the spinnaker up, and about to cross another

The XODs remain one of the most popular one-design classes at Cowes Week, although spinnakers are now flown differently than they were in 1966.



50 Years Racing at Cowes



The Solent's blustery winds and strong tidal currents challenge modern racers such as the Contessa 32s above, just as they did *Stampede* and *Vendetta* (right) many years ago.

class's starting line. I could see he was heading straight for the XODs, which were getting ready to start, and I called to him to keep clear.

"Hell, we're bigger than they are," said Paul. "They'll get out of our way."

"Nuts, Paul, they'll protest," I said.

Ben Bradley (a local rigger who was sailing as rock, tide, and wind pilot) looked out from under the spinnaker and said, "Paul, for Christ's sake, head up or they'll protest and we'll be disqualified." Paul headed up and cleared the XODs, and after the race Ben told us stories of the characters that sail in the XODs.

One, known as the "Brigadier," was in his 80s and lived in Bristol. Every Friday he would take the night train to Southampton and come over on the ferry to join his crew, which he referred to as "the Kids." (The two kids were on the wrong side of 60.) He would race on Saturday and spend Saturday night in his usual bed and breakfast, race again on Sunday, and then catch the night train back to Bristol. Their sounding pole, while sneaking along the edge of a shoal? It was the Brigadier's walking stick, since XODs only draw 2'9".

At present the oldest member of the class is Horace Mallory Pratt, who at 95 has been racing XODs since the mid-'50s.

The wonderful Solent Sunbeams are 32-foot day racers, a gentleman's boat; the skipper always sits in the cockpit, and often most of the crew as well. Some of the hot crews lie on the weather deck; hiking is forbidden and the cockpit coaming makes it impossible, but even sitting on the weather deck is frowned upon.

In the late '60s, I crewed on a Solent Sunbeam, and we won the week. The spinnaker halyard block was below the jib stay, which made jibbing the spinnaker interesting. The races started early, about 1000, and the gentlemen skippers would finish the race, sign the declaration, and have a few pints and a sandwich, then it would be off to the Band for an afternoon nap. They would get up again at 1700 for high tea and an evening of war stories in the Island Sailing Club.

The organization of Cowes Week changed in 1964 when a "Cowes Combined Club" operation was set up so that all the races, though sponsored by different clubs, were run by one single organization. As time went by, and Cowes Week continued to grow, it became too large to be run by a volunteers. In 1995, Stuart Quarrie was hired as a year-round professional to run the

Cowes Combined Clubs and the races. Now the Combined Clubs employs four staff year-round and three professional consultants on a part-time basis, plus 30 full-time employees leading up to and during Cowes Week, all backed up by 100 dedicated volunteers.

When I first went to Cowes, all the racing marks used were government buoys, but now with the commercial traffic of large container ships, tankers, and cruise ships, they try to use special racing marks instead of the navigational buoys. This is a mixed blessing as there are now about 100 racing buoys in the Solent and about 40 of these are in use during Cowes Week. At times, trying to ascertain which is the correct buoy for your class is difficult. The smart visiting skipper always finds a local rock, tide, and wind pilot; without a local on board, trying to win in Cowes is like trying to roll a stone up a hill with your nose.

Many things have changed, but many have stayed the same. In the '80s each club ran its own races, and not too infrequently you would find different classes rounding the same buoy in opposite directions. Once all racing came under the umbrella of Cowes Combined Clubs, a board was



built representing the Solent. Pegs in the board represented rounding marks and strings were run between the pegs to show the course to be sailed and make sure there were no overlaps with another course, thus minimizing the confusion of mark rounding. Since 2002 a computer specialist who was a sailor has put it all onto a computer, which was guaranteed to solve traffic problems.

It wasn't perfect, however. On the second day of Cowes Week last summer, 80 XODs filled the starting line on starboard tack and were attacked by the Sigma 33 fleet running downwind and using the same line to finish. A couple days later, according to a Dragon sailor, eight classes were rounding the same mark at the same time, but not all in the same direction. With 1,036 boats racing, foul-ups are inevitable; Murphy's Law has not been repealed.

Sponsorship has arrived not only in the regatta, but also on the boats, which often look like floating billboards. (Many of the one-design classes still prohibit sponsorship and look like proper yachts.) In the handicap divisions and especially among the large boats and also in the sportboat classes, seeing a top boat without a spon-

sor's logo is the exception to the rule. Sponsorship will not win races, but in many classes the chances of getting to the top without sponsorship are slim. The top boats have expensive sails, the latest equipment, and really good crews that include excellent sailors and a couple of good con-men who can line up sponsorship funding.

One thing that doesn't change is that if you sail well, and know and play the tide, you will be in the top of your class. It's encouraging to see that the IRC rule has worked well for two years running. A 20-year-old Quarter Ton,

Purple Haze, was first, and second was *Mikado*, designed and built by William Fife to the 30-foot linear rating rule in 1904. That's a narrow, deep, low-freeboard 60-foot lead mine versus an IOR boat that's nothing but a big dinghy with a deck on top and a fixed centerboard (fin keel with no ballast) that depends on live ballast (rail meat) for stability.

Another thing that doesn't change is that some owners and crews whoop it up in the local pubs (and now the massive beer tents) with the orchestra blasting away so you can't hear, and small wandering bands are found scattered along High Street and Birmingham Road. But come

1900, one also sees well-dressed men in blazers and yachting ties or in dinner jackets or formal military attire escorting elegantly dressed women to formal parties at the Royal Corinthian, Royal London, or the Squadron.

Cowes Week is a great big circus, but it's a circus all true yachtsmen must experience before they die. It's been said that before a true yachtsman passes he must race on the Clyde and race in Cowes Week, I have done both so I am ready to meet my maker. ♦

The author didn't have a cell phone in 1955, but he might well have been photographed near Beken of Cowes' gallery on Birmingham Road.



Tech Review

SPECIAL REPORT BY TONY BESSINGER

Crew Overboard: Four Recovery Methods

WHILE RACING SAILORS USUALLY SPEND MORE time practicing man-overboard drills than casual sailors and cruisers, it doesn't make them immune to being lost overboard. Two sailors I knew drowned off raceboats in the past three years—one in Long Island Sound in 2002 and one off the coast of New Jersey last fall—so I was thinking well beyond the hypothetical already when I headed to San Francisco Bay last August to participate in the Crew Overboard Retrieval Symposium, an event sponsored by West Marine and Modern Sailing Academy, with support from Cruising Club of America, BoatUS Foundation for Boating Safety and Clean Water, Sailing Foundation of Seattle, Garmin, North Sails, and Landfall Navigation.

Last held in 1996, the Symposium included 120 volunteers from different disciplines in the sport as well as industry reps and a handful of boating writers. The plan was to test lifesaving gear introduced since 1996 and to determine which recovery methods worked best. From the opening day, it was obvious we'd be spending a significant amount of time on the water. Each morning, volunteer crews were given a list of specific tasks to perform on racing and cruising sailboats, ranging from 24 to 56 feet. A designated skipper was in charge of each boat and one of the crew, equipped with a Garmin handheld GPS and a notebook, sailed as a record keeper.

The rest of the crew would take turns steering, trimming sails, and trying to retrieve either Styrofoam heads, a 150-pound dummy, or volunteer divers. At the end of the day, each GPS's track would be

ALL RECOVERY METHODS showed the challenge of getting the victim aboard.



TONY BESSINGER



RECOVERING THE VICTIM to leeward was generally preferred during this test event.

downloaded and matched with its respective record-keeper's written record. The skipper of each boat provided a videotaped debrief. Through all of this, event organizers hoped that after four days of observation, a large amount of valuable data would be in hand and ready to be distilled into a report.

I sailed one day and, to get a better overall picture, spent the rest of the event riding a Vessel Assist rescue RIB. We stood by as boats put "victims" in the water and tried four different methods of returning to the victim, many different techniques of getting the victim aboard, some tried-and-true and new pieces of recovery gear. Details and official observations from the Symposium

will be compiled into a report and released before the end of the year, but in the following pages, I'll share my observations.

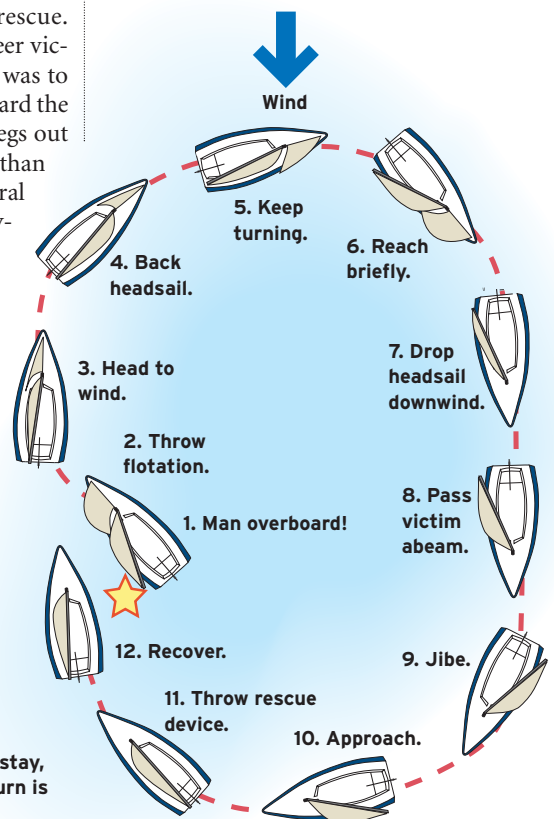
Watch your speed

On the first day in particular we saw poor technique, which included approaching the victim at terrifying speeds. On many occasions, once the COB was attached in some way to a retrieval device, the boat was moving at a rate of knots that could potentially drown the very person they were trying to rescue. One valuable tip from our volunteer victims to potential crew overboard was to turn around (back of the head toward the boat) and spread your arms and legs out so your body would plane rather than plow. It was also suggested by several of the volunteer victims that every-

ONE CREWMAN HOISTS the victim aboard with a block-and-tackle system attached to a halyard.

one who sails should carry a knife because, if a victim is being towed too fast, he or she can cut themselves free. Once you've lost somebody overboard, reduce your sailplan. When jib sheets are cast off in more than 15 knots of breeze, they become thrashing tentacles that can injure

1. THE QUICKSTOP RECOVERY



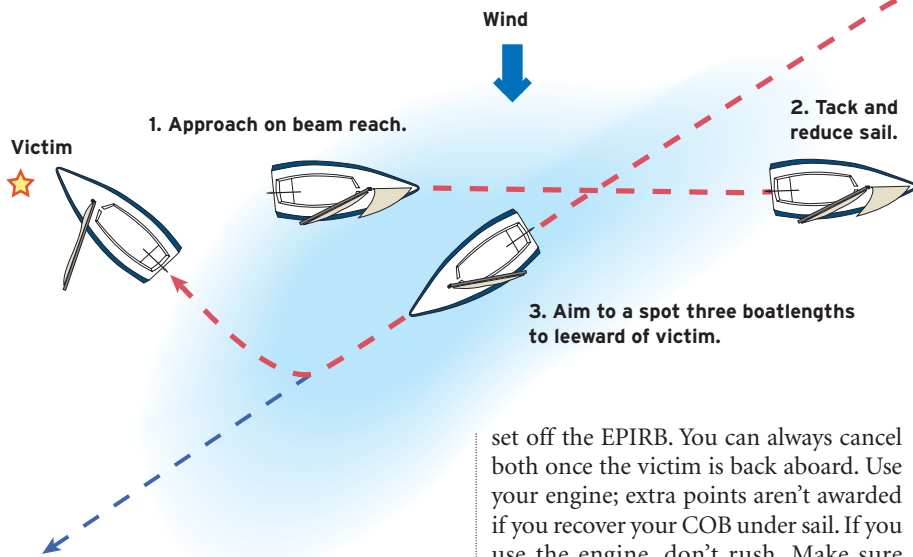
QUICKSTOP

- ◆ Man overboard! Throw flotation. Post spotter.
- ◆ Bring boat head-to-wind and beyond.
- ◆ Allow headsail to back and further slow the boat.
- ◆ Keep turning with headsail backed until wind is abaft the beam.
- ◆ Head on beam to broad-reach course for two or three lengths, then go to nearly dead downwind.
- ◆ Drop the headsail while keeping the mainsail centered (or nearly so). The jib sheets are not slacked, even during the dousing maneuver, to keep them inside the lifelines.
- ◆ Hold the downward course until victim is abaft the beam.
- ◆ Jibe.
- ◆ Approach the victim on a course of approximately 45 to 60 degrees off the wind.
- ◆ Establish contact with the victim with heaving line or other device.
- ◆ Effect victim recovery from the windward side.

QUICKSTOP UNDER SPINNAKER

- ◆ The same procedure is used to accommodate a spinnaker. Follow the preceding instructions. As the boat comes head-to-wind and the pole is eased to the head stay, the spinnaker halyard is lowered and the sail is gathered on the fore deck. The turn is continued through the tack and the approach phase commences.

2. THE FIGURE EIGHT RECOVERY



- ◆ Man overboard! Throw flotation. Post spotter.
- ◆ Steer to a beam reach immediately.
- ◆ Tack after about five boatlengths. Here's where the roller-furling jib can be furled. Continue to bear away after tacking until the boat has turned past the direction of the victim and aim toward a spot about three boatlengths directly downwind of the victim.
- ◆ Before the boat reaches this spot, it will come to an area where the victim is in a close reach direction from the boat. The eye of the wind and the victim will be about 60 degrees apart.
- ◆ Head up immediately to the windward side of the victim and release sheets in time for the boat to come to a stop next to the victim.
- ◆ Make sure the boat comes to a stop by easing the tiller to leeward (toward the victim). As the boat slows it will try to bear away on its own. When it comes to a stop, you can have the tiller 45 degrees to leeward and the boat won't head up due to loss of steerageway. At this point, the boat is stabilized and you can get the victim aboard without the boat trying to sail away.

or remove crewmembers from the deck. If the boat is equipped with a roller-furling headsail, it should be rolled; it will be just as easy to roll it out should steerage or boatspeed be required.

You need steerage way and boatspeed to get to your victim, but if you stay close enough to the COB you take away the intricate challenge of trying to balance speed and steerageway that a long approach requires. The Quick Stop (see diagram) can keep you close enough to the COB to use throwing devices, but the Quick Stop isn't for everybody. Think about the havoc that a Quick Stop would create on a swing-keel supermaxi sailing 30 knots downwind.

Talk to the victim

Communication with the crew overboard is important. Victims are desperate to know they're being recovered. If you're close enough, yell to the COB that you have them in sight and are trying to get to them ASAP. Once the victim is secured to the boat with a retrieval device, it's important to continue the eye and voice contact. On the last day I watched a victim try to tell a boat's crew they were towing him too quickly. The entire crew was facing forward, occupied with sailhandling, as the victim was towed along, hapless and helpless, at 5 knots.

Don't forget the basics

Hit the COB/MOB button on the GPS and get on the radio and broadcast PAN-PAN as soon as you lose someone. The more help around, the better the chance of recovery. If you lose sight of the victim, immediately broadcast a MAYDAY and

set off the EPIRB. You can always cancel both once the victim is back aboard. Use your engine; extra points aren't awarded if you recover your COB under sail. If you use the engine, don't rush. Make sure every line is accounted for and none are trailing from the boat ready to wrap around your prop.

Try to recover the COB to leeward; there will be less wind and wave action than a windward recovery, and the breeze will blow you toward the victim rather than away. Stern ladders and swim platforms only work when the sea condition is benign. When a boat is pitching in large waves, the stern could easily injure someone trying to board the boat via the transom.

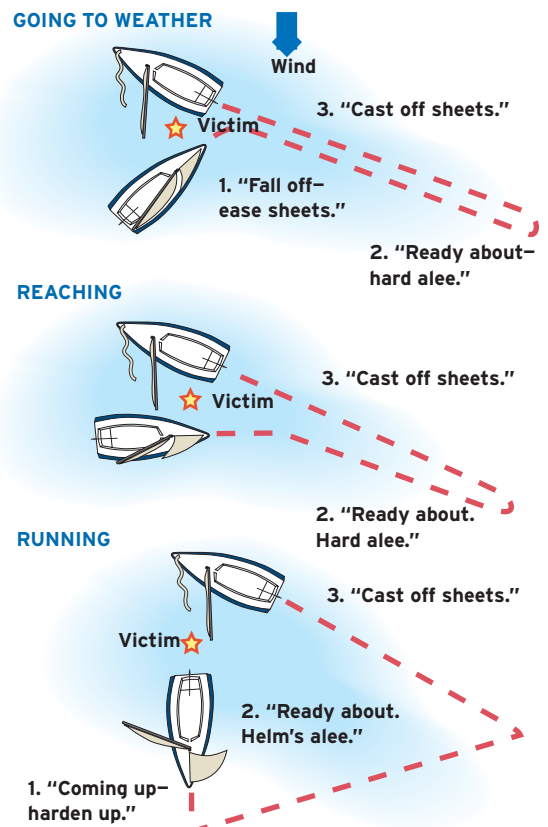
Determine which return technique works best for your type of boat. The Corsair 24 trimaran's crew quickly figured out that the Quick Stop technique stopped the boat so quickly they couldn't reach the victim. When they tried the Figure 8, the speed built too quickly. In the end, no technique was accepted as perfect for the speedy tri; it depends upon the conditions.

We'll discuss gear in the following pages (Best Recovery Gear, p. 42), but from our observations, the LifeSling—developed as a result of an earlier COB

- ◆ Man overboard! Throw flotation. Post spotter.
- ◆ Place helm to weather, steer to deep beam reach (except when already running).
- ◆ Reverse helm at two boatlengths until steering just to weather of crew.
- ◆ Cast off all sheets and control speed with mainsheet.
- ◆ Lay vessel alongside crew providing a lee for person.
- ◆ Bring crew aboard.

seminar—works extremely well, as does its descendant, the inflatable LifeSling. MOM units, while expensive, are well worth the price. They are as complete a rescue package as can be delivered to a

3. THE DEEP BEAM REACH RECOVERY



**THE BEST SAILORS ARE THOSE WHO
RECOGNIZE A PERSISTENT SHIFT FIRST.**



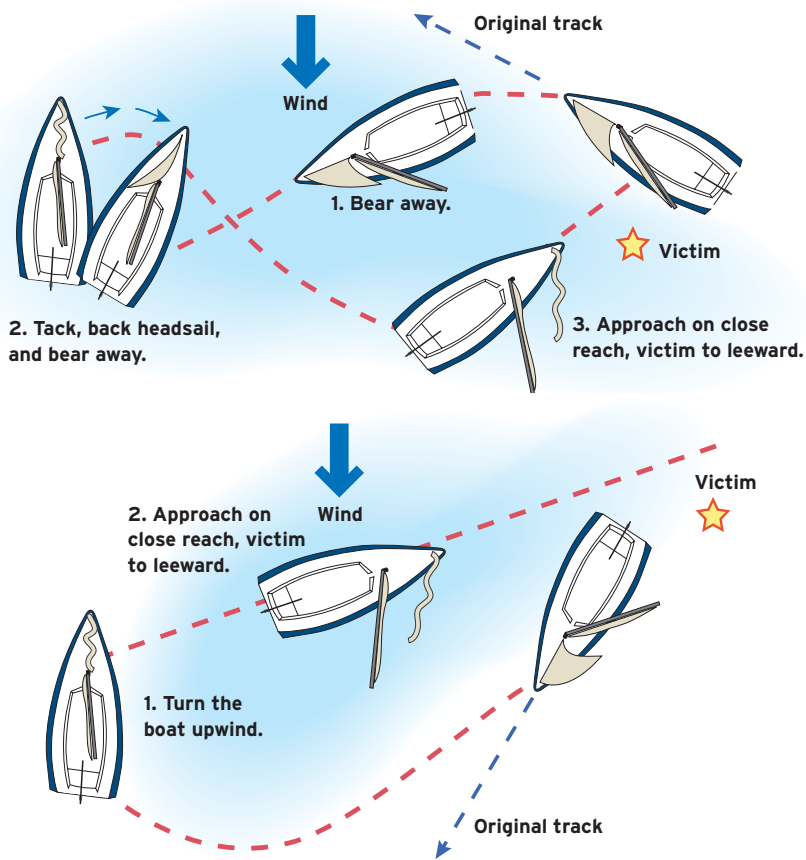
ANTICIPATE THE SHIFT



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4. THE FAST-RETURN RECOVERY



In all cases

◆ Man overboard! Throw flotation. Post spotter.

