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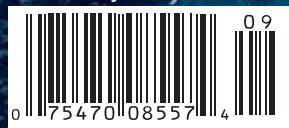
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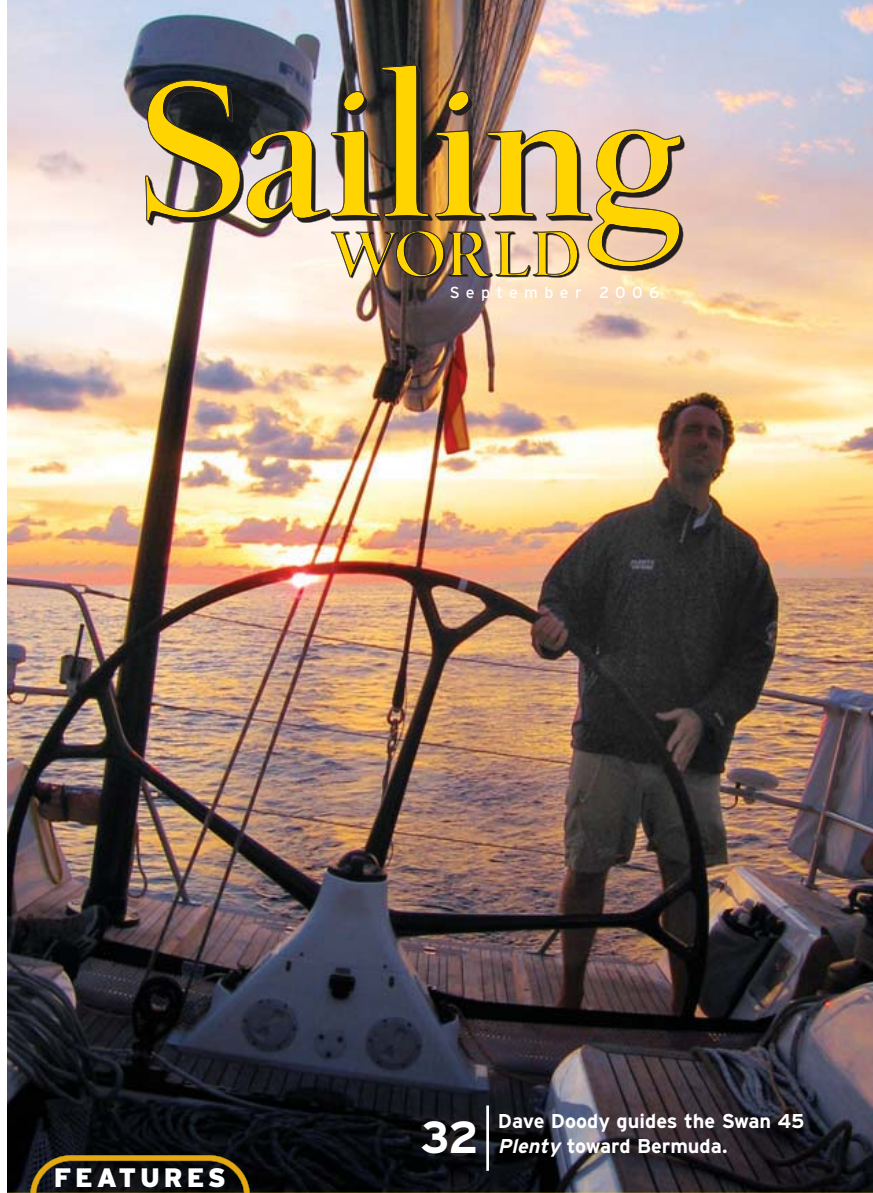
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Sailing WORLD

September 2006



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Plenty toward Bermuda.

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The Pool Is Deep

IN THIS SPACE LAST MONTH, I ASKED TO hear from you more often, and lo and behold, you let me have it: the first letters to arrive asserted that the sport is in a cataclysmic decline, and we better do something about it, quick. Participation is spiraling downward, waterfront access is disappearing, youth sailing is down the tubes, the sport is too elitist and no longer fun, and the list goes on. One reader in particular lamented that the difficulty of finding a consistent and competent crew had driven him from racing his PHRF boat. The local talent pool had been drained of any “good” talent, and what was the sense in showing up each week with an incompetent crew?

After the first few letters, I felt disheartened. Was I naïve in thinking the sport was OK and taking care of itself despite influences beyond our control? I carried this burden to the Lands’ End Chicago NOOD in June, but once there, the doom and gloom just didn’t seem to ring true. The vibe was undeniably upbeat, and teams were doing what comes naturally—competing and connecting. And then, on the final day, someone helped me shed the unease I’d been shouldering.

I was in the regatta tent hunting for John Huhn, the winning skipper of the J/105 class and the regatta’s overall winner. I found him and his crew holding court at a table to the left of the awards stage. I needed a few quotes for my daily web report, but came away with much more. Huhn, as it turns out, bought his J/105 two years ago and faced the aforementioned crew dilemma. St. Louis doesn’t exactly have an overabundance of top-level sailing talent, so the 37-year-old Lightning sailor set out on a crew-building crusade; he even contemplated placing an ad in the local newspaper.

With the assistance of his tactician and capable crew boss Ralph Godkin, they started from scratch, pulling in Brian

Lukowski, a co-worker of Huhn who’d never sailed before, Steve Peirce, a casual cruiser who’d never raced, Tom Dent, who’d had some crewing experience, and later, for the Chicago NOOD, Michael Gusmano, a 14-year-old who was new to sailing, eager to learn, and helped them make weight. Of each of his crew, Huhn simply asked for commitment. His crew, in turn, asked him to teach them how to race.

In the months following Huhn’s first major regatta (Key West in ’05, where he finished mid-fleet), they frequently traveled 1.5 hours to Lake Carlyle, Ill., to learn how to get the most from the boat and themselves. They used the drive time to talk through the mechanics of all sorts of maneuvers. And as he gauged the team’s steady improvement, Huhn realized that each of his inexperienced crew were sponges who doggedly wanted to learn and contribute to the betterment of the team.

Though well into their second year, the questions haven’t stopped flowing, and unfamiliar situations still arise, so there’s a great deal of patience required of Huhn.

Enlisting a neophyte will never work, he says, unless you’re willing to constantly work with them. However, he adds in the same breath, with persistence will come the realization that “a steady crew is better than a good crew any day.”

They arrived in Chicago as a bunch of unknowns, having never raced on Lake Michigan, but after three days of perplexing conditions, they were standing under the tent, amazed at having snatched their 20-boat division and the regatta’s big title. Huhn admits they may have been “lucky squirrels stumbling upon a nut” that weekend, but regardless they’re having fun climbing the learning curve, and in the end, they’re proof positive that the sport can be kept alive, one new crewmember at a time.

“With persistence will come the realization that ‘a steady crew is better than a good crew any day.’”

—DAVE REED

SAILORS' FORUM

editorial@sailingworld.com

Dinghy Serendipity

I'M AN EVACUEE FROM THE NEW Orleans area, and I was pleased to read Aaron Kuriloff's article on Southern YC ("Southern YC Rebounds," March '06), where I did most of my sailing. I moved to the Dallas area shortly after Hurricane Katrina, which brings me to mentioning Gary Jobson's report on lake sailing ("The Sailing's Great, Even When It's Landlocked," July/Aug. '06).

Since moving to Dallas I have found several man-made lakes that offer competitive sailing. One in particular is White Rock Lake, a small one located close to the center of the city. There's a very competitive fleet of Flying Scots, a clubhouse that houses the Corinthian Sailing Club, and the membership is friendly. This has reintroduced me to sailing small boats, something I haven't done since attending Tulane.

**FRANK COLLINS
IRVING, TEXAS**



The X-35 One-Design, reviewed by Dieter Loibner in our July/August issue, is equipped with Ronstan hardware. All X-35s are outfitted with Ronstan gear, as will be the X-41 One-Design, due out this winter.

Once A Racer

YOUR EDITORIAL IN THE JULY/August issue ("Hello? Anyone Out There?") almost brought tears to my eyes. Of course there are people out there. However, the ones who subscribe to or otherwise read *Sailing World* are far too busy to write letters. As a former over-energized racer type, I can relate to the experience. In 1940, the United States initiated a draft, and one poor soul in Palm Beach, caught up in the situation, sold me his Ventnor Moth. The deck was stove in, there were a couple of broken ribs, and a full-length crack in a bottom plank. To an 11-year-old it looked like a new Herreshoff classic.

It took me several weeks to rebuild the boat. I sanded the bottom until it shone, and applied multiple coats of thinned enamel, wet and dry sanding between coats. The topsides were painted canary yellow because my caregiver demanded the ability to spot me on the water at a glance.

The local yacht club sponsored monthly races and I entered every one. As I got more into the sport I tried to become more competitive. I learned to sail better and I spent a lot of time getting the boat ready for the next regatta. After about four years, it occurred to me I was racing more and sailing a lot less. I'd do my three heats and then spend the rest of the month getting the boat ready.

That boat got sold and ultimately replaced with an Abaco dinghy with a little cuddy. I leisurely sailed that boat as far as time and food would permit, taking my time to smell the roses as well as the coffee. The racing was fun, but far too frantic. Now that I'm old, I look with a benevolent eye at the kids screaming along in their modern sleds, and, if one

LETTER OF THE MONTH

How About Some Respect?

NORMALLY, I NEVER LOOK BEYOND THE PRETTY PICTURES AND dream of boats that are way out of my league, let alone think about writing a response, but your editorial encouraged me.

I am an avid sailor and racer, but if you've never heard my name before, don't feel bad. I would surmise that even Catalina Yachts doesn't know who I am, and I own and race a Catalina 25. When I turned to page 21 to read what I'd hoped would be a great story about the type of sailor I am, a small-lake dude, Gary Jobson's article on Cheney Lake let me down.

In 2005, the Ninescah Sailing Association held the Catalina 25 Nationals, but were we mentioned in the article? No. But the fact that no one knows who we are seems to be the norm. I have raced in the last six Nationals, from Portland, Oregon, to Cleveland Race Week this year, and to date, have not found one major sailing magazine that has covered our class's trials and struggles.

The Catalina Association is well organized and has more than 900 members. True, we are trailer-sailors, but hey, we race too. We spend top dollar for quality sails and equipment, and some of us travel thousands of miles a year to race. The boat isn't sexy, nor does it have a worldwide reputation, but we face the same issues as any other fleet in trying to be competitive and finding venues that will let us sail. We buy yours as well as other sailing rags in the off chance someone will cover our boats and races. Would you rather have one customer who buys your magazine and owns a \$300,000 yacht, or 600 customers who own \$10,000 boats?

I could be wrong, but the little guys should have a feeling of value, opportunity, and pride when they read magazines such as yours. Fifteen minutes of fame can sell magazines.

**WILLIAM A. MEINERT JR.
NORTH MANCHESTER, INDIANA**

happens to sail a parallel course, still find my hands reaching out to tweak a line or improve the trim somewhat.

**HOWARD BERNBAUM
MERRITT ISLAND, FLA.**

Olympic Format Woes

I WITNESSED THE STAR FINALS during the recent Kiel Week 2006 regatta, and it was a very sad ending to a nice event.

The problems in the medal race were numerous: the course was much too short, anyone who took a penalty was out of contention, and the course location was absurd.

The most serious problem was the officiating. For years, sailing has been self-policed, and it still is. The judges need to understand what impact their

calls have on the outcome of the race, especially a short one. It's easy to draw a parallel to the officiating at the Soccer World Cup. The referees are under big scrutiny and some will never return to "showtime" events. Sailing umpires could be good, but they need to keep improving and learn from sailors in each and every class. As it is now, they seem to know it all and they are not very considerate as to what the sailors view as legal versus illegal kinetics.

**MAGNUS LILJEDAHL
MIAMI**

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**ADVENTURE TASTES
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Starting Line

Simplicity Rules for SF Bay Speed Sailors

LAST JUNE, MORE THAN 20 velocity addicts met on San Francisco Bay in formal recognition of their shared affliction. They set aside tactics and rules, embracing the art of sailing in its purest form; converting wind into propulsion.

"It's an easy concept for anybody to understand," says Matt Jones, organizer of the inaugural San Francisco

Speed Week. Over four days, while the afternoon seabreeze blew and the flood tide laid the water flat, they ramped up to speed and shot across a 500-meter box as fast as their crafts would take them.

They made their runs aboard windsurfers, kiteboards, Hobie Trifoilers, 18-foot skiffs, a Formula 40 catamaran, and several other

means. And it was the windsurfers, unsurprisingly, that went the fastest. At 37 statute mph they weren't even close to the outright record (held by a windsurfer at 56.04 mph), but as organizer Matt Jones pointed out, no outright records will ever be set here. The water is too choppy even on a flood tide, and any current over one knot pre-

cludes formal ratification.

What they did accomplish, however, was to establish a new form of sailing competition on San Francisco Bay, an alternative to regatta style racing. "Everyone went into it knowing it was going to be hard to get truly fast speeds," says Bill Weir, who tied for first place overall. "But it was a great chance to go head-to-



WINDSHIFTS

➤ The 2007 Rolex International Women's Keelboat Championship will be sailed out of the Houston YC, in La Porte, Texas, Nov. 12 to 17, 2007. As has been the case since 2001, J/22s will be used for the regatta. rolex07@houstonyachtclub.com

➤ The Inter-Collegiate Sailing Association inducted four people to its Hall of Fame in July. Karl Kleinschrodt, of South Alabama, received the Student Leadership Award, while past Interscholastic Sailing Association president Larry White was presented with the Lifetime Service Award. Tufts coach Ken Legler and Boston University coach Brad Churchill were honored with the Graham Hall Coaching Award. www.collegesailing.org

➤ The 2007 Breitling Med Cup for the Transpac 52 class will include the first-ever TP 52 event in France. The 2007 season will conclude with a regatta in Hyères, Sept. 10 to 15. The class's world championship will take place later that fall in the Med. www.medcup.com

➤ Seattle-based sailing instructor Nancy Erley, a two-time circumnavigator, was presented with the Leadership in Women's Sailing Award at the fifth annual Women's Sailing Conference in Marblehead, Mass. www.boatUS.com/women

➤ The 65-foot box rule proposed by the Storm Trysail Club has been revised and renamed the Storm Trysail Transpac 65 Rule. Construction of the first boat to be built to the rule, for ex-TP 52 owner Roger Sturgeon, is already underway. www.stormtrysail.org

➤ The eighth season of the World Match Racing Tour, which began in July, will count 14 events in an extended season through the end of 2007. The tour champion will also be crowned the ISAF World Match Racing champ for 2007. www.worldmatchracingtour.com

LET 'ER RIP

Peter Stoneberg's Formula 40 catamaran *Tuki* blazes through the course at the inaugural San Francisco Speed Week. The biggest boat to enter, *Tuki* made 16 runs through the 500-meter course over two days, recording a top speed of 26.62 mph.

head against other people, and the multi-fleet aspect was a lot of fun."

Gregg Ketterman, who designed the Hobie Trifoiler, hit 31 mph on the course, fastest of the non-wind-surfers. He also spoke of how much he enjoyed the format. "As a designer it's a lot of fun for me," says Ketterman. "I like to see the comparison be-

tween different types of boats."

The first-time event had some growing pains, like figuring out where to set the course, but that didn't seem to dampen participants' enthusiasm. A number said they were already looking forward to next year. In the future, GPS-based electronic timing will supercede the stopwatches used this year, and the

course will grow in breadth to accommodate both the deep sailing angle of the 18-foot skiff, and the tighter reach of the vessels like the Formula 40 catamaran, but the basic concept will remain the same. The appeal of velocity is simple and visceral, and for the addicts it will be difficult to stay away.

—ABNER KINGMAN

BOWMAN'S VIEW

In 2003, Geordie Shaver watched the Louis Vuitton Cup final from a very exclusive vantage point, the bow of Oracle BMW Racing's USA-76. After three

America's Cups as a bowman, the 42-year-old Shaver plans on taking this one off. But he doesn't expect to

miss any of the action in Valencia next spring. The loquacious Shaver commented on Act 12 for America's Cup radio and says there's a good chance he'll be doing more of that next April.

How was it watching the racing instead of sailing?

It's different. I'd rather be out sailing, you're never going to shake that. But it's good to sit back and watch from the water.

Any comments on Act 12?

It was good to see the Spanish come back and get to what they should have, that fourth spot [in the challenger rankings]. The big guys up in front, they left 2005 with fast boats, so the new boats are coming out fast. Emirates Team New Zealand is looking pretty strong. I think the big race is going to be for the fourth spot in the semifinals.

What about Alinghi?

They're going to be fine. They're holding off people with the old boat, which was the pace car in 2005. Everyone's caught up to them, but I think they've got a good possibility of defending.

What will separate the good from the bad next spring?

This year everybody is going into the rigs and the sails. It seems like all the boats look the relatively the same. The Big Four syndicates [Alinghi, ETNZ, Luna Rossa, BMW Oracle] are all meandering down the same road.

So you don't expect technological surprises?

It's the America's Cup, people will try anything.



Geordie Shaver

-STUART STREULI

CUP WATCH

ETNZ Takes Lead in Challenger Race

LOUIS VUITTON ACT 12 PROVIDED hope that there will be some great racing during the Challenger Selection Series next spring. Featuring lead changes, tacking duels, and bow-to-stern mark roundings, the regatta had everything that makes match racing exciting to watch.

Part of the reason was apples were finally racing apples. After a single round robin the teams were split into three tiers. Each quartet then sailed semifinal and final/petit final rounds, best of three in each case.

Emirates Team New Zealand exited the champion. Skipper Dean Barker and his Kiwi crew seemed much more composed compared to Act 10 and 11 in May, when the longest-tenured Cup team appeared unsettled, losing three leads on downwind legs.

Sensing burnout after a busy spring, the ETNZ crew had weekends free after Act 11 and three days off before Act 12. A fresh crew is a happy crew, and ETNZ finished with a 15-2 record, defeating Alinghi 2-1 in the Group 1 final.

"We feel very good about that," says ETNZ's Terry Hutchinson, "but it would be a huge mistake to look beyond the fact that we beat a



Some extra time off after Act 11 spurred Emirates Team New Zealand to victory over Alinghi in the final of Act 12.

team in a 3-year-old boat."

So has Emirates Team New Zealand finally assumed the favorite's mantle?

With the talented Chris Dickson at the helm, design expertise from Bruce Farr, engineering know-how from BMW, and a war chest that could hire Halliburton, BMW Oracle Racing has widely been regarded the lead challenger since filing the "hip-pocket challenge" in 2003.

But there was an uncharacteristic moment during the Group 1 petit final between BMW Oracle and Italy's Luna Rossa. James Spithill, helmsman for the Italian team, attempted a starboard-to-port

leebow on Dickson, but cut the turn too close and Dickson slammed into Luna Rossa's port quarter, both boats sustained significant damage.

On-water umpires penalized Luna Rossa for tacking too close. Later, the International Jury granted BMW Oracle redress and awarded the series to Ellison's team. But long-time Cup followers wondered whether Dickson had lost his cool during the race. After umpires waived off several of his previous requests for a penalty on Luna Rossa, did he try to make a statement this time around and push too far?

Assuming the top three have stamped their passport to the semifinal round—which seems a safe assumption—the biggest question is which team will join them?

The leading candidate is the challenger from the host nation, Desafio Español, which sailed its new ESP-88 to fifth place with an 11-5 record.

Mascalzone Latino-Capitalia and Sweden's Victory Challenge also made strides in Act 12, taking sixth and seventh, respectively. Either could make a strong run at the fourth spot.

-SEAN MCNEILL



In a heated battle for third and fourth in Act 12, a collision with Luna Rossa mangled the bowsprit on BMW Oracle's USA-87.

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Andrea White, Navy '07
Alyson Whitehead, Boston College '07
Hilary Wiech, St. Mary's '07
Jennifer Wilson, Minnesota '06

WOMEN'S ALL-AMERICA

Derby Anderson, Georgetown '06
Molly Carapiet, Yale '06
Sloan Devlin, Harvard '06
Charlotte Hill, Navy '08
Emily Hill, Yale '07
Alana O'Reilly, Charleston '06
Adrienne Patterson, St. Mary's '08
Katie Whitman, Navy '07

WOMEN'S HONORABLE MENTION

Tinja Anderson-Mitterling, Hawaii '08
Evan Brown, Stanford '08
Emily East, Dartmouth '06
Blair Herron, Georgetown '08
Andrea Savage, Charleston '09
Kaitlin Storck, Tufts '08

ROBERT HOBBS SPORTSMAN TROPHY

Alex Jones, Washington '06

FOWLE TROPHY

Georgetown

Singlehanded Star Showcases Versatility

DURING HIS FOUR YEARS AT Georgetown University, Andrew Campbell established himself as one of the best collegiate singlehanded sailors ever, winning three ICSEA/Vanguard Singlehanded National Championships. Yet, Campbell says it was his team's win in the ICSEA/Layline Team Race Champs last June at the College of Charleston (S.C.) that makes him most proud.

"Winning the team racing was the most important to me this year," says Campbell. "We have qualified so many times and haven't won it since 2001. People still talk about the 2001 Georgetown team; it feels pretty good to be on the same level as them."

The team racing win, along with his other achievements this year—the most dominant performance by any college sailor in many years—earned Campbell his third All-America selection and the Everett B. Morris Trophy as the ICSEA College Sailor of the Year.

"I thought it was a possibility," says Campbell, from San Diego. "But I tried not to worry about it because there were



Georgetown's Andrew Campbell (with Caroline LaMotte) excelled in Lasers, doublehanded dinghies, and sloops during his senior year.

bigger things to work for. It's an honor for me, but you can't do it without a good team."

To no one's surprise, Campbell dominated the fall singlehanded events, winning the collegiate title by 15 points. He finished his collegiate career having won every singlehanded regatta he entered.

But Campbell proved he was more than just a one-event wizard last fall, snaring second at the sloop champs.

After helping Georgetown

win the team racing, he took first in A division in the coed dinghy champs, with Georgetown second by 6 points.

Degree in hand, Campbell has again set his sights on the Olympics. "I feel more prepared," he says. "I have three more years of college sailing under my belt, and all the extra experience adds up because you've seen that many more situations. That's something I didn't have before."

—FRANZ RITT

O'REILLY FINISHES STRONG

After not qualifying for the collegiate women's singlehanded championship last fall, Alana O'Reilly knew winning the 2006 Quantum Female College Sailor of the Year award would be an uphill battle.

"I knew it was going to be tough," says O'Reilly, who graduated

from the College of Charleston in early May, "but I was able to get good finishes all year, especially at Nationals, and that helped me out in the formula."



Alana O'Reilly, of the College of Charleston (with Susan Lintern, left), won A Division at Women's Nationals by 23 points.