If the boat is sailing upwind

- ◆ Turn the boat downwind,
- ◆ Tack into the wind about 2 to 2.5 boatlengths abeam of the victim.
- ◆ Back the jib, briefly getting below the victim.
- ◆ Approach on a close reach, with the victim on the lee side of the boat.

If the boat is sailing downwind

- ◆ Turn the boat upwind.
- ◆ Tack into the wind about 2 to 2.5 boatlengths abeam of the victim.
- ◆ To show a possible variation, here the jib does not need to be backed because the boat is already below the victim
- ◆ Approach on a close reach, with the victim on the leeward side of the boat.

MOB victim. A simple heaving line works well if the victim is close and conscious and should be a part of the safety gear on every boat longer than 15 feet.

And finally, the obvious: always wear a PFD and augment it with a harness and jacklines when sailing offshore or alone.

For more information on the Crew Overboard Retrieval Symposium, organized by John Connolly, Chuck Hawley, Karen Prioleau, John Rousmaniere and Ruth Wood, <http://cobevent.com>

ILLUSTRATION BY WILLIAM ROCHE

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NORTH U.

Best Recovery Gear

THE PRIMARY PURPOSE OF THE CREW Overboard Recovery Symposium, held last August on San Francisco Bay (see p. 36), was to assess conventional rescue methods. But another equally important component of the symposium was testing rescue and recovery equipment. Some items, such as the LifeSling, were tried-and-true; others were new, some of which worked better than others. We'll take a look at what was considered by the COB volunteers to be the best gear available, and we'll also explain how it all works. This is gear that any boat should have and any crew should know how to use.

Strobe lights are the "come-and-get-me" lights of choice for offshore sailors. They're bright and highly visible, but can be deceptive for rescuers. While testing lights at night, symposium volunteers observed that a strobe light was often lost in the clutter of lights ashore. They're also tough on a helicopter pilot's depth perception, which is why some models can be switched from flashing to always on. Best among all the lights wasn't a white strobe, it was the **Rescue Laser Flare**, which, when turned on, drew a collective "ooh" from observers half a mile away. The Rescue Laser Flare is a maritized laser pointer with a lens that distorts the circular beam of red light into a line,

making it easier to see. In fact, at 16 miles, the "fan" of light from the Laser Flare is 6,000 feet wide, which makes attracting rescuers more likely. Tests have shown the Laser Flare to be visible from up to 28 miles away, which beats any normal flare hands down. The Laser Flare is also useful for a crew searching for a COB, because it lights up the reflective tape on foul weather gear or lifejackets. The largest model, which sells for \$109.95, weighs only 6 ounces, is waterproof to 80 feet, and will stay lit for 72 hours on two AA batteries. This is a must-have piece of gear that every sailor should carry. www.greatlandlaser.com

Greatland Rescue Laser Flare

While the Rescue Laser Flare was praised, other products tested well, including the **Surefire**, a flashlight used for police and military applications. This incredibly bright flashlight, designed to blind enemy troops or criminals, is expensive (starting at \$80), and eats up Lithium batteries, but no other flashlight was brighter. www.surefire.com

Cyalume lightsticks, activated by bending the plastic tube, breaking an inner vial, and shaking, turned out to be much brighter than testers thought they would be, so a couple of these inexpensive, one-use lights should be part of your personal safety gear and in your ditch bag. A Cyalume stick on a lanyard can be spun around in circles for greater attraction.

Strobes are still an important piece of rescue gear, especially water-activated styles like the **ACR Water-bug FireFly2**, which can be attached to a lifejacket.

If a victim goes overboard unconscious, or is unable to turn on manually operated devices, this water-activated strobe light will help rescuers in their search. www.acr-electronics.com

If you own or race on a boat 20 feet

or longer, you're probably familiar with the **LifeSling** package, a white rectangle attached somewhere near the stern. Common as they may be, not everyone knows how to use or deploy it, as we discovered during one of our first COB attempts. Inside the white container is a U-shaped foam collar and 125 or 150 feet of braided polypropylene line. The premise of the LifeSling is simple; it's a life ring with a line attached. Where a life ring would simply provide flotation, the LifeSling keeps the COB tethered to the boat. If the LifeSling is deployed quickly enough, the COB can grab it; if he misses, the helmsman simply steers circles around the COB, drawing the LifeSling ever nearer with each turn. Practice with a LifeSling is highly recommended, but we have two caveats: when re-packing the LifeS-



The LifeSling2 system consists of a flotation collar, which is a blend of the traditional horseshoe buoy and a helicopter lift sling.



A Crew Overboard Recovery Symposium volunteer diver dons an inflatable LifeSling. The inflatable LifeSling (below) packs into a smaller case than the original LifeSling.



RALPH NARANJO, PHIL CONLEY/WEST MARINE (2)



More Speed, Fewer Crew, More Fun

The J/133 is a yacht with the stability for short-handed cruising, durability for rough passages, race winning speed under IRC, and a retractable sprit with asymmetric spinnaker that allows high performance sailing with less crew.

Few boats go upwind as efficiently and with such minimal fuss. Despite her modest 7.5 foot draft, the J/133 routinely out-points and outperforms larger race boats with deeper keels. Her recent IRC class victories at 2005 Spi Ouest (France) and 2005 Block Island Race Week

(USA) against well known IRC performers demonstrates that one need not a complicated boat to enjoy success on the race course.



In fact, ease of use is perhaps why J/133 owners spend more time daysailing and cruising than they do racing. The large sit-in cockpit with protective dodger and near-

helm mainsail controls means the skipper can tweak the sails while everyone else enjoys the ride.

Belowdecks, the J/133 is as comfortable in port as she is under sail. The varnished all-wood interior is offered in either a two or three cabin layout, with a large galley, sit-down navigation station and central salon with full-length settee berths.

To learn more, please contact your nearest J Boats dealer or visit us at jboats.com.





The MOM 8 unit includes an inflatable pylon and strobe light, as well as a life ring and a drogue.

two caveats: when re-packing the LifeSling, don't try to coil the line, carefully stuff it in two or three feet at a time so it will come out of its container tangle-free when the LifeSling is thrown. Although the Velcro patches at the end of the arms of the U look like they need to be stuck together avoid the temptation; it's very hard for a person in the water to slip the sling over their head and shoulders when closed. From \$99, www.westmarine.com

We tested the new inflatable LifeSling as well, and found that it performed well, once we remembered to arm it with a CO2 cartridge. On the first day of testing, nearly every boat equipped with the inflatable LifeSling wrongly assumed its unit was armed. They weren't.

Getting the COB alongside the boat is half the battle. The water-sodden, most likely exhausted, and most probably panicked victim still must be brought aboard. To lift them to the deck with a mechanical aid is helpful. A simple technique is the Elevator Method, in which an end of a sheet or other long line is led forward and cleated. The line is then lowered into the water in a bight that extends from near the boat's bow back to a winch. The COB

steps or sits on the shallow bight and holds on tight to a stanchion or short piece of rope. A crewmember grinds the line in with the winch, slowly raising the victim out of the water.

Weak victims will have trouble with this technique, as it requires a fair bit of upper body strength, so a **LifeSling 3:1 Tackle** is a good addition (\$125). The Tackle attaches to a halyard, and using two blocks and 65 feet of braided line, gives a 3-to-1 purchase. A fiddle block attaches to a halyard and the bottom block's carabineer is attached to the victim. The victim can be retrieved manually or the line led back to a winch. Remember to use a downhaul on the halyard so it doesn't get pulled up the rig.

One time-honored COB technique is, once a person is lost, to throw everything that floats in the hope that something will either keep the victim afloat, or lead you back to them. Modern variations on this technique are the **MOM** units, 8 and 9.

Once the handle on the top of the MOM box is pulled, a cornucopia of lifesaving goodies tumble out and begin to inflate. In the MOM 8 is a 6-foot

RALPH NARANJO

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



tery powered light on top; a horseshoe flotation device with 40 pounds of buoyancy; and a 16-inch sea anchor. All are attached together with polypropylene line. Gravity-activated CO2 cartridges inflate the pylon and the horseshoe within 5 seconds.

The MOM 9 unit adds a one-man life raft and another sea anchor to the package. These are both excellent units, especially for offshore racers. If the MOM is deployed immediately and the COB is conscious, they'll stand a much better chance of survival if they can get to the MOM gear. These units must be re-packed every two years, so at the end of the cycle, think about deploying the MOM for a COB drill. During one deployment, we saw how a MOM could be badly packed, as the line wrapped around the pylon during inflation, causing it to fold in half, so careful packing of this unit is recommended. From \$795, www.switlick.com

One of the least expensive and most overlooked pieces of gear is the basic heaving line, and a favorite of the COB symposium was Markus Lifenet's **Rescue-lines**. This Icelandic company makes many types of commercial safety



A variety of lights were tested during the COB Symposium. One of the brightest was the Surefire flashlight (bottom), which is designed for use by police and military forces.

gear, most of which is too large and bulky to be carried aboard a raceboat, but their Rescue-line is perfect for any size vessel. It's basically a bag filled with 75 feet of polypropylene line and a harness. The thrower holds the bitter end in his non-

throwing hand and throws the bag. All who used the Rescue-line were impressed at how far the bag could be thrown, as long as it's thrown underhand. www.markuslifenet.com ♦

RALPH NARANJO

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Carbon Rigging from Southern Spars

CARBON MASTS HAVE MADE A HUGE PERFORMANCE impact on yacht racing, and now carbon-fiber-based standing rigging is poised to do the same. A new product from Southern Spars, **Element C6**, has been used by several high-profile campaigns, and is now available to smaller boats.

Early composite rigging, while lighter than rod or wire, had its drawbacks—it was larger in diameter and end fittings were difficult to engineer. Thanks to technology from Air Logistics, a power cable suspension and fiber optic cable manufacturer, such problems have been solved.

“One of their engineers got into experimenting with carbon and ran into the age-old problem of terminating the cables,” says Alex Wadson, vice president of operations for Southern Spars’ Composite Rigging division. “They solved the problem, then sold the rights to us, and we’ve been developing it ever since.” As originally built, C6 rigging was strictly discontinuous, which necessitated bulky fittings at the spreader ends. The latest technology, EC6 Plus, is continuous, reducing both windage and fitting failure.

Element C6 rigging and EC6 Plus are made of bundles of pultruded carbon fiber, which are grouped together. Because each rod has a known tensile strength, the cables can be customized for each boat’s loads. At the ends, the carbon fiber rods are splayed out and an epoxy cone is cast around them. The terminal fitting is wrapped with carbon to “resist splitting forces and to create a reaction load compressing the terminus wedge,” according to company literature.

“We’ve done some further development since they handed the



Element C6 end fittings (left and above) are composed of pultruded carbon rods embedded in epoxy cones. Element C6 Plus, which is continuous, needs no fittings on the spreader tips (top) of the Carroll Marine 60 Numbers.

technology over to us, specifically bigger end fittings,” says Wadson. “We’ve done some refits including a Swan 100 and a Wally 98, and the new rigging is only 5-percent larger in diameter than the rod it replaced.”

Other benefits of using carbon is that it doesn’t need to be as protected as with materials such as PBO, which breaks down when exposed to UV light and salt, and it doesn’t fail under repeated stress as quickly as rod does. “In cycles to failure, where you tension it, release it, then tension it again, we’ve been over a million cycles,” says Wadson. “With rod, at about 100,000 cycles the heads rip off.”

Element C6 costs roughly three times that of rod rigging, says Wadson, but considering the advantages, it seems worth the cost. Remember that the early adapters of carbon rigs paid a premium price as well. www.southernspars.com



Adventure Medical Kit 1000

New Products

US SAILING has released the 2005 edition of the **US SAILING Race Management Handbook**. The book is geared towards novice or seasoned Race Committee personnel and provides guidance on how to properly organize and run sailing races. The Handbook also brings its content into conformity with the current *Racing Rules of Sailing*. \$30, <http://store.ussailing.org>

Harken has released the **Carbo Racing Foil**, its first headfoil. Made of a proprietary high-strength polymer, which Harken says is superior to PVC for impact and line wear resistance, Carbo Foils are also protected against UV. Low friction is the name of the game; the inside of the foil is called “ultra-smooth,” and the pre-feeder is made of high quality stainless steel, impregnated with Teflon. Designed for headstay diameters up to 5/16" and rod up to -17. www.harken.com

Even coastal racers spend a lot of time in areas where medical help is hours or days away, and as a result, often have to rely on what’s at hand for first aid or more serious medical issues. Most boats already have some type of first aid kit, but many



Carbo Racing Foil

rely on kits not specifically designed for the marine environment. **Adventure Medical Kits**, an outfit that supplies medical kits for extreme outdoor sports has developed a series of kits designed with the help of Dr. Michal Jacobs, a sailor and author of wilderness medical guides. There are eight kits, ranging from the \$890 Marine 3000 (made for offshore emergencies) to the \$20 Marine 100 (designed for small, near-shore boats). All of the Marine series have the "Easy Care" first-aid system, which has components organized in color-coded compartments by injury. The 500 through 3000 kits feature water-resistant

outer zippers and a 500-denier floating nylon case. The crewmember kit (included in the 2000 and 3000 kits) contains the most commonly used items and should be stored separately from the main kit in an accessible location. www.adventuremedicalkits.com

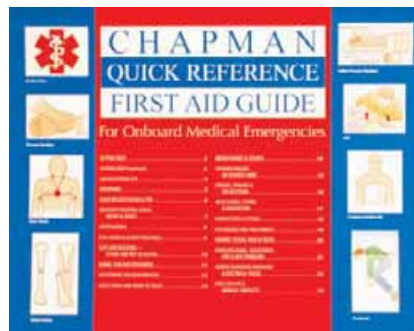
A good companion item for the Adventure Medical Kit is the **Chapman Quick Reference First Aid Guide for Onboard Medical Emergencies**. This laminated book covers all common ailments with easy-to-understand drawings and text. www.sterlingpub.com

We're not suggesting the **StayAlive** life-jacket as a part of your racing gear, but we do see it as particularly handy for short-handed deliveries, especially a solo trip.

In addition to keeping a person in the water afloat, the StayAlive jacket is equipped with a slew of safety gear stuffed into two pockets, including flares, several signaling devices, 45 feet of heaving line, a whistle, a collapsible bailer, a floating international distress flag, crotch straps, and a buddy line for attaching to other victims. For only \$99, it's a great safety deal. www.stayaliveinc.com

Industry News

1bigthink and UK Halsey have announced the launch of **UK-Halsey Sail-Team builder**, a co-designed entry level version of 1bigthink's popular SailTeam and SailSystem manager software. This web-based system is specifically designed for the club-level racing captain or the



First-aid reference guide

captain wishing to sample some of the functionality of SailTeam and SailSystem before purchasing the full version. UK-Halsey SailTeam builder includes key features of crew and event management coupled with basic sail inventory management as well as one click scheduling of re-cuts and repairs through UK-Halsey lofts. All of this functionality is accessible to the captain through the UK-Halsey web site and available for a free 60-day trial period. www.ukhalsey.com ♦

-TONY BESSINGER



StayAlive life vest

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Photo: J.H. Peterson

www.sailcloth.com

From the Experts



1. Set-jibe

With the right side of the course favored, a quick set-jibe puts *Windemon* on the headed jibe.

Turning *Windemon's* Weaknesses Into Strengths

WHEN WE INVITED READERS TO ENTER OUR Win a Coach contest we were looking for a team with a strong desire to improve and an ambitious summer sailing schedule that would allow them to work on strengthening weaknesses. The team that stood out among nearly 50 applicants was Dave and Debbie Clasen's Tarten Ten *Windemon*, from Chicago.

"We started racing competitively about six years ago," they wrote, "and we've been racing our own boat for three years now. We have experienced some exhilarating successes, but we have also been disappointed by our lack of progress at times. We are ready to turn the corner."

The Clasen's goal for the year was to build a stronger, more cohesive program, and they initially gave me a wish list of result goals for the 2005 season: Chicago NOOD, top 15; Verve Cup, top six; Chicago Mackinac Race, top 5 in class. In order to get these kind of results, though, we

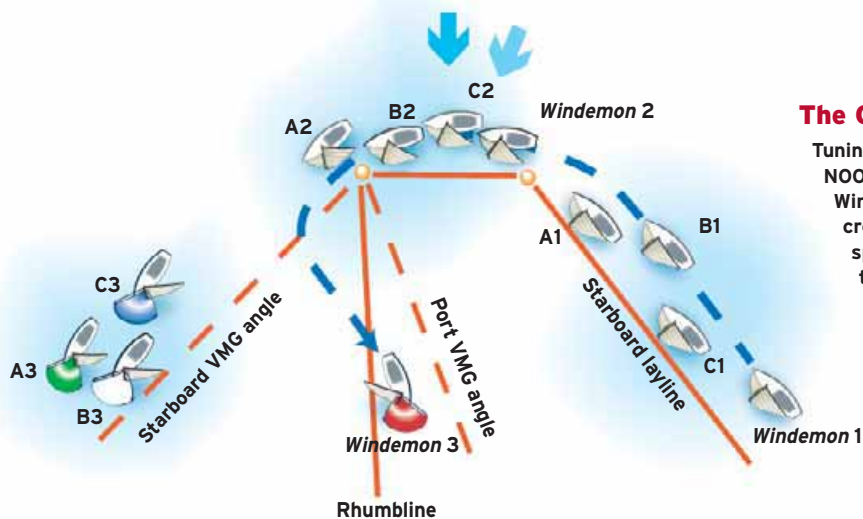
needed to address the very things that they felt were holding them back: general spinnaker work, getting crewmembers to take ownership of their individual positions, and boatspeed in light-air, choppy conditions. It's likely that many of you reading this can relate to *Windemon's* struggle, so let's get to it.

After a few e-mail exchanges, we felt the best way I could help them was to be on board for a few races as a player/coach, riding the rail and listening in on the tactical discussions. The Chicago NOOD, in June, seemed like the best place. We left the dock early on the first day to get in some pre-race spinnaker work in a 12- to 17-knot northerly that was whipping up plenty of chop.

As soon as we found our course area, we put up a kite and practiced jibes, and as we rolled into the first few, some common issues quickly popped up. Dave was inconsistent in his helming in the jibes, so Deb-

bie, on the sheet and guy, was having trouble keeping up with Dave's rate of turn. When he under-steered the turn, the boat slowed and wallowed in the waves, and it took Debbie a long time to get the sail set properly on the new jibe. When Dave over-steered the turn, the kite would sometimes fill on the wrong side of the headstay, and it would take forever for foredeck Bob Muhn to get the pole on the mast after the jibe. Each jibe seemed different from the last, so at first my focus was with Dave, to help him make more consistent turns.

Here's where it got interesting. As we did a dozen or so jibes, a pattern emerged. When we jibed from port to starboard, we always seemed to come out of the jibe too deep, the kite would sag and the speed would crash. Once we got settled, and then jibed back onto port, the mainsail would slam across before Bob Pugh could pull it, the boat would heel excessively and accelerate, and the kite would collapse.



The Coach's Advice Pays Off

Tuning up before one race of the Lands' End Chicago NOOD, with coach Tony Rey onboard, Team Windemon focused on a couple weaknesses: getting crewmembers to own their positions and improving spinnaker handling. One mark rounding revealed the benefits. While approaching the mark, the tactician communicated his desire to set-jibe, a maneuver they'd practiced earlier in the day. Everyone focused on their job and the jibe went smoothly, allowing them to sail the rhumb line and pass the starboard-jibe pack to weather.

2. Jibe away

With tight teamwork, and a controlled turn, *Windemon* smoothly jibes to the favored, long port jibe.



3. Making tracks

With clear air, the separation grows and *Windemon* gains steadily down the run.

Could Dave be this bad at helming his own boat, or was something else happening?

What started as a jibing practice, with boathandling being the focus, turned into an interesting lesson in wind shear. What

we were experiencing was a right twist in the wind—vertically—which made the boat feel powered-up on port jibe, and underpowered on starboard jibe.

After a few more jibes, we took a break

and discussed the boathandling details with the crew. At the end of the discussion, I tabled the wind shear idea, suggesting it might be to blame for some of the inconsistent jibes, and that maybe it was telling us something about the breeze for the day.

Windemon's Post-Season Debrief



Team Windemon had a fantastic turnaround season, and a reason for our success was our decision to employ coaching and regular practice. We came a long way this year by tackling our weakness, which are listed below, but as we look forward we recognize that we need to maintain the extra effort so we can continue to grow as a team.

➤ **Getting crewmembers to take ownership of their individual positions** Our biggest lesson was the benefit of regular practice. We drilled several times before the season started, and, given everyone's busy schedules, we shifted from participating in informal weekly beer can races to conducting Wednesday night practice sessions. As a result, everyone became much more proficient at their positions. This helped us in many ways. For example, Dave was now able to focus on driving. In the past, he spent a significant amount of his time discussing upcoming maneuvers. This year, we all discussed strategy before each race, and crew input came without prompting during the race. Feedback from the rail is now automatic. When we did experience boathandling issues we were able to recognize them and recover much more quickly than in the past.

➤ **Becoming better sail trimmers** With each crewmember taking ownership of their position, all of us could focus on other things, such as sail trim. We had several coaches throughout the season,

Team Windemon (l to r): Chris Robertson, Bob Muhn, Bob Pugh (in white hat), Dave Clasen, Debbie Clasen, and Dave Hladick.

including Tony, and each had their unique advice. From them we learned that in the past we were not employing enough leech tension on the main, we were focusing on halyard tension more than draft position, and we were over trimming the spinnaker most of the time. Because we identified these basic sail trim issues, it was easy for us to employ and retain the enhancements that we learned. We also learned of little things that make a big difference. For example, we now mark jib sheets with tape in windy conditions, which makes it easier to go to full trim right away.

➤ **Minimizing boathandling issues** Everybody on the boat became better sailors because of the experience. This allowed us to employ everything that we practiced, and while racing, we regularly identified new issues to practice during our next drill session.

➤ **Getting a better handle on being fast in light-air, choppy conditions** Because we're no longer concerned about the mechanics of the boat, it's much easier to focus on sailing faster. We now experiment and work the boat to get the most out of it. We're working much harder, constantly shifting gears. This has helped us improve our speed in all conditions, especially in light air and heavy chop.

—TEAM WINDEMON

Often when the boat has more power on one tack than the other, that side of the course may be favored due to more pressure, or favorable shift. Typically this is felt while sailing upwind before the start, when you may feel a bit faster on one tack, or you are sailing with more heel. This also made sense with the forecast, which was calling for the breeze to decrease and shift right. In addition, Dave noted that the right side usually paid in this condition, as it was farther offshore, and windier.

Cool! Now we had the beginnings of a strategy for the day (protect the right), and this might have gone unnoticed if we hadn't gone out early to practice our jibes. We also had made great progress on spinnaker work, one of their previously stated weaknesses.

Own your position

By noon that day, the breeze was up to 17 knots, the waves were big, and it was race time. There was a bit of nervous energy on board, and a fair amount of yelling. Our helmsman, Dave, was relying on his tactician, Bob, to call a lot of his maneuvers, time to the line, and look out for other boats. The problem is that the Bob is on the bow, too far away for effective communication in all but the lightest breezes.

In the six races that I was on board, our starts were less than outstanding. I think this was mostly due to the team being uncomfortable with the strong wind early in the regatta. We worked a bit on pre-start communication, and having Dave take ownership of the final positioning and speed build. Towards the end, they got a lot smoother with the pre-start communication, and Dave had a few solid starts in the lighter air.

Let's go back to Race One. After a poor start, we cleared out and settled into a lane on port tack, and the *Windemon* team was good at feeling the boat, communicating well, and moving smoothly through the gear changes. Two things became clear as the first beat unfolded: We weren't the only ones who thought to go right, and a lot of the competition went right early, which filled the starboard tack layline with heavy rush hour traffic.

In the big waves, tacking was really slow so most boats continued to what they thought was a safe starboard layline before tacking. From the coach's position on the rail, it was easy to see these boats overstanding, and we discussed how we could use this to our advantage.

We gained by working the right side



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early in the beat, but crossing back to the middle early, shy of layline, and against the grain of the leaders. Then Bob put us on a safe approach to the windward mark from the top left, avoiding the bad air of the early starboard layliners. This meant coming in five to 10 lengths off the port layline, and finding a comfortable spot to tack to starboard. Because we stayed clear of the starboard layline until the top of the leg, it was much easier for Bob to call the layline. We tacked well underneath the early layliners, having sailed a much shorter distance on the beat. We gave up a bit of the right-side advantage, but made a big gain by observing where the fleet was headed to, and not overstanding.

In this situation, Bob and I worked together to formulate a plan, without waiting for a question from the helmsman. By watching the fleet set up early on the layline, and trying to anticipate their next move, Bob was able to present a plan to Dave, without distracting him from the discussion. Bob had his head out of the boat, looking up the course, and Dave could concentrate on driving *Windemon* fast. With both of them owning their roles, the boat was quieter, and faster.

Executing their strategy

In our first e-mail correspondence, the Clasens told me, "It's not unusual for us to have a good first leg, but it's also not unusual for us to struggle after that." As we sailed up the first beat, I asked the tactician the question he needed to ask himself: If the right is good upwind due to more pressure or shift, how will that effect the next run, and how do we capitalize on that? The answer was to consider a quick set-jibe to port after rounding the windward mark [see photo sequence].

After a final check of our upwind compass headings, we determined that the wind had shifted a bit right, and clearly there was more pressure on the right. So, as a team, we talked through the maneuver—standard bearaway set, and then roll into a jibe as soon as the jib is down.

The key here was to have a look at the traffic. Because we were usually rounding the mark in mid-fleet, traffic on the starboard layline was thinning slightly, plus there was an offset leg, so by the time we got the kite up and ready to jibe, we would have extended enough on starboard to jibe and be clear of the snowfence effect of any boats still on the upwind and offset legs.

The other key with the set-jibe was to have the sheet ready to ease once the kite fills on the hoist, which would allow us to rotate the kite around the headstay in the turn.

The first set-jibe was a bit of a yardsale, and it took us a while to get the kite full and the pole attached on the new side, but sure enough, once we got settled and up to speed, we saw instant gains on the boats that delayed their jibes. On one run, we ended up laying the leeward gates by jibing right away at the top, and we made our biggest moves through the fleet downwind on the first day of racing.

The quick set-jibe was a simple maneuver for the team to master, and it became a really useful weapon to unleash on the competition, when the right side (looking upwind) was favored. Achieving this required full ownership by each crewmember of their role: Instead of having one person directing traffic from their position (typically the driver), each person focuses on executing their jobs. When Bob makes the call for the set-jibe and just focuses on getting the jib down and jibing the pole, Debbie is ready to ease the new sheet, Chris has the new afterguy ready to load on the winch, Bob has the main controls eased

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and ready to pull across, and Dave just drives the boat smoothly through the turn.

Slow in the light and lumpy

The first day of the NOOD regatta started in 18 knots and ended in 12. Day 2, started in 10 knots and rapidly dropped to 6, but the chop stayed the same. These were heinous conditions for a T-10. Upwind was tricky, downwind was dreadful, and pressure was king. For our coaching goals, we couldn't have asked for a better day! Light air and leftover chop was a condition that the Clasens had listed as their weakness, so we had a great opportunity to make some improvements.

It was my first time on a T-Ten, so I tried to keep my suggestions on boat setup and trim at a fundamental level. Bob worked on keeping the traveler up and twisting the main, carefully watching the speedo to be sure he didn't overdo the sheet tension in the chop. By getting input from the wave caller on the rail, he was able to trim a bit in the flat spots, and ease for a bad set of waves. The more we worked on

The Proof Is in the Finishes

Windemon's results at major events in the past three years.

Event	2005	2004	2003
Chicago NOOD Regatta	8th of 39	41st of 47	35th of 48
Verve Cup	DNC	23rd of 32	16th of 33
Chicago-Mac	20th of 26	7th of 29	DNC

communication, the smaller the adjustments became. This was fast.

On the jib sheet, it looked as if Debbie and Chris (port and starboard trimmers) were struggling in some of the tacks, getting overrides on the winch. We discovered that the boat needed an override preventer to keep the jib sheet from riding up the winch drum on the tacks, so we rigged up a rudimentary set of preventers out of shock cord we had on the boat. That quick fix reduced the overrides.

We also found that, in less than 8 knots, if Debbie backed the jib slightly against the shrouds before the release, the bow came through the wind better. Without backing the jib, Dave was forced to use a lot of rudder to push the boat onto the new tack. The amount of jib back required was slightly different every tack, and Debbie got really sharp at the timing.

As the weaknesses of the *Windemon*

team are exposed for all the readers, it's important to note their strengths as well. They are good sailors from a variety of backgrounds, they are willing to do the work to improve, and they

truly have a blast sailing together. Probably this last point is the most important strength of the team, because when it's fun, the learning and the results usually follow. Dave and Debbie have made it clear that fun and teamwork are an important priority for Team Windemon, and it showed in their results this summer.

We had some solid finishes on the first two days, but the best part was that *Windemon* had a great final day on their own and finished eighth overall of 39 boats. They had hoped to finish in the top 15, so they were pumped. While the Chicago Mac didn't go as planned ("big navigational error," says Dave), they went on to some really good finishes this summer, both in their local series, and in the Verve Cup, where they finished third of 25. They'd hoped for a top-six. These were top performances in a tough fleet, results of which they should be proud. ♦

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Ripple, Schock 35 Nationals

IN 1998 JEFF JANOV'S TEAM ON *RIPPLE*, FROM Marina del Rey, Calif., joined the Schock 35 one-design class and started its march up the learning curve. In their first year, they finished 11th of 26 in the Southern California high-point series. The following year they were 11th again, and then sixth in 2001, fourth in 2002, fourth again in 2003, and third in 2004. In all those years they never once won a regatta. But this year Team Ripple stepped up big time, winning all six of the class's high-point events, and then the national championship, running away.

Tell us about your early days of Schock 35 racing; what were you up against?

I went through a few years of bringing people in and learning the boat myself. Before the 35 I'd skippered a Moore 24 and a Martin 242 and crewed on a Santa Cruz 70. The Martin 242 was my first yearlong campaign with good results. After we did well in that fleet, we moved to the Shock 35, which added a big management component as the Schock sails with 10. In putting this team together, the intention was to look for attitude over ability. After the first two years, in 2000-'01, I had a two-year outlook and wanted my crew to make a commitment to the program. We have eight or nine races a year and our rule has always been: You

can miss one race, but after that you really can't miss any others.

How do you explain this year's turn of events?

It's a bit of a phenomenon, but there's one issue in that Dave Voss's *Piranha* [two-time national champion] is no longer in the fleet. Still, the fleet is strong; there aren't any marshmallows, and no one gives you any breaks. What happened is that we were gelling well at the end of the 2004 season and starting to peak. This year we hit the ground running.

How did you maintain that stride in the off-season?

Luckily we don't have too much of an off-season in Southern California. Most everyone has a few months off, and then we start racing local events before Mid-winters. Everybody makes a commitment at the end of the season when the next season's calendar comes out in November. The minute I get the calendar I e-mail it to everyone and get his or her buy-in for the year. If someone can't commit for a race we go to the alternates, of which we have about five. So I keep it going by getting early commitments, and I personally do work on the boat in the off-season with Yumio Dornberg.

Maintenance-wise, what do you do to the boat during the off-season?

The Ripple Crew

Steve Lopez	bow
Dennis West	mast
Bud LeMay	mast
Karyn Jones	pit
Lynn Holly-Johnson	pit
Bill Nesbitt	pit
Steve Kuritz	headsail trim
Yumio Dornberg	headsail trim
Marylyn Hoene Meyer	mainsail trim
Jeff Janov	skipper
Gordon Palmer	tactician

I have the bottom long boarded every other year; and I also take the mast out and go through it carefully. When the twilight racing series ends, Yumio and I continue to work on the boat every Wednesday night and do a lot of little things to it.

What are the first things you do in planning your season?

I look at the whole operation in three variables—there's the crew, there's the boat and equipment, and then there's myself. So after I get the crew together, we'll look and see what the boat needs for the year, talk to Dave Ullman about what sails we need, and try to book a couple of coaching days with him. So I plan those things, get the schedule to everyone, and once it starts I try to do a practice—usually a one-day thing to get the rust off. I make sure to have an agenda because I don't want to take their time without doing something constructive.

I try not to have the crew do any work on the boat. It would be great if we did as a team-building thing, but the fact is they don't have the time and I owe it to them to keep the boat in as excellent shape as possible. This goes back to the agreement we make: I promise that we'll make all the regattas and the equipment will be top-notch, and they agree to be there and do the best they can.

How do you manage your sail inventory throughout the season?

As far as sails go, we treat Nationals as the big event so we generally buy our sails just before Nationals.

Do you keep to a budget?

I'm fortunate to be able to get what the boat wants. I've been on boats that have



Jeff Janov's Schock 35 *Ripple* consistently hunted at the top, finishing second at North Sails Race Week 2004 (above), but this year they went undefeated in their fleet.



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Ripple is in excellent shape and tricked out for racing. A hiking pad outboard of the toe rail lets crew hike farther outboard, more comfortably. A spin bag at the forward hatch (above) keeps the kite contained. Jib and main halyards cross after exiting turning blocks at the mastbase, leading the jib halyard to leeward so the crew that releases it can also assist in gathering the jib.

tough budgets and it handicaps you before you get to the start line.

So you started off strong at Midwinters; how'd you keep your momentum throughout the season?

We were shocked to have won every race at Midwinters. Usually we do pretty well at the beginning of the year because we practice, but frankly, it was nice for me to have a win behind us so we could be looser for the rest of the season.

Going into Nationals, Ken Havard and Peter Franzen, who work on and deliver

Ripple, did a thorough amount of boat prep to cover absolutely anything that needed to be done. For example, it's easy to bend the stanchions on these boats and hiking is critical so the stanchions get worked pretty hard. We go through these carefully—if there's a strand parted on the lifeline, I replace it; if a stanchion is bent or cracked, I replace it or weld it.

How about tuning the boat—was there something different this year?

No, not at all. We did a few crew logistical things like getting rid of the secondary winches and adding ratchets on the spinnaker sheets, allowing Yumio to trim without a winch until 18 knots. We rebuilt the mainsheet system, the jib Cunningham was polished up, and we built an auto-retracting fraculator. But the big thing we did was improving the hiking pads. They used to cover the toe rail, and now they're farther outboard on the hull.

How'd you prepare specifically for this year's Nationals?

There was a lot of pressure because, after winning all the high-point events, if we didn't win the Nationals then it would be because there was something wrong.

JEFF JANOV (3)

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Because of this I wanted to make sure we didn't leave anything uncovered. It wasn't until Nationals was over that I realized how much work we'd done. One thing we did do for Nationals was sublet a slip in Long Beach. I love the regatta raft up, but I wanted a place where we could be organized and not moving things day to day. I also scheduled three days of practice two weeks before the event—mostly for myself because it takes me time to get comfortable in the breezy conditions that we knew we'd have. We didn't do any sailing the week of the event because I didn't want anything to break. I was a little paranoid about it, but I really didn't want to blow it.

What did you work on specifically in those practice sessions?

We looked at the new sails and ran through our paces—jibe sets and leeward gate practices [with last-minute calls]. We roll jibe now and roll tack in the starts.

Prepping for the Nationals

Below is a list of priorities we had for *Ripple* in the two months preceding the Schock 35 Nationals.

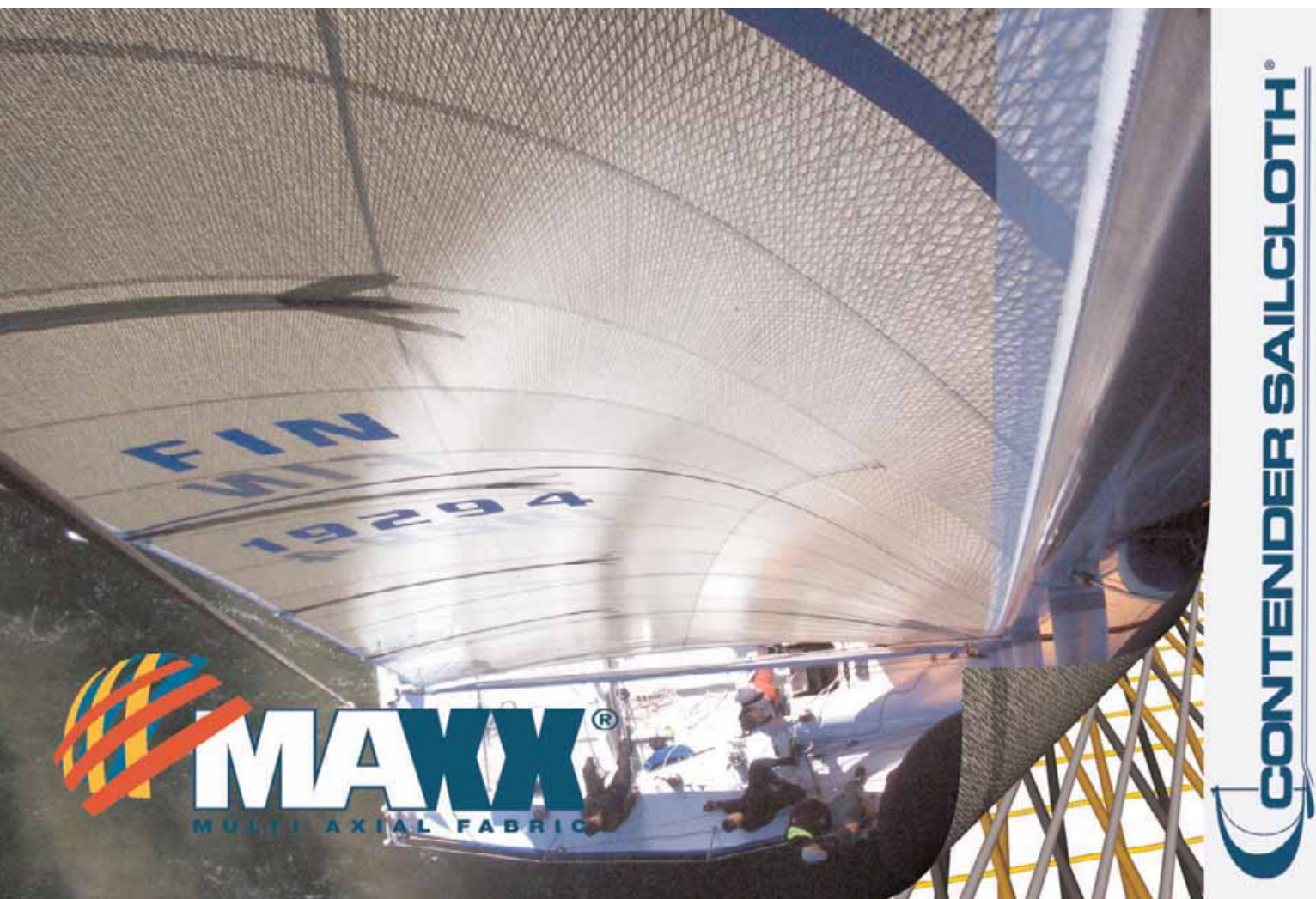
- ▶ Checked all structural items including bulkheads, hull/deck joint
- ▶ Checked all standing and running rigging-replaced halyard cores
- ▶ Checked mast and Installed new steaming light
- ▶ Checked boom and gooseneck
- ▶ Checked rudder bearings
- ▶ Checked headfoil
- ▶ Reworked all stanchions and made lifeline tension class legal
- ▶ Added titanium shackles on all forward halyards
- ▶ Changed foreguy blocks on deck
- ▶ Installed new mainsheet block and cleat
- ▶ Bought new Light 1, Heavy 1, No. 3, and .5-ounce spinnaker, and added new clew rings to new Heavy No. 1 and Light No. 1
- ▶ Wetsanded the bottom
- ▶ Refastened hiking pads
- ▶ Rigged new tweakers
- ▶ Rechecked all splices on tapered sheets
- ▶ Fine tuned rig tune
- ▶ Sublet slip in Long Beach for one month
- ▶ Practiced starts and upwind driving by chartering a Martin 242 for Wednesday night racing
- ▶ Three practice days including one with Dave Ullman, in Long Beach, two weeks before regatta
- ▶ Removed any unnecessary items from boat
- ▶ Threw crew party

—JEFF JANOV

We've gotten proficient sailing the boat without the pole and can do efficient jibe sets and make last minute calls because of that.