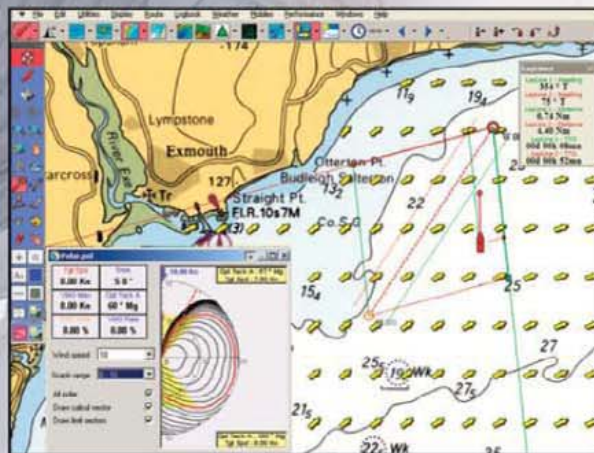
she says. "We had a great team, especially the freshmen who really came through to support me. It was great to leave a mark at the school."

—F.R.

At last May's Inter-Collegiate Sailing Association Women's National Championship, O'Reilly won A division by 23 points and led Charleston to its first women's title. "It was my last college regatta and it was really nerve-racking, because I wanted to do well,"

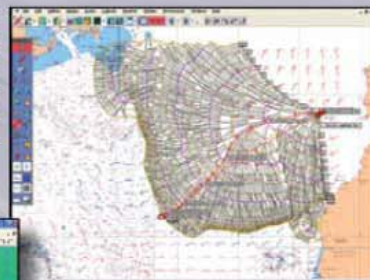
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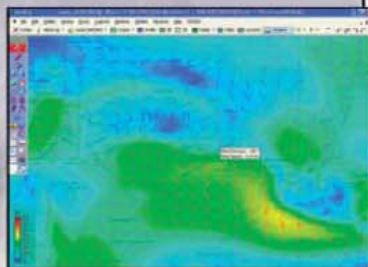
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❖ The randomness of self-broadcast video on the Internet is as enjoyable as it is puzzling, but www.youtube.com, the latest web craze, has opened a treasure trove for the visual-starved sailing junkies. You'll find footage of skiff sailing, foiling Moths, the Volvo Ocean Race, even something from this year's Whidbey Island Race Week.

❖ If you haven't visited the recently updated www.sailflow.com, do yourself a favor and see what bells and whistles these guys have added. Our favorite enhancement is the "Wind FlowViz" wind forecast, which is so localized you'll be setting your watch to the afternoon's 30-degree windshift.

❖ Google anything related to "sailboat racing" and you'll likely be directed to a new information site called www.ehow.com. New racers will enjoy understandable explanations and tips for most things racing related. A few of them are off the wall. One pertinent tip from *How To Race a Sailboat for Minimum Cost* is, "Drink cheap beer and raid the free hors d'oeuvres table at the yacht club." And this from *How to Negotiate a Starting Line*: "Implement a 'two beers before the start' rule. You and your crew will be mellower and thankful for it."

❖ Another great web resource is www.ukhalsey.com, home of the animated Rules Quizzes. In the site's Resource Center there's an easy-to-use IRC Time Calculator, which allows you to create a detailed spreadsheet showing time allowances for a wide variety of race lengths (times).

❖ And, of course, we'd be remiss in not mentioning www.sailingworld.com, where under the hand of our new web editor Michael Lovett and web intern Franz Ritt, we've loaded volumes of boat reviews, instructional articles, and feature stories. Bookmark it today and standby for the arrival of a fully revamped sailingworld.com this fall.

-DAVE REED

Flying Scots Will Weather Microburst

FOR 30 MINUTES ON JULY 11, Marblehead Harbor went berserk.

Shortly after 4:00 p.m., a wet microburst descended on the storied Massachusetts town where a 64-boat Flying Scot fleet had just settled in at Corinthian YC after the second day of racing in the class's North Americans. Winds clocked at 95 mph capsized boats at their moorings, sent rafted boats soaring onto the dock, and peeled the roofing tiles off of a nearby shack. As Marblehead police Sergeant Detective Marion Keating described: "Masts were thrown through boats like spears. It looked like a combat zone."

Despite the storm's fury, no one was injured. Nonetheless, when the rains subsided, Flying Scot sailors were in for a shock. The majority of the fleet had capsized, and 20 boats had been dismantled.

In light of the damage sustained, organizers canceled the remaining races and awarded trophies to the provisional leaders. Harry Carpenter, who took first place in the truncated series, was among the first to survey the damage.

"I was just stunned," says



The 2006 Flying Scot North Americans in Marblehead, Mass., were cut short after 20 boats were dismantled by a microburst.

Carpenter, who is also the class's official boatbuilder. "At first you're overwhelmed, but then you realize that you have to begin somewhere, and you just keep going until it's done."

Carpenter and a handful of Scot sailors, including Chris Danilek, immediately set about righting capsized boats, hauling overturned boats off of the docks, and salvaging whatever flotsam they could.

"We were hoping," says Danilek, "that if we got boats upright the regatta would continue."

Danilek's optimism—though it proved a little unrealistic at the time—runs throughout the ranks. Class president Glenn Shaffer lost a jib and a spinnaker pole, but refuses to see the microburst as anything more than a minor setback.

"I wouldn't call it a disaster," says Shaffer, "And I don't think it will affect the future of the fleet. These are strong boats. A lot of the boats that went flying through the air came out without a scratch."

-MICHAEL LOVETT

AERA WINS GULF STREAM SERIES

With 10 events over seven months, the inaugural Gulf Stream Series was a test of endurance. So it's fitting it was decided by the Storm Trysail Club's Block Island Race.

Seven of the 10 boats entered in the GSS started the race, but only Nick Lykiardopulo's *Aera* finished a torturous light-air race, taking



Money Penny (left) and *Aera* battle in Bermuda for the Gulf Stream Series title.

41 hours to sail 185 miles. This persistence gave the *Ker 55*, one of the world's best IRC boats for the past two years, an unsurmountable lead with three events remaining.

Tapio Saavalainen's *Kalevala II*, a Grand Soleil 37, finished second, while Jim Swartz' Swan 601 *Money Penny* was third. Six of the 10 entrants finished enough races to qualify for the overall title.

US-IRC's Barry Carroll hopes to triple that number next year. The addition of Antigua Race Week, Annapolis-Newport, the IRC Nationals at Block Island Race Week, and the Vineyard Race will help, as will a simplified scoring system. In each GSS event, says Carroll, all IRC boats must compete on the same course, allowing for a fleet score in each race.



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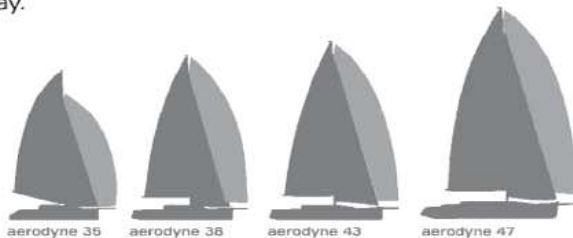


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JOBSON REPORT

BY GARY JOBSON

U.S. Team On Course For Beijing

THE MIDPOINT BETWEEN THE 2004 OLYMPIC GAMES IN ATHENS and the Beijing Games in 2008 is an appropriate time to assess the U.S. Sailing Team's progress. And as you'd expect, two years out from the Games, competition in all 11 classes is ramping up worldwide as sailors vie for the top spots in their respective class rankings and step up their fundraising effort. To give a sense of how competitive Olympic sailing has become, consider that in Athens 21 countries won at least one of 33 available medals.

It's certainly difficult to excel at the Games, especially when many countries are now supporting their athletes with unprecedented funding. In contrast, most American sailors must support themselves, relying on scarce funding sources. It's a daunting task to simultaneously train, compete, and search for money.

Reviewing past results of every Olympic class, it's clear that winning a medal often requires more than one attempt. Olympic champions spend decades developing their skills, but in the United States, the Olympic classes—with the exception of the Laser, and to a lesser extent, the Star, have virtually no presence. In addition, the Olympic racing format is rarely used by yacht clubs or other classes.

So what are we to do to foster the Olympic experience among more U.S. sailors? I've long believed our collegiate sailing programs develop many of America's top sailors, and this is supported by the fact that in the past six Olympic Games, from 1984 to 2004, 32 of 69 Olympians were college All-Americans.

This is because there is no better avenue than college sailing for our sailors to develop tactics and boathandling. Competitors rotate boats after every one or two races, and sail as many as 18 races every weekend in the spring and fall. As a result, Americans are the best in the world at close-quarters maneuvering, starts, and understanding the rules. The downside to

this, of course, is that U.S. sailors struggle with long courses, developing boatspeed, and competing at the international level.

At this year's Inter-Collegiate Sailing Association Spring Championships in Charleston, S.C., I witnessed the closest racing I'd ever seen in college sailing. The team race and dinghy events were decided in the final race, the skill level was incredible, and good sportsmanship was displayed on and off the water. I'm hope-

"The best and most accessible arena for our top young sailors who want to continue at a high level is the Olympics."

ful these sailors will represent the U.S. internationally in the coming years, but the unfortunate reality is that they won't because, as ICSA president Mitch Brindley tells me, many of them leave the sport after graduation. "For many sailors," he says, "the collegiate experience will be the pinnacle of their sailing lives."

A few collegiate sailors will move on to professional sailing, but the opportunities are rare. Only seven Americans competed in the Volvo Ocean Race, and at last count, less than 30 were on the sailing rosters of America's Cup teams. The best and most accessible arena for our top young sailors who want to con-

tinue at a high level is, therefore, the Olympics. Strong performances at the Games build pride at home, respect internationally, raise the skill level across all classes, inspire our youth, and earn attention for sailing.

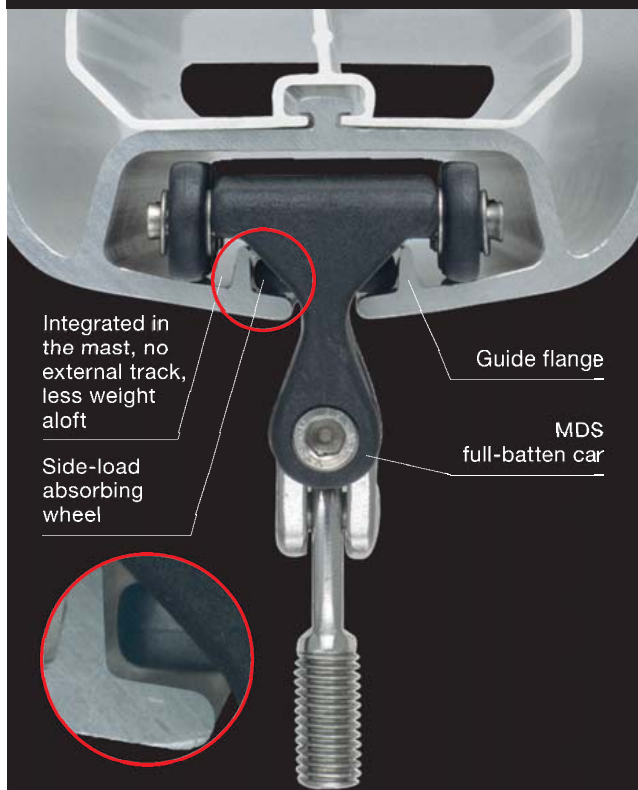
Under Olympic Sailing Committee Chairman Dean Brenner and US SAILING director Charlie Leighton, \$1.5 million has been raised to support the Olympic effort over the past year. These funds have been donated by individuals. It is a start, but more help is needed to give the athletes the backing they need to acquire more international experience.

Looking forward, the Olympic Sailing Committee is working to recognize and develop young sailors for future Games. This effort should be supported at the yacht club and sailing association level; supporting a promising sailor and bidding to host major international events. These events expose sailors and supporters to the caliber of big-fleet international competition, and when there's a big regatta in town, participation in that class, or classes, will increase. I encourage race committees to study the Olympic regatta format and replicate the system. More sailors will become familiar with it, and in the long term America's Olympic chances will improve.

There are many priorities the OSC must balance. One question that persists is whether to fund classes with the best medal prospects or to focus on areas where the United States is weak. The parent U.S. Olympic Committee demands that funds it allocates be spent on the best medal hopefuls. Strong results in world championships carry considerable weight, and consequently, classes without strong support have the most difficulty developing sailors. This is where individuals and clubs can help improve our medal chances. *(continued p. 18)*

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If the Games were in 2006, how'd the USA fare?

Laser Radial—Paige Railey and Anna Tunnicliffe are the top-ranked sailors in the world, and the competition between them to represent the United States should be the toughest competition they face en route to the medal race. With neither sailor having been to the Games, a medal will be that much harder to win, but this class is one of our best bets for gold.

Yngling—Sally Barkow, Carrie Howe, and Debbie Capozzi finished third at the 2006 Yngling Worlds. Victories at other major European events, and a healthy amount of international sailing makes this trio one of the strongest medal contenders. To get to the Games, they'll have to defeat a tough field of challengers, but if they qualify, they'll be gold-medal players.

Star—The United States is historically strong in the Star class and I could see any number of skippers—Mark Reynolds, Paul Cayard, John Kosteki, Vince Brun, Andy Lovell, Mark Mendelblatt, Andy Horton, and John Dane—making a serious run at a medal.

Tornado—If they survive the U.S. Tornado Trials on top, which is likely, John Lovell and Charlie Ogletree have a solid chance at medaling again, capitalizing on the experience they gained in winning the silver in Athens and OSC top-level funding.

49er—The U.S. team has strong talent in this class, but there are numerous talented teams to step over in order to bring home a medal. Athens rep Tim Wadlow, now sailing with Chris Rast, faces tough competition from Morgan Larson and Pete Spaulding (who crewed with Wadlow in Athens), as well as Dalton Bergan and Zack Maxam, in getting to the Games. Once there, in the light winds of Quingdao, the U.S. rep could surprise us.

470 Men—There are plenty of talented American sailors in this class, including youth sailing standouts Mike Anderson-Mitterling and Dave Hughes, Stu McNay and Graham Biehl, and Adam Roberts and Nick Martin. Currently outside ISAF's top-10 ranking, and early yet in their Olympic careers, a medal won't come easy, if at all. If Athens gold medalists Paul Foerster and Kevin Burnham show up at the Trials and win, all bets are off.

Laser—A medal in the Laser is a long shot. College Sailor of the Year Andrew Campbell, Brad Funk, and Clay Johnson are all strong contenders for the U.S. team's Olympic berth, but they are early in their Olympic careers.

470 Women—There are four teams that have the potential to do well: Amanda Clark and Sarah Mergenthaler, Erin Maxwell and Alice Manard, Carissa Harris and Isabelle Kinsolving, and Molly Carapiet and Molly O'Bryan. But the class's top-ranked foreign teams will likely lock up the medals.

Finn—An American has not won a medal in the Finn class since 1992. The most promising young sailor is Zach Railey (brother of Paige Railey). It's early in Railey's career, and class veterans, working on multiple visits to the Games, will probably keep his medal hopes in check.

RS:X Men and RS:X Women—The U.S. Sailing team has struggled in sailboard classes in recent Games. Three men—Seth Besse, Ben Barger, and Steve Bodner, would have a good chance of qualifying in the United States in this discipline, but nothing more. Women's sailboard veteran Lanee Butler Beashe is not expected to return after her four straight Olympic appearances. Qualifying the U.S. for an Olympic slot will be difficult.

—G.J.



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Marblehead - Halifax

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1st Overall

Ft. Lauderdale - Key West

1st to Finish

1st IRC

1st PHRF A, PHRF C

Miami - Nassau

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1st Americap Div.1, 2, 3

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1, 2, 3, 4, 5, 6, 7

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Dan Nerney photo



ABOVE: Dr. Richard Shulman's IMX 45 *Tempress*, winner of ORR Class 10 and ORR Overall in the 2006 Newport-Bermuda Race. *Tempress* carried North 3DL upwind sails and Gradient Series downwind sails.

FOR THE RECORD

INTERVIEW BY STUART STREULI

Farr Looks Back While Looking Forward

AS MUCH AS HE ENJOYS DESIGNING SAILBOATS, BRUCE FARR DOESN'T have much trouble imagining what he'd do if he decided to retire. "I'm a quite keen downhill skier," says the native New Zealander, who now makes his home in Annapolis, Md. "Never quite felt like I've done enough of it. One day, I'd like to be a ski bum for a season." For the moment though, plans of a winter in the Rockies chasing fresh tracks are on indefinite hold. For starters, there's his unquenched thirst to win the America's Cup. With that goal in mind, Farr is back for a second tour of

duty with Larry Ellison's BMW Oracle Racing team. While those responsibilities limit the time he can spend working for his design firm, he's by no means resting on his laurels there either, expanding its presence in the European dominated Open 60 fleet and looking for the next big thing in the sport of sailing.

Ian Burns is BMW Oracle Racing's design coordinator for this campaign. Has that changed your role?

Not a lot. Ian's role is fairly broad. I've still had quite a bit of involvement in

leading and directing the hull design side of the operation. I think that this design group is probably more organized into specific groups than what I'm used to in the past.

Do you feel as involved in this campaign as the last one?

I feel more involved in hull development because I've got more time for it. So that's a positive from my standpoint. And I think the downside of being more involved in hull design is I'm less involved in other parts of it, so I have a little less

overall view of the complete design.

Does that make you less emotionally invested in the performance of the boat as a whole?

Perhaps differently emotionally invested, in that you have a stronger tie to your area, perhaps a little less feeling of design responsibility for the whole thing. You just become more focused on one part of it.

During the 2003 campaign, the BMW Oracle design team initially produced a stiff boat, with less sail area, and spent the Louis Vuitton Cup steadily giving it more power. Do you feel you hit the target a little better with USA-87?

We have a lot more experience, so we damn well should've. Last time we got quite misled by the testing we did in Ventura [Calif.] for several reasons. The wind conditions were very steady, and they reduced the premium for sail power. I think there was a bit of course bias, which, in retrospect, tended to reduce the negative effects of having smaller sail area downwind. Those conditions pushed us in a direction, that didn't work so well in Auckland. We did quite a bit of work with the existing boats [in Valencia], and our new boat is in many respects a response to what the sailors felt they wanted in terms of the trade-off between higher stability versus light air speed.

How has your passion for winning the Cup changed?

I think my approach has changed a lot with the way the sport has changed. You go back to 1985, '86, and '87, it was a much smaller group, especially on the technical side. It was probably more reliant on designer experience and guesswork than it is today. It's become a more technically oriented task, and generally I like that less than the more artistic ap-

BMW Oracle Racing hull designer Bruce Farr (left) and Formula 1 driver Ralf Schumacher both benefit from BMW's engineers in their sporting pursuits.



GILLES MARTIN-RAGET/BMW ORACLE RACING

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proach of 20 or 30 years ago. It's more like hard work than some sort of artistic pleasure.

Have you pulled back from your responsibilities at Farr Yacht Design?

To do this job [with BMW Oracle] and lead a sane life, I had to reduce the amount of work I do at Farr Yacht Design. But I haven't really pulled back from design responsibilities. I still do a lot of the design work and I still have a lot of conceptual control over the projects that go on there.

From the American sailor's perspective, it's been a while since a new high-profile Farr design hit the water. The Farr 40 is now 10 years old. We haven't seen the bigger raceboats. Are you in a bit of a slump?

There's less opportunity for showcasing new designs. We no longer have IMS racing at the forefront, where people are madly building boats and you can show whether you're good or bad at any given time. If you go over the last few years, we've had some good runs—although not necessarily all of it obvious in the U.S. The Transpac 52 is a class in which we've gone and done well, especially in the U.S. We've done quite well in Open 60s, which was a new arena for us four years ago. We did one boat [J.P. Dick's Virbac] that has shown some very good performance—good

"It's become a more technically oriented task, and I like that less than the more artistic approach of 20 or 30 years ago. It's more like hard work than some sort of artistic pleasure."

enough that we now have a bunch of French clients coming to us. We were quite active in the tail end of the IMS as it stagnated. We've had some Beneteau production boats that have been really big successes. I think where we have missed a little is that we haven't been able to get any commissions, until recently, for big flat-out ocean racing boats. We missed the maxZ86 thing in the U.S. We're late entering the 100-foot class boats.

Why haven't you been able to land those big projects?

The people who are doing all those boats haven't been people who are traditionally our clients, so it's pretty hard to win them from someone else. And we haven't had any of our traditional clients leap into that area. We're hoping to change that because we do have a possible one coming along.

What's your reaction to the performance of the four Farr boats in the Volvo Ocean Race?

We're obviously disappointed. But I think that reflects a lot of things. ABN AMRO did a huge job with their program in a lot of areas. They did a good job in design. They had the benefit of a two-boat program. I think they had a huge benefit from being early and funded. All of our boats were single-boat programs. They were all pretty late. I think the Volvo demonstrates, and it wouldn't be the first time, that an early, well-funded two-boat program puts you a long way ahead of the pack.

One of my biggest disappointments from this race was not being able to convince two of our clients to work together. In fact, what we saw was almost the opposite. All of them were paranoid of working with anyone else, including us. If two of those guys had said, 'OK, let's work together to both lift our game,' I think it may have been quite a different race.

September will see another Farr 40 Worlds. This one, in Newport, R.I., is rumored to be the biggest ever.

It's always nice to see that Farr 40 movement, and other events



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like it, where the boats have succeeded. With the Farr 40s, in particular, I think they offer some of the absolute best top-end racing you can get for keelboats. The guys that do the racing—the owners, the professionals, the general sailors—they just all love that competition because they're all one design.

For years, pundits predicted that each Farr 40 Worlds will be the last big one. This year's regatta is no exception. Does that bother you?

No. I'm pretty far removed from most of that. But the real proof is that they continue to be a strong class and they are building new boats.

What's the next movement in sailing that will have the impact of the Farr 40?

I'm not sure. The Farr 40 thing was really a reaction to an opportunity that arose as IMS became too difficult for a lot of people. The Farr 40 clicked at the right size, attracted some good people, and just sort of blossomed from there. If you look at the situation now and say, 'What's missing from sailing?' it's perhaps almost the opposite. There's a lot of one-design sailing, but we're missing on a handicap rule that will deal with a lot of diverse boats, that can encourage grand-prix racing. So there's no outlet for high-level competition in a creative environment.

Is the TP 52 class not creative?

Yes, in a limited way. It's filled a void because it gives people some creativity in how they approach their boat shape. That's been good. The ORC classes might gather enough momentum to do the same thing. But all those things are halfway between a

"There's a lot of one-design sailing, but we're missing on a handicap rule that will deal with a lot of diverse boats, that can encourage racing."

rating rule and a one-design. You can't run a regatta of a whole bunch of different-sized boats with a box rule.