So what exactly went down in Long Beach?

Fred Young [sailing *Perfect Circle*] put in a lot of time training before the regatta and I didn't know it, and he came out of nowhere on the first day. When the racing moved outside the following day it was blowing 18 knots, and having a new No. 3 and better hiking pads really helped. Another thing that helped in those conditions was the time I'd spent in a chartered Martin 242. The Martin is tough to drive upwind, and I chartered one for the Wednesday night series specifically so I could get better at driving in the bumps. We won three races outside, and that gave us a good cushion. On the third day, inside we just sailed conservatively, stayed out of trouble, and won by 9 points. ♦



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Moving out of Cornersville

SAILING WORLD'S RESIDENT SAILING SPORTS psychologist recently ran into his old pal Racer Rob, who wasted no time engaging the doctor in yet another impromptu dockside session—this time attempting to get to the bottom of one particularly troubling habit.

Doc: Hi Rob. It's been a while. How's the racing going?

Rob: Hi Doc. Not too bad actually. We ended up with a third in the summer series, and with all the good advice you've been giving me, I feel like we're going

Doc: I think Dave gives some great examples about how pressure helps us do some pretty silly things on the race-track. I guess that's not news. But there has also been some interesting psychological research about why people, and not just some people, but populations in general, might tend to take risks when they know these risks are unlikely to pay off.

Rob: Well, bring your beer over here, and give me a bit of a rundown. In fact, do you mind waiting a minute while I get Harry, my tactician. I think he's the one who needs to hear this.

Doc: [Under his breath] I'm not so sure about that.

Rob: Doc, this is Harry. Harry, the Doc was just about to explain to me why you tend to bang the corner.

Doc: Hi Harry. Actually, Rob was

good things, and you reward the behavior with, say, cookies, they will repeat the behaviors in the hope of getting more cookies. Pretty simple stuff really.

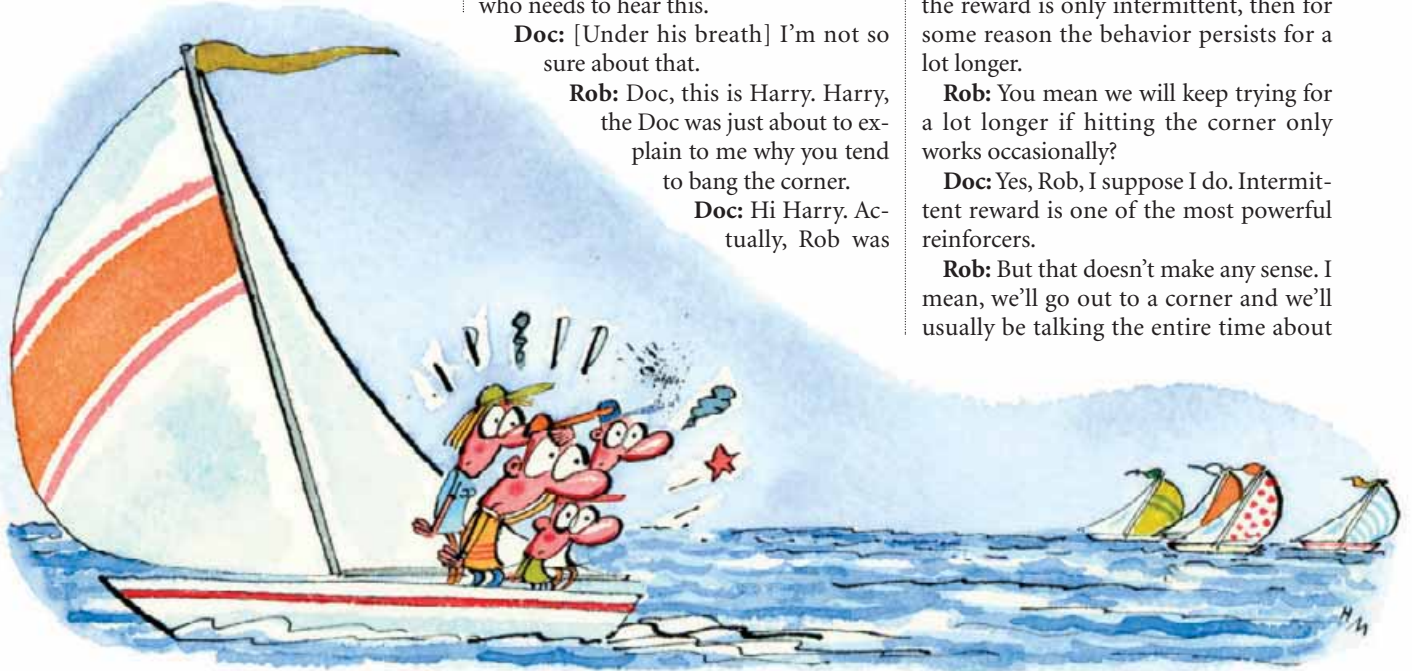
Harry: Actually, I don't remember getting any cookies on Rob's boat. But how does that explain doing the same thing over and over, even when we know it probably won't work?

Doc: The interesting part is what happens when you stop the reward. If there was a reward every time the behavior was present, then when the reward stops, the behavior stops pretty quickly. If, however, the reward is only intermittent, then for some reason the behavior persists for a lot longer.

Rob: You mean we will keep trying for a lot longer if hitting the corner only works occasionally?

Doc: Yes, Rob, I suppose I do. Intermittent reward is one of the most powerful reinforcers.

Rob: But that doesn't make any sense. I mean, we'll go out to a corner and we'll usually be talking the entire time about



pretty well. Umm . . . say, while I have you here, I'd like to ask you about something that's bothered me for a long time. Have you ever read Dave Perry's book?

Doc: You mean *Winning in One-Designs*? Of course, it's a classic.

Rob: Yes, well, there's a wonderful cartoon in one of the chapters on tactics and strategy where this Laser sailor has just arrived at a sign with a seagull sitting on the top. The sign says: "Welcome to Cornersville, pop. 1." Why do we do that stuff?

Doc: You mean bang corners, take big risks? I gather this is purely academic interest.

Rob: Of course!

wondering why sailors sometimes take extreme tactical risks, but I suspect there might have been an ulterior motive to his questions. There is, however, some good research about this. One of the more powerful motivators for risky strategies is that they sometimes work. And when they work, they work spectacularly well. That is, we learn that these strategies are rewarded, if only sometimes.

Harry: You mean like Pavlov's dog?

Doc: Not exactly, Harry, but similar. I'm talking about what psychologists call "operant conditioning." You know, reinforcement and rewards. When children do

"we should tack back now."

Harry: Who's talking about "we should tack back now?!"

Rob: Don't get picky, Harry. Remember, this is a team effort.

Doc: There are two other elements that can help explain why we do this. The first is we tend to have selective memory.

Harry: Exactly!

Doc: That is, we tend to remember examples of the spectacular, rather than the mundane, and examples that support our position, rather than weaken it. It is a very human thing. But you're right, that still doesn't explain why we take risks even when we know the outcome is

likely to be not good.

Rob: You said there were two elements; what's the other?

Doc: People will take greater or lesser risks depending on how they "frame" the issue—how they think about it.

Harry: What do you mean?

Doc: In a really interesting 1970s study, two researchers presented their participants with a really interesting hypothetical problem. The participants were asked to select a treatment method to cope with a potentially fatal epidemic. The first method guaranteed some lives would be saved, but also guaranteed the loss of life for two-thirds of the population. The second method gave no guarantees. There was a one-third chance that everyone would live, otherwise everyone would die. Harry, you are going very pale.

Harry: This was a real study?

Doc: You're thinking ethics wasn't real strong in the 1970s? Yes, a real study, but the epidemic was entirely hypothetical, and the participants knew it. The clever part of the study was that for half the participants the treatment options were phrased in

"One of the more powerful motivators for risky strategies is that they sometimes work. And when they work, they work spectacularly well."

terms of potential gain (or lives saved), whereas for the other half, the treatments were phrased as rates of death. Same scenario, same options, different "framing." What do you think the outcome was?

Rob: Well, if they acted logically, there should be no difference between the two groups.

Doc: I agree. That is why it was fascinating that the vast majority in the "potential gain" group chose the guaranteed "one-third saved, two-thirds die" option. The vast majority in the "potential loss" group chose the "all or nothing" option.

Rob: Wonderful. Fascinating. But I'm not seeing the relevance.

Doc: If we think we are gambling with a potential gain ("We can save lives here"), we will tend to be conservative and avoid risk. If we are framing the situation in terms of loss ("If I get this wrong people are going to die") then we are more likely to take the big risk in the hope of not losing anything.

Rob: I follow you so far.

Doc: Have you ever noticed how confident sailors tend not to take big risks, but when we feel less confident, as in when we feel under pressure, we seem to do the opposite? I suspect that those confident sailors feel less threat of potential loss. Their position in the race has not deflected their focus from cashing in on the small gains. The less confident sailor, however, is thinking "I'm prepared to take the risk because I might still be able to salvage this." But lurking in the back of his mind is "crossing back to the fleet in 20th place is something I cannot possibly stomach."

Harry: Hey, what do you know? This guy sums you up to a tee, Rob.

Rob: "Team" Harry. Think "team."

Doc: The reality check is "Actually, I am in 20th place already. Am I prepared to risk 40th if this doesn't come off?" The hardest part is to take it on the chin and tack back into the percentage game of race strategy. To paraphrase Dave Perry, the job is to not allow emotion to push us into those risky decisions—the decisions that increase the population of Cornersville! ♦

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Race Committee Errors: Individual Recall and Redress

SAILING WORLD READER, JIM MEDLEY, WROTE to me asking whether a boat that's on the course side of the starting line at her starting signal is entitled to redress if the race committee makes an error in signaling individual recall and, if so, what redress should be given.

The answers to his questions are not simple and such race committee errors have frequently resulted in lengthy, messy redress hearings, several of which have been followed by appeals. A race committee that recognizes it made an error in signaling an individual recall can avoid all such complications by immediately signaling a general recall and restarting the race. Rule 29.2 gives the race committee the right to do so. It states, "When . . . there has been an error in the starting procedure, the race committee may signal a general recall." A general recall is definitely preferable to letting the race continue and trying to grant appropriate redress later.

If a boat is over early, the race committee must "promptly display flag X with **If a race committee errs in the handling of OCS starters, it doesn't automatically entitle an OCS competitor to redress.**

one sound" and keep flag X displayed until all boats have returned to the pre-start side of the line, "but not later than four minutes after the starting signal . . ." (Rule 29.1). What sort of errors might the race committee make when handling these signals? In Medley's case, flag X was lowered too early. Other errors may also be displaying flag X so late that its display could not be considered prompt, omitting the sound signal with the display of X, or hailing the sail number of a boat that is over early instead of making a sound signal. ISAF Cases 31, 71, and 79, as well as US SAILING Appeal 68, discuss these errors. ISAF made significant changes in those three cases in 2005.

Rule 62.1(a) tells us that "an improper action or omission of the race committee" entitles a boat to redress if that error by the race committee made the boat's score in a race or series significantly worse through no fault of her own. Obviously, when a boat is over early it is her

fault. ISAF addresses the issue directly by asking, "How can a boat that fails to start properly be entitled to redress when rule 62 requires that her score be made significantly worse 'through no fault of her own'?" If, even though the race committee made an error, a boat realized that she was over early, she is not entitled to redress (Case 31). Such a boat is "obliged to comply with rule 28.1 . . . If she failed to do so, she would break Rule 2 and would have failed to comply with the Basic Principle, Sportsmanship and the Rules." So, for example, if a boat had sailed over the line and was past the pin end of the line at the start-

A general recall is preferable to letting the race continue and trying to grant appropriate redress later.

ing signal, then it was obvious that she was over early, and she is not entitled to redress. However, Case 79 states, "A boat that has no reason to believe that she was [over early] has the right to assume that she started correctly unless properly signaled to the contrary."

Each of the procedural errors mentioned earlier is solely the fault of the race committee and not at all the fault of any competing boat. If a boat believes she started properly but was, in fact, over early and then fails to return and start properly, her OCS score will be significantly worse than the score she would have had if she promptly returned and started properly. In such cases she is entitled to redress.

Errors in signaling individual recall are unfair to any competitor that is over early but does not realize it. When flag X is lowered too early, such a boat can assume she started properly because the lowering of X means that all boats that were over early already have returned. Case 31 says, "When the sound signal is omitted from an individual recall and a recalled boat in a position to hear a sound signal does not see the visual signal and does not return, she is entitled to redress." Case 79 tells us that "promptly" in Rule 29.1 means "within a very few seconds of the starting signal" and



that the display of flag X 40 seconds after the starting signal is “well beyond the limits of acceptability.” This case points out that a failure to display X, or the late display of X, “places a boat that does not realize that she was slightly over the line at the starting signal at a significant disadvantage because she can not use the information the signal provides, in combination with her observations of her position relative to other boats at the time the signal is made, to decide whether or not to return to the pre-start side of the line.”

Case 71 covers an incident in which the sound signal was omitted, but the sail numbers of the over-early boats were hailed. The boats did not hear the hails. In that case, ISAF states, “the hail of one or more sail numbers is not the sound signal required when flag X is displayed.”

In US Appeal 68, the sailing instructions stated that the race committee would try to broadcast, presumably over a specified VHF channel, the sail numbers of boats over early. The appeal states that, when the race committee failed to try to broadcast the numbers of boats that were over, any such boats that were confident that they had started properly were entitled to redress.

What form should redress take? Whenever redress is given, Rule 64.2 requires the protest committee to “make as fair an arrangement as possible for all boats affected, whether or not they asked for redress.” Therefore, if several boats were over early and did not realize it, and if only one of them asked for and was granted redress, all of them should receive redress (see Case 71). However, redress must also be fair to the boats that started properly. The boats that were over early had a bit of a head start and never returned and started properly. Therefore, Case 31 now states, “If the redress given is to adjust [a] boat’s score, it should reflect the fact that, generally, when a recalled boat returns to the pre-course side of the line after her starting signal, she usually starts some time after boats that were not recalled. An allowance for that time should be made.”

No rule requires that a specific form of redress be given. Although some forms of redress are suggested in Rule A10, the protest committee is free to give redress in any manner it considers fair to all affected by its decision. I believe a boat’s redress should reflect an estimate of how she would’ve done if she’d realized she was over, returned and started properly, and then sailed the course. Her loss due to returning and starting properly will be greater in a short race than in a long race. It doesn’t seem fair to leave a boat that was over early and failed to return in the finishing order. After all, she had both a head start and an advantageous position from which she was likely to interfere with those that started properly. Therefore, she should be dropped from the finishing order and boats that started properly moved up accordingly. If the protest committee grants redress by adjusting the boat’s score for the race in which she was over early, then it could adjust her score by adding to it the difference between the average scores of boats that were not over early in a race and the average of those that were and returned to start properly. This would require careful analysis of the regatta scores, but a simpler method would be to give the boat the average of her scores in other races of the series, including throwouts. If boats are sailing on handicap, then an estimate of the time a boat would have lost in restarting and then sailing in the fleet’s bad air could be added to her elapsed time. This would be appropriate for a distance race.

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Rule of the Century

BY CHRIS PASTORE

Nearly 100 years after the underlying measurement formula was crafted, the 6-, 8-, and 12-Meter classes are still creating some of the best, and best-looking, racing on the water.

In the first years of the 20th century American and European yacht designers and rule makers had reached a crossroads. Designing to formulae encouraging yachts with precipitously long overhangs and towering sail plans piled onto disproportionately short waterlines, they faced intense criticism for a generation of yachts that many considered dangerous and “unwholesome.”

In the United States, the New York YC spearheaded a movement to create a new, safer rule. They adopted Nat

Herreshoff’s proposal to use displacement as a factor and to measure the sailing waterline instead of the load waterline as had been previously done. On Oct. 26, 1904 at the Atlantic Coast Conference, Herreshoff’s new formula was fully adopted and called the Universal Rule. In subsequent years this rule produced classes identified by letter, including, among others, the S, P, Q, R, and the famous J class.

In January 1906, European designers created their own solution, the International Rule. Determined to es-

PETER SCHROEDER

establish a safer standard, they agreed boats built to this new rule would have cruising accommodations and subscribe to a table of scantlings as specified by Lloyd's Register of Shipping. Enacted a year later, this new rule measurement was to be identified in feet or meters, but the continental unit prevailed and the new distinct rating classes of 5, 6, 7, 8, 9, 10, 12, 14, 17, 20, and 23 meters, among others, were established.

The formula (see p.68) was the same for every class, but the answer or "rating" equaled their class's numeric title. For instance, the answer to the formula when applied to the 12-Meter class (yachts typically 65 to 75 feet overall) simply equaled 12. Naval architects could create unique designs of the same rating class that still could compete without handicap. The rule attracted a following, particularly in the 12-, 8-, and 6-Meter classes—likely due to their inclusion in the 1908, 1912, and 1920 Olympic games. The 12-Meter was dropped after 1920, but the 8- and 6-Meter classes were part

Both classic and modern designs competed last summer at the 6-Meter Worlds in Sandhamn, Sweden (left), 8-Meter Worlds in Toronto (below), and 12-Meter Worlds in Newport, R.I. (top). Teak decks and long overhangs are the norm for older boats while boats built in the last 25 years, such as the 12-Meter *Freedom* (top), have more aggressive ends and higher-tech gear.



of the Games until 1936 and 1952, respectively.

In 1927, to foster international competition, the North American Yacht Racing Union and the International Yacht Racing Union agreed the International Rule would be used to govern classes up to the 12-Meters, while the Universal Rule would be for the America's Cup match in 1930 (and subsequently in '34 and '37, the last match before World War II).

When competition for the Cup resumed in 1958, the smaller 12-Meter replaced the J class. More than 50 years after the International Rule had first been penned, one of its own had become the crown jewel of the sport, a position it would hold for through the Cup competition in 1987 in Fremantle, Australia.

The Cup's move to San Diego and the creation of the America's Cup Class ended the 12-Meter's preeminence. Yet, nearly 20 years later—and almost 100 years after their creation—classes sailing under the International Rule are vibrant.





Berta, a Swedish 6-Meter, leads at the mark, but finished eighth overall in the Modern division at the 2005 Worlds, well behind the German entry *Courage IX*. In the 29-boat Classic division, the Seattle team of (l to r) Kris Bundy, Kimo McKay (skipper), Jeb Bjornerd, Tom Delius, and Mike Jackson (below deck) chartered *May Be VI*.

did when it defended back-to-back Cups in 1974 and 1977.

Each mark rounding witnessed a parade of America's Cup greats, infusing the event with a palpable sense of history. But for owners traveling from Brazil, France, and across the United States, it wasn't history that drew them to Newport. "These boats are steeped in history," says Millard, who owns *Courageous*. "The 12-Meter is one of the all-time greats—fast, beautiful boats. But if you talk to the sailors on board, they're not sailing a classic. They're sailing a hot class."

Nonetheless, one cannot totally dismiss the fact that a fleet of 12-Meters charging downwind off Brenton Point holds a certain mystique. Dyer Jones, president of the 12-Meter Class Association and Regatta Director for the 2007 America's Cup competition in Valencia, agrees, contending that although no new Twelves have been built since 1987, the mix of nostalgia infused with new interest keeps the class vibrant. "Some of these sailors competed back in the day," says Jones, "and they're reliving that experience. For others, perhaps younger

(continued on p. 68)

That 16 12-Meters attended their World Championship in Newport, R.I., from Sept. 15 to 18, the largest collection of 12-Meters ever to assemble in America, is a testament to the class's staying power. Divided into four divisions—Grand Prix, Modern, Classic Traditional, and Classic Vintage—the fleet represented more than 50 years of 12-Meter design.

The Grand Prix Division was dominated by the "Plastic Fantastic," the fiberglass boats built for New Zealand's campaign in Fremantle. Of that trio, Edgar Cato's *Hissar*, still sporting the original KZ5 sail number despite the fact that Cato is an American, was clearly the

fastest, winning seven of nine races. Bill Koch, who won the first Cup contested in ACC boats, is a huge fan of the 12-Meters; he finished third aboard KZ7, the boat that lost the 1987 Louis Vuitton Cup finals to *Stars & Stripes*. At the other end of the spectrum, sporting wooden spars, were *Onawa* (1928) and *Gleam* (1937), with the former winning eight of nine races to take the two-boat Classic Vintage class.

The Classic Traditional and Modern divisions were won by a pair of former Cup champs, *Weatherly* and *Courageous*, the latter of which recently underwent a major restoration and looks much as it

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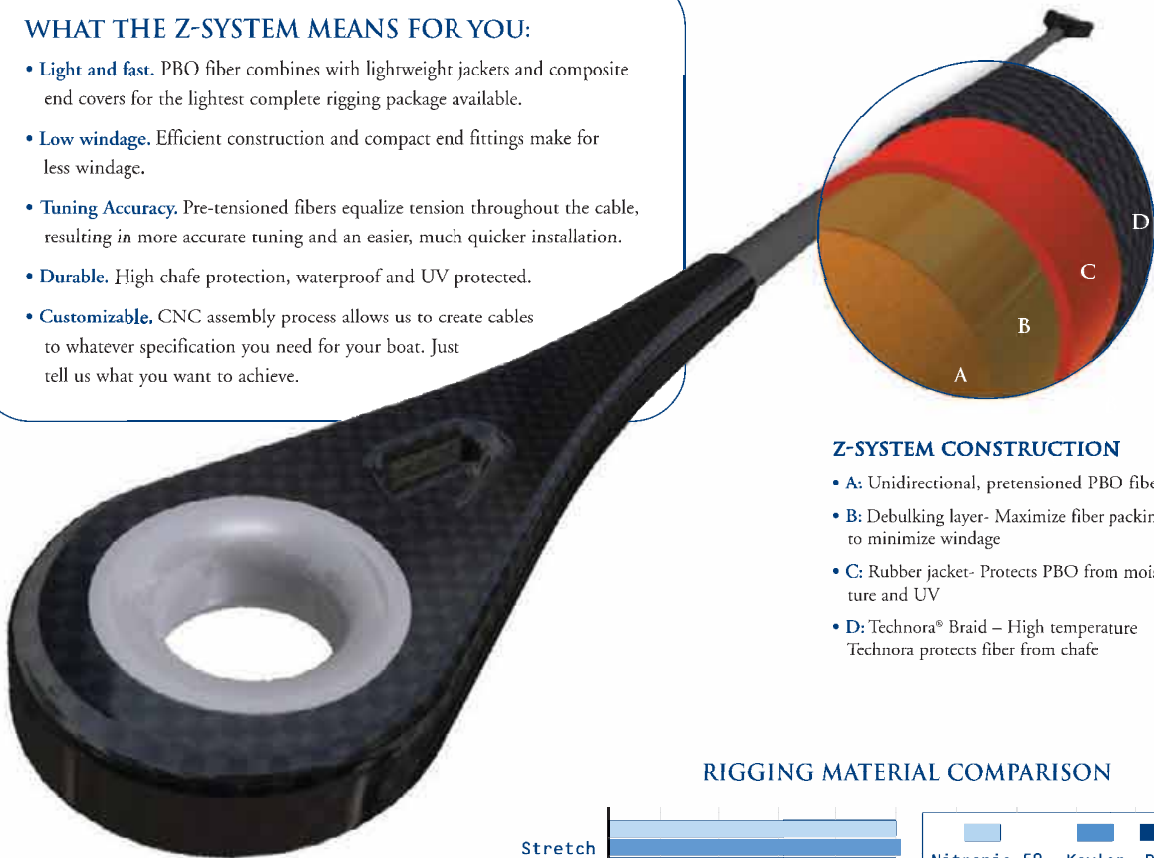
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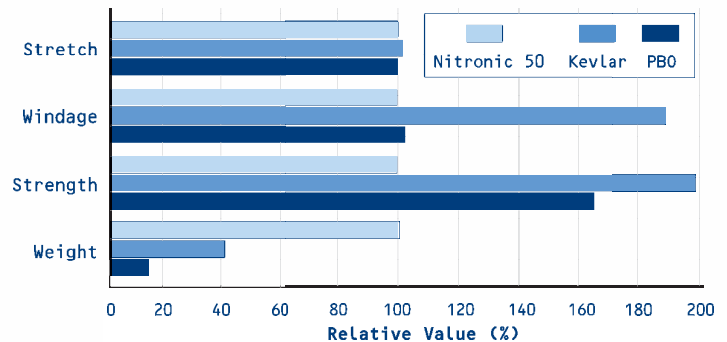
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Replicating a Classic

SunRay, the brand new 1939 design, won the 6-Meter Worlds Classic division.

It has taken us more than 4,000 hours to do the job," says Danish boatbuilder Jørgen Jensen, "and my father and I have done all the work ourselves—a million angles and sanding strokes, lots of different screws and bolts, three tons of lead." The result was *SunRay*, which recently rewarded all that hard work with a win in the Classic Division of the 2005 6-Meter World Cup in Sandhamn, Sweden.

Although *SunRay* was completed in 2005, the boat was issued a measurement certificate as a classic yacht replica by the International Six Metre Association. In essence, this credential defines the boat as being built prior to 1965. Other classic 6-Meters have undergone massive restorations—had planking, frames, ribs, deck layout, and keels replaced—but *SunRay* is the first complete replica to be approved. The 6-Meter class rules allow for a classic replica to be certified if the original boat is an "absolute or total constructive loss."

Such is the case of *Sinkadus*, the 1939 yacht from whose design *SunRay* was built by Jensen, 41, and his 69-year-old father William, both Danish boatbuilders. The original was destroyed during a storm on Long Island Sound in the 1950s. "We wanted to restore an old boat and found one in Seattle," says the younger Jensen, "but it was too expensive to ship back here to Denmark. So we decided to build a replica."

The Jensens learned that Swedish naval architect Arvid Laurin's original line drawings for *Sinkadus* were in the Maritime Museum in Stockholm. "I sent a friend to look at the design," Jørgen says. "He phoned me back and said, 'You have to build this boat—she's very, very fast.'"

After obtaining the plans, the Jensens worked for the next four years in their small workshop, constructing the "new classic" piece by piece. "According to the guidelines, we had to follow the drawings 100 percent," explains Jørgen Jensen. "There's only one way to build a boat like this—by hand. The most difficult part was the hull—*Sinkadus* had a straight freeboard that curved sharply to a flat bottom. It was very hard to shape."

The frames and ribs for *SunRay* are built from Danish oak, the hull from mahogany planking. "We used two mahogany trees cut in planks—we wanted the color and grain to match throughout," says

Jørgen Jensen. "We wanted to improve the boat as much as we could. We used epoxy between the planks—it's stronger and lasts longer. Rather than the Oregon pine of the original, the deck is of plywood overlaid with teak. It makes the boat strong and stiff—important if you want to go fast."

At the 2005 World Cup, 24 moderns and 29 classics competed—the largest gathering ever of 6-Meters. The fleet has been split into two divisions since the early 1990s. "A modern boat generally races about 40 to 55 seconds per mile faster than a classic," says Hans J. Oen, *SunRay*'s skipper for the World Cup. "Margins become bigger in heavier conditions when improvements such as foils and wings kick in."

SunRay dominated the Classic fleet. Helmed by Oen, a Norwegian-born New Yorker representing Larchmont YC, with a Danish crew, including Jørgen Jensen trimming the main, the yacht posted four firsts in the eight-race series and won the Classic division by a comfortable margin. "*SunRay* moves well in heavy air and she loves heavy seas," says Oen. "However, the racing was very tight in this class and our leads after eight or 10 miles of racing were never more than 30 to 45 seconds."

Nonetheless, with the victory came controversy. At the bar of the Royal Swedish YC, crews of several other classic competitors grumbled that a replica is more than a renovation. They contended that a new boat, even if it follows the original line drawings, is inherently stiffer and benefits from the use of modern materials. But no one lodged a protest, since *SunRay* had been surveyed and approved by the class chief measurer, Guy-Roland Perrin.

What's next? The Jensens are fine-tuning *SunRay*, moving the mast slightly forward and making improvements in the blocks and lines. They plan to race the boat at the European Championships in Flensburg, Germany, in 2006 and to defend their World Championship title at the Solent in 2007, the 100th anniversary of the Meter Rule.

In 2009, after an absence of more than 20 years from U.S. shores, the 6-Meter World Cup is scheduled for Newport, R.I. Six-meter sailors such as Oen hope that the regatta will help rebuild an American fleet.

For more information, www.6mrnorthamerica.com.

—PETER SCHROEDER AND RISA WYATT

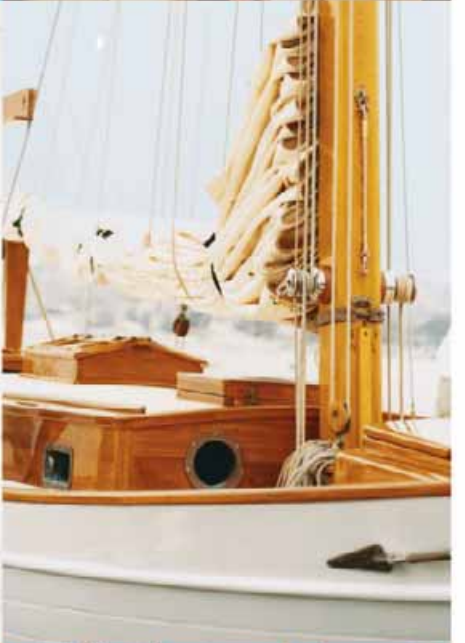


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sailors who just remember it, they're experiencing that time vicariously."

The 12-Meter class will always hold a seat of honor in yacht racing history, which alone is enough to ensure those boats will continue to race, albeit at irregular intervals, but what keeps the other meter classes alive?

"The rule is very well conceived," says Bruce Dyson of Marblehead, Mass., who recently built a Jim Taylor-designed 8-Meter ("Dyson Builds His Dream," Nov.

'04). Designed to look like a classic on deck but equipped with modern appendages below the waterline, the 48-foot LOA, 30.5-foot LWL *Pleione* finished fifth of 15 at the 2005 Mackenzie International 8-Meter Worlds in Toronto. "A new boat that's well thought out might have an advantage, but it's slight," says Dyson. "An older boat might only be 30 seconds slower on a windward leg. Especially in light air, a boat built in the 1920s can still be very competitive. With

Columbia (US 16) covers *Weatherly* (US 17) at the 2005 12-Meter Worlds off Newport, R.I. *Weatherly* won the Classic Traditional class, *Columbia* was third.

some of the new rules, conversely, your boat's good for a year or two and then it gets out-designed, and then basically you've got a flower pot."

With a following in Europe and a pocket of boats in Seattle, the 6-Meter class attracts two distinct personalities: those motivated by technology—mod-

A Formulaic Evolution

The key to the International Rule and the Meter classes is a formula that involves a handful of measurements; the result of the equation can be no greater than the class's numeric designation. The initial formula, created in 1906 in London, was as follows:

$$(L + B + G + 4d + 1/2 \sqrt{S-F})/2 = \text{Rating}$$

L equaled length at waterline with added measurements to determine the fullness of the bow and stern. B equaled maximum beam. G equaled the chain girth, a term referring to the measurement of a tape, pulled taut, running from the covering board, under the keel, and back to the opposite covering board. The variable d equaled the difference between chain girth and skin girth, the latter measurement obtained by running a tape from one covering board to the other, but following the contours of the hull. S equaled sail area and F equaled freeboard.

By 1920, shortcomings of the 1906 International Rule became fully apparent. Designers had mined the rule's loopholes, fostering yachts with certain undesirable characteristics, such as oversized

sail plans and excessive overhangs. So the rule makers revised the formula. The second International Rule read:

$$(L + 1/4G + 2d + \sqrt{S-F})/2.5 = \text{Rating}$$

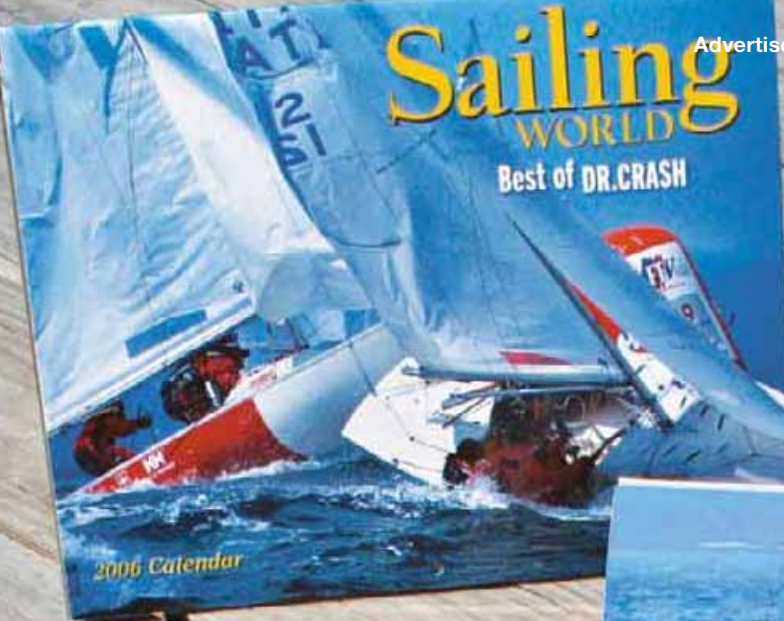
The tax on sail area was increased, and the rule redefined length by measuring the waterline at slightly above the load waterline, which more closely approximated the actual sailing waterline length and helped rein in the distended ends of the boat. Rule makers also changed the way they calculated fullness in the bow and stern. The revised formula created a less beamy boat, which improved pointing ability. Designers scoured the rule for every advantage and by the early 1930s all agreed the meter classes had become too narrow, their bows too fine, which compromised their seaworthiness. So in 1933 the rule was tweaked one last time to:

$$(L + 2d + \sqrt{S-F})/2.37 = \text{Rating}$$

The new formula, which eliminated the chain girth measurement, fostered deeper keels and fuller ends, increasing stability and decreasing a yacht's tendency to bury its bow. Barring a few minor modifications, this rule exists to the present day. -C.P.

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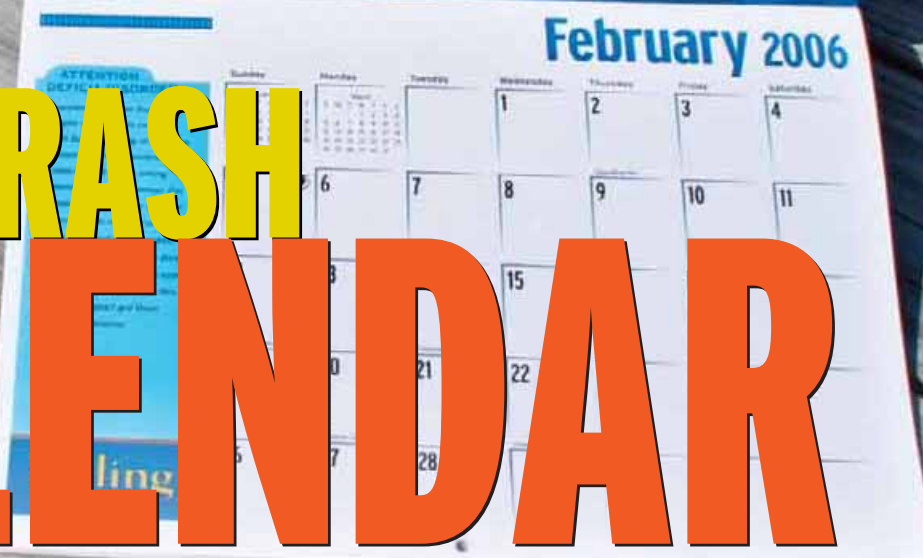
Last year, *Sailing World's* first *Best of Dr. Crash* calendar hit the streets after a midnight press run by the infamous doctor of disaster. When it immediately became a success, we knew we were in trouble. Turns out the Doc and our calendar publishers have become best buddies and they sent him off on his summer vacation to scan the international casualty archives. As *Sailing World's* editors, we have little choice but to grin and bear it.



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ern foils, winglets, trim tabs, and high-tech rigging—and those who are drawn to racing classics. In both divisions competition is fierce and owners invest vast sums to optimize equipment and travel to events. Fifty-three boats from 12 nations attended the 2005 Neonode 6-Meter World Cup held in Sandhamn, Sweden, July 25 to 30, one of the largest 6-Meter regattas ever held.

Although marked material and technological differences necessitate two divisions—classics built before 1963 and moderns built after—all 6-Meter sailors are bound by a mutual fascination with the design's overall intrinsic character.

“The class attracts dreamers,” says 6-Meter class North American secretary Mark Cockburn, who races a modern boat in Seattle. “I’ve noticed many 6-Meter sailors have a romantic streak. They’re largely self-employed. They love the shape. The 6-Meter rule forces a quality of sailing experience. When you’re heeled over, the deck and winches are at about your rib cage. The rest of you is under water and you feel and hear the water rushing around you. You get a real connection with the boat. It has a lasting impression, and once you sail one, it’s all you want to think about.”