Does this new rule have to be based on a velocity prediction program, like IMS?

It doesn't have to be. When you look back at RORC and IOR—CCA as well—they perhaps squandered opportunities to use the rating-rule format to encourage good types of boats, but still rate them reasonably fairly. IMS lost an opportunity because it started off trying to be a rule for dual-purpose boats, not race boats. It was always trying to correct high-performance features to protect existing fleets. The same thing happened in IOR; both rules turned inwards on themselves in terms of encouraging development of more speed. [We need] a rule that says, 'OK, we're going to shepherd boats into a good place. We're only going to do it for race boats—and cruising boats, if you want to come along—but we're not going to do a rule that favors the cruising boats just to try to keep some perceived market alive. We're going to try to make the rule promote good boats.' So a deep VCG is good, a light displacement within reason is good. A generous sail area is good if you want exciting race boats. If you try to make all the race boats look like a conservative cruising boat, the racing guys won't want to sail them.

What about yourself? Still sailing the Megabyte?

I get out to eight to 10 racing evenings in a year. At my age I feel the need to do things like that to sharpen up a bit and there's nothing like sailing a dinghy to sharpen up my reflexes. Plus it's sailing I can do and do everything, which is nice. ♦

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Official U.S. Debut of
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Newport
INTERNATIONAL
BOAT SHOW



September 14-17, 2006

Dear Boaters:

Newport for New Products™ has long been a part of the Newport International Boat Show. Traditionally the first show of the new boat season, featuring both power and sail, Newport has been the venue manufacturers have chosen so their new boats and boating products can be seen "first". This year, *Cruising World*, *Sailing World* and *Power Cruising* magazines are recognizing that unique position by partnering to make this featured program of the Show a featured program of the boating industry!

In the first place, we've used careful criteria to determine eligibility for the program. You can read the details elsewhere on this page. Essentially, these are boats and boating products that haven't been seen at any other boat show in this country.

This special section – appearing in all three of the publications – allows readers to learn about the new products coming out at this "first of the season" show whether they have the opportunity to attend or not. We feel the development of new products is a sign of the vitality of the industry and everyone should be aware of everything that's "new"!

Also, accepted entries will be highlighted at the Show and we'll be judging the "Best New Boat" and "Best New Boating Product" from the list of entries...including ones that may be entered between now and show time. While we've grouped entries as either "sail" or "power", there will be only one award for "Best New Boat" because we want to recognize the new boat that makes the most significant contribution to the experience of recreational boating whatever its type. And the "Best New Boating Product" will similarly recognize a product that makes a significant contribution...in operation, navigation or electronics.

The Newport International Boat Show works hard to be "the place to be" if you harbor a passion for boating...either sail or power. As a leading producer of boating publications and web sites, World Publications works hard to assist its readers in getting to know what's new in both these same fields of boating. Putting our two goals together is something we both feel we owe the industry.



Nancy Piffard
 Show Director
 Newport International
 Boat Show



Sally Helme
 Publisher
 Cruising World, Sailing World
 and Power Cruising

- All new boats in the Newport for New Products program - either sail or power - are entirely new hull designs or have at least 50% structural change from a prior year's model.
- All domestic boats have been launched since April 14, 2006 and are making their official boat show introduction at the Newport International Boat Show.
- All foreign boats have been launched in the U.S. market since April 14, 2006 and are making their official boat show introduction at the Newport International Boat Show...though they may have been shown and sold outside the United States prior to April 14.
- New Boating Products are only those used for boat operations, e.g., engines and engine parts, electronics and navigation, are "new" for the 2007 model year and introduced since April 14, 2006.





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Beneteau 49

New 48' 5" sailing yacht in Beneteau line, designed by Berret-Racoupeau, with interior architecture and style by renowned Italian mega yachts firm, Nauta Design. www.beneteauusa.com



CrossCurrent 33

New sailing day racer by Maxi Dolphin features carbon encased lead keel, epoxy vacuum bag laminated hull and real teak deck to the latest technology Hall Spars mast system. www.crosscurrentmarine.com



e33 Daysailer

New 33' daysailer by Olympic and America's Cup veteran sailor, Robbie Doyle in collaboration with Jeremy Wurmfeld of Wurmfeld Design, with v'd forward sections, high stability and high lift foils. www.esailingyachts.com



Far Harbour 39

New 39' is the first motorsailer cruising yacht designed to be container-shipped to cruising destinations around the world. Designed by Robert H. Perry, manufactured by Container Yachts. www.containeryachts.com



Finn Gulf 33

New to US, 33' sailing yacht from Finland and a Helsinki International Sailboat of the Year. Designed to be compact and easy to handle for small crews or family sailing, offers solid performance and fast cruising. Presented by Rodgers Yacht Sales. www.finn Gulf.fi



Finn Gulf 41

New to US, 41' sailing yacht from Finland and a Helsinki International Sailboat of the Year; designed by Karl-Johan Strahlmann. Medium displacement, easy handling, long waterline and generous sail area for solid cruising, performance and speed. Presented by Rodgers Yacht Sales. www.finn Gulf.fi



Fountaine Pajot Eleuthera 60

New 60' cruising catamaran from France. More spacious and bright with brilliant varnish light sycamore wood interior and redesigned saloon layout. Presented by Pheonix Yacht Management. www.fountaine-pajot.com



Friendship 53

New 53' version of Friendship luxury sailing line by Ted Fontaine; longer, even more elegant version of the Friendship 40 with two staterooms. Draws as little as 4.95' with centerboard up. www.friendshipyachtcompany.com



Hallberg-Rassy 342

Official US debut of Germán Frers designed, 33' 9" long distance cruising yacht from Sweden with big in-mast furling main and a self-tending jib. Shown by Eastland Yachts. www.hallberg-rassy.com



Hunter 49

New 49' 11" aft cockpit cruiser designed to be a high-end passage maker for extended offshore cruising, with specially-engineered sail plan for maximum efficiency while maintaining single-handed sail-ability. www.huntermarine.com



Island Packet SP Cruiser

New 34' 9" sailing cruiser featuring two cockpits, an enclosed deckhouse, simplified sail controls and a hull form to maximize speed and range under power. www.ipy.com



J/92S

New U.S. debut of 30' high performance sailboat for family sailing or on the racecourse. The J/92S has been optimized with newly designed cockpit, deck, keel, rudder, sail plan and bow profile. By J/Boats Inc. www.jboats.com



Jeanneau Sun Odyssey 39i

New 39' blue water sailing yacht, newest model of the Sun Odyssey series; designed by Marc Lombard to optimize performance, safety and comfort. www.jeanneauamerica.com



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Morris M42

New model in the M series, the 42' daysailing and cruising yacht features 6' 3" standing headroom and a large saloon, the new M42 is impeccably finished in Herreshoff style of white bulkheads and varnished mahogany. www.morrisyachts.com



Najad 440

U.S. debut of new 44' sailing yacht from Sweden. Long waterline and thoroughly modern Judel/Vroljik designed hull; collaboration between Najad and Dick Young Interiors. Available in aft or center cockpit versions. Presented by Najad/Scandinavian Yachts. www.najad.com



Ovni 395

42' blue-water, multi-chine aluminum sailing cruiser from France is new to US and features a centerboard and kick-up rudder for less than a 2ft. draft, from Alubat, shown by Boatinium. www.boatinium.com



Seawind 1160

New to US, 38' sailing yacht, 2005 Australian Boat of the Year, large living space, all around visibility, and innovative Tri-Folding doors allow for indoor living with outdoor accessibility and the security of a lockable saloon. www.seawindcats.com



Wauquiez 41

U.S.A. debut of 41' French pilot saloon sailing yacht with a new deck design, a new rig with more sail area and a redesigned interior; shown by Cape Yachts. www.wauquiez.com



24 Seafarer

New 23' 10" powerboat offers an enclosed head and all new "L" shaped lounge with sink and stove; trailerable and fuel efficient with mid range HP Outboards. From Seaway Boats, Inc. www.seawayboats.com



37 Seville Pilothouse

Official debut of 34' 6" Trawler with solid FRP hull and deckhouse, high bow, ample bulwarks, and beefy rails. From Mariner Yachts; presented by Island Yacht Brokers. www.marineryachttrawlers.com



AB Inflatables Nautilus 19 DLX S

19' power inflatable with new fuel efficient, 2.8 liter Cummins Mercruiser Diesel I/O with Bravo stern drive, by AB Inflatables. www.abinflatables.com



AB Inflatables Lammina AL9.5 Superlight

New 9' 6" power inflatable whose short length results in super light 94 lb. aluminum hull, by AB Inflatables. www.abinflatables.com



Astondoa AS43

New 43' flybridge power yacht being introduced in the U.S. from Spain features living spaces generous in proportions and rich in features. Propulsion by twin Volvo 370HP engines. Presented by Sound Power. www.astondoa.es



Blubay TC45

New 45' advanced hybrid composite power catamaran, offering 53 knots top speed and 700 nm range with optional twin 440HP Yanmars, by Aeroyacht Ltd. www.aeroyacht.com



Bruckmann/Ellis 34

New 34' hard top express cruiser with a broad chine flat hull plus both entry and forward deadrise akin to a deep vee hull and a skeg for efficiency and roll-damping stability. Ample seating and sleeping area for cruising. www.bruckmannyachts.com



Camano 41

New 41' Camano offers a traditional style trawler with a large open saloon, fully equipped galley and head, queen-size walk around berth and wide side decks. Presented by Rhumb Line Yacht Sales.
www.camanomarine.com



Element 270 EXC

New 27' express convertible powerboat with solid deep-vee hull, wide lifting strakes and a deadrise of 24 degrees.
www.elementyachts.com



Hinckley T38 R Convertible

New 38' power cruiser with a push button convertible top; allows open air seating or covered cockpit with ease; includes patented JetStick controlled jet propulsion and shallow draft.
www.thehinckleycompany.com



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New 22' Sport Fisherman Express incorporates a V-berth cabin complete with sink, stove and cooler. The spacious cockpit is designed for both fishing and cruising. Presented by Ocean House Marina. www.hydrasports.com



Reef Runner

New 42' Downeast-style power yacht built with vacuum bag infusion technology and powered by twin Yanmar 480 diesels, by American Global Yacht Group. www.agyg.com



Ribcraft 150

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www.ribcraftusa.com



Ribcraft 190

New 19' 2" inflatable with the same hull design and performance characteristics as the professional model, RIBCRAFT 5.85, yet features yachting refinements; maximum 10 people.
www.ribcraftusa.com



Sabreline 34 Hard Top Express

New 34' model in Sabreline series with classic Sabre look and performance. Elevated helm deck and cockpit layout assures clear sight lines. Private owner's suite below. From Sabre Yachts. www.sabreyachts.com



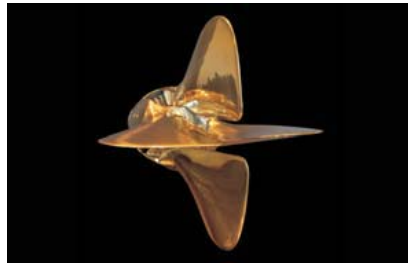
Vripack Cutter

New 39' Vripack® design, steel hulled trawler/pocket cruiser, powered by a single Cummins 80 to 130 HP, by American Global Yacht Group. www.agyg.com



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Maxilube System

Onboard oil lubrication/purification system designed to reduce engine wear and greatly extend or eliminate the common oil change interval. Includes "puraDYN" bypass oil filtration system, heavy duty lubrication pumps and patented electronic control module. www.maxilubesystems.com



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High Definition (HD) Digital Radar offers enhanced Digital Signal Processing techniques, combined with 10-bit target discrimination, provide unparalleled radar images. www.northstargps.com



Side-Power Designer Remote

Handheld wireless remote controls. Two models: one controls bow and stern thrusters; one operates a thruster and an anchor windlass. Intuitive operation. Cradle and safety lanyard included. Fully waterproof - it floats! Presented by Imtra Marine Products. www.imtra.com



Simrad Remote Control

Marine remote control system that acts as a wireless waterproof VHF handset and provides control of autopilots, instruments, VHF, chartplotters, echosounders and combination navigators from anywhere on a vessel. www.simradusa.com

Check out these and other entries at the show.

September 14-17, 2006



BY STUART STREULI

Gulf Stream Blues

The 2006 Bermuda Race wasn't easy for anyone. A tricky Gulf Stream kept navigators on edge, and light winds taxed concentration levels from the start to the finish. But this only made finishing that much sweeter.



Like a harried innkeeper after a long summer weekend, a strong ebb tide hurried the 2006 Bermuda Race fleet out of town. “You’ve overstayed your welcome,” it seemed to say. “Now shoo.” For more than a few boats, this encouragement was too much to handle. Not even a reminder from an exasperated race committee could prevent the X flag from being hoisted start after start, and countless boats being recalled to try it again.

However, for all of Narragansett Bay’s desire to rid itself of the 265-boat armada, Bermuda didn’t seem all that eager to welcome the largest fleet in the 100-year history of the premier Atlantic

distance race. A few hundred miles out from Newport, a stubborn ridge of high pressure squeezed the moderate westerly breeze out of existence. The quick boats stopped, the small boats caught up, the quick boats accelerated and separated, then stopped again.

It was better for those who took a route west of the rhumb line, a more direct choice that also had the benefit of nearly 5 knots of southbound current from a cold eddy south of the Gulf Stream. But no matter where one sailed, the wind was light, rarely reaching the double digits,

The 98-foot *Maximus* seemed a strong favorite for line honors in the 2006 Bermuda Race. But it couldn’t overcome numerous windless hours and finished third on elapsed time.



and largely on the nose. Virtually every crewmember did time crouched on the leeward rail watching bubbles drift by.

“At one point, we tried racing [flot-sam],” says a crewmember from the ex-Whitbread warrior *Ceramco NZ*. “And we were losing.”

Many miles to the east, across the rhumb line, fighting the same good fight with the vapid wind, I was onboard the Volvo Ocean 60 *Pindar Alphagraphics*, which did a lap around the planet in 2001-'02 as Team News Corp.

This ride had landed in my lap days before the start. I'd resigned myself to missing the biggest Bermuda Race ever when a call came in from *Pindar's* PR agency. They had a spot on one of two boats the company entered in the race. Needless to say, I jumped at the chance, visions of surfing downwind at 25 knots running through my head.

I don't regret my choice for a second. I do regret assuming that a boat designed to go downwind in the Southern Ocean could go upwind in a millpond.

Having now done a pair of Newport Bermuda Races, the thing that amazes me most is how time compresses on start day. One moment the crew is gathering dockside and the next the boat is crossing the starting line and heading south. In between are six or seven hours that seem to evaporate. Our dock call was early, 9 a.m., especially considering our start wasn't until just before 3 p.m. But if ever there was a time to mill around before a start and soak up the atmosphere this was it. Upwards of 500 boats crowded into Narragansett Bay's East Passage, and thousands more spectators watched from shore. Though virtually every forecast was calling for a light-air race, a punchy seabreeze had built by noon. Promptly at

Navigators had to choose between heading east of the rhumbline toward a favorable meander or the more direct westerly route, which featured a prominent cold eddy. In the end, it was the wind that made the difference. Those in the west, including *Lively Lady II* (below) had more of it than boats such as the Volvo 60 *Pindar Alphagraphics* (above), which chose the easterly option.

12:50 p.m., guns sounded from the race committee boat, a monstrous Coast Guard buoy tender, and the race was officially underway. While we tested headsails, the race committee sent off divisions every 10 minutes, the radio crackling with the sail numbers of those who hadn't properly compensated for the current and crossed the line early.

As soon as the start before ours left, we entered the starting area and made a few practice runs at the line. Then “Boom,” we were off. It was a tight fetch on star-



STUART-STREULI, WILL HUBBARD

board to the first of a set of government marks that guard Brenton Reef, and had to be left to port. Our lane closed down quickly as a the 75-foot *Titan* rolled over the top and then Bob Towse's new 66-foot *Blue Yankee* and the Swan 601 *Monypenny* engaged in a brief, and somewhat perplexing, luffing duel directly off our bow. As the boats bore off around the final course mark before Bermuda, we slowly shifted toward the windward side of the pack. It was quickly apparent that all of the larger boats in the Gibbs Hill Lighthouse division, which allows professional sailors to helm, were heading east. All but one that is. For a while we tailed Hap Fauth's 66-foot *Bella Mente*. An hour or so after the gun, we bore off a bit, hosting a massive overlapped reaching headsail, and followed the majority of our class east of the rhumb line. *Bella Mente* stayed hard on the wind and headed west.

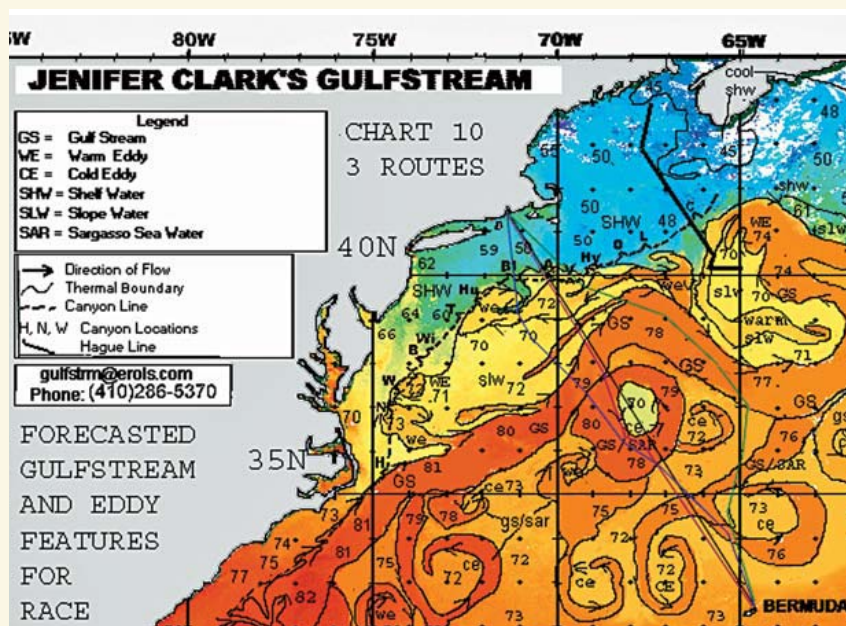
The decision to split from so many talented navigators wasn't easy. In fact, more than one professional sailor called it a suicidal career move. But then again, *Bella Mente's* navigator, Dirk Johnson, isn't a professional sailor. He's a boat broker by trade, though he's got plenty of experience racing through the Stream having now done nine Bermuda Races.

"There's less pressure on me because I'm not being paid a daily rate," says Johnson, 46. "[Professional navigators] don't want to take risks, probably for good reason from a professional standpoint. They do what they can to be in the pack. [Our strategy] was a bit of a gamble. But it was a calculated gamble. We didn't make the decision lightly or without reason."

Bermuda Race veterans say the easterly route rarely works. But that maxim was countered this year by nearly all the expert opinions, which advocated easterly routes for the faster boats. The routing programs generally concurred.

The problem, according to Johnson, was that the course was dominated by a high-pressure system—a weather feature he likened to a marble rolling around a dinner plate. It doesn't take much to push it one direction or another, and the movement is all but impossible to predict in advance.

"I didn't see enough evidence to make a risky decision to go 70 miles east of the rhumb line," says Johnson. "It was an intuitive decision. But I know going east of the rhumb line, especially north of the



How the Stream Was Won

Two amateur navigators reveal the strategies that won them the St. Davids Lighthouse Trophy for IRC (*Lively Lady II*) and ORR (*Sinn Fein*) in the 2006 Bermuda Race

Michael Lawson, a structural engineer, from England, navigated his third Bermuda Race on the Carter 37 *Lively Lady II*.

"I do like computerized navigation. I think it gives you more scope to try to optimize routes. It also makes it easier getting the performance out of the boat. The role of the navigator has changed. Rather than just working out where you are, it's about performance and looking at lots of different scenarios. I use Deckman for Windows tactical software, which normally I would plug straight into the B&G. On *Lively Lady II*, the instruments are very old B&G, which I couldn't interface with, so I plugged a handheld GPS into my laptop. I prepared a polar from an old IMS certificate for the boat; I played around with it and tweaked it as we were racing. It gave some basis for doing the routing scenarios and wind analysis. What I was finding was that the GRIB files we were getting for currents bore no relation to the satellite pictures. I gave up on the current GRIB files and

put in what I thought the tides and currents would be doing.

"At the start of the race everybody was saying, 'Go east.' You'd look at the weather GRIB files and they certainly said east, and all the analysis I did said the same thing. But after the start of the race and after the tropical storm had gone through we were able to get the latest satellite pictures from Rutgers [<http://marine.rutgers.edu/mrs/>]



and it showed quite a strong eddy. With the forecast we were getting, and the fact that we were one of the slower boats, I felt that going on the eastern side was too much extra distance. And having banged a massive corner in last year's transatlantic race on *Tempest* [and winning his class], I decided that I'd done enough banging of corners. We went west.

"From the satellite, the Gulf Stream



Gulf Stream, is a chancy thing to do under any conditions. I always favor a course that takes us rhumb line or somewhat west during the northern half of the race because that's where the success has been in the past."

Fearing the wind might shut off, Johnson directed *Bella Mente* straight down the rhumb line, aiming to cross the Stream as quickly as possible. By the time the wind faded, the 66-foot Judel/Vrolijk design was through the Stream, and on a conveyor belt south, riding up to 5.5 knots of current in a cold eddy. "When we found that current in the cold eddy," says Johnson, "I knew we'd done the right thing. That was a bonus for us. Our main strategy was to sail the shortest distance."

By the second night it was obvious *Bella Mente* was having a good race, outpacing many rivals in Division 12, which contained many larger grand prix boats. On the fourth night, when Johnson downloaded a more expansive list of position reports, the crew learned they were

not only in the hunt for a division crown, but for line honors as well. Incredibly, the 98-foot *Maximus*—a canting keel rocket that, according to the two boats' IRC handicaps, should've finished the race in 80 percent of the time it took *Bella Mente*—was 40 miles behind.

Like all the boats to the west of the rhumb line, *Bella Mente* started benefiting from some southwesterly flow late in the race. However, with longer and faster boats just off the horizon and the breeze still full of holes, it was anything but a smooth run to the finish.

"We were just concerned about keeping the boat going and fighting our way through the light spots, which was pretty important on the last day," says Rob Ouellette. "We put up the drifter a couple of times and that was frustrating because we had some pretty good breeze. We were really concerned about *Captivity* [a custom 79-foot maxi designed by Bill Langan]. We were scanning the horizon for them the whole time."