In an age of ephemeral design rules

Ralph Reimann's *Iskareen*, a Canadian 8-Meter, sails upwind off Toronto during the 2005 Worlds and won the Sira Cup as top boat among the vintage Eights. Harry Voss's *Golden Feather* (below, left) missed third place by 1 point in the modern division.

that come and go like fashion trends, the International Rule approaches the century mark still with an ardent following. Some meter boats are used for cruising but most are racers. Some are pampered like classic cars and others are stocked with the latest technology. In any configuration they're strong, fast, and pleasing to the eye. Perhaps the image of flush decks, narrow hulls, and graceful overhangs has been indelibly seared into our collective psyche as something good and wholesome—exactly what the original rule designers had endeavored to create. But will that carry over to future generations of sailors who subscribe to a different aesthetic? “At any multi-class regatta,” says Cockburn, “You’ll sail by one of the big, flashy plastic fantastic boats with a row of guys hanging over the lifelines, and without fail they’ll all stare at our boat. On the dock, the same guys stop, look down the row of 6-Meters, and say, ‘Wow, these boats are incredible.’”



Chris Pastore, a former SW associate editor, is the author of *Temple to the Wind: The Story of America's Greatest Naval Architect and his Masterpiece, Reliance*.

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Grand Prix LAUNCHES



One striking entry at this year's Maxi Yacht Rolex Cup was the new 122-foot Luca Brenta-designed sloop *Ghost*, owned by movie director and art gallery owner Arne Glimcher and his wife Millie. *Ghost's* metallic gray topsides, sweeping expanse of teak deck, and a skylight running the length of the deckhouse typify the European maxi scene, where looks and style count as much, if not more, than performance. But *Ghost* is no hothouse flower, it's also a capable racer, finishing second in its division at the Rolex Cup.

Glimcher, who had previously owned the Hinckley 70 *Avatar*, began looking for a larger boat in 2000. "When the Glimchers started talking about a larger boat I told them to go to the Monaco Boat Show," says Tom Whidden, who co-steered the boat with Glimcher during the Rolex Cup. "Arne met up with Luca Brenta, who had designed some of the early Wally boats. He was intrigued by what Luca had to say and it jibed well with what Arne wanted. Arne's idea of a boat is very minimalist interior and a very attractive exterior."

Glimcher wanted a high-tech, carbon-fiber hull with a

Ghost, Brenta 122

Technical Highlights

LOA	122'
LWL	108'
Beam	24'
DSPL	240,000 lbs.
Upwind S/A	7,771 sq. ft.
Downwind S/A	18,050 sq. ft.
Draft	16'
Design	Luca Brenta & Co
Builder	Green Marine Offshore Composites/Vitters BV
Sails	North
Paint Systems	Awlgrip/Sikkens
Mast/Rigging	Southern Spars/Navtec
Instruments	B&G
Deck hardware	Harken Titanium/ Caraboni Magic Trim
Rigging hydraulics	Offshore Yacht Services
Engineering	SP Technologies/Green Marine Offshore Composites/Vitters BV
Project management	Jon Barrett Associates

designer interior. The logical approach was to get a raceboat-oriented boatbuilder with experience in carbon hulls. They turned to Green Marine, in England, and after the hull was finished it was shipped across the English Channel to the Dutch luxury yacht builder, Vitters, where the interior was completed.

"It's probably one of the bigger boats, with the exception of Hasso Plattner's *Visione*, that's set up to go racing," says Whidden. "It's got fast winches and a crew of 22 guys; the only reason we need that many is the spinnaker. We found that using a snuffer was the best way to douse because there's no time to

repack it during the race." Caraboni Magic Trim hydraulic cylinders are used for main and jib sheet trim, and the headsail is furled with an underdeck-mounted Reckmann furler.

Ghost weighs 240,000 pounds—nearly half is in the keel bulb—and sports a trim tab on its fin keel. The rudder is carbon, on a carbon stock, with JP3 bearings, and the two steering pedestals are titanium. Rod rigging supports the carbon mast, but carbon rigging, a smaller bulb, and an improved adjustable trim tab may be in the boat's future.

—TONY BESSINGER

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Grand Prix

According to Mike Toppa



"It used to be a collection of big boats that would meet and, for the fun of it, race around the track. They'd assign ratings that were very arbitrary. It has evolved into a, 'Why can't I beat that guy?' attitude."

IF IT'S EARLY OCTOBER, THEN IT MUST BE St. Tropez. April means Antigua, September, Porto Cervo. And so goes life for sailmaker Mike Toppa. In each venue, Toppa, a two-time America's Cup winner, finds himself perched toward the stern of a mammoth sailboat calling tactics. In St. Tropez it was the J boat *Shamrock*. In Porto Cervo, he guided Harry Macklowe's 112-foot *Unfurled* to a win in the Cruising A division. As envious a role as this is, it's one that Toppa, a 49-year-old father of three who lives in Fort Lauderdale, Fla., says came about more by chance than anything else. He happened to be the right Cup veteran in the right place at the right time. And in this business, where there are often a half-dozen 130-ton vessels aiming to cross the starting line at the same time, timing is everything.

How did you first get involved with the superyacht set?

I own North Sails Florida. In Fort Lauderdale there's a lot of service yards and yacht brokers. For one of those two reasons there's also a lot of superyachts. We'd always get involved in making new sails for the boats or servicing sails, so I got to know a lot of the people involved. In the last five years they've started to race and form fleets. When they enter these races they'd like help and I was a natural for them to choose because I race a lot.

Has superyacht racing intensified in recent years?

It used to be a collection of big boats that would meet and, for the fun of it, race around the track. They'd assign ratings that were very arbitrary and they'd all have a good time. It has evolved into a, "Why can't I beat that guy?" attitude. The

rating systems have become more sophisticated; a lot of these races are adopting IRC. The competitive nature of the superyacht owner is no different from a Snipe sailor or a Farr 40 owner.

These are expensive boats, most not designed specifically for racing. Is it still fun for you?

I get a big thrill out of seeing the competitive side of the owners come out. Racing is racing whether you're racing a 130-footer or a 40-footer. For sure there are times when it gets a little scary. It's not so much the closing rate, it's the tonnage rule. You have to look a couple of moves ahead to make sure what you plan to do is going to work with what the other boats are going to do because the downside can be big.

How seriously do the pro tacticians take the racing?

There's not a lot of give and take anymore. It used to be if you were on the port-tack layline and someone was coming in on starboard and there was nowhere to go they might slow up and give you the room to get in there, but not anymore.

What's the biggest difference between these monsters and smaller boats?

Nothing happens fast. On *Shamrock* if you want to tack you've got to get everyone in position. There's two sets of runners, which take probably a minute to get set up and then when you want to tack you've got to turn the wheel four times, wait for the rudder to bite, and wait for the boat to turn before you start the process of tacking. You have to think way in advance.

What's most nerve-racking about racing 130-footers?

INTRODUCING

No question about it, the start. In any sort of breeze, your heart's in your throat all the time. Probably the scariest moment of my sailing career was sailing *Shamrock* in the Antigua Classic Regatta two years ago; it was blowing 20-plus and the waves were really big. The J boat doesn't go up and over the waves nicely, it goes right through them. So we had green water coming over the deck and meanwhile we're trying to race the boat hard against the rest of the fleet.

Is *Unfurled*, on which you won four of five races at the Rolex Maxi Cup, well set up for racing?

That's a three-year-old Frers design that does probably three races a year. When it was first commissioned it was definitely a cruising boat with the idea of doing one or two races a year. The owner enjoyed it so much that he bought a set of 3DL racing sails and had the instruments upgraded.

What sort of a crew do you need to race it?

The crew's surprisingly small. I think we had 16 people on the boat in Sardinia. The jib is roller furling, so when the spinnaker goes up, the jib disappears pretty quickly just by pushing a button. The biggest job on the boat is getting the spinnaker down.

What's the key to that?

A lot of anticipation. We worked hard on the practice day and in the first couple of races in timing how long it took to get the spinnaker down. It took about 1:40 to get it down and away to the point where we could turn upwind, so we'd start the spinnaker douse just inside of 2 minutes to the mark.

What sort of sailing do you do on your own time?

I own half of an Etchells on which I did the winter circuit, and I'm going to do the Melges 24 Worlds in Key Largo in December, with Vince Brun.

What about the America's Cup?

There's interest, but it's too far in the future. I'm very busy with my family and my business. Having done it so many times [six] and had the success that I've had, I'm not as hungry as I was.

Could you see yourself joining a team a little further down the road?

I wouldn't be surprised. There are so many new teams and, to be honest, there's not a lot of experience out there. I'm sure as teams get close to the actual Louis Vuitton series, they'll be looking for more experienced talent.

—STUART STREULI



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ROLEX BIG BOAT SERIES

Mark Dowdy's Express 37 *Eclipse* leads its class down San Francisco's City Front, sailing to an overall win in the 11-boat fleet.

ROLEX BIG BOAT SERIES

SAN FRANCISCO—St. Francis YC, 9/15-18, 103 boats, www.stfyc.org

FOR THE FIRST TIME IN THE Rolex Big Boat Series' 41-year history, competitors were sent to a race mark outside the Golden Gate, into the Pacific Ocean. According to some reports, the four IRC classes, which were the lucky classes sent on the long course, enjoyed fast sailing and 8-foot seas.

Philippe Kahn's TP52 *Pegasus* was Jack the giant killer in IRC A at this year's Series, but it wasn't as easy as the 3-1-1-1-4-1-1 scoreline made it look, according to Kahn's tactician, Ken Read. "It took me a couple of races to get used to being the little boat," said Read. "We were just getting spat out every single time, no matter how good our start was." *Pegasus*, however, managed to outsail its larger competition like the new R/P 72 *Beecom*, which placed second overall, and the supermaxis *Genuine Risk* and *Morning Glory*.

All four IRC classes enjoyed close racing, and this was especially true in IRC B as *Zephyra*, a DK46 owned by Robert Youngjohns, of Woodside, Calif., won four of six races to win by 3 points and defend its title. John Siegel's Wylie 42 *Scorpio* won four of seven races to win IRC C, and Gary Mozer's J/109 *Current Obsession*, from Stockton, Calif., topped its nine-boat IRC D division with a near sweep of its series—finishing second in one race.

Winning the regatta's largest class (30 boats) was the J/105 *Donkey Jack*, skippered by local sailor Scott Sellers. Chris Busch's 1D35 *Wild Thing* won its eight-boat class, Steve Medera's J/120 *Mr. Magoo* dominated its 10-boat division, and Andy Costello's *Double Trouble* was the top Sydney 38.

—TONY BESSINGER

SCOREBOARD

Nick Scandone, sailing out of Balboa YC, won the 76-boat 2.4-Meter Worlds, held off the Italian island of Elba in September.

Scandone started out slowly, with a 10-13, but had no score lower than a fourth in the final six races. In second, 10 points behind, was Stellan Berlin, of Sweden. www.cvmm.it


Richard Breeden's TP 52 *Bright Star* won the 2005 Northern Ocean Racing Trophy, awarded to the boat with the best cumulative results from the Block Island, Marblehead to Halifax, Around Long Island, and Vineyard races. The New England Lighthouse Trophy, awarded to the top PHRF boat in those races, went to *Synergy*, a J/105 skippered by David Spence. www.stamfordyc.com

Ed Bayer and Mike Welch's *Falcon* won the 14-boat 2005 J/35 Nationals, held in September at the Muskegon YC, Minnesota. Bayer and Welch, of Grosse Pointe Park, Mich., beat the second-place boat, Bob Pethick's *Bretwalda*, by 14 points. www.muskegonyachtclub.org

Anthony Kotoun, sailing for the U.S. Virgin Islands, won the 2005 J/24 Worlds, held in Weymouth, England, last September. Fifty-five entries sailed a nine-race series and Kotoun's worst race, a 20th in the final race, came as Kotoun tried to push his closest competitor, second-place finisher, Mauricio Santa Cruz, deep into the fleet. Top American competitor, Max Skelley, of Annapolis, Md., was eighth overall. www2.j24class.org

Brian Porter, of Winnetka, Ill., won the E Scow Nationals on Little Egg Harbor, New Jersey. Second was Casey Call, of Indianapolis, and third was Vincent Porter, of Lake Geneva, Wis. Porter won his second Nationals in a row and seventh total with his crew Charlie Harrett and David Navin. www.e-scow.org

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2005 CSC INT'L 505 WORLDS

WARNEMÜNDE, Germany—8/17-26,
170 boats, www.worlds505.de

FOR THE 50TH ANNIVERSARY OF THE 505 World Championship, prognosticators predicted a battle royale between German and American 505 teams, and that is exactly what happened, with the two nations posting 8 in the top 10, led by Wolfgang Hunger and Holger Jess.

The regatta started out sluggishly for the eventual winners and runners-up, with light and fickle conditions on the first two days of racing. Many strong teams found themselves sailing their drop races early in the series. But, after the third day and the much-anticipated sea breeze, the fleet's top caliber sailors came to the fore. Past Olympian and 470 World Champion Wolfgang Hunger, with long-time teammate Holger Jess, made a fast move up the standings with a 3-1-1-1 in the moderate winds, and midway through, it looked as though the German duo were on their way to an easy victory and a third 505 title. However, the American team of Mike Martin and Jesse Falsone found their form later in the stronger winds, and closed the gap dramatically on the penultimate day.

With winds again predicted to be strong for the final race, there was a small, but perceivable opportunity for a change in the leader board. "For us, it's easier to win a race in 20 knots of wind because

boatspeed is king," said Martin. "But it's also easier for a team like Hunger and Jess to be in the top 10." A winning combination for the American team in the final race was a tall order, but Hunger and Jess found themselves in a prickly situation at the first weather mark when they rounded in 25th position. Meanwhile Martin and Falsone were burning up the track and nearing the lead. However, Hunger and Jess had time to come back, and gradually worked their way through the fleet to finish in 9th and secure the title.

Falsone and Martin finished second overall, and Germans Dietrich Scheder-Bieschin and Reiner Gorge were third. The runners-up analyzed the outcome by saying "In a fleet this size, Hunger and Jess were smart to take a more conservative starting approach than us by gating up the line where it was less congested, and I think this strategy made the difference in the championship."

—JESSE FALSONE

2005 ETHELLES WORLDS

POINT RICHMOND, Calif.—Richmond YC,
9/4-11, 72 boats, www.richmondyc.org

THERE WAS A CINDERELLA STORY IN THE making at the Etchells Worlds as San Francisco dentist and local favorite Craig Healy took on such tough competitors as Dennis Conner, 2003 Melges 24 world champion Samuel Khan, four-time Lightning world champion Tito Gonzales, and NA Etchells champion Judd Smith.



Jesse Falsone (on the wire) and Mike Martin were the top Americans and the second-place team at the 50th Anniversary 505 World Championship, held last September in Germany.

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Joe Burian's Olson 30 *Shadow* chases Michael Gross' *Bullet* at the Olson 30 Nationals. *Shadow* and *Bullet* finished eighth and seventh overall, respectively, in the 15-boat event.

Healy began the seven-race, one-throw-out regatta with a bang. Healy's *I Love My Wife* was one of the first off of the line and he decided to head left, followed by Khan in *Pegasus* 1278. Both boats soon found a favorable windshift and Healy was the first to the windward buoy, followed by Khan who had overstood the mark. But with Jeff Madrigali calling tactics for *Pegasus*, Kahn was able to recover and lead the fleet to the bottom mark. The sparring continued between Khan and Healy for the remainder of the race, with *Pegasus* finally crossing the line for the win. Once ashore, Healy found out that he and nine other boats were OCS.

"We had a great race with Craig, it was a lot of fun, and the lead kept changing," said Madrigali. "We might have won the first race, but this is a great fleet and it's going to be a long week."

And a long week it was as the lead shifted back and forth between the top contenders. Healy followed his initial performance with a 4-25-8 for the next three races. "After our first race OCS, we've been shy all week, that produced our 25," he said. With his OCS, and the 25 for the third race, pundits had Healy out of contention.

But Healy surprised everybody by winning the fifth race, finding a nice gap at the start, pushing hard left and leading Dennis Conner all around the windward-leeward course.

In one-design racing at this level, however, consistency is the key and Chilean rancher Tito Gonzales—sailing in his first Etchells Worlds—had racked up an

impressive 5-8-11-3-4, putting him high on the leader board, along with Khan and Smith. Gonzales nailed the sixth race, winning easily while *Pegasus* was OCS and Smith only managed a 29th.

The conditions for the final day were perfect. Khan started at the pin end about a half a boatlength back from the line and lead the fleet left. The lead kept changing between the front runners until Russ Silvestri's boat collided with Khan's port stern. Khan recovered, finishing second with Gonzales in fourth.

Gonzales and his 17-year-old son Diego were celebrating their on-the-water performance when they discovered they were OCS. But Smith was also one of seven boats declared OCS, giving Gonzales the world title. "Can you believe that?" he shouted to his son, grinning from ear to ear. "We were OCS but we still won."

-STEVE STEVENS

OLSON 30 NATIONALS

LONG BEACH, Calif.-Cabrillo Beach YC, 9/26-28, 15 boats, www.olson30.org

FOR A WHILE, IT LOOKED AS IF *BLUE STAR* might win every race in the Olson 30 Nationals. It didn't end up quite that easy, but the Oxnard, Calif.-based boat ultimately scored a convincing win. Larry Spencer and Todd Downey's program had come close four times before.

"The key this time was just diligence, making sure nothing broke." Downey said. Brand new lifelines, which had broken in Santa Cruz in '03, were installed. A com-

TEAM BLUE STAR

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Lightning world champ Tito Gonzalez, sailing his first Etchells Worlds, won the title despite an OCS on the final day. Gonzalez's crew was his 17-year-old son Diego, Jeff Linton, and Bill Mauk.

pletely new North Sails inventory was onboard along with a Harken Carbo headsail foil.

Another key was getting the right weight combination, in the process getting a new tactician. When the crew weight limit changed from 1,300 to 1,100 pounds, the crew had to be shuffled and tactician Mark Gaudio came aboard. Sailing at the weight limit proved in-

valuable, and seldom used No.2 gennies proved an effective weapon during some races as the wind built.

The only boat to beat *Blue Star* during the first two days and six races was Craig Horsfield's *Wild Turkey*, which had trekked all the way from Seattle. In the 12.4-mile "long" race, the two boats duked it out, seldom more than four

boatlengths apart, with the Seattle boat overlapped but ahead. *Wild Turkey* went on to finish second overall with the San Francisco-Bay boat Hoot third and Wild Rover, from Texas, a close fourth.

Spencer and Downey were doubtful they'd contend next year's Nationals, but are planning on being at Lake Tahoe in 2007. "When we got home we rinsed the sails off twice, sponged them dry and rolled them," Downey said. "Then we locked them up and threw away the key. For a little while."

-KURT HOEHNE

LANDS' END LARCHMONT NOOD REGATTA

LARCHMONT, N.Y.—9/10-11,
116 boats,
www.sailingworld.com

KEVIN GRAINGER'S J/105 *Gumption 3* had what he

called an "unfortunate incident" a few weeks before the Lands' End NOOD. "Basically, we tried to sink the boat," said the 36-year-old former Wall Street trader. Luckily, Grainger was able to borrow a good boat to finish the season, although he then had to steer a tiller-equipped boat. "I only learned how to sail in 2000," said Grainger, "and I'd never used a tiller before."

Despite the adjustments, Grainger's team sailed five good races in the 17-boat J/105 fleet and beat Damian Emery's *Eclipse* on a tiebreaker, not only winning their class but earning honors as the weekend's overall NOOD regatta champion.

Grainger's *Gumption* crew will join the other eight overall winners from various NOODs for a fun Caribbean NOOD Championship in late January at Sunsail Club Colonna Resort in Antigua. In the

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Moderator: Ralph Naranjo

Contact: Linda Scatturo

Phone: (914) 698-1130

e-mail: Linda@mamaroneckbeachandyacht.com

For information on organizing your own seminar, contact US SAILING (www.ussailing.org/safety/Seminars/), Phone: 401-683-0800, e-mail: donnaleary@ussailing.org.

OFFICIAL SPONSORS

West Marine



OREGON SCIENTIFIC

meantime, the *Gumption* team has taken a break; Grainger's wife Noelle was due with their first child on the last day of the NOOD and subsequently delivered Owen Ellis Grainger on Sept. 25.

New classes at the NOOD for Etchells, Shields, and Ranger 33s pumped up participation, and for the Rangers, which held their Northeast Championship, the regatta was the first class title event since 1978. Class sparkplug Stephen Petri, owner of *Witchcraft*, had been working for two seasons to pull the group together. "We're all here because of him," said Ted Civetta, whose *Java Jive* won the first race, despite having a crew with virtually no spinaker experience.

Witchcraft led after the first day with a pair of seconds, but Thomas Fahy's *Close Enough*, of Stratford, Conn., won both races on Sunday to take the



Jeffrey Ohstrom's *Exuberance* (sail No. 11925) and Stephen Petri's *Witchcraft* roll off the starting line at the Lands' End Larchmont NOOD. It was the Ranger 33 class's first class event since 1978.

title. According to Petri, Fahy got "good clean starts and worked the favored side." Norman Kilarjian's *Tolo* finished second for the series.

Although only five Rangers sailed in this event, Petri said he knows of 13 in the area and hopes they can race at Block Island next year as well as at

the NOOD. According to Fahy, the fleet could easily grow: "One of my crew is thinking of buying one." The Gary Mull designs, of which 450 were built in the '70s, typically go for \$12,000 to \$25,000. At that price, says Petri, they're great for a young family, and he was, no doubt,

one of the few competitors who slept aboard his boat with his kids during the regatta.

In other action, Fred Werblow finished first among the 17 Shields, racing the boat he bought from Corny Shields in 1973. Olin Stephens was on hand to present Werblow with the first annual Cornelius Shields Memorial Trophy.

Bill Walker upset the pecking order to take the Express 37 class and win an award named for the 37's late designer, Carl Schumacher. Ed Dole's *Rogue* won the 11-boat J/109 class, and John Hammel's Elan beat Roy Halverson's *Cross Bow* to finish a point in front in the nine-boat Beneteau 36.7 class. Gary Corwin and LYC Commodore Dave Smalley won a three-way tiebreaker to take the Etchells class, and Kay Van Valkenburg broke a tie to win the Viper 640 class.

—JOHN BURNHAM

JENNIFER DAVIES

Advertisement

by John Mecray

Through a special arrangement with Mystic Seaport, *CW* has reserved 300 lithograph prints and, now available for the first time, a select number of canvas giclée prints of John Mecray's latest work, *Ranger*, the J-class sloop that raced for the America's Cup from 1930 to 1937.

Ranger Rides Again

- Each lithograph print measures 23.5" x 38" and is numbered and signed by the artist. Each canvas giclée print measures 17" x 35" and is numbered and signed by the artist.
- Cost of the unframed print, including U.S. shipping, is \$365. Cost of the unframed giclée

- canvas, including U.S. shipping, is \$1,515.
- To purchase, send a check or money order payable to World Publications LLC (55 Hammarlund Way, Middletown, RI 02842) or call (888) 847-2121. Visa, MasterCard, and American Express are welcome.

- Mystic Seaport Museum reports that the value of a signed lithograph-edition Mecray print after a series has sold out is between \$1,200 and \$2,200.

DESIGN OF THE MONTH

THE MINI 6.50

At 21.5 feet, the Mini 6.50 meter is a supercharged small keelboat that is over canvased, sports a mast almost twice its length, and has been clocked in excess of 20 knots. The active circuit culminates every two years in the Mini Transat, a solo 4,000-mile battle from France to Brazil. With 70-plus boats on the starting line, competitors range from professionals to amateur. All compete for the personal challenge and to test mental limits.

The Mini is a development class designed to a box rule. Proto (one off) boats feature carbon sandwich construction and canting/sliding keels with daggerboards. Production boats, or 'series,' are simpler, featuring aluminum spars and fixed keels.

MINI CLASS 6.50

For more information on Harken hardware for the Mini 6.50 m, visit www.harken.com

RUNNING BACKSTAY/CHECKSTAY

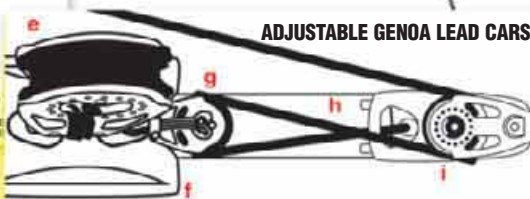
Two-part system: runner/checkstay combination controls mastbend and headstay tension at two different points on the mast. The runner features 57 mm Black Magic® AirBlocks®, while the checkstay uses a floating system of lightweight Micro blocks.



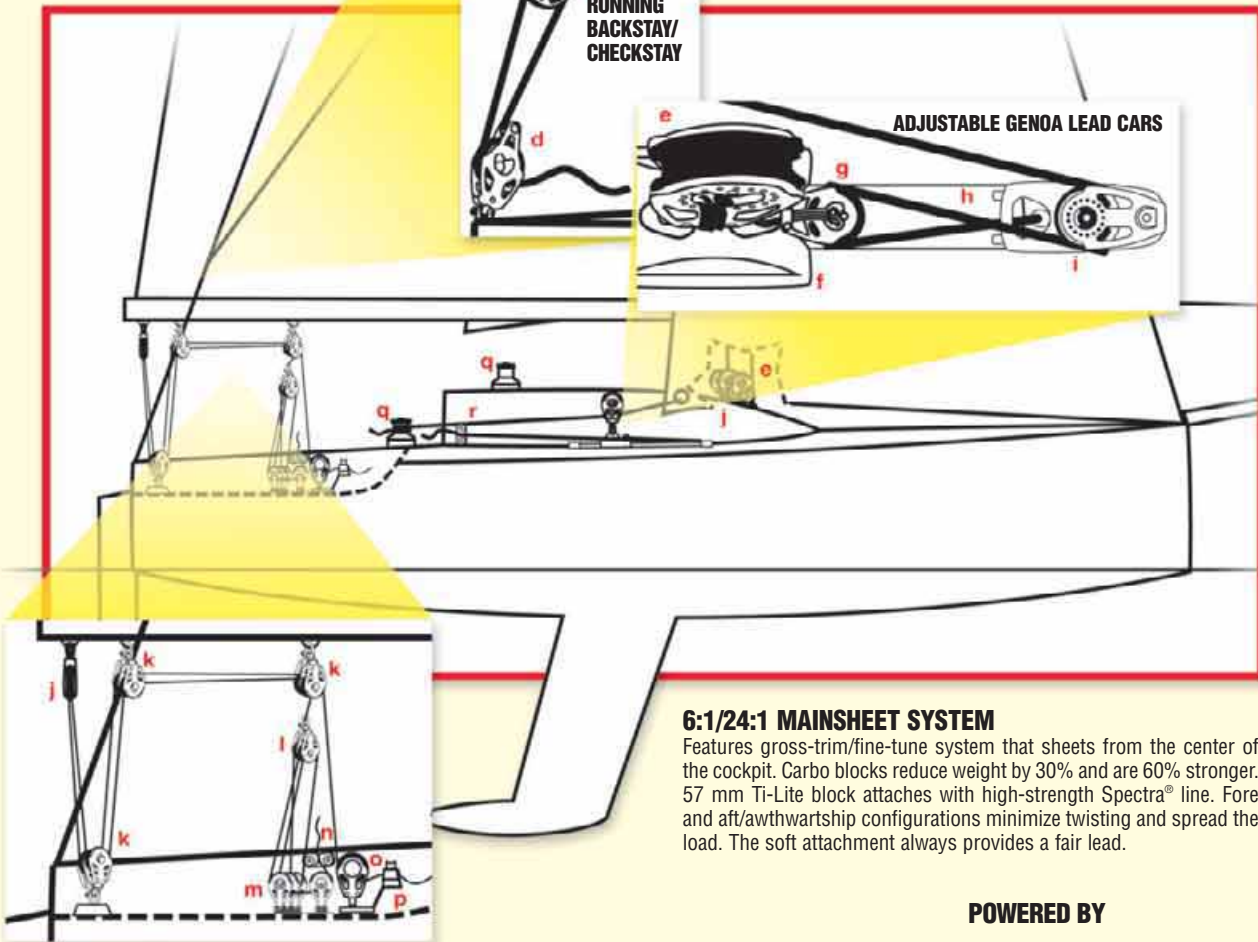
RUNNING BACKSTAY/CHECKSTAY

ADJUSTABLE GENOA LEAD CARS

Recirculating Delrin® ball bearings allow genoa lead cars to easily adjust loaded sheets from the safety of the cockpit. Low profile, lightweight Small Boat track and traveler car features 29 mm Carbo Ti-Lite control blocks to adjust tackle. A 40 mm Carbo Ti-Lite block on the car for a fair lead.



ADJUSTABLE GENOA LEAD CARS



6:1/24:1 MAINSHEET SYSTEM

6:1/24:1 MAINSHEET SYSTEM

Features gross-trim/fine-tune system that sheets from the center of the cockpit. Carbo blocks reduce weight by 30% and are 60% stronger. 57 mm Ti-Lite block attaches with high-strength Spectra® line. Fore and aft/awthwartship configurations minimize twisting and spread the load. The soft attachment always provides a fair lead.

POWERED BY



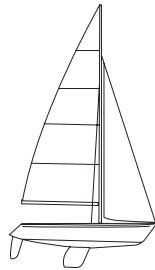
IDEAL 18 ▼

Ideal 18 is the safe, fun, and comfortable two-person keelboat. Find out why new fleets are forming throughout North America. Become an Ideal sailor.

IDEAL 18 CLASS ASSOCIATION

70 Pattonwood Drive, Rochester, NY 14617
(800) IDEAL18 • Fax (585) 266-4722
www.shumwaymarine.com

LOA17' 10" SA168 sq. ft.
Draft3' 3" L19' 0"
Disp.1,240 lb. J7' 0"
Ballast700 lb. HullFiberglass



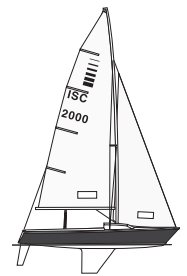
SONAR ▼

The 23-foot Sonar one-design keelboat has something for everybody. Designed by Bruce Kirby, it is an ISAF recognized high-performance racer and a comfortable daysailer—just right for getting the entire family or friends on the water together.

SONAR CLASS ASSOCIATION

43 Cottage Farm Road, Brookline, MA 02446
Phone: (617) 738-1021 • Fax: (617) 731-7903
www.sonar.org

LOA23' 0" Disp.2,100 lb.
LWL19' 11" Ballast900 lb.
Draft3' 11" SA (main & jib) ..250 sq. ft.



THE DAY SAILER ▼

Designed in 1957 by George O'Day and Uffa Fox, the Day Sailer combines the ease of sailing with the challenges of racing. A strong, family-oriented class continues to thrive, with over 40 fleets nationwide. Come join us and sail the Day Sailer. Builder: Cape Cod Shipbuilding, Wareham, MA.

DAY SAILER ASSOCIATION

Pat Skeen, DSA Class Secretary
1936 Danebo Avenue, Eugene, OR 97402
(541) 689-2190 • www.daysailer.org

LOA16' 9" Disp.575 lb.
Beam6' 3" SA (main & jib) ..145 sq. ft.
Draft up/dn9"/3' 9" SA (spin.)96 sq. ft.



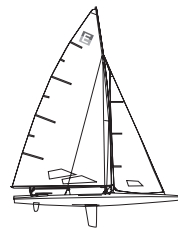
E-SCOW ▼

First designed in the 1920's E-Scow racing has flourished because of great competition and teamwork. Fleets across the Midwest, NY Finger Lakes, Jersey Shore with new fleets in Charleston, Sarasota and Colorado. 2005 Nationals: Little Egg Harbor YC, Long Beach Island, NJ, Sept. 8-10, 2005.

NATIONAL CLASS E-SCOW ASSOCIATION

P.O. Box 3022, Madison WI 53704-0022 USA
Telephone (608) 334-3574
www.E-Scow.org • Commodore@E-Scow.org

Length28' 0" SA Main228 sq. ft.
Beam6' 9" SA Jib95 sq. ft.
Hull Weight965 lb. SA Spinnaker550 sq. ft.



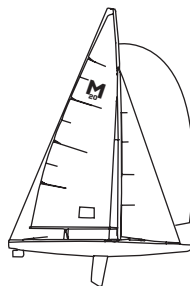
M20 ▼

The exciting tunnel-hulled, spinnaker-equipped, high-performance racing scow. Designed by Buddy and Harry Melges. Competitively raced by two, the M20 is sailed by mixed crews and families. M20 Nationals will be held at the Minnetonka Yacht Club in Minnetonka, MN July 15-17. Contact for builder information:

M20 CLASS ASSOCIATION

Steve Smith, 1400 W. Buckingham Dr.,
Muncie, IN 47303-9302.
Email: r.s.smith@comcast.net • www.m20scow.com

LOA20' 0" SA (main & jib) ..175 sq. ft.
Beam5' 8" Spinnaker250 sq. ft.
Weight595 lb.



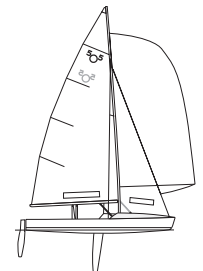
505 ▼

Experience the high of the white-water perma-grin that other fleets can only try to imitate. Come race in a fleet where some of the best sailors in the world openly share tips and tricks with each other and where a 20-year old boat can still win a World Championship. It has been cutting edge for 50 years and still continues to grow. Come check it out!

INTERNATIONAL 505 CLASS YRA

Tyler Moore, President, American Section,
tylermoore@verizon.net (757) 897-2127
Carl Smit, vice President, American Section,
carls@apple.com, (415) 317-1451

LOA16' 6" SA (main & jib) ..178 sq. ft.
Weight280 lb. SA (spinnaker) ..200 sq. ft.



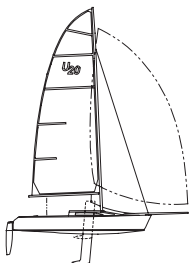
ULTIMATE 20 ▼

Popularity is still growing for this exciting sport boat. Easily trailered, rigged and launched with a fully retractable keel. National and local one-design activity, great club racer and daysailer. Friendly and fun best describes this enthusiastic class. One sail is all it takes.

ULTIMATE 20 CLASS ASSOCIATION

7914 Cottsbrooke Dr., Huntersville, NC 28078
Email: U20class@bellsouth.net • www.U20class.org

LOA20' 11" Disp. (sailing)1350 lb.
LWL18' 0" Ballast450 lb.
Beam8' 4" SA (main & jib)305 sq. ft.
Draft up/dn8"/5' 0" Asym. Spinnaker452 sq. ft.



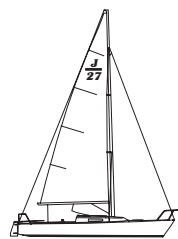
J/27 ▼

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.

J/27 CLASS ASSOCIATION

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

LOA27' 6" Beam8' 6"
Draft4' 11" Disp.3,800 lb.



TASAR ▼

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.

NORTH AMERICAN TASAR ASSOCIATION

Richard Spencer, (604) 263-9793
Built by: Alvis Marine, (888) dinghys (Toll Free)
www.tasar.org • www.alvismarine.com

LOA14' 10" Draft up/dn6"/3' 0"
Beam5' 9" SA (main & jib)123 sq. ft.



Y-FLYER ▼

The Y-Flyer is an easily-sailed sloop-rigged scow with a planing hull. It's raced by two people, often by family and women. Over 325 U.S. members in 20 fleets. Six Canadian fleets. Plans available to build competitive hulls from plywood. Fiberglass boats available. We celebrated our 50th year in 2001.

Y-FLYER CLASS ASSOCIATION

7349 Scarborough Blvd. E. Drive,
Indianapolis, IN 46256-2052 (317) 849-7588
Email: yflyer@juno.com • www.yflyer.org

LOA18' 0" Draft up/dn6"/4' 0"
Beam5' 8" SA (main & jib)161 sq. ft.

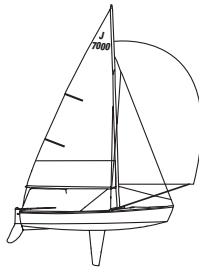


BLUE JAY ▼

Competitive, exciting, and an excellent step in Jr. training, this two-person boat boasts active racing schedules, main, jib, spinnaker design, good resale value, and an excellent builder. Plans: Sparkman & Stevens, NY, NY.

INT'L BLUE JAY CLASS ASSOCIATION
P.O. Box 651, Mantoloking, NJ 08738
(732) 295-0238 • Fax (732) 295-0238
www.sailbluejay.org

LOA13' 6" Draft up/dn.....5"/3' 9"
LWL10' 7" Weight275 lb.
Beam5' 2" SA (main & jib)..... 90 sq. ft.



TARTAN 10 / LS10 ▼

This classic Sparkman & Stephens design is one of the most popular offshore classes in the country. Averaging more than 40 boats at the National championship the T-10/LS10 is easy and fun to sail.

TARTAN 10 CLASS ASSOCIATION
625 Sea Horse Dr.
Waukegan IL 60085
(847) 336-5456 • Fax (847) 336-5530
www.lsboats.com

LOA33' Draft5' 10"
LWL27' 0" Disp.....6,700 lb.
Beam9' 3" SA (main & jib)..... 486 sq. ft.

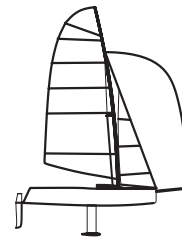
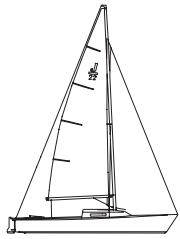


INTERNATIONAL J/22 CLASS ASSN ▼

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

LOA22' 6" Draft.....4' 0"
LWL19' 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

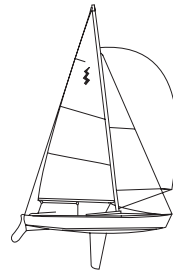
LOA15' 2" Weight.....415 lb.
Beam.....6' 6" SA (main & jib) ..131 sq. ft.
Draft (lifting keel)3' 11" SA (spin.).....147 sq. ft.

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: (615) 893-5205
office@lightningclass.org • www.lightningclass.org

LOA19' 0" Weight700 lb.
Beam6' 6" SA177 sq. ft.
Draft up/dn5"/4' 11" DesignerS & S

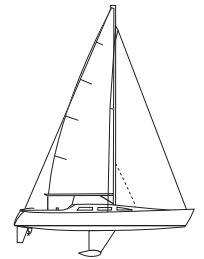


HOBIE 33 ▼

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

LOA33' 0" Draft5' 7"
LWL30' 6" Disp.....4,000 lb.
Beam.....8' 0" SA429 sq. ft.



FLYING SCOT ▼

Design, quality, and service have built the Flying Scot into a large national class, with over 5,600 boats built and over 110 active fleets. Size and stability have made the Flying Scot a favorite family daysailer/racer for 47 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

LOA19' 0" Disp.....850 lb.
Beam.....6' 9" SA (main & jib)...191 sq. ft.
Draft up/dn8"/4' 0" SA (spin.)..... 200 sq. ft.



SAN JUAN 21 ▼

Active fleets across the US and in Canada. Easy to tow, launch, and rig. Under 2,000 lb. towing weight. One-design racing in spinnaker and non-spinnaker fleets. Used boats \$3,000-5,000. Approx. 2,700 built.