In the end, as frustrating as this flighty

While both are flat-out racing machines, *Bella Mente* (top) and *The Cone of Silence* (below) couldn't be more different. The former excels in light air, and took an improbable line-honors win in the 2006 Bermuda Race. The latter prefers heavy-air sailing off the breeze, of which there was none.

breeze was, it proved to be the best possible conditions for *Bella Mente*. During the Storm Trysail Club's Block Island Race in May, the crew had found the boat moved very well in similar conditions using a drifter brought along by sailmaker Tom McLaughlin. "We knew these conditions were good for the boat," says Ouellette. "We knew if we kept focused and kept at it, we had a chance to do well."

Whatever doubts lingered in the crew's minds as they approached the finish—there's always the small chance someone snuck past—were erased when the boat was met at the finish by a gaggle of photographer boats. *Bella Mente* had pulled off a remarkable upset to take line honors after just more than four days of racing.

"It's a special feeling to leave one place with 265 boats and be the first to the finish line, even if you're the biggest boat in the fleet," says Johnson. "The St. Davids Lighthouse Trophy [which Johnson won in 2002 aboard *Zaraffa*] is probably a harder thing to do, but you don't get that enjoyment 'til you get back to the dock. Crossing the finish line first is instant gratification."

The great thing about distance racing is that some sense of gratification awaits at the finish for every sailor. *Pindar Alphas* rolled across the finish line at 3:30 a.m. local time, nearly 12 hours after *Bella Mente*. We were sur-



rounded by a lot of smaller boats, and we were mentally prepared for a poor finish. Nonetheless, crossing the finish, taking down the main, and trading handshakes with a crew I'd grown to quite like over the past four days, it was impossible not to smile.

After breakfast and a few rounds of the Royal Bermuda YC's famous dark rum and ginger beer cocktails, and the happy realization that under the ORR rule we actually beat four boats in our division, I headed for the airport. As I was checking in for my flight, the race's smallest boat, the 31-foot *The Cone of Silence*, crossed the finish line. This custom Reichel/Pugh design is blazing fast off the wind—and has a rating that placed it in a class with boats from 41 to 72 feet—but upwind, says co-owner JC Raby, a partner in a Boston Meridian, a merger and acquisition advisory firm: "You can't change physics. It's still a 30-footer."

Raby and partners Doug Mitchell and Eric Liebman knew it would be a struggle to avoid finishing last in their division, so they focused on what the could learn on the way. Three Australians who'd sailed on the boat with the original owner flew over for the race. "We decided that if they were willing to come over from Australia, it would be, at worst, a 635-mile tune up," says Raby, 34. "You could tell we weren't going to win the thing, even before we left the dock."

The team considered heading west, but were swayed by popular opinion. "We talked to enough people who said they're going to be a big hole to the west," says Raby, "and the only way to go is east and ride the meander down. I think the meander was really hit or miss."

The Cone finished more than six hours behind every other boat in its division—and a little further behind on corrected time—but that disappointment was no match for a few drinks, a big welcome at the RBYC, and the sense of accomplishment shared by the eight-man crew, especially the three owners.

"When we pulled in we got an ovation from the boats around us," says Raby. "It's always been a dream of ours to do the Bermuda Race on our own boat. How cool is that? I think our aspirations are bigger than our size allotment, but I'd do it again in a heartbeat, even upwind. There's that one out of 10 chance; if you get the kite up it's a difference race." ♦

appeared to be fairly narrow about 10 to 15 miles west of the rhumbline. I decided we'd cut through there, and then head up and sail west and come into that cold eddy from the eastern side. My biggest fear was actually running out of wind while we were in the Gulf Stream, or running out of wind trying to get out of the cold eddy. Generally we were seeing 3.5 to 4 knots of current in the cold eddy, but we peaked at 5. At times we were doing 10 knots over the ground, which was very pleasant.

"I was actually assuming the southeasterly was going to come in, but I was praying it wouldn't come in too early. We went off in a southeasterly direction on the basis that it was eventually going to come in from the southeast, and we were tracking to start laying Bermuda. All the forecasts were adamant that the southeasterlies were going to come in but the GRIB files didn't really show it. We probably went east a bit too far, but it worked out very well.

"Since I do most of my sailing in the United Kingdom, I'm well versed in IRC. I wasn't going to jump up for joy until I knew what the results were. It wasn't until midnight Wednesday that the results went up, and we learned we'd won overall."

Peter Rebovich, of Metuchen, N.J., and Raritan YC, is a retired schoolteacher and has been racing to Bermuda on his Cal 40 *Sinn Fein* since 1981. He sailed his first Newport Bermuda Race in 1998, and won his class in 2002 and 2004.

"I did most of the navigation. Kelly Robinson gave me a considerable amount of help. I involve the whole crew in the navigation and tactics, discussing with them in detail what we're doing, why we're doing it, and what our race strategy is.

"Before the race, on and off, I would tune into Rutgers site and I would see what the Stream looked like. Invariably, unless you get a composite, there's always cloud cover. I finally said to some of the other crew: 'You know, I really don't care what was going on two months ago. What I want to know is where it was last week, where it is now, and where we think it's going to be when we get there.' We got that information from Jenifer Clark

[<http://users.erols.com/gulfstrm/>] at the Friday morning briefing and pretty

much picked her western route.

"We don't use tactical software. I have an older B&G system with an outmoded chart plotter. I used the Bermuda Race plotting chart, 5161. We drew the warm eddy on the chart and set a beeline for it. We wanted to get into the stream at 37 40 by 69 55. The Stream was very narrow where we crossed, and we were set at most 15 miles. Then we got to our exit point and were looking to get a boost from the cold eddy south of the Stream.

"We exited about 37 05 by 69 10. We had a symmetric chute up going through the Stream, and once we got into the cold eddy we put up our large asymmetric spinaker and carried that all the way down to the bottom of the eddy. We were getting 3, 4, sometimes 5 knots of favorable current.

We finally got out of the cold eddy 2400 Monday, and got the information that we were in front of all the boats in our class. We decided that rather than break away from the fleet, we would just try to stay between them and Bermuda. At the time we were still getting westerlies. Then the wind started going forward and we closed in on the *Puritan*, a Little Harbor 38 that Gulf Stream expert Frank Bohlen was on. We got close enough to ID each other and we decided it was time to take the asymmetric down, go with a jib, and head to Bermuda. I can remember remarking at one time that *Hercules* [an 80-foot ILC Maxi] was only 60 miles ahead of us.

"For the last 100 miles, it was light-air upwind sailing with lots of tacking. At one point we were down below looking at our track on the chart plotter, and Kelly was trying to figure what our heading would be on the opposite tack. I said, 'Go back to the old school.' I took a piece of tape and taped it on the screen right on our track. I said, 'OK, let's tack.' We tacked, looked at the new track, and I said, 'Here's your tacking angle.'

"We finished Wednesday at 0908. Reviewing the whole race, we pretty much were where we wanted to be. The key was that we had six great helmsmen; they just kept the boat moving."

—TONY BESSINGER



BY STUART STREULI

FORTIFYING THE



Brad Butterworth



Murray Jones and Curtis Blewett



Josh Belsky



Mike Schreiber



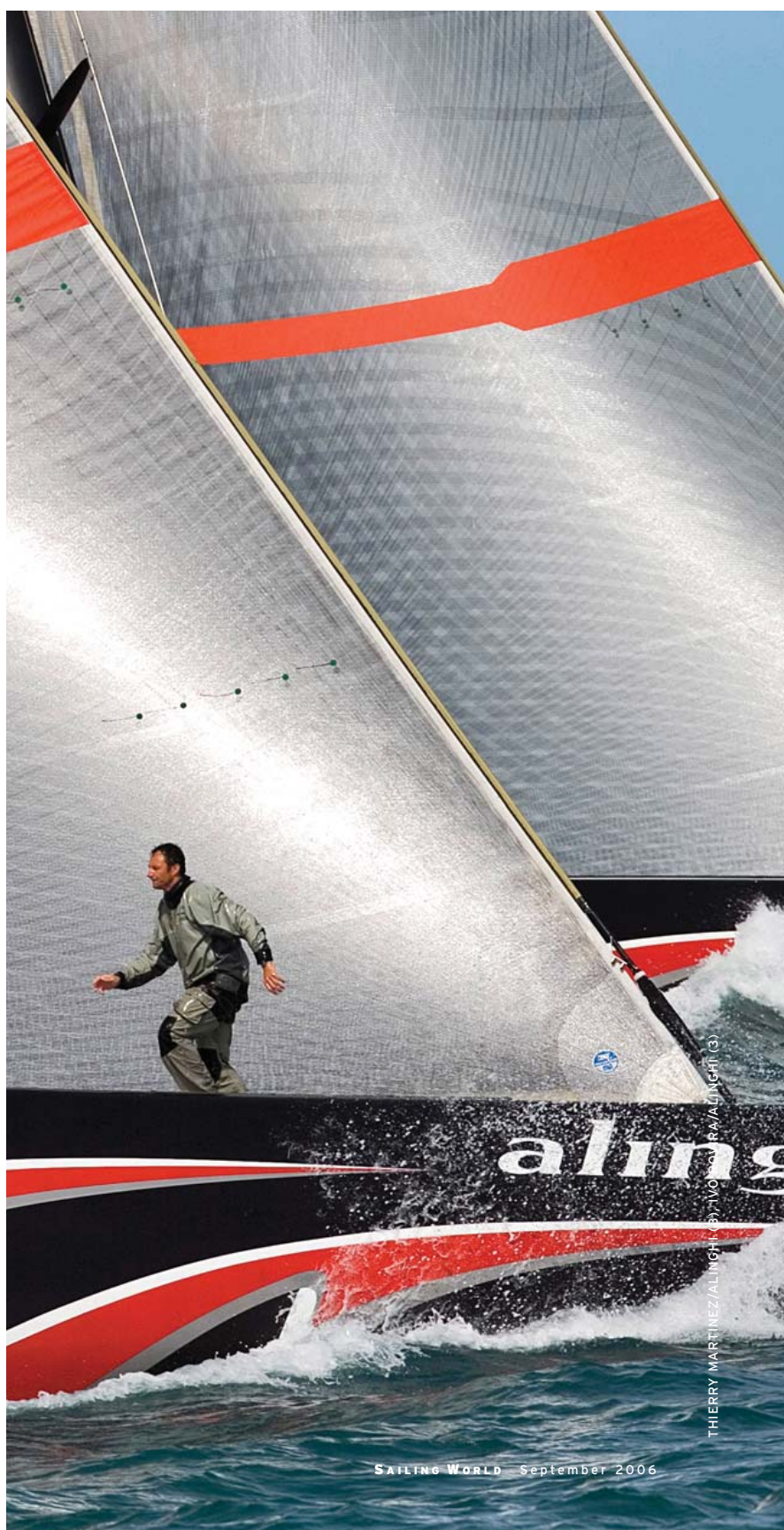
Grant Simmer

The challengers made noise early in Acts 10 and 11 of the Louis Vuitton Cup, but Alinghi took their best shots in stride, and then served notice that it's still on top of the America's Cup game.

Like many things, fireworks are a matter of timing. Set them off after dark and you're likely to receive some genuine "ooohs" and "ahhhs," and maybe even a smattering of applause. When the sun is shining, however, all you'll get is confused people wondering why anyone would interrupt a peaceful day with such a racket. After all, what fun is thunder if you can't see the lightning?

Acts 10 and 11 of the Louis Vuitton Cup had a bit of both, a fabulous display of pyrotechnics on the penultimate evening of the regatta and more than a few random mid-day explosions that had journalists, sailors, and spectators in the America's Cup Harbour vainly combing the sky for the telltale flash of light or puff of smoke. These daylight displays caught the collective eye of everyone within earshot, but no one was sure really where to look.

Last May in Valencia, there



THIERRY MARTINEZ/ALINGHI (3) / JACOBO PARRA/ALINGHI (3)

FORTRESS WALLS



THIERRY MARTINEZ/ALINGHI, UGO COFFI/ALINGHI (3), STEVEN LEE/LAI PHOTOGRAPHIC/ALINGHI

As the defender, *Alinghi* won't have the benefit of sharpening its skills during the Louis Vuitton Cup. So the team needed to supplement the old guard that won the Cup in 2003 (left) with enough fresh talent (right) to create in-house racing on par with what the challengers experience in the Louis Vuitton Cup.

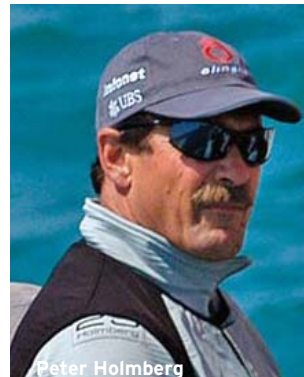
was little doubt where the attention was focused. When it comes to the America's Cup, nothing quite attracts interest like a new boat. While spectators dream of a Cup match decided exclusively on sailing skill, this is a design game and the first, and often most crucial, part of winning the Auld Mug is designing a fast package—hull, foils, rig, and sails.

Acts 10 and 11 saw the debut of three boats designed specifically to Version 5 of the America's Cup Class rule. They weren't the first Version 5 boats to hit the water—Team Shosholozo's RSA-83 was splashed last summer—but this trio came from the top three challenging syndicates, Emirates Team New Zealand, Luna Rossa, and BMW Oracle Racing. If any team is able to test Alinghi next June, it's likely to be one of these three teams. So interest was high to see what these teams produced with their first swing at the latest edition of the 16-year-old ACC rule.

Each had something to create some buzz. Emirates Team New Zealand's NZL-84 was quite narrow and featured a blunt upturned bow that harked of the voluminous schnozzle on SUI-64, the boat Alinghi sailed to victory in the 2003 America's Cup.

Luna Rossa Challenge's ITA-86 was less conspicuously unique, but the team raved about how happy it was to have a boat it felt was "in the ballpark," according to navigator Michele Ivaldi. ITA-76, which the syndicate sailed in 2005, wasn't known for being fleet afoot.

BMW Oracle Racing's USA-87 had a bowsprit, the first since 1992 in Cup competition, and for Act 11, a "naked"



Peter Holmberg



Lorenzo Mazza



Brian Sharp



Ed Baird



Mark McTeigue

mast with no rigging support above the hounds. Its deft maneuverability and acceleration started people wondering what sort of unique appendage package it had under the waterline. The American team won Act 10 with a 10-1 record, with Luna Rossa second, Emirates Team New Zealand third, and Alinghi fourth.

But like midday fireworks, the buzz around the three new boats faded quickly. Alinghi, sailing the four-year-old SUI-75, dominated Act 11. After opening the only fleet-racing event of 2006 with a sixth, the Swiss team won three of the remaining four races, and won the Act by an 8-point margin.

An ACC boat doesn't come out of the shed sailing to its potential. It takes time for the team to get the feel for it, and for the design and engineering teams to perfectly mesh the myriad combination of custom parts. There's a strong chance that all three of the aforementioned new boats will eventually be quicker than SUI-75. But Alinghi won't be racing SUI-75 in the America's Cup Match next June and that means, for the moment, the challengers are chasing Alinghi's past.

The America's Cup has long been viewed as weighted heavily in favor of the defender. It's not hard to see why. Imagine if Italy were able to sit out the next World Cup soccer tournament, and then play for the title against the one team able to survive the long road there. But in practice, it hasn't worked out that way in the contest for the Auld Mug, at least of late. Since *Australia II* wrested the Cup from its home on Manhattan's 44th Street in 1983, only twice has the Cup been defended successfully—not counting the catamaran debacle in 1988. Four times, the challenger has won.

It would be foolhardy to not rank Alinghi as the favorite to win the Cup in June 2007, but that's merely because the Swiss syndicate's chances are better than each individual challenger. Compared to the challengers as a group? Well, the Swiss team's odds don't look as pretty.

So perhaps, the most important first step of a successful defense in the modern era of the America's Cup is the realization that the advantage lies with the team that wins the Louis Vuitton Cup.

This is a hurdle Alinghi crossed early in the campaign. When scouting the sailors it needed for the 2007 defense, Alinghi looked to replace the handful of starters

from the 2003 team that didn't return, and add enough additional talent to create two teams of varsity-level athletes.

"We know we're not going to get the opportunity to sail against any other boats [in the Louis Vuitton Cup]," says pitman Josh Belsky. "Training on your own puts an entirely different twist on how to develop your team. We basically have to have two A teams."

With this in mind, the core sailors—a

we wanted that we didn't get."

Three grinders, including Cup warhorse Mark McTeigue, and helmsman Peter Holmberg came from BMW Oracle's 2003 team. From Team New Zealand, Alinghi plucked navigator Mike Drummond, tactician Peter Evans, bowman Matt Mitchell, and Craig Satherwaite. Trimmer Lorenzo Mazza and grinder Nicholas Texier were recruited from the Prada team. Mastman Mark Newbrook



Luna Rossa (second from left), BMW Oracle Racing, and Emirates Team New Zealand all sailed new boats in Acts 10 and 11. However, it was Alinghi's four-year-old SUI-75 that displayed blistering speed in the fleet racing of Act 11, winning three of five races.

group that includes Belsky, Curtis Blewett, Pieter van Nieuwenhuyzen, Francesco Rapetti, and the New Zealanders that came with Russell Coutts in 2000 to start the team: Brad Butterworth, Simon Daubney, Murray Jones, Dean Phipps, and Warwick Fleury—made a list of people they felt would improve Alinghi and mesh with the established team.

Sailing skill was obviously an important criteria, but not the only one. A good attitude, a creative mind, and an ability to work within Alinghi's team-first environment were also paramount. Then the team went recruiting. It was a similar process to 2000 when the team was built from scratch. There was one key difference. It was a lot easier this time.

"Our success rate this time around was 100 percent," says Belsky. "Going into the last Cup, there were a couple of guys that

sailed the 2003 campaign with OneWorld. Also added were Jordi Calafat, a 470 Olympic medalist and native Spaniard, and Ed Baird, a veteran of three earlier Cup campaigns who critiqued the 2003 regatta from the television commentators' booth.

"Alinghi is a special team, and that's why I joined it," says Holmberg. "I spent the last campaign looking over the fence at Alinghi and admired what they did: everything from how they managed their campaign, to how they treated their sailors, to how they built and designed their boats. It was my goal to become a part of it, and it has not disappointed. It's been a fantastic experience."

Holmberg, grinder Brian Sharp, and Newbrook all rave about how the team has balanced the openness required for innovation against the discipline needed to complete a complex research and development project in a limited amount of time.

"They just know where to invest time and energy," says Newbrook, a towering erstwhile International 14 crew from the Pacific Northwest. "They know which avenues are going to bear fruit. We don't

waste a lot of time working on things that don't necessarily produce speed. The other thing is we're not afraid to make big changes. If we see something that's not right, or something that needs improving, we'll change it right now."

One avenue they knew wasn't going to bear fruit was a search for someone to replace Coutts. With the exception of syndicate head Ernesto Bertarelli, who bankrolled the 2003 campaign, no one



person was more responsible for Alinghi's success than Coutts, who was the syndicate's general manager, skipper, and helmsman.

"There's no one just like Russell," says Holmberg. "So we came to the conclusion we'd find a different formula, without one person at the top of the pyramid. Brad is the team leader; he's our skipper. Grant Simmer, however, is our general manager and he takes on a lot of the role Russell was playing last time. Jochen Schümann, sports director, he takes on a bigger role than he had last time."

And it doesn't stop there, according to Belsky. Everyone takes up the slack. Ironically, that's how Coutts built the team.

"The best thing [Coutts] brought to this team, and left it with, was a sense of individual responsibility," says Belsky. "Russell's system of management was, 'This is what we want you to do, but that's 50 percent of what you're going to do, because you're supposed to expand upon that. We're not going to check on you.'"

Still, someone must drive the boat. While Alinghi has been noncommittal about who will have their hands on the

helm for Race 1 of the 2007 America's Cup, it's likely to be either Holmberg or Baird. Neither possesses Coutts' leadership skills, but each has had tremendous success match racing, and a lot of experience with the unwieldy ACC yachts.

As they did with every other position on the crew, the goal was to hire two A-level helmsmen and have them battle it out in-house for the right to be on the wheel next June. This is a contest that will likely carry on through most of 2006. At some point late in 2006 or early in 2007, the team will pick its starting team, including helmsman, so that those 17 sailors can develop the cohesiveness needed to win.

Coming into the 2006 America's Cup Class season, Alinghi did the bare minimum of race training. As a result, they weren't the crisp crew that dominated the Cup match in Auckland three years earlier. En route to a fourth-place finish in Act 10, Alinghi looked vulnerable. On the second day of the regatta, Alinghi nearly lost to Mascalzone Latino-Capitalia, holding an 8-second advantage from the final windward mark to the finish. The following day, Luna Rossa built a huge lead on the first of two laps. Alinghi charged back on the second beat, and the two boats were basically dead even as they approached the windward mark.

With Luna Rossa on port, just shy of the layline, and Alinghi closing in on starboard, Alinghi tacked on the Italian team's leebow, hoping to be able to squeeze them off before reaching the starboard tack layline. It didn't work, and Luna Rossa helmsman James Spithill was able to force Alinghi past the layline, tack, and lead around the mark.

"Whatever you do there, you must execute exactly right," says Holmberg, who was the Alinghi's strategist during that race, with Baird on the wheel. "You don't have time to put a soft leebow on somebody and eventually turn them away. Luna Rossa chose the exact right spot to come in as a port boat and put the starboard boat in a very awkward situation. They did a very good job. It's a little frustrating for us now because we're still in the design phase of our campaign, we haven't gone out there and done the hard hours of racing to fine-tune ourselves. But that's something we'll have to find time for once we get to the full-on training phase of the campaign."

Though Alinghi might've been slightly wanting when it came to match-racing technique and execution, by the end of Act 11 it was clear that it's still peerless when it comes to campaign strategy.

Sailing a four-year-old boat that they claim to have barely tinkered with, Alinghi dominated the fleet racing in Act 11, winning three of five races by an average of 92 seconds over second place. In the third race, the only contest of Acts 10 or 11 sailed in more than 12 knots, Alinghi blasted off the line, lifted away from the competition—displaying the high mode some competitors had questioned whether it still had—and won the race without much of a fight.

"Normally they are a bit faster and they have the best possibility in the fleet to go high," said Mattias Rahm, strategist for Victory Challenge, which started just to leeward of the defenders in that race. "I think that's what they felt they had to do. And they did it."

Butterworth, Alinghi's skipper, was asked whether his crew showed the competition an extra gear in that race. "Yeah, that's right," said a surprisingly feisty Butterworth. Then, on the topic of whether he was surprised that the new boats weren't faster than the four-year-old SUI-75, he added, with a wry grin: "You'd think they would've gotten a little closer to [SUI-75] with all those photographs they took of it last year."

When pressed, Butterworth allowed that while the hull of SUI-75 may not have changed much since the 2005, the sail design team, led by Mike Schreiber, has been hard at work. Many experts feel this Cup match will be won by the sails and rig—the aero package—since the requirements defining the hull shape have been tightened even further in the Version 5 ACC rules.