SAN JUAN 21 CLASS ASSOCIATION
San Juan 21 National Class Association
211 Gloria Street, Greenville, NC 27858
www.sanjuan21.net/national/
Class bulletin board- http://www.sanjuan21.net

LOA20' 6" Disp.....1400 lb.
Beam.....7' 0" SA (main jib)....190 sq. ft.
Draft.....1' to 5' Spinnaker..... 314 sq. ft.

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

LOA26' 3" Draft.....4' 11"
LWL22' 0" Disp.....3,304 lb.
Beam8' 3" SA (main & jib) . 338 sq. ft.



BARNETT 1400 ▼

The Barnett 1400 was designed with the entire family in mind. It is fast, safe, stable, and easy to rig. A flat deck with no protruding hardware makes cartopping and storage simple. A true value in performance and quality.

BARNETT 1400 ASSOCIATION
515 Green Bay Road, Wilmette, IL 60091
(847) 251-7884
Fax (847) 251-7897

LOA13' 10" SA75 sq. ft.
Beam.....4' 5" Mast Height20' 0"
Weight.....140 lb. Crew Capacity.....3 adults



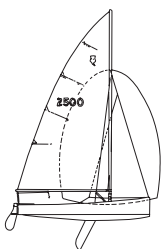
THISTLE ▼

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, 154 Back Acres RD,
Chapin, SC 29036 • (803) 732-9648
Email: secretary@thistleclass.com
www.thistleclass.com

LOA17' 0" Weight.....515 lb.
Beam6' 0" SA (main & jib) ..191 sq. ft.
Draft up/dn6" / 4' 6" SA (spin.).....220 sq. ft.



JET 14 CLASS ▼

Perfect for husband-wife or parent-child teams, this two-person dinghy is quick to plane, easy to handle, very fun and very affordable. Great sailing, great competition - Jets from 1950s remain competitive with the newest Jibe Tech built boats - and a growing class. Come sail with us!

JET 14 CLASS ASSOCIATION

Joy Shipman
40 B Narragansett Ave., Jamestown RI 02835
(401) 423-1050 • www.jet14.com
Builder: Jibe Tech • www.jibetech.com

LOA=LWL.....14' 0" Weight285 lb.
Beam4' 8" SA main & jib113 sq.ft.
Draft up/dn.....4" / 4' 2" Spinnaker.....150 sq.ft.

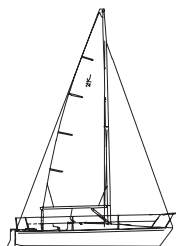
INTERNATIONAL J/24 ▼

The World's most popular one-design keelboat features quality construction, strict one-design rules, and low cost. Over 5,800 boats sailing in 30 countries attract both Grand Prix and Club racers. Join the fun that is the J/24 Class, now 25 years old.

INTERNATIONAL J/24 CLASS ASSN.

John Peck, Executive Director, P.O. Box 12522,
San Antonio, TX, USA 78212-0522
(210) 738-1224 • Fax (210) 735-9844
Email: director@j24class.org • www.j24class.org

LOA24' 0" Draft4' 0"
LWL20' 5" Disp.3,000 lb.
Beam8' 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

Brian Weeks
(800) 994-7747
www.force5sailboats.com

LOA.....13' 10" Weight.....145 lb.
Beam4' 10" SA.....91 sq. ft.

ENSIGN ▼

"2002 Inductee, The American Sailboat Hall of Fame". Classic daysailer/class racer with large cockpit and quality competition in 47 active fleets and regional and national levels. Largest class, by far, 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.org

LOA22' 6" Draft: full.....3' 0"
LWL16' 9" Disp.3,000 lb.
Beam7' 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. Centerboarder, 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

LOA15' 9" Ballast40 lb.
LWL15' 0" SA (main & jib) ..175 sq. ft.
Beam6' 4" SA (spin.).....140 sq. ft.
Disp.385 lb. DesignerRob 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

LOA33' Draft5.83'
Beam11' Disp.5,800 lb.
SA (Upwind).....766 sq.ft SA (Downwind).....1225 sq. ft.

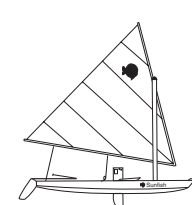
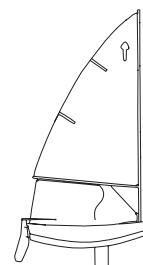
EL TORO ▼

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

LOA8' 0" Weight80 lb.
Beam3' 11" SA49 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: sunfishoff@aol.com
www.sunfishclass.org

LOA13' 10" Draft up/dn..... 7" / 3' 4"
LWL13' 0" Weight129 lb.
Beam4' 1" SA75 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

Wayne Rathbun, 910 Westgate Mt Prospect,
IL 60056 • (847) 670 8122
Email: scuppers1@aol.com • www.rebelsailor.com

LOA16' 1" Weight.....700 lb.
LWL15' 10" SA (main & jib) ..166 sq. ft.
Beam6' 6" DesignerRay 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 Weiderman, Class Secretary,
127 Schooner Dr. Wakefield, RI 02879
(401) 595-4071

Email: nelson@j105.org • www.j105.org

LOA34' 6" Draft.....6' 6"
LWL29' 6" Disp7,750 lb.
Beam11' 0" SA577 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 • 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 • 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!

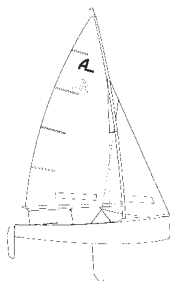
U.S. & CANADA ALBACORE ASSOCIATION

U.S.: Joanna Beaver • us8026@yahoo.com

Canada: Barrie Farrell, info@albacore.ca

www.albacore.org/usa • www.albacore.ca

LOA15' 0" SA (main & jib)...125 sq. ft.
Beam5' 4" DesignerUffa Fox
Hull Weight240 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.

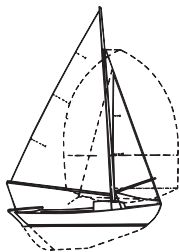
BULLSEYE ASSOCIATION

44 River Street

Rehoboth, MA 02769

(508) 252-3442 • www.bullseyeclass.org

LOA15' 8" Draft.....2' 5"
LWL12' 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

LOA25' 12" SA(main & jib)...308 sq.ft.
LWL20' 3" Beam.....7' 6"
Draft4' 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!

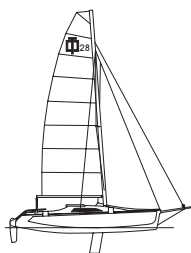
NORTH AMERICAN CORSAIR 28 CLASS ASSN.

Michael Zotzky, 13802 Tamerisk Centre Ct.

Houston, TX 77069 • (281) 587-8913

www.corsairmarine.com/5ClassAssns.htm

LOA28' 5" Draft up/dn1' 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

LOA24' 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

LOA13' 9" Draft up/dn..... 6"/3' 2"
LWL13' 2" SA main & jib....110 sq. ft.
Beam5' 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 • www.mcscow.org

LOA16' 0" Hull Weight..... 420 lb.
Beam5' 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 • www.Colgate26.com

LOA25' 8" Draft Std./shoal.4' 6"/3' 6"
LWL.....20' 0" Disp.2,600 lb.
Beam.....8' 6" SA283 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 • (315) 852-3383

info@buccaneer18.org • www.buccaneer18.org
www.nickelsboats.com

LOA18' 0" Weight500 lb.
LWL.....16' 8" SA (main & jib) ...175 sq. ft.
Beam.....6' 0" SA (spin.).....178 sq. ft.
Draft up/dn7"/3' 10" Mast Length.....23' 5"



210 ▼

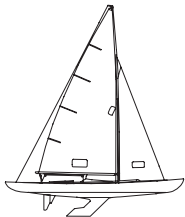
Fast, powerful, exciting, the 30-foot 210, after 50 years, is still state-of-the-art in keelboat fun and is still growing with 10 active fleets. Great people, great events, great boats.

210 CLASS ASSOCIATION

Sean Sweeney, 808 Willard St., Unit F4,
Quincy, MA 02169 (617) 549-0394

Email: eseansweeney2000@yahoo.com
www.210class.com

LOA29' 10" Disp.2,300 lb.
Beam5' 10" SA (main & jib)...305 sq. ft.
Draft3' 10" SA (spin.).....400 sq. ft.



ETCHELLS ▼

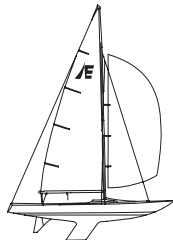
High performance, elegant lines, and simple setup make the Etchells the premier one-design racer. This three- or four-person keelboat with 55 fleets in eleven countries offers exciting sailing and quality competition at both the club and international levels. Come join us!

INT'L ETCHELLS CLASS ASSOCIATION

P.O. Box 676, Jamestown, RI 02835
(401) 560-0022 • Fax: (401) 560-0013

Email: etchells@att.net • www.etchells.org

LOA.....30' 6" Draft4' 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

79 Marlborough St., Boston, MA 02116
(617) 424-6107 • Email: usa-president@yngling.org
www.yngling.org • usa.yngling.org

LOA20' 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 • secretary@jyca.org
www.jyca.org

LOA15' 0" Weight300 lb.
Beam.....5' 10" SA (main & jib)...135 sq. ft.
Draft up/dn6"/3' 0" Designer...Rod Johnstone



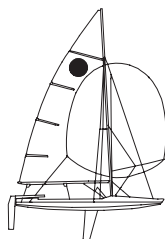
FIREBALL ▼

Remarkable performance, moderate cost - the Fireball appeals to sailors of all ages and size. Speed unequalled by boats of similar waterline length. Active racing circuit in the U.S. and Canada. Easily lifted, trailered and launched by two people. Building plans available. Visit www.lo0.com/fireball/

FIREBALL CLASS ASSOCIATION

Secretary Eric Owston • (514) 457-6236
300 Victoria, Baie D'Urfe,
Quebec, Canada H9X 2J2
eric.owston@videotron.ca

LOA16' 2" Weight175 lb.
Beam.....4' 8" SA263 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

LOA29' 11" Draft5' 3"
LWL.....26' 0" Disp.6500 lbs
Beam.....11' 2" SA (main & jib)...443 sq. ft.



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RHODES 19 ▼

Exciting, economical and competitively raced nationwide, the Rhodes 19 popularity is growing among families, couples and individuals as a comfortable daysailer and racer for all levels. Visit our website for class activities, FAQ, new and used boat listings, fleets, R19 message board and more!

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.
Draft3' 3" SA (Spin).....300 sq. ft.



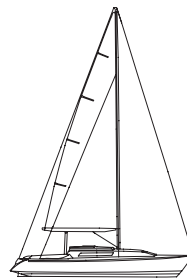
FRERS 33 ▼

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@ic-anderson.com
www.frers33.com

LOA33' 3" Draft6' 3"
LWL26' 6" Disp.....9,000 lb.
Beam11' 3" SA560 sq. ft.



S2 7.9 ▼

"Great boat, great class, great racing. Big boat 'feel', trailerable convenience. One-design events include St. Pete, Annapolis, Detroit, & Chicago NOODS - other regional events & National Championship regatta. G&S design + terrific S2 quality. Retractable centerboard and deck stepped mast. 30 minutes from trailer to launch. 545 hulls built. Fast, but stiff and stable!"

S2 7.9 CLASS ASSOCIATION

4820 Northern Rd.,
Deep Haven, MN 55331-5252 • (952) 470-5935
www.sailingsource.com/s279

LOA25' 11" Draft up/down...16"/5' 0"
LWL21' 8" Disp.....4,250 lb.
Beam.....9' 0" SA(main & jib) ..329 sq. ft.



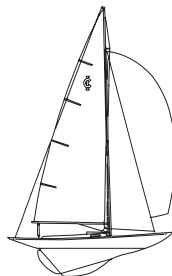
INT'L ONE-DESIGN ▼

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

LOA33' 5" Draft5' 4"
LWL21' 5" Disp7,100 lb.
Beam6' 9" SA (main & jib) ..438 sq. ft.



BUTTERFLY ▼

The Butterfly is a classic 12-foot inland scow. Over 10,000 have been built. It's an exciting boat to sail, and with its fiberglass hull, dacron sail, top-quality aluminum spars, and stainless steel hardware, it's an excellent value.

NATIONAL BUTTERFLY ASSOCIATION

515 Green Bay Road, Wilmette, IL 60091
(847) 251-7884
Fax (847) 251-7897

LOA12' 2" SA75 sq. ft.
Beam.....4' 6" Mast Height.....18' 0"
Weight135 lb.



MUTINEER 15 ▼

A great day sailer/racer that can carry one to four adults comfortably on a leisurely cruise, or it can be raced competitively by a crew of two in One-Design and Portsmouth fleets. With over 6000 built, and many available at reasonable prices, the class is enjoying a resurgence. Fleets are forming across the country. Come join us.

MUTINEER 15 CLASS ASSOCIATION

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

LOA15' 0" Disp.....410 lb.
LWL14' 1" SA (main & jib)150 sq. ft.
Beam.....6' 0" SA (spin).....166 sq. ft.



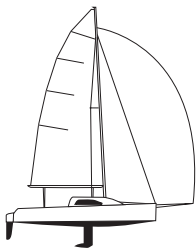
ELLIOTT 770 ▼

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

LOA25' 0" Disp.2,400 lb.
LWL23' 6" Ballast.....850 lb.
Beam8' 2" SA (main & jib) ..320 sq. ft.
Draft up/dn.....1' 7"/5' 8"



HOLDER 20 ▼

The Holder 20 is a stable high performance family one-design. The lifting bulbed dagger keel allows for easy towing and ramp launching with your family car.

HOLDER 20 CLASS ASSOCIATION

Mary King, US Fleet Captain
3892 Osage Dr., Lake Havasu, AZ 86406
(928) 680-7845 • www.holder20.com

LOA20' 4" Disp.1,160 lb.
Beam7' 10" Ballast.....360 lb.
Draft up/dn12"/3' 7" SA (main & jib) ...215 sq. ft.



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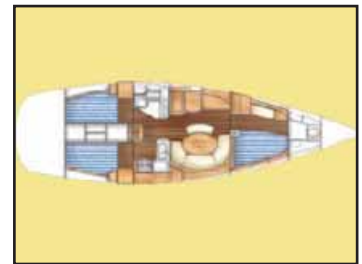
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BENETEAU 36.7 - With over 200 36.7's sold in the USA this fast and comfortable Farr® designed One Design justifies your special attention. AYS will debut our Special Edition Model at the Annapolis Sailboat Show in October 2005 with exciting exterior and interior color changes! Whether racing One Design, PHRF, IRC or just fast cruising with the family, no other yacht of this size can compare in quality and value!



BENETEAU 40.7 - The First 40.7 combines a sleek and sophisticated racer with all the comforts of a luxurious cruiser. Her Farr Yacht® designed hull and powerful rig provides excellent performance whether you're on the race course or if you just want to get to the next harbor a little more quickly than usual. The extra-roomy cockpit features removable lockers that provide more space and less weight for racing.



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36' Beneteau 36.7 '03	\$129,900	40' Elan '04	\$228,400	47' Beneteau 47.7 '01	\$299,000
36' Dehler '01	\$159,500	41' Dehler '01	\$229,900	50' YDL New Zealand Custom '96	\$179,000

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 e-mail: sail@rcryachts.com

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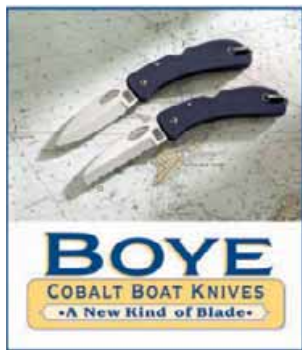
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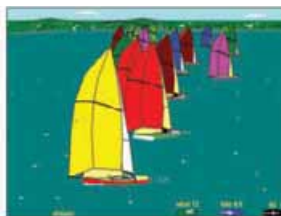
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CONTRIBUTORS

DR. GAVIN DAGLEY



"I work as a sport psychologist, mostly out of love, and a performance psych with executives, mostly for money," says Dagley, the 46-year-old high-performance sailing shrink from Melbourne, Australia, whose latest "conversation" (p. 58) helps us get to the root of a common tactical hang-up. "The conversations came up as a way to illustrate what actually happens in a consult. It's a discussion between two people that, if it works, gets an 'Oh, I get it!' As Dagley was completing his latest column he was preparing for the Flying Dutchman Australian Nationals.

JEFF JANOV



"The Schock 35 was by far the toughest keelboat one-design in my area that I could afford," says Janov, the subject of our Winner's Debrief (p. 54), who was once the rookie of his Southern California fleet, but now reigns supreme. Janov admits poor results early on didn't exactly get him an instant all-star crew, but he steadily built a core of regulars, including former "Bond girl" Lynn Holly-Johnson. "We did a charity regatta and she came onboard with us as our celebrity," says Janov. "She had a great time, she's really competitive, and she's become a great asset on the boat."

GARY JOBSON



"When I was 16, my yearlong plan included two schedules," says Jobson, SW Editor at Large. "Crewing on E Scows and racing my Penguin all over the East Coast." After a recent illness, the three-time college All-American and America's Cup winner writes about getting back on the water with a sailing schedule that included a family cruise, a transatlantic documentary, and a third at the Etchells NAs (p. 17). "I don't know if ego gets in the way here," he says of the Etchells event, "but I had to find out if I could still race competitively."

TONY REY



Rey, 38, has been teaching sailors since his teen years as an instructor at Pleon YC, in Marblehead, Mass. And even now, as a pro sailor and coach, his focus is on improving the experience of any team he sails with. "Pro sailors owe it to the sport to give back in a constructive way—not just show up on the boat and tell everyone what to do," says Rey, our Racing Editor who worked with Win A Coach contest winners Team Windemon (p. 48). "The racing is very competitive at the club level, and people are looking for help to get that extra edge, and it's fun to see improvement in their recreation."

COURTESY GAVIN DAGLEY, JEFF JANOV; JOHN BURNHAM, COURTESY TONY REY



ASK DR. CRASH

DEAR DR. CRASH,

I've heard many stories about maniacal America's Cup skippers screaming at their crew and micromanaging every last detail on the boat. But having gone to a prestigious business school and run a major corporation, I feel it's most productive to focus on one's own task and let co-workers do their jobs as best they can. This approach works well in the office, but frankly it's not doing anything for my results on the racecourse.

—MAL DE MER IN MALMÖ

DEAR MAL,

It's not that your theory is wrong. On any successful big boat, sailors must focus almost exclusively on their specific responsibilities. However, you've got a slight problem of scale. Your yacht isn't so much a Fortune 500 company as it is a corner grocery. With just a couple of "employees" to shoulder the load, your *laissez-faire* management style is easily misconstrued as, well, *lay-zee*. You'll need to take on more responsibility and—especially when things go pear-shaped—be willing to help with the clean up.

—DR. CRASH

JOHN PAYNE



Reynolds 33 Catamaran



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The 2005 R33 can sail at 14 knots in 7 knots of wind. She can reach 25 knots in 16 and her PHRF rating is a minus-86. The R33 sleeps four adults, has two heads and is trailerable. She fits in a standard 35-foot boat slip yet her speed should require an 80-foot slip. Speed is not her only attribute. Charlie Ogletree, 2004 Olympic silver medallist, Ullman Sails designer and R33 owner says, "The R33 is incredibly responsive, powerful and fast! *Fast boats need Fast Sails!*



Ullman Sails has been building *Fast Sails* for over 35 years. The R33 produces high loads for a boat her size. The R33 demands a combination of fast sail shapes and high tech materials that are light and strong to take the loads a

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