Then, after getting the last word on the water, Alinghi played its final card ashore. While the other teams were decompressing after two weeks of non-stop action, the Swiss team unveiled SUI-91, its latest boat, to friends, family, and some invited guests.

It was an understated ceremony, without any of the theatrics that Alinghi was known for during its run to the Cup in Auckland. No dancers, loud music, or fireworks. But nonetheless, the sleek black missile—possibly one of the narrowest America's Cup Class boats ever built—generated plenty of noise. Even two months later, as Alinghi opted not to sail SUI-91 in Act 12, the buzz surrounding this boat had yet to die down. ♦



Austrian

The fourth edition of ISAF's World Sailing Games was chock full of successes and missed opportunities, on and off the water.

WHEN GABRIEL MORAN, AN 18-YEAR-OLD Laser sailor from Ecuador, lined up for the first race of the 2006 International Sailing Federation World Sailing Games at Austria's Lake Neusiedl last May he suddenly felt a long way from home. He was bundled in a wetsuit and his boat bobbed in icy, brown water. His competitors passed with cold indifference, barking commands in impenetrable tongues. This was his first trip to Europe and first major regatta, and as the starting gun

fired, the young Olympic aspirant watched the fleet slice past him at a blistering pace. If not for the fact that he was on a lake, instead of a dry lakebed, Moran would have been coughing and shielding his eyes, for he had been left in the proverbial dust. Olympic-level sailing, he realized, was a whole new game.

"It was very difficult," says Moran. "Everyone was very serious and intimidating, and they shouted a lot. I have to learn to be more aggressive." But having

EMILY FERGUSON



BY CHRIS PASTORE

Goulash

taken his first steps up a precipitously steep learning curve, he was upbeat. “This has motivated me. It’s all new, but I can now see how the process works.”

Backed by an ISAF program designed to encourage participation by sailors from developing nations, Moran had traveled to the hamlet of Neusiedl, an hour east of Vienna, where he joined more than 800 competitors, most of whom were seasoned veterans of the European summer regatta circuit. For many

of them this was another event on the road to Beijing in 2008, albeit one handing out gold medals. For Moran it was a window of opportunity.

For ISAF, the 2006 World Sailing Games were equally auspicious, an opportunity for sailing’s governing body to gather its champions while simultaneously exposing new talent—including sailors from nations (developing or otherwise) that did not qualify for the last Olympics—to the highest level of the sport. The event

Susan Korzeniewski (left) sailed with Annie Nelson to a bronze in the Women’s Hobie 16 division, one of four medals for the United States in the 2006 ISAF World Sailing Games, held on Lake Neusiedl, Austria.

included both Olympic and non-Olympic classes and sought, by creating a festival atmosphere, to foster an exchange of ideas between the two. But like a menu with too many choices and lacking a theme, the impact of the World Sailing Games was diffused by a sense of uncer-



tainty about what they were meant to be. The quest to tackle so many goals in a single regatta compromised ISAF's ability to accomplish any of them. It was impossible to discern whether the Games were a championship or development event, promoting Olympic sailing or the sport as a whole. Ultimately, the successes of the 2006 Austrian edition of the WSG were balanced by an equal number of missed opportunities.

The World Sailing Games are held every four years at the halfway point between Olympic Games. Now in its fourth installment (after La Rochelle in 1994, Dubai in 1998, and Marseille in 2002) the Games has expanded and evolved into ISAF's flagship event, a world's fair of international racing. Every nation is guaranteed at least one entry in each discipline and a second at the discretion of the organizers. World champions from select high-performance dinghy classes and the top-10 ISAF-ranked sailors per Olympic class are also invited and, in many cases their flights and accommodation paid for. To draw the most competitive fleets, the event provides ISAF ranking points for Olympic classes.

However, in order to avoid overshadowing individual class world championships, ISAF instead awards medals in disciplines, rather than classes. Last May those included: men's and women's single- and doublehanded dinghies (Laser,

Laser Radial, and 470); men's and women's multihull (Hobie Tiger and Hobie 16 with spinnaker); windsurfers (Neil Pryde RS:X); and making their debuts, skiffs (49er) and two-on-two team racing (International 420). Because the lake is less than four feet deep in most places, keelboats were not included.

To transform a shallow lake in the heart of Austria's wine country into a showcase of competitive sailing wasn't easy, but organizers had a \$3 million budget at their disposal for the 10-day regatta. Charter boats were brought in for all classes except for the 49ers. In addition to a media center, weather station, and tented rows of sponsor booths, the main village comprised multiple boat parks, in which hundreds of dinghies on dollies were organized in rows. On one end of the Laser park was a soccer field and beach volleyball court, and on the other, a handful of portable hot tubs for post-sailing soaks. The whole compound was connected by a wireless network. Between the various launching centers around the lake plied a fleet of matching silver Mercedes cars and vans emblazoned with the WSG logo. Organizers hoped this festival atmosphere would differentiate the WSG from events like the ISAF Olympic-class Combined Worlds, which are held one year before the Olympic regatta, and are the primary country qualifier for sailing's biggest event, as well as each individual class's world championship.



Gabriel Moran

Gabriel Moran, of Ecuador, found the Laser fleet at the World Sailing Games to be both intimidating and inspiring. The 18-year-old, whose trip to Austria was supported by ISAF, now has his sights on the Olympics.

In theory this goal seems achievable. In practice, however, it amounted to a second world championship-level regatta for each Olympic class in 2006. The only non-Radial sailor invited to compete for the title of "women's singlehanded world champion" was 2005 Europe dinghy world champ Shen Xiaoging, of China, hardly a sufficient sampling of singlehanded female sailors to make the title valid—especially since Xiaoging did not attend. "It was the Radial Worlds fleet out there," says Anna Tunnicliffe, 23, of Fort Lauderdale, Fla. "It was the same people. It was the same regatta."

Critics contend the World Sailing Games steals the thunder of the individual class world championships, results at which directly affect Olympic campaign funding. ISAF disagrees. "We're not trying to compete with class world championships," says ISAF Communications Director Luissa Smith. "But we need to offer titles to attract top sailors and the support of member national associations."

A different approach, says U.S. Sailing Team coach Gary Bodie, could be to use non-Olympic classes. "The European Olympic schedule is already packed," he says. "This might be a better event if it consisted of all non-Olympic classes. Those sailors don't usually go to ISAF events, and this could make that possible."

But even in the non-Olympic classes, things didn't go smoothly. Olli and Kelly Jason, of Clearwater, Fla., were planning to take their first shot at an ISAF title in the Hobie Tiger class. They'd sailed Tornados, but as a male-female team were overpowered in high winds. The World Sailing Games provided the chance to compete against many of the same Tornado sailors but on the less weight-specific Hobie Tiger. They qualified by winning the F18 NAs, registered, and trained for eight months. But before the first race in Neusiedl they received notice that Kelly had been barred from competition. A late change in the NOR had shifted the formerly open Tiger fleet to men only. Because it had changed after the Jasons

sailors were also the most isolated, launching from the town of Pottersdorf, 5 miles down the road—the two-on-two team racing was a bright spot in Austria.

Based in Neusiedl, with their starting line set 20 yards from the regatta center pier, the team racers were beneficiaries of the sort of competitive celebration the regatta's framers had originally intended. With short courses and live commentary, the team racing drew crowds. "Normally we team race by ourselves," says Amanda Callahan, of Canton, Mass., and a member of USA 3. "But this is a chance for others to actually see what we do."

That sailors from other classes had the opportunity to watch and appreciate team racing, a discipline not normally included

in major multi-class championships, was a resounding success. And perhaps the team racers themselves, freed from the burden of chasing Olympic ranking points, added a sense of levity to the inter-class discourse. They frequented the soccer pitch, and, when not sailing, held a raucous court on Neusiedl's main pier.

The U.S. teams were dominant in this

The two-on-two team racing was one of the hits of the World Sailing Games, benefitting from a collegial group of competitors and a race course that made it easy for spectators to take in the action. Charter boats, immaculate boat parks (below), an active regatta village, and hot tubs made every competitor feel like they were participating in a world-class regatta.



had already qualified, Bodie had sought and received verbal approval for their co-ed participation. But on the eve of racing, ISAF judges reneged. "It's unfortunate that they let it go that far," says Olli Jason, a computer consultant. "They had accepted our entry. Our expectation was to sail against the best cat sailors from every country on a more level playing field for amateurs like us."

This is where the "celebration" spirit of the event derailed. If it was simply a festival of competitive sailing, the Jasons should have been allowed to race. If the event was a "world championship" the NOR should have been finalized months, if not years, before the qualifying events.

While ISAF's missteps loomed large in the Hobies—the most free-spirited



discipline, where the simple goal is to avoid finishing in last place. Tim Wadlow, Ery Largay, Tim Fallon, and Karen Renzulli (USA 2) beat world champ runners-up Peter Levesque, Liz Hall, Colin Merrick, and Callahan (USA 3) for the bronze. In the gold-medal, best-of-five series between Danny Pletsch, Carrie Howe, Caleb Silsby, and Paige Hannon (USA 1) and GBR 3, the British team took an early lead, winning the first race,

knew when you were near the British fans and when you had reached the Americans,” says Carrie Howe, who took a break from her Olympic Yngling campaign to compete. “We told ourselves the last race was just another one that we had to win, but hearing the crowds cheering, ‘U-S-A,’ was exciting.”

With three gold medals, a silver, and bronze, the Australians won the King’s



Paige Railey

my list.” Railey carried a slim lead into the medal race and was able to keep Sophie de Turckheim, of France, behind her to win the gold. “I felt like I learned something new,” Railey says. “I’m getting better at dealing with pressure.”

And for Moran, the Ecuadorian upstart? He improved throughout the week and finished 27th in the 35-boat Laser silver fleet, firming his Olympic

resolve. “I’m going to hire a coach,” he says. “I’m going to start sailing full time. For the Laser in Ecuador, I think I’m going to be the one.”

Providing a glimpse of top-level competition for sailors like Moran is a worthy goal, and one that ISAF appeared to achieve in Austria. For champions like Nelson, Korzeniewski, and the team racers, climbing the podium and receiving medals was a taste of Olympic-style recognition. Even an Olympic-class veteran like Railey, who has higher honors in her sights, savored the experience.

But how can ISAF unify this championship and distinguish it from its others? World Sailing Games Competition Manager Helmut Jakobowitz admits launching every class from a single venue would have been an improvement and including more world champions would be a boon. But overall he believes criticism is unwarranted. “I can’t see the weaknesses, but I can see the strengths,” he says. “If it is a world championship, sailors will get support. If it is

a festival, they won’t. If I choose a class that nobody knows, then no one will come.”

Ultimately, it seems ISAF has identified some of its missteps, but having lost itself in semantics has overlooked others. For 2010 it must streamline the World Sailing Games or at least eliminate some of the event’s many contradictions. If it can accomplish this, ISAF will have its celebration—sailors from around the world, from all the major classes, both Olympic and non-Olympic, competing, making friends, and sharing ideas while piling into the hot tubs. ♦



U.S. FINISHES AT THE 2006 ISAF WORLD SAILING GAMES

The United States sent 40 sailors to the ISAF World Sailing Games at Lake Neusiedl, Austria, May 10 to 20, representing every class except the 49er. The U.S. team returned with won two gold and two bronze medals.

Team Racing

Gold **Danny Pletsch, Caleb Silsby, Carrie Howe & Paige Hannon (above, left)**
Bronze **Ery Largay, Tim Wadlow, Karen Renzulli & Tim Fallon (above, right)**

Laser Radial

Gold **Paige Railey**

Hobie 16 (with spinnaker)

Bronze **Annie Nelson & Susan Korzeniewski**

Gold Fleet Finishes

| | | |
|--------------|--|-------------|
| Laser | Brad Funk | 21st |
| Laser Radial | Anna Tunnicliffe | 7th |
| | Sarah Lihan | 35th |
| 470 Men | Mikee Anderson-Mitterling & Dave Hughes | 16th |
| | Stu McNay & Graham Biehl | 32nd |
| RS:X Women | Karen Marriot | 26th |
| | Farrah Hall | 27th |
| Hobie Tiger | Greg Thomas & Jacques Bernier | 15th |
| Hobie 16 | Sandra Tartaglino & Teri McKenna | 12th |
| Team Racing | Peter Levesque, Liz Hall, Colin Merrick & Amanda Callahan | 4th |
| | Justin Law, Jennifer Chamberlain, Andrew Watters & Megan Hawn | 7th |

but in the second heat USA 1 evened the score. The Americans and British teams swapped the following two races, tying the score 2-2. The first attempt to break the deadlock was abandoned after an umpire boat collided with a British sailor. On the final beat of the re-sail, USA 1 forced a penalty on GBR 3 and Pletsch, Howe, Silsby, and Hannon crossed the line 1-2 to take gold.

“Sailing by crowds on the pier, you

Trophy for the top national team. The Americans weren’t far behind with two gold and two bronze medals. In addition to the team-racing honors, Paige Railey won the Women’s Singlehanded gold medal, and Annie Nelson and Susan Korzeniewski took bronze in the women’s multihull discipline, sailed in Hobie 16s with spinnakers.

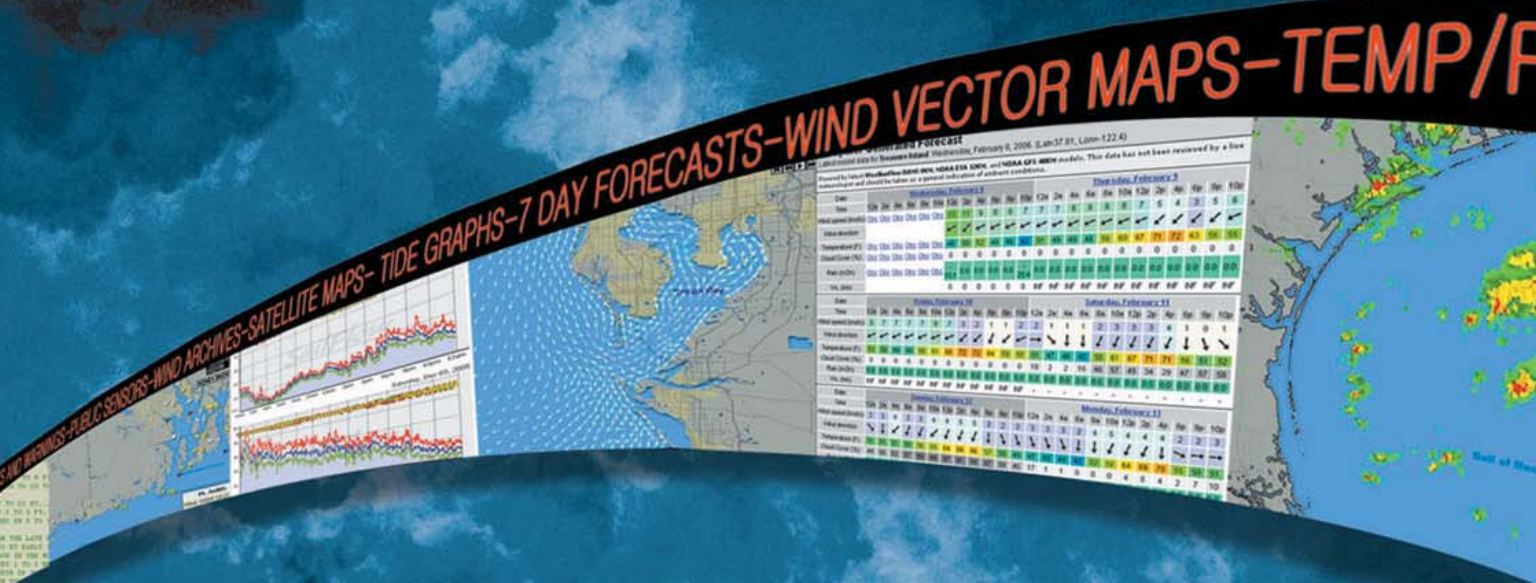
“I didn’t know how to take it,” says Railey of the event. “Is it important or practice? In the end it’s a world championship, so I put this at the top of



Susan Korzeniewski (left) and Annie Nelson

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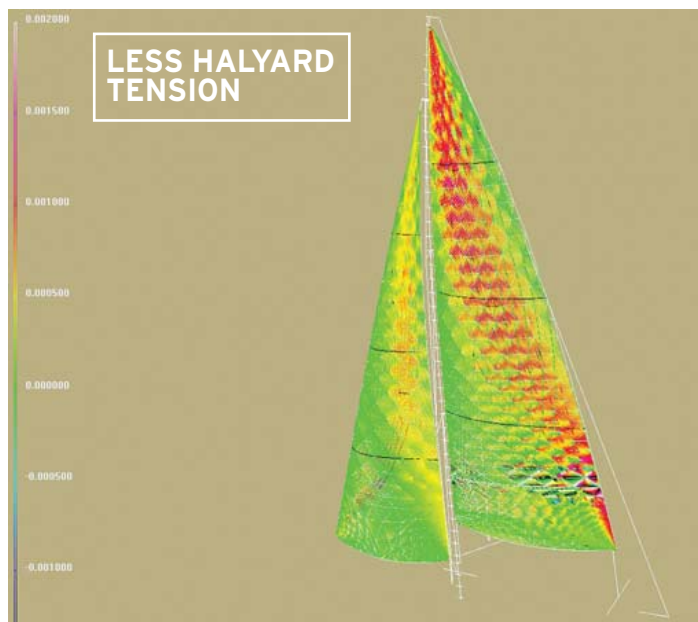
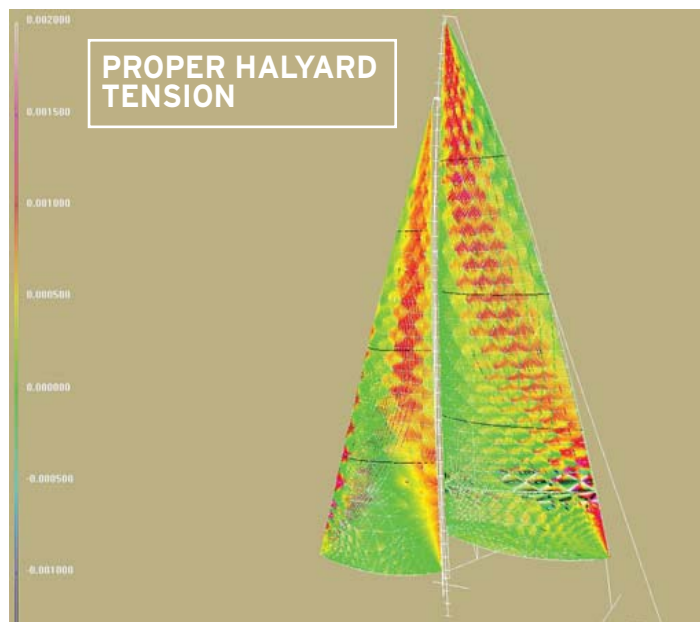


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Tech Review



RIGGING UPGRADE BY DAVE POWLISON

Where Stretch Resistance Rules

RUNNING RIGGING IS OFTEN THE FORGOTTEN stepchild in a racing budget. Most club racers sail with stock halyards and only replace them when there's an indication that a break is imminent. And the replacement usually replicates the original. But what happens when you think outside that box of stock equipment? Will higher-grade halyards take your boat's performance to higher levels? To answer that question, we hopped aboard a two-year-old C&C 99, pulled the halyards, identified them, then measured and weighed each. Armed with that information, our next stop was Hall Spars and Rigging, where we talked with rigging guru Skip Mattos. He provided us with two packages—one, a damn-the-costs, full-speed-ahead program, and the other, a program where the owner will still

be able to sleep at home once the next credit card bill arrives.

Here's where we started. The standard C&C 99 comes equipped with running rigging by New England Ropes. The main and jib halyards are each 107' of Endurabraid, a low-stretch line with a Dyneema core. The 3/8" main halyard weighs about 4 pounds, while the 7/16" jib halyard weighs just over 5 pounds. Although the boat we measured is set up with side-by-side sheaves for two jib halyards, a second jib halyard is optional, and this boat carries the standard rigging package with just one jib halyard. The topping lift is 80 feet of 5/16" Sta-Set X, an all-purpose polyester product, and weighs 3.5 pounds. The two spinnaker halyards are 108' of 5/8" Sta-Set X and

WARMER COLORS (red, orange, yellow) indicate higher strain on the yarns in the sails due to halyard tension. As a halyard stretches, strain on the yarns decreases, sail shape changes, and not for the better. In the right-hand illustration, a headsail with less halyard tension has a finer entry and a rounded leech, neither of which is fast.

weigh 5 pounds each. The whole running rigging package weighs 22.5 pounds.

With that selection of running rigging in mind, Mattos said that the biggest gain this boat could realize through halyard replacement was stretch reduction. "When I'm thinking about running rigging," says Mattos, "I'm thinking about zero stretch all the time. In the case of a one-design, such as a J/22, where you have

HIGH-TECH HALYARD CHOICES

Apart from rigger Skip Mattos' recommendations for our C&C 99 halyard upgrade, *SW* spoke with representatives from other major rope manufacturers. Here's what they recommend for each type of halyard.

CLUB LEVEL

| Brand | Size | Cover | Core | Weight | Price |
|-------------------------------|-------|-----------|-------------------|--------------|-------|
| MAINSAIL (107') | | | | | |
| New England Ropes V-100 | 8mm | polyester | Vectran | 4 pounds | \$208 |
| Samson XLS Extra | 7/16" | polyester | MFP/Dyneema blend | 6 pounds | ** |
| Yale Crystalyne | 9mm | polyester | Vectran | 4 pounds | \$323 |
| JIB HALYARDS (107') | | | | | |
| New England Ropes V-100 | 8mm | polyester | Vectran | 4 pounds | \$208 |
| Samson XLS Extra | 7/16" | polyester | MFP/Dyneema blend | 6 pounds | ** |
| Yale Crystalyne | 9mm | polyester | Vectran | 4 pounds | \$323 |
| SPINNAKER (110') | | | | | |
| New England Ropes Endurabraid | 8mm | polyester | Dyneema SK75 | 3-3.5 pounds | \$203 |
| Samson XLS Extra | 7/16" | polyester | MFP/Dyneema blend | 6 pounds | ** |
| Yale Maxibraid Plus | 9mm | polyester | Dyneema | 4 pounds | \$386 |
| GRAND PRIX LEVEL | | | | | |
| MAINSAIL (107') | | | | | |
| New England Ropes PRO-PBO | 8mm | polyester | PBO | 4-4.5 pounds | \$492 |
| Samson Progen II | 5/16" | polyester | PBO | 4 pounds | ** |
| Yale PoBOn | 8mm | polyester | PBO | 3 pounds | \$654 |
| JIB HALYARDS (107') | | | | | |
| New England Ropes PRO-PBO | 8mm | polyester | PBO | 4-4.5 pounds | \$492 |
| Samson Progen II | 5/16" | polyester | PBO | 4 pounds | ** |
| Yale PoBOn | 8mm | polyester | PBO | 3 pounds | \$654 |
| SPINNAKER (110') | | | | | |
| New England Ropes Endurabraid | 8mm | polyester | Dyneema SK75 | 3-3.5 pounds | \$203 |
| Samson WarpSpeed | 3/8" | polyester | Dyneema | 4 pounds | ** |
| Maffioli DSK75 PC cover | 9mm | blend | Dyneema | 4 pounds | \$426 |

**Sold at net cost to distributors/contact your local distributor

Dacron sails that have the ability to move more [than higher-tech sails], it minimizes how much the sail changes shape in puffs or varying wind conditions. On the carbon side of things, where you have your brand-new \$8,000 carbon jib, and you put a stretchy halyard on it, you've defeated the purpose of having a carbon jib." So, eliminating halyard stretch eliminates one more variable in sail trim.

Mattos also prefaced his recommendations by suggesting that the owner of the C&C 99 remove the topping lift and install a second jib halyard. That way, the unused halyard could be used for a topping lift and would be readily available for headsail changes. "The other thing about that," says Mattos, "is that since the existing topping lift sheave is around mid-mast, when you have a leeward-mark rounding that's not quite perfect and you need to tack, you

can't just open the clutch for the topping lift and let it run out. It catches the genoa mid-leech. If you have it at the top of the rig, it's much easier for the line to get out of the way of the genoa. You're at the top of the leech; you're not bisecting it." As with any line change, he also recommended we make sure the existing halyard clutches can effectively hold the lines he recommended.

Main halyard

Downsize aggressively by going to Yale's 8mm (~5/16") PoBOn, which, says Mattos, is "the closest thing you can get to having a halyard lock." In addition, that would allow us to drop down two line sizes, going from the existing 3/8" halyard to 8mm. In the process, we would gain another 1,000 pounds in breaking strength, and the new halyard would weigh in at around 3 pounds, a savings of 2 pounds over the

original halyard. Although the cover on PoBOn does absorb some water, the core does not, so water absorption is minimal. Since PBO doesn't like to go around a tight radius, such as around a main halyard sheave, Mattos would splice in a two- to three-foot Spectra pigtail on the shackle end to deal with that issue. Back on deck, the halyard should be locked off in the halyard clutch and cleated on a horn cleat, to ensure it holds.

Primary jib halyard

Again, the recommendation is 8mm PoBOn for the same reasons it was chosen for the main halyard. However, the jib halyard doesn't need a Spectra pigtail, since jib halyards are frequently adjusted. In fact, Mattos recommends keeping the jib halyard on a cabin-top winch: "Leaving a few wraps on the

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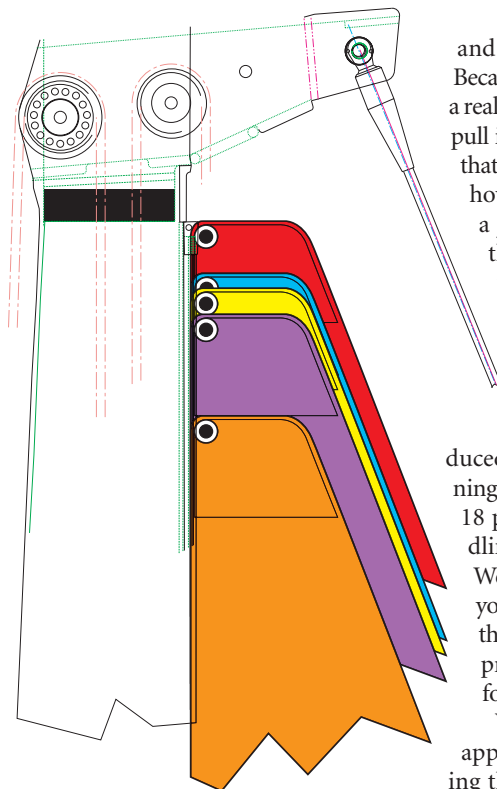
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HIGH-TECH LINE really does work better. This illustration from New England Rope shows how much stretch occurs on a J/24 main halyard of various rope materials. The most stretch (orange) is on a low-end polyester halyard. The least stretch (red) is on a top-end PBO halyard.

winch speeds up adjustment in a puff or lull, keeping weight on the rail longer." Weight: 3 pounds.

Secondary jib halyard

You could go with PBO for this halyard as well, but even at the gold-plater level, Mattos said that's not necessary. Recommendation—Yale 8mm (~5/16") Crystalyne. The halyard includes a taper for slightly shorter than the length of the boat's I dimension, just so the last pull on the halyard is not on raw core. The tapering reduces weight and eliminates water absorption issues. Weight: 4 pounds.

Spinnaker halyards

Stretch is a particular concern on spinnaker halyards. "If you're reaching, and the halyard is stretching at all, it's tipping the boat over because it's moving the spinnaker further away from the boat. You also lose power transfer, especially in waves, where you lose energy whenever the halyard stretches." If this boat carried an asymmetric spinnaker, stretch would be an even bigger concern. Mattos says, "I would go right to 9mm Maffioli DSK75 with PC cover. It's Dyneema, it's low stretch, very light weight,

and has great handling characteristics. Because it's blended with Cordura, it has a real soft hand to it, which means you can pull it up faster. You normally don't have that problem with jib halyards because, how often do you have to rapidly hoist a jib?" Unlike its predecessor, SK75, the DSK75 has a core, and the line would be tapered, reducing weight and water absorption. Weight for the pair of spinnaker halyards: 8 pounds.

So that's the gold-plater program for our C&C 99. We've reduced stretch, dropped the overall running rigging weight from 22.5 pounds to 18 pounds, and have some great handling spinnaker halyards. The price? Well, you'll need to do the math for your own boat, but as an indicator, for the PBO halyards, you're looking at a price at least 25 percent higher than for high-tech non-PBO products.

What about a more budget-minded approach? Save big bucks by converting the current Endurabraid main and jib halyards to spinnaker halyards. The only expense is replacing the shackles, and the result is a big step up in stretch reduction for the spinnaker halyards. Mattos would still recommend eliminating the topping lift and springing for an extra jib halyard. For the main and jib halyards, go with either 9mm Crystalyne with stripped covers or, for the even more budget-conscious, 9mm Aracom T, also produced by Yale, although the cover cannot be stripped from that line. The Crystalyne weighs just over 4 pounds, with a stripped cover, and the Aracom T weighs 5 pounds. There's no major overall weight savings compared to the original running rigging package, but there would be significant gains in stretch reduction.

Care and Feeding of PBO Halyards

UV preys on PBO. The solution? "Put a leader on PBO halyards and sky them," says Mattos. "When you get into the routine of it, it only takes a couple of minutes. One key is to come up with something to make coiling the messenger line easier." And, like any line, keeping halyards clean of salt and any contaminant by rinsing them after sailing will also prolong their life. You should also end-for-end them about halfway through their expected life. If you take those precautions, Mattos said that you should be able to get two full seasons from a PBO halyard and an extra season if you shield them from UV.



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Salona 45, A Cruiser Fit to Race



IN THE BEST OF ALL POSSIBLE WORLDS, sailors who enjoy both racing and cruising would own two boats. The raceboat would be a flat-out rocket ship, the cruiser a well-equipped luxury performer. Reality, however, prevents most of us from realizing such Zen-like balance, so compromises are necessary. With compromise comes the sinking feeling of settling for less, but last fall, on a windy day on Chesapeake Bay, we sailed the Salona 45, a cruiser/racer created with seemingly little use of the word “compromise.”

Designed and built in Croatia by J&J Design and AD Boats, the Salona 45 is a bit of a throwback. Eschewing the non-

overlapping headsails of modern designs, the Salona carries a 130-percent masthead genoa on a three-spreader, aluminum Sparcraft rig. Big headsails and masthead kites mean more grunt in the light stuff, which works well, percentage-wise, for most venues in the United States.

The Salona should hang tough in windy venues as well. By using uni-directional, bi-axial, and tri-axial fiberglass cloth in the hull laminate, and foam core (to just below the waterline), the boat is relatively lightweight. Three stringers per side, three ring frames, a grid cored with marine plywood, and bulkheads and interior joinery bonded to the hull, make the boat strong and also contribute to its stiffness.

There are two safety features not ordinarily found on recreational vessels; fore and aft bulkheads that, according to the manufacturer, are true watertight compartments—wiring or plumbing passes through watertight glands. The aft bulkhead is forward of the rudder stock, so, theoretically, even if the rudder drops out of the boat, water shouldn’t breach the interior.


The Salona 45 we sailed last fall had

The Croatian-built Salona 45 reaches under asymmetric spinnaker during a test sail last year. The boat is also available with a bowsprit.

the two-wheel option, but the boat is also available with a single, 60-inch, carbon-fiber wheel. We liked the twin-wheel approach for two reasons. Racers will appreciate the better visibility, while cruisers will enjoy how easy it is to get from the transom to the companionway.

A transom locker is secured with four screws, and is easily removed. It’s a simple way to increase storage when cruising while keeping the stern light when racing. A Harken traveler sits on the (teak optional) cockpit floor, directly forward of the helm, and is flanked with two Harken mainsheet winches for the grand-prix style mainsheet. Genoa gear includes Harken jib tracks, tight against the deckhouse on each side, and two Harken 44 winches. Two banks of Spinlock XTS jammers, one on each side of the companionway, should make any pitman happy. Overall, the cockpit is roomy enough to accommodate a racing crew, despite the deckhouse extending relatively far aft.

| SALONA 45 | |
|------------------------------------|-----------------------------|
| LOA | 44'6" |
| Beam | 13'9" |
| DSPL | 22,046 lbs. |
| SA (u/d) | 1,345 sq. ft./2,411 sq. ft. |
| Draft | 8'3" |
| IRC Rating | 1.103 |
| Price | \$384,900 |
| Deck Gear | Harken, Spinlock |
| Mast | Sparcraft |
| Salona North America | |
| www.salonayachts.com, 800-819-1646 | |



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There's molded non-skid on the deck and on part of the deckhouse, and it works well. There isn't any non-skid in the area where halyards lead back to the cockpit, and considering it's an area where crew will be standing when reefing the main, there should be non-skid there. Racers might want to consider two options: no toerails aft of the shrouds and retractable cleats amidships. The half-moon foredeck hatch seems too small to easily stuff spinnakers or headsails, but adrenaline works wonders when it comes to sail retrieval.

An open pulpit flanks an anchor roller (three fasteners, easily removed) and an immense anchor locker. The boat we sailed had a standard spinnaker pole and symmetric spinnakers, but a retractable sprit pole, mounted to starboard, is available. Get both, and enjoy the option of sailing with either symmetric or asymmetric spinnakers.

Driving the Salona 45 was a pleasure. The steering was light, responsive, and the boat was balanced in 20-knot puffs. Under power, we managed 7.5 knots at 2,100 rpm, and engine noise was negligible. The backdown was OK, but would've been better if the boat had been equipped with the optional three-blade folding prop rather than a two-blade folding unit. The boat we sailed was equipped with a saildrive, but a shaft is available as well. In fact, there isn't much the Salona yard won't do if asked, whether it's interior layout or equipment changes.

The Salona's standard keel is iron and draws 6'8", with an aft-swept lead bulb. An optional racing keel has a T-bulb and draws 8'4". The rudder is deep, too, and has enough area to minimize the occurrence of broaches and wipeouts. Try as we



In the Salona 45's salon (above), the galley and the settee flank a bench seat that's easily removed to check the keel bolts and the bilge. The cockpit, shown with the twin-wheel option, is a good working area for a racing crew.

might, we couldn't get the boat to misbehave, no matter how hard we pressed it. The Salona is well-mannered, but no dullard. We logged a solid 7.5 knots upwind in 16 to 24 knots of breeze. Off the wind, the 45-footer was a good performer, showing 8 knots and more on a reach.

The boat's interior is available in three different layouts, and appointed in either mahogany or cherry. The galley on all versions is Euro-style (stretches from the aft head on the port side to the forward bulkhead). While this configuration doesn't provide the security that J- or C-shaped galleys provide offshore, it's perfect at the dock or on the mooring, and gives the salon a roomy feel.

The forward-facing nav station is to starboard, abaft the companionway, and it sports one of those CE-influenced (Council of Europe, a standards group) electrical panels we're crazy about. It's easy to open, and the wiring is tidy and clearly labeled. Forward of the nav station is the settee and a table. A small bench on the inboard side of the table slides away to reveal an impressive number of large, stainless steel keel bolts, and opens up the cabin sole for sail stowage during racing.

We've sailed more than a few 40-footers in the past few years, and for the most part, all were capable, well-built boats. The Salona 45 stands out from the crowd for several reasons: price, workmanship, attention to detail in design and construction, and a willingness by the yard to accommodate buyers. If you're thinking about a cruiser/racer that comes complete with an endorsed IRC certificate, but will also be right at home on the yacht club cruise, you owe yourself a look at this Eastern European gem. ♦

WALTER COOPER (2)

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The First GP-42 Hits the Water



LAST YEAR, THE POPULARITY OF THE BOX-rule TP52 class inspired the ISAF-recognized Offshore Racing Congress to create box-rule classes for boats 26, 33, and 42 feet in overall length. The first ORC GP-42 started sailing off Valencia, Spain, in early July. Designed by **Farr Yacht Design** for Filippo Faruffini, of Italy, this tiller-driven, carbon-fiber 42-footer is the first offering for what designers and builders believe is a large pool of owners who have been waiting for a new grand-prix rule.

The GP-42 rule promises high performance boats by pushing the limits on several design parameters, in some instances more aggressively than the TP52 rule. "The places where the GP-42 is different," says Jim Schmicker, senior naval architect at FYD, "are the sail area, which is relatively larger, and crew weight, which is quite a bit less for its size. In fact, it allows for less crew weight (1,587 lbs.) than a Farr 40, only eight or nine guys. Weight-wise, it doesn't give you a lot of weight on the rail, and numbers-wise, it doesn't give you a lot of people to handle the boat."

The GP-42s, as a class, will have barren interiors, as does the Farr boat. "The

ORC were going after the style of IMS," says Schmicker, "but they don't require an enclosed head, or hard-bottom bunks anymore, so there are pipe berths on either side."

Box rules are attempting to produce boats with long competitive lives, and with a tight rule, that may well work with the GP-42s. "You'll see differences in hull volume forward for boats that want to go offshore, but you won't see much change in beam," says Schmicker. "They're quite dinghy like in their hull shape, pushing the waterlines out and the hulls up to get power with the light crew weight. These boats are going to be quite quick." www.farrdesign.com

Annapolis Performance Sailing, in Annapolis, Md., is now importing **Zhik** dinghy gear, a brand that's been gaining popularity overseas.

One of Zhik's more interesting products is the ZhikGrip Hiking System, which has textured rubber on the underside of padded hiking straps and on the top of the ZhikGrip

Filippo Faruffini's Farr-designed GP-42 was designed and built with Mediterranean based grand-prix racing in mind.

boots. When the sailor hikes, the two textured surfaces mesh together. That feature, combined with ankle straps, adds significant foot support and allows dinghy sailors to hike more efficiently by creating a better connection with the boat.

"We think about the points where the sailor is in contact with the boat," says Brian Connolly, Zhik's founder. "We want sailors to feel the dynamics so they can sail faster because the boat is an extension of their body." Zhik makes the boot/strap combination for many one-designs, including the 420, Laser, and Finn classes.

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Express Hardtop model shown. Downeast Hardtop, Runabout & Soft top models also available.

**ON TEST: SPINLOCK
DECK HARNESS PRO**



We told you about Spinlock Deckware gear in our September '04 issue. During this year's Newport Bermuda Race we had a chance to check out their ISAF and ORC-approved Deck Harness Pro, a harness/lifejacket combination designed for offshore racers.

The Deck Harness Pro arrived in a cylindrical mesh bag, which we found to

be a great way to stow and carry the gear. And the bag's the proper size, too; we had no trouble stuffing the harness back into its bag for the trip home.

The harness is ridiculously easy to put on when compared to most other harness/lifejacket combos we've tried. It's as easy as donning a T-shirt, no matter how much, or how little gear we had on. There are no metal buckles to clank and wake up the off watch, and adjustments are dead simple. Once we had the harness on, and even though we hadn't troubled ourselves by reading the instructions (it's a guy thing, we just won't look at instructions until we're completely stumped, no matter the product), how it worked was clear; there's a huge, black handle on the left-hand side of the harness that screams, "Pull here!" The model we used had automatic inflation, and it's pretty refined. It won't go off if you get wet on the rail, but it will deploy once you're in the water.

If you do go over the side, you'll have more good design features: a water-activated Safety of Life at Sea-approved flashing light, reflective strips high on the jacket, and a spray hood. The fluorescent yellow spray hood will allow the person

in the water to breathe and protect his face from spray in adverse sea conditions.

Wearing the harness and working on deck was no problem, it never felt awkward or bulky. The only issue we had, and it was a temporary one, was the thigh straps, which took some getting used to. In fact, it's the reason the U.S. Coast Guard has held off on approving the Deck Pro Harness. They're concerned that the average boater won't wear them, and they're probably right. Once you're in the water, though, you'll recognize the necessity of the thigh straps. They'll keep the harness from going up and over your head and keep you floating higher in the water. We got used to them, and so will you. The Deck Harness Pro has been approved by ISAF and ORC, so if you're in a race where lifejackets and harnesses are required you'll be OK. For the Coasties, make sure you've got a bag of Type II jackets aboard to satisfy their requirements.

We like the Spinlock Deck Pro Harness, and feel, at \$395, it's an indispensable piece of gear for the serious (and even the not-so-serious) offshore sailor. www.spinlockdeckware.com

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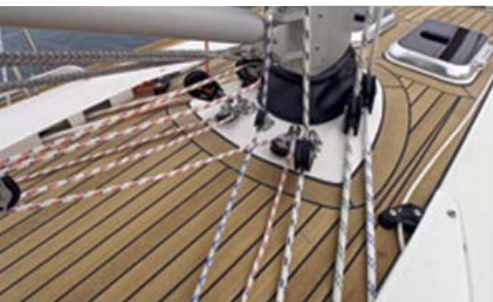
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From the Experts

BY MARK PLOCH
PHOTOS BY PETER MCGOWAN

Keelboat Tacking Made Easy

THE PERFECT TACK IS ALL IN THE PREPARATION and the coordination of the crew. It's relatively simple with dinghies, but when you get to keelboats, the more bodies you have moving across the boat, the more you need to synchronize everyone's movement with the sail trim and turn.

One important part of the preparation is having marks on your jib tracks and your traveler, as well as on your sheets. These marks allow you to trim consistently with every tack. Another part of the preparation is having the cockpit in order before you start the tack: the weather winch has a handle in it (the leeward one does not), halyard tails are clear of working sheets and lead pullers, and the lazy sheet can run free.

The jib car on the weather side should be pulled forward several inches to a marked setting; this keeps the top of the jib full and drawing as the jib is trimmed on the new tack.

When the housekeeping is taken care of, initiate the tack with a call from the helmsman. I use, "Tacking in 3 ... 2 ... 1..." before turning the boat. The speed at which I want to tack is made

clear by the cadence of my countdown.

At 3, the leeward or release jib trimmer looks to the working winch to make sure the jib sheet is clear, and that there's no handle in the winch. No one is moving off the rail yet.

At 2, the release trimmer moves to the winch and eases the jib 2 or 3 inches. Easing it allows the top of the headsail to open slightly and make up for the trimmer's weight off the rail. The rest of the crew slide inboard and make sure they're not tangled in any loose sheets. The helmsman should be at or above target speed at the start of the tack.

At 1, the crew brings their torsos in and under the lifeline, staying on the rail, and here we go ... "Tacking!"

PHOTO 1: As the boat turns, it rounds into the wind, briskly in smooth water, faster in chop. The main trimmer pulls the traveler up to the top of the track as the boat turns, and the sheet is eased a couple of inches.





PHOTO 2: The headsail is released as the luff begins to backwind. Too early a release, the genoa will blow away from the boat, making it harder to trim on the new tack. Too late, and the sail fills on the wrong side of the boat, increasing the speed of the turn and causing the boat to come out too deep on the next tack. The crew leaves the rail only when the boat is flat, and the turn should always be slow enough to allow everyone to cross without having to climb uphill. As the genoa comes across, the helmsman slows the turn for a second or two to allow the genoa tailer to keep the genoa between the lifelines and the shrouds. One crewmember forces the sail around the front of the shrouds.



PHOTO 3: Once inside the lifelines, the jib is trimmed to 80 percent, marks on the sheet help this happen on every tack. The lead is in its forward position to power up the top of the jib.

PHOTO 4: The helmsman drives down, filling the jib. The telltales are streaming straight aft, or the leeward telltale is slightly lifted. With the mainsheet eased about 20 percent from the upwind trim, the helmsman can put the bow down to fill the jib and slowly build speed.

PHOTO 5: As the speed builds, the genoa is trimmed slowly and the main traveller comes up to bring the boom onto centerline.



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PHOTO 6: Once you reach target speed, you can re-trim the mainsheet to match the windspeed and conditions. The boat will want to heel more during the speed build so it's important for the crew to max hike during the speed build.

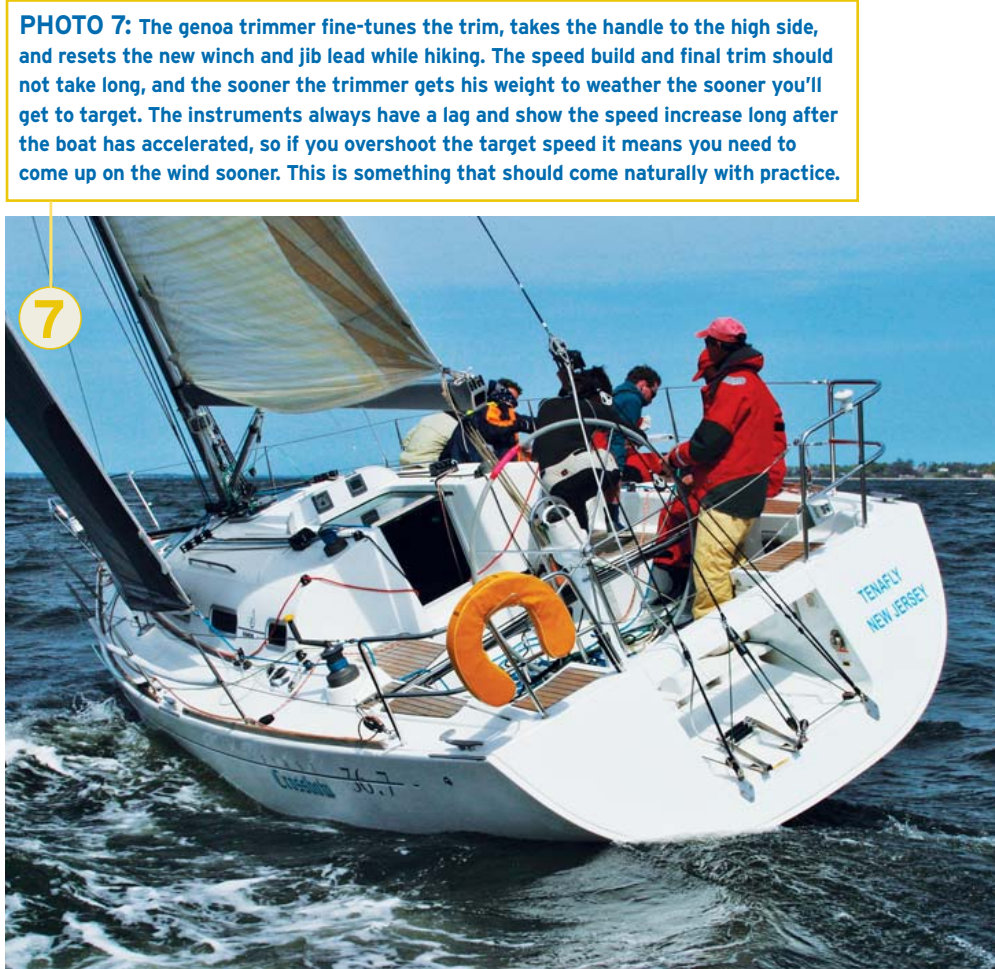


PHOTO 7: The genoa trimmer fine-tunes the trim, takes the handle to the high side, and resets the new winch and jib lead while hiking. The speed build and final trim should not take long, and the sooner the trimmer gets his weight to weather the sooner you'll get to target. The instruments always have a lag and show the speed increase long after the boat has accelerated, so if you overshoot the target speed it means you need to come up on the wind sooner. This is something that should come naturally with practice.



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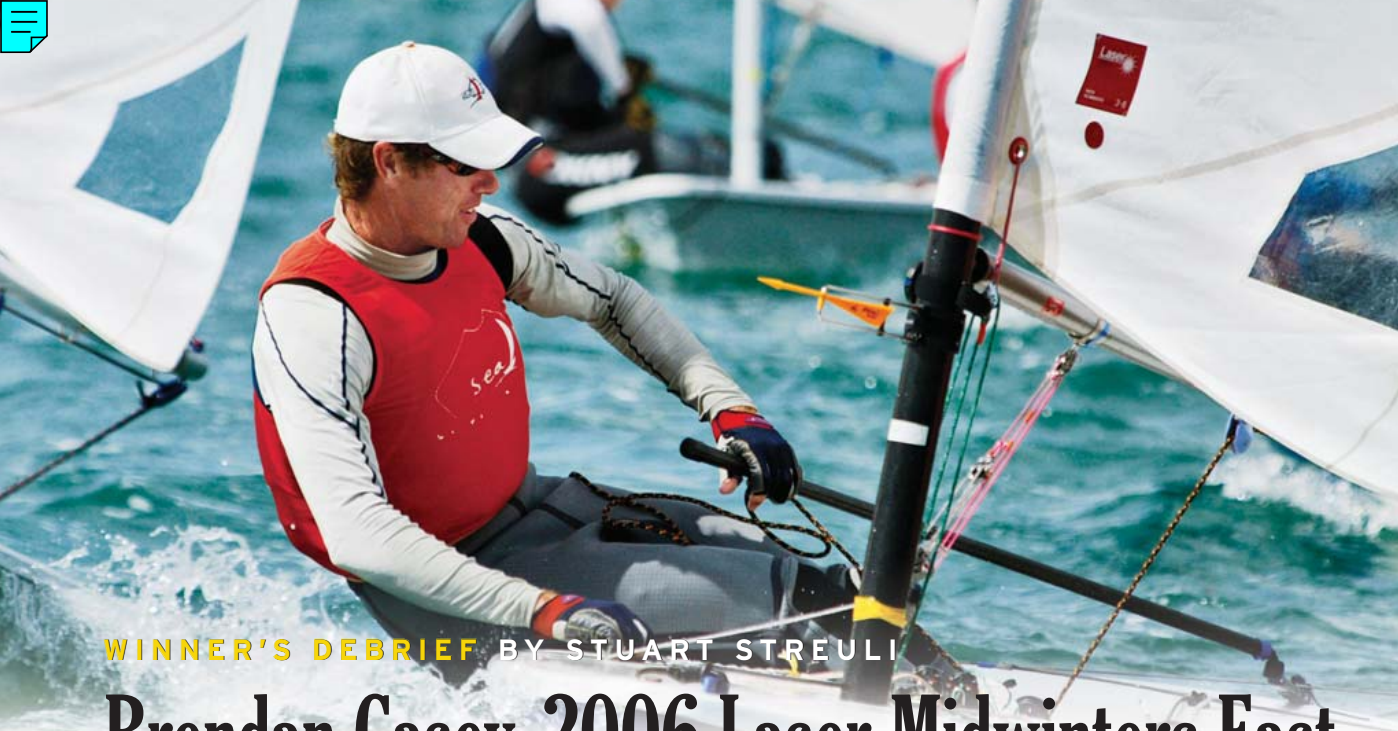
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WINNER'S DEBRIEF BY STUART STREULI

Brendan Casey, 2006 Laser Midwinters East

THE LASER WAS BRENDAN CASEY'S FIRST racing experience as a teenager, and the tall, wiry Australian, now 29, took to the boat quickly. In 1995, barely 18, he won the Laser Radial Worlds and defended his title the following year. As the current two-time Australian Laser national champ, he has emerged as one of the class's best heavy-air sailors, a talent he showcased at this past winter's Laser Midwinters East in Clearwater, Fla., winning the regatta on the final day in a full-blown gale, 20 to 30 knots, with large breaking swell.

Early on in the event Brad Funk and Andrew Campbell were pulling away; what happened?

The first day I wasn't really into it. I was very lethargic. Then my friend Marc de Haas and I had a bit of a run in. It was a friendly argument about giving someone else a little more room and doing nice things when you're sailing amongst friends. I got fired up and got a first and a fifth, and then won the last two races.

The last day was survival conditions for most people; how'd you manage?

I'm lucky because in Australia we're predominantly sailing in hiking conditions at the upper breeze range. I love sailing in waves, and enjoy the rush that comes with it. How I approached the day was really about having nothing to lose. Andrew had a stranglehold on the title, but he obviously doesn't have the [heavy-air] skills to match his light-air technique, which is excellent.

It's all boatspeed. The first race I felt very low, and the big change I made between races was deepening the sail. I

sailed with a looser outhaul than I did in the first race, and that gave me more height compared to the boats around me.

That seems counterintuitive.

I was probably hiking a little bit harder as well, and just anticipating the breaking waves. If a wave hit you, it would knock you sideways, so I was trying to avoid the biggest by looking ahead, and pinching early or footing to get around them.

Talk about your starting technique; how do you extend off the line?

There weren't that many individual recalls. Not many people were black-flagged, and I thought I was aggressive at the starts. I'd look around me, and I'd be punched out. So my starting looked really good because I was just high risk and away.

How do you judge when to pull the trigger?

I judge off the boats around me and use my line sight, if I can.

What about getting down the run?

Initially, I started the top of the run conservatively, particularly in the last race because I had a decent lead. Midway I picked up a few larger waves and really surfed those and extended. I had a little bit more vang on, so when I did come up on the breeze there was a little more control in the sail than I might have by sailing with a loose vang, which makes the leech unstable.

Do you steer as you would in light air?

No, I try to minimize the amount of steering. I'd just get on a wave and sit on it as long as possible because it's a lot easier to sail when the boat is planing. You run into difficulties when you fall off a wave and the boat loads up.

Brendan Casey, of Australia, struggled with his motivation early on in the Laser Midwinters East, but a run-in with a friendly rival fired him up for the rest of the series.

What are you looking for downwind?

One of the ways I've improved there is that I tie the tiller off so it can't go past the edges of the cockpit. I build on that sensation of when I can only go that far. Then, I'll untie it and work on body movement—body to leeward to go up and pushing down [on the windward side] to roll the boat to go to leeward. Reducing rudder movement increases your VMG.

What are the clues you use to tell you when to head up or down?

It's a wave thing; when you're on the wave you want to stay on the wave as long as possible, and you're looking to get the angle of the boat pushed into the biggest part of the next wave and turning on that bit, when the boat is on a plane, not waiting for the speed to drop. When the apparent wind goes up you're sheeting in, you're turning up, and your speed is maintained. Then you can pull away and turn down again.

How do you stay fast on the reaches?

I think the setup is key—the centerboard, the outhaul depth, and the vang. Obviously the cunningham is loose. With the vang, you're looking at just shy of block-to-block on average. You want it pretty tight, but not so the leech is board tight. The sail should be open and the top telltale streaming. Don't go too deep in the outhaul because it creates too much drag. Then it's just basic things—up in the lulls, down in the puffs. ♦

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Inside the Mind of the Irrational Racer

EXAMPLE NO. 1: "I THINK WE'VE GOT HIM."

We are to the left of the rhumb line and our opponent, who had been a boat length ahead at the leeward mark, is approaching on starboard.

"He's tacking."

He recognizes that we have gained, that he cannot cross us, that we are closer to the port layline than he is, and that the wind has shifted slightly to the left. Tacking is the smart thing to do—for many reasons: He wants to dig back in toward the rhumb line when he is already to its left; he wants to hold the same tack as his

front of the two boats that are on our hip. But he's too far back; he won't be able to tack in front of them. He's continuing; he's crossing astern of Joe, and he's going to duck Bill. He's not stupid. Why would he do that?

In the middle of the leg in an oscillating, wind he's sailing on toward the layline, sailing the headed tack away from the coming veer so as to be the boat farthest to the left, and he's consolidated the gains of three boats by letting them cross him. Why would he do that?

That this irrational behavior is irra-

We feel competitive so we compete. And during competition we often behave similarly—impulsively, with little conscious thought, and sometimes in opposition to our conscious interests.

Competition induces irrationality because opposition characterizes competition—one man against his fellows—because it takes place in an artificial world (absent the usual social constraints) and, most of all, because it arouses important dogmas and taboos that are inconsistent with winning a game. Indeed, the format of modern competition is in many ways a replica of primitive life and was probably instituted so as to provide opportunities for modern man to comply with the dogmas and taboos inherited from his primitive past.

Competitors are driven to belong to and be loyal to small groups, to compete, to control themselves and others, to advance in their group's hierarchy, to fight and defeat outsiders, to display their prowess and courage. They are impelled to sense the powerful, courageous, god-like feeling that accompanies victory. Instincts require them to resent those who prevent them from complying—those who impede their acceptance in small groups, who control them, who usurp their position in the hierarchy, who defeat them, who "show-off" their prowess, and to resent particularly those who display their success. We recognize and fear that our opponents will resent us when we prevent them from complying with their dogmas and that that they will particularly resent our hubris.

We feel driven to comply with these dogmas by our fear of not complying and simultaneously driven to avoid complying by our fear of the resentment we will arouse when we do comply, when we displace or control or defeat or dishonor our competitors. We feel that we should comply, and we feel that we shouldn't. We fear not complying and we fear the resentment that complying will arouse. These fears are profound and irrational; we fear we may arouse the resentment of our competitors. We delight in victory in part because it satisfies our sense of courageousness—we have dared to win!

The competitor is frequently required



Is it the pressure of beating one's competitor, or the anxiety of being passed, that leads one to squander a lead with a hasty, ill-prepared jibe set? Such irrationality on the racecourse, is common, but conquerable.

opponent when he has lost; he doesn't want to let us cross him; he wants to sail the lifted tack.

Example No. 2: "I think we've got him now."

Our opponent, who had been a boat length ahead at the leeward mark, is approaching on starboard.

"He's continuing on starboard."

Why isn't he tacking? He must be intending to cross our stern and tack in

tional is rarely recognized. We assume that competitors want to win, that they intend to defeat their opponents, and that they are able to respond rationally to the vicissitudes of competition, despite the obvious evidence that they often do not. Irrationality is ubiquitous, but it is taboo. We cannot admit to it and we cannot accuse our competitors of it. And because we know that everyone resents being informed of their irrationality, we deny its existence, assist our competitors in disguising it, and ignore it even when it is obvious. It is the courteous thing to do.

We do not examine our motivations before we decide to become competitors.

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THE IRRATIONAL RACER'S RESPONSES

Using Divine Magic Unable to accept the limitations of our actual control, we seek total control—of ourselves, of our opponents, and of the game—and we seek to be gods (complying with the dogma to achieve control). “He didn’t force me to tack; I tacked away because I detected a wind shift.” “Even though there is insufficient room (for mortal competitors), I can force my way into this inside overlap.” “He won because I jibed away.”

Avoiding Resentment by Maintaining the Pecking Order “If I tack here instead of there, I will not affect him and he will not resent me.” “I know that I don’t deserve to be in second place; I’ll hold this tack (even though I am headed) so as to assure him that I did not mean to usurp his rank.”

Appeasing the Resentful “Yesterday, as we approached the finish line, I tacked right on him and beat him. Now I’ll jibe away so that I don’t interfere with him.” “I’d better not start at the pin; someone might be offended; someone might resent my showing off.” After winning, when the winner has demonstrated that he is a god and senses that he has offended the gods, he feels endangered and vulnerable. At the trophy presentation, he announces: “I wouldn’t have won, if . . .” “I was fortunate that . . . (I didn’t intend to win).”

Atoning for the Defeat of Others “I know that I didn’t deserve to win the last regatta (pass you, sail faster). Now I’ll go astern and out to the layline and give up three boats to make up for that effrontery. Look at me now, showing my contrition, demonstrating my repentance.

—S.W.

to comply with a dogma that opposes his immediate competitive interest, and he may be unable to resist. Individual variations in the intensity and the direction of the inherited dogmas, and of the competitor’s mental toughness, result in varying degrees of rationality. When stressed and preoccupied, or abruptly confronted by an unexpected challenge, or involved with a particular opponent, or winning, even the toughest may be unable to act in his own best interests and may respond impulsively and inappropriately in accordance with an inherited dogma. These are powerful forces and they occasionally drive us to do foolish things.

A second cause of irrational behavior is our need to avoid the guilt that results from our fear of resentment. Seeking control or demonstrating prowess, displaying courage, or achieving victory—doing what competitors do—is perceived semi-consciously as flaunting superiority. This is a flaunting that we know will be resented.

And guilt—like an admission of irrationality—is intolerable; we will use any means to avoid it or resolve it. Initially we apply the criterion of deservedness: did we deserve our success? If our compliance with a dogma—our acquisition of control or advance in the hierarchy, or demonstration of prowess, or display of courage—was warranted, we presume that it will not be resented (or not be as resented). If, however, we feel that we didn’t deserve to have achieved it, we feel guilty and immediately seek an alternative—an

irrational—solution. Hubris, of course, is never felt to be deserved so that within a few moments of victory, we always begin to feel guilty and vulnerable and sense an irrational need to atone.

If we do not feel deserved and begin to feel guilt, we deny our intent. “It’s not important—just another regatta.” “It was just luck.” “I compete just for the fun of it” (although, while swearing at his crew, he does not seem to be having much fun). “I intend to win” (despite returning again and again to lose). And after doing something that was obviously irrational, defending his rationality: “It didn’t happen.” “It happened, but I was not responsible.” “It was luck (fate, destiny).”

Denying reality is clearly irrational, and it often requires an outright lie, but it is much preferred to admitting failure or a lack of power, or a fear of resentment. And even denial may fail and then we feel required to choose a truly irrational solution, which is still preferable to feeling guilty or admitting that we are unable to comply with a dogma or that we fear to arouse resentment.

Responses to the dogmas of competition are integral parts of competitiveness, and of our enthusiasm for competition, but they often require us to behave irrationally in opposition to our conscious intentions. Successful competitors are those who control the dogmas, rather than being controlled by them.

“The fault, dear Brutus, is not in our stars, but in us.” ♦

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Consistency Is Made Before the Start

THE MOST EXPEDITIOUS WAY TO PREPARE AS A team and to attain the consistency that is so often spoken of by top teams is to develop a pre-race routine and apply it to every race. Each team's routine will be different, but the goal is to make it a habit; once you've done that you're on your way to better, more consistent results. Much of a pre-race routine involves the essential basics, but trust me, from many years of instructing and coaching I can tell you that it's these basics that are regularly put aside in favor of more sophisticated and overly technical distractions. I've come up with a working list, which I know you'll find useful as well.

Before you leave the dock

1 Rig the boat as a team, which ideally means everyone shows up on time, and keep your eyes open for rigging mistakes, such as mislaid spinnaker and jib sheets. The bow team should practice setting the pole a few times to get warmed up. If there's a new team member, specifically one relegated to the pit or some other bow-related position, this is a great chance to give them an orientation and explain their body placement and responsibilities.

2 Remove any extra weight from the ends of the boat. This means clearing shelves and taking off things that are not necessary or required by class rules. Have everyone carefully consider the amount of gear they're bringing on board. In other words, keep the boat on a perpetual diet.

3 Load the sails on the bunks so they're not trampled (but when racing, have them placed over the keel, stacked in the order in which they will be likely used, based on the wind forecast). Also, set the shrouds, and/or headstay, at their base (middle) settings, using your boat's tuning guide.

Using the "victory hour"

4 Get to the race area before everyone else—this is a victory in itself! Make it a point to have at least one hour of prep time before the gun, and use every minute of it.

5 If it's a long sail or motor out to the race area, use this time to talk about the day, integrate new crew members, and **review the sailing instructions** and agree on them as a team.

6 Sail upwind on starboard tack and dial in with speed and the compass as soon as you reach the starting area.

7 If possible, take an opportunity to **tune with another early arrival**.

Split tacks with them for 3 to 5 minutes and see which side is favored when you converge. If they're faster, determine why. Is it their setup? This is also a great time to start the communication flow from the rail; what's your speed and height relative to the other boats? Start talking about the breeze, particularly calling the lulls as well as the puffs.

8 Check the genoa halyard tension. Is the draft in the right place? Note the main halyard setting and backstay tension. If it's puffy, pull on the the backstay for maximum power and critique your mainsail leech tension. Is the top batten telltale flying 60 percent and stalling 40 percent of the time?

9 Focus on straight-line speed and consistent minimum heel angle, check out the current, and monitor the compass headings, regularly writing them down.

10 Check the rig tension and headstay settings by sending someone up to look at the headstay sag and sideways sag of the mast. If the rig is too loose, the main will flog and the forestay will sag excessively to leeward, causing the mainsail to backwind. You will also notice the leeward shrouds dangling more than they should. If the rig is too tight, the boat will feel dead; the main and genoa will look very flat and the headstay will look too rigid, even with no backstay applied. The leeward shrouds will look tight as well. If this is the case, ease the rig and set the boat up for power in the lulls, not depowered for the puffs.

11 Practice tacking, focusing on being smooth by easing the boat into the tack and dropping the genoa inside the lifelines. You can never

get too good at this. If the boat is struggling out of the tack, keep the sails powered. Ease the sheets a few inches to open the leech of the sails, which will help build speed. The lighter and choppier the conditions, the more important this becomes.

12 Sail to the other side of the course and check the current. Watch the compass for shifts and wind trends, and write down the numbers in a place visible to the tactician. Look at the geography and determine whether and how it's influencing the wind.

13 Round a windward mark (real or imaginary) and practice a spinnaker set. Make sure no one moves to the cabin top early, and that the weight is distributed low and to the sides to dampen rolling and pitching. The bow person and tactician are looking back for wind, the spinnaker trimmer is talking about pressure on the sheet, and the communication is getting warmed up!

14 Critique the vang tension—is the top batten parallel to the boom? Adjust it and be conscious of it for the first downwind leg.

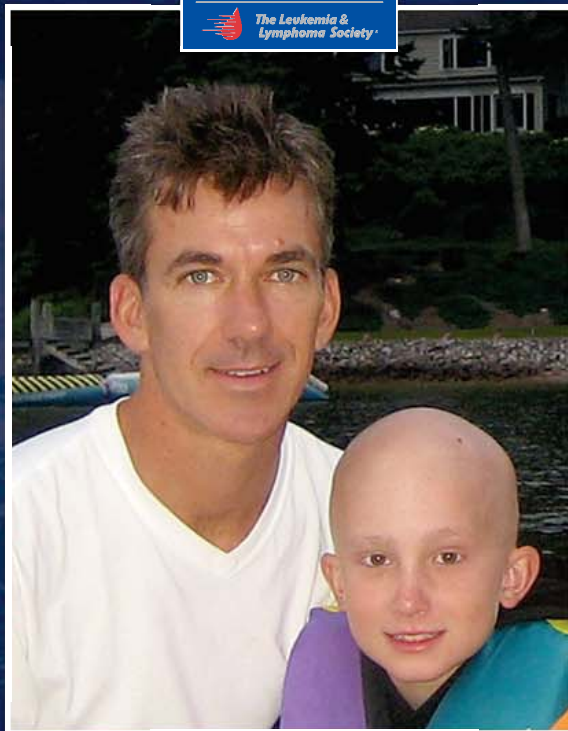
15 Determine the optimum pole height. Or, if using an asymmetric sail, how does the tack height look? Keep the center seam vertical and the sail breaking in the middle of the luff, and then mark the topping lift or tack line when you find generally good settings.

16 Practice jibing. The goal here is minimum helm, if it's light air. Move the crew weight to windward to help roll the boat. Jibe the mainsail and spin pole simultaneously so they're both flying. Make sure to keep the spinnaker perpendicular to the wind, rotating the spinnaker on the jibe. Keep the bow of the boat under the center seam of the spinnaker if it is windy. If it's light, it's critical for the trimmer to talk about pressure on the spinnaker sheet all the time, particularly while coming out of a jibe, so the team can get to the correct angle as soon as possible. Practice as many jibes as you possibly can—it will get everyone in sync.

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17 Practice a takedown and leeward rounding and critique it. Did we go wide enough to come out tight to the mark, close hauled, and with speed? The genoa trimmer must trim the headsail perfectly to every point of sail for maximum speed, and the skipper can do a “check luff” by pinching 5 degrees to get the inside telltale to dance on the genoa to make sure he’s right on the wind.

Cue up for the start

18 Go to the start line and check in with the race committee, hailing your sail numbers. Check the course and any displayed flags.

19 With the genoa on deck, run the line on starboard tack and note the compass heading. Add 90 degrees and write this number down so you don’t forget it.

20 Go head to wind; get the boat stopped in clear air. Write down the heading. If it less than the number you wrote down when running the line, then the pin end is favored. If the heading is greater, then the race committee end is favored.

21 Stay near the line and tack whenever possible, each time, taking a head-to-wind reading in clear air. If the current is pushing you over the line, jibe to stay away from it. Don’t forget to use this time to back down and clear the rudder and keel.

22 If other fleets are starting before you, watch their starts from the pin end. If boats that are starting look to be bow down on starboard tack, the pin end is favored. If they are bow up, or bow even, then the committee boat is favored, or the line is square. Observe their laylines to the start, and look for the barging layline and the safe layline. While you’re at it, look for the pin-end layline, and watch to see if pin starters struggle to make that end.

23 Fifteen minutes before your start, make a final decision on the rig tension.

24 At 8 minutes, take another head-to-wind reading while you put the genoa up and set halyard tension. Determine what phase the wind is in and verbalize your starting strategy to the entire team; it’s good to get everyone on the same page.

25 Watch the fleet carefully. Where are they setting up? Go for a low-density area start with clear air and a big gap to leeward. This is supremely important because you can sail fast and avoid getting pinched off by a leeward boat.

26 Carve a big gap to leeward by luffing with the mainsail trimmed and the genoa eased. You can then use this gap to close reach and build speed before turning up to closehauled. If it’s windy, ease the vang to help you slow down and hold your spot while creating a hole to leeward.

27 Focus on speed and getting away from the fleet, and in the final seconds, keep the boat going fast by hiking harder than the other teams. Don’t pinch, and try to get away from other boats that are!

At the end of the race, stay near the line, re-hoist the main halyard, which often slips during a race, pack the spinnakers, and do your start line R&D as soon as you can after hydrating. Designate a person to give the helmsperson a break between races, and once everyone is settled, start back at No. 6 (above), treating the next race as if it were the first. ♦



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Gambling at Starting Marks

SUPPOSE YOU'RE ON YOUR FINAL APPROACH to the starting line, reaching on *starboard tack* toward the committee boat that serves as the starting *mark* at the starboard end of the line. A boat to *leeward* of you is *overlapped* with you on a parallel course and slightly bow-out on you. You know you're barging and that you're not entitled to *room*, but there's an enticing gap between an outside boat and the stern of the committee boat. Should you gamble and sail into that gap?



If Bess holds her course, there will be room for Harry to sail between her and the committee boat. If she wants to luff and prevent him from doing so, she should luff right away while Harry has room to luff and leave the committee boat to port.

This month I will discuss four gambles of this sort that you might take as you approach a starting *mark* on your final approach to *start*. For each one, as I did in my previous column ("Gambling at Marks and Obstructions," July/Aug. '06), I'll identify the rules that apply and the risks involved.

The diagram above shows the aforementioned barging situation. Rule 11 requires the *windward* boat, Harry, *keep clear* of the *leeward* boat, Bess, and he is doing so. Because the boats are approaching a starting *mark* to *start*, no part of Rule 18 applies (see Rule 18.1(a)). Because there is no *proper course* before the start, Rule 17 does not apply (see the definition *Proper Course*). The boats have been *overlapped* for some time, so Rule 15 does not apply either. If Bess were to change course, Rule 16.1 would require

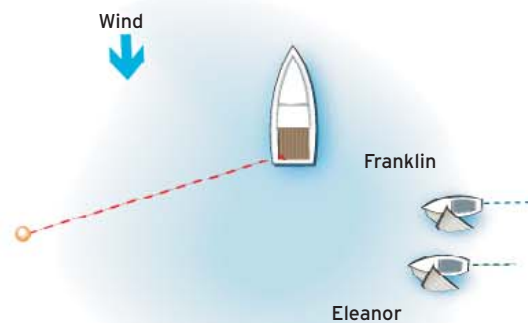
her to give Harry *room* to *keep clear*, and she would also have to comply with Rule 14 (Avoiding Contact). No other Part 2 rules apply.

Should Harry continue into the gap between Bess and the stern of the committee boat? The answer depends on what Bess does. If she luffs up to a course which, if continued, would deprive Harry of *room* to pass between her and the committee boat, and if Harry is able, by luffing promptly and in a seamanlike manner, to leave the committee boat to port, then Harry is required to circle around and try to approach the line again later. However, if Bess delays her luff until Harry can no longer, by maneuvering promptly in a seamanlike way, leave the committee boat to port, then it is somewhat safer for Harry to sail into the gap between Bess and the *mark*.

What should Harry do, if Bess hails, "You're barging!" and begins to luff him into the committee boat? He should promptly try to comply with Rule 11 by *keeping clear* of Bess and, as he does so, hail her that he needs *room* to avoid hitting the committee boat. Bess must give Harry the space he needs to maneuver in the existing conditions in a seamanlike way to *keep clear* of her (see Rule 16.1 and the definition *Room*). It is certainly not "seamanlike" to hit the committee boat. Therefore, once Harry can no longer luff out of the gap between Bess and the committee boat's stern, she must not deprive him of space to avoid the committee boat in a seamanlike way. In addition, Rule 14 requires her to avoid contact with him if reasonably possible.

To sum up, if a *leeward* boat's projected course would enable the *windward* boat to sail into the gap, *keep clear*, and avoid hitting the *mark*, then it's safe for the *windward* boat to sail into the enticing gap. If the *leeward* boat does not want the *windward* to sail into that gap, she must prevent the *windward* boat from doing so by luffing while the *windward* boat still has *room* to leave the *mark* to port.

Now, take a look at the second diagram showing Eleanor, a *leeward* boat, and Franklin, a *windward* boat, on their approach to the starting line to *start*. This

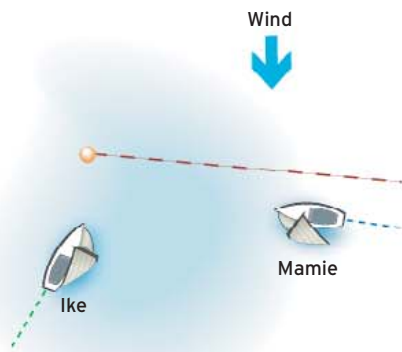


If Eleanor holds her course, there will not be room for Franklin to sail between her and the committee boat. Franklin should not sail into the gap between Eleanor and the committee boat.

situation is subtly different from the first one, in that if Eleanor holds her course there will not be *room* for Franklin to avoid hitting the *mark*. In this case, Franklin should definitely not sail into the space between Eleanor and the committee boat's stern. Here are the reasons: Franklin is required by Rule 11 to *keep clear* of Eleanor. If Eleanor holds her course, Rule 16.1 will never apply—that was the rule that saved Harry's bacon in the first example. If Franklin sails between Eleanor and the *mark*, then there will come a moment at which he is no longer *keeping clear* of her. At that moment, Franklin breaks Rule 11. True, Eleanor will be required by Rule 14 to avoid contact with him if it's reasonable possible to do so. However, even if she did hit him, this would not negate his having broken Rule 11, and, what's more, she would not be penalized if the contact did not cause damage or injury.

Now let's truck on down to the pin end of the line. If the pin end of the starting line is upwind of the committee boat end, you might be tempted to try a *port-tack* start at the pin. If you see the fleet setting up so that there's no way a *starboard-tack* boat could hit you if you crossed the line near the pin, then go for it. However, life is never so easy.

In the third diagram, the line slightly favors the pin. Mamie is reaching down the line with the intention of turning up to closehauled right after the starting signal is made. Ike is approaching the line on a



Ike would clear Mamie if she holds her course, but not if she luffs to a closehauled course. Ike's safest response is either to tack or to duck behind Mamie.

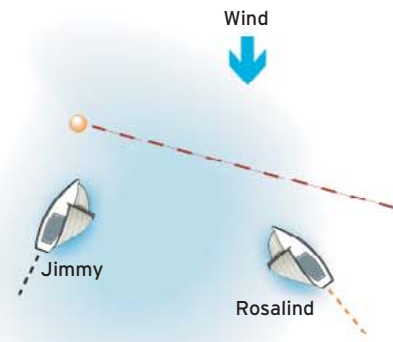
track that will take him just to leeward of the pin. He can see that, if Mamie holds her course, he will be able to hold his course and *keep clear* of her. Mamie, of course, will not want to hold her course after the starting signal. She will want to luff up to closehauled. If she does, Ike will not be able to *keep clear* of her. He must decide whether to tack away, duck, or cross on *port*?

Rule 10, the port-starboard rule, requires Ike to *keep clear* of Mamie, and, if she changes course, Rule 16.1 will require her to give him *room to keep clear*. There-

fore, you might think that it would be safe for Ike to continue on *port* across her bow. I don't think so.

Suppose he did and, after the gun, Mamie luffed up and Ike failed to *keep clear*. If Mamie protested, Ike would have trouble avoiding a disqualification. Here's why: He would have to establish as fact that, if Mamie had held her course, he would have *kept clear* as he crossed her bow, and that her luff deprived him of *room to keep clear*. Since Mamie did not hold her course, it will be difficult to establish that the hypothetical positions the boats would have been in had she held her course would've resulted in him *keeping clear*. Rule 10 is so basic and *port-starboard* collisions can be so serious that the protest committee is not likely to let Ike off the hook. Ike could make the case that Mamie broke Rule 16.1 when she luffed, but if I were him, I wouldn't take the gamble.

The diagram above, showing Rosalind on *starboard* and Jimmy on *port*, differs slightly from the first in that Rosalind is already on a closehauled course as the boats approach and she will not have to luff to pass to windward of the *mark*. Jimmy is on a course that will allow him

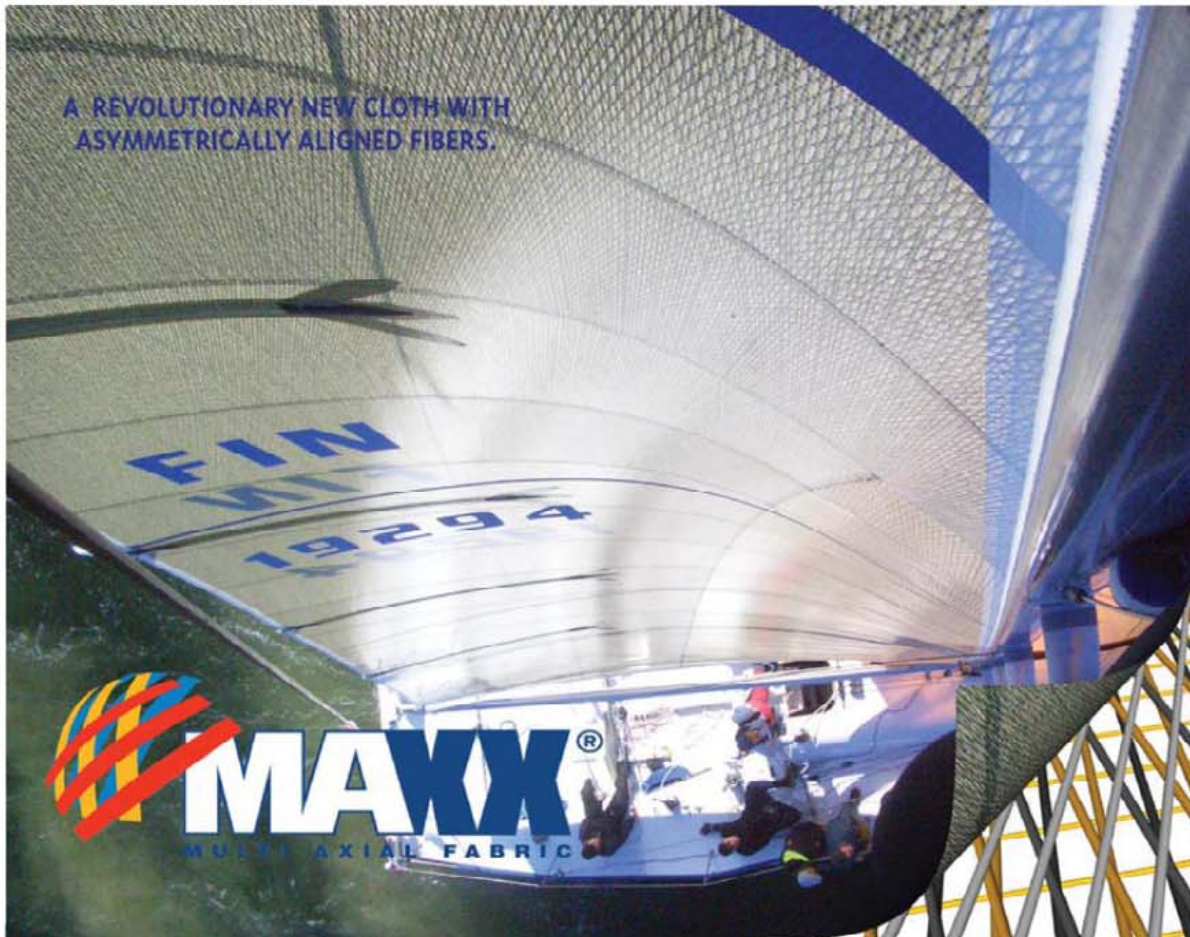


Rosalind is on a closehauled course and Jimmy is confident he can cross her bow safely. He should go for it.

to *keep clear* of Rosalind as he crosses her. Should Jimmy cross on *port*, tack, or duck?

If Jimmy is confident he can cross Rosalind if she holds her course, he should go for it. If Rosalind protests, the facts will be much easier to reconstruct. She will not tack to avoid him because of other *starboard-tack* boats on her hip. The question will be whether she needed to bear off to avoid him, and if that question arises, Jimmy is likely to find witnesses to help.

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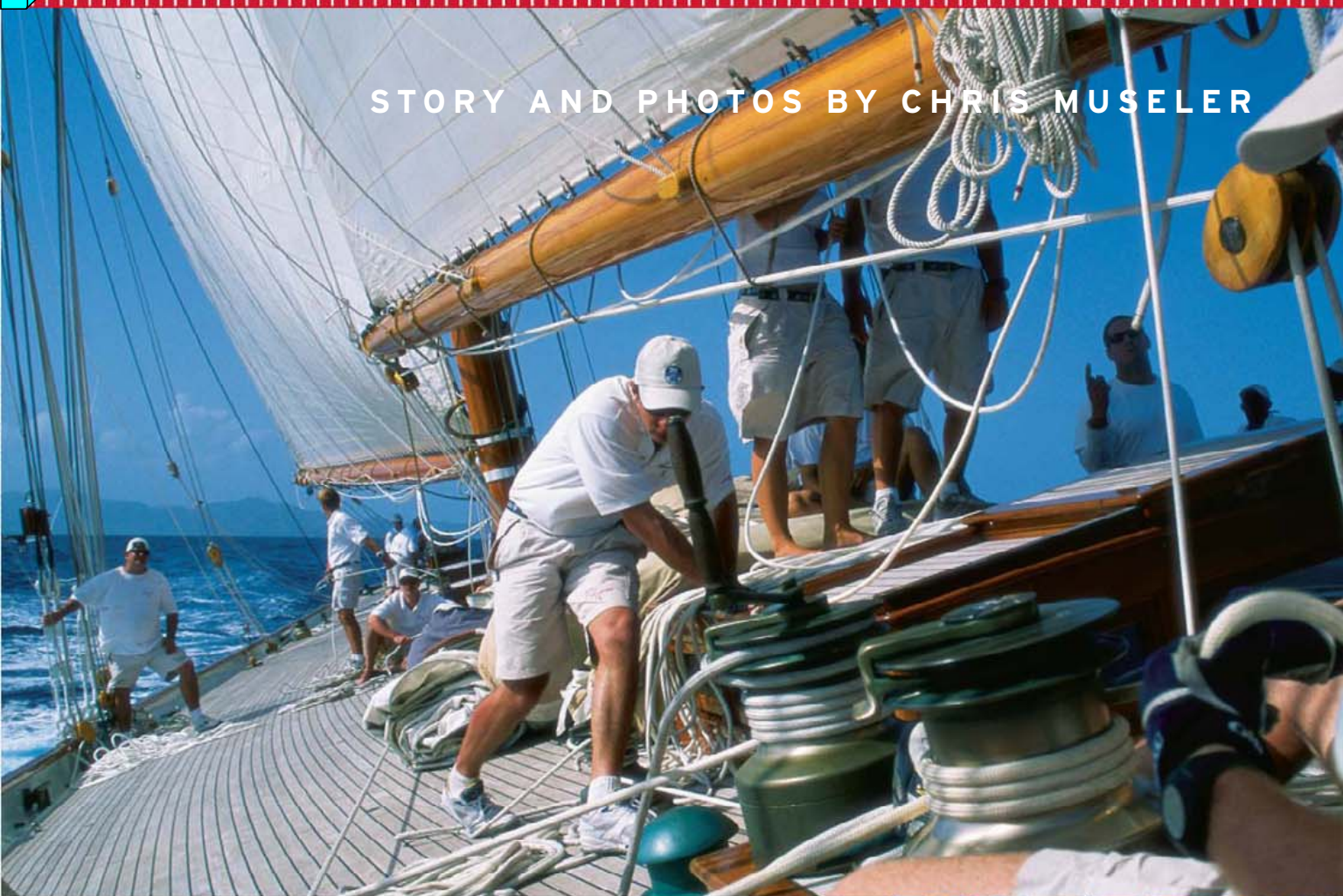
Grand Prix



Coordination between the main mast and foremast crews during mark roundings, left, includes constant direction from the mast chiefs as the two halyards, tack, and clew are guided upwards. At left, as the fisherman is hoisted during a weather mark rounding, the main mast chief, on the right, calls the final distance to the top of the mast.

Preparing for any turn has trimmers scurrying around the leeward deck readying new sheets (top right) and following the direction of trimming coaches, one of which is to leeward holding a shroud.

To fine tune the somewhat inefficient rig, *Eleonora's* crew snuck high-modulus line into the rigging. A spectra top-sail halyard has a purchase shackled into a spliced loop to keep the draft of the cross-cut sail from wandering aft since there are no battens to keep the leech flat.



Making a Classic Turn

As the popularity of racing classic sailboats has grown, so has the need for crack crews that can perform complicated maneuvers and push these behemoths as if they were high-tech sloops.

JEREMY PECK HUDDLES WITH HIS SEVEN charges on the massive teak deck and explains the plan. "The flying jib has to come down then readied to go back up after the turn," he says, crouching next to the three-foot-thick spruce foremast. "Same with the topsail. And they want us to pre-hoist the ballooner about a third." This done, Peek casually walks back to the main mast to have a chat with his counterpart, "Tin Tin," who just finished a similar meeting with his team. Just as they agree on the hoist order, a booming voice

sounds, "Five minutes to rounding."

The crew boss, a towering Scotsman, strides amidships, relaying the wishes of the helmsman and tactician nearly 100 feet behind him. At that moment, 50 hands each grasp their assigned line, and are at the ready as six trimmers get last minute coaching from two trimming coaches.

This orchestra was playing the 160-foot steel schooner *Eleonora* as it undulated over the electric blue Caribbean swell off of Antigua last spring. As the mark slid past the leeward rail, the helmsman spun



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the wheel. The spokes blurred and the deep quarter wake flattened while the boat carved through an arc the size of a football field. Three sails ascended up the rig and burst into form after the stern passed through the wind.

After five days of practice, there it was, a well-executed jibe set. That's right, a jibe set. The 30 crewmembers aboard this reproduction of the 1909 Herreshoff-designed *Westward* were ready for this year's Antigua Classic Race Week.

A workweek's worth of practice seems like a lot of labor for a "classic" regatta. For the uninitiated, classic yacht racing conjures up images of guests in white casually sprawled on the aft overhang as the yacht glides along without another boat in sight; style over substance whenever possible.

However, this is far from the reality. The classic racing scene is exploding in Europe, and the number of regattas for these finely crafted yachts is nearly doubling each year in North America. Racing these pieces of history is now serious business. "There has always been a group sailing these boats," says Tin Tin, who prefers not to use his real name, "but today owners are more willing to fly in crews. There are a lot more professionals."

Racing classics is a relatively recent phenomenon. Up until 30 years ago, many boats that we currently consider "classics" were considered serviceable racing and cruising boats. Over time, many traditional plank-on-frame, full-keel racers perished, leaving only the ones worthy of upkeep. This scarcity has made many boats from before the 1960s valuable items, sought after by the world's wealthiest yachtsmen.

It is now fashionable for merchant bankers and heads of state in Europe to own such antiques. And though most shy away from the media—*Eleonora's* owner, for one, wishes to remain anonymous—they truly enjoy the challenge of managing such

CORY SILKEN



Under full sail, almost, *Eleonora* flies her close reaching sails, minus the foremast topsail, which is usually the first sail to be dropped when winds freshen. Floating high between the two masts is the queen staysail, and flying from the sprit are the jibtop, jib, and staysail. To keep sheets clear, the jibtop is usually lowered and re-hoisted for certain maneuvers, and it's often replaced with the balloon when sailing off the wind. Though *Eleonora's* sailplan looks gigantic, it's notably smaller than the original arrangement aboard Herreshoff's *Westward*, which carried two main booms: an 84-foot hollow, steel racing boom and a 65-foot wooden boom for deliveries. *Eleonora* sails with a 71-foot wooden boom, and even with this change, the boat is so well balanced the helmsman can leave his station to study a chart while the boat charges along.

enormous and eye-catching projects. For these owners, preparing for the five major classic events that are held during the Mediterranean summer and the Antigua Classics event, which serves as the season's cross-Atlantic kick off, is a delightful break from their hard-driving corporate lives.

Each owner, however, is quick to point out that the successes in their campaigns are mainly attributed to their hand-picked experts.

Originally from Pennsylvania, Tin Tin calls Newport, R.I., home and started his career sailing aboard the 12-Meter *Gleam*. He met up with Peek on the 110-foot, Herreshoff-designed *Mariette* almost 10 years ago, and was hooked on the complexities of racing a schooner. Like most of these crews, classics are his passion. But today, Tin Tin says the pressure to perform has never been greater.

Years ago, some schooner experience was required simply to run sheets for one of the many sails that are flown between the fore and main mast. Now, schooner crews have to know how to raise and lower one of eight sails on a traditional topsail schooner, and they have to do it fast and on cue.

Though there are many hands aboard *Eleonora*, one of the largest racing schooners in the world, racing is not a social affair. Just walking around the flush deck takes concentration. Without any lifelines, and a scant, eight-inch-high bulwark or toe rail between you and a frothy wake, the feeling is like standing atop the leaning tower of Pisa—your initial thought is, don't trip.

"None of the jobs can be done individually," says Tin Tin. "For this to work smoothly, everyone has to be working together." He says that even after spending a week sailing with the same people, only once were they able to nail a jibe set. "But with more practice I'm sure we'll become consistent."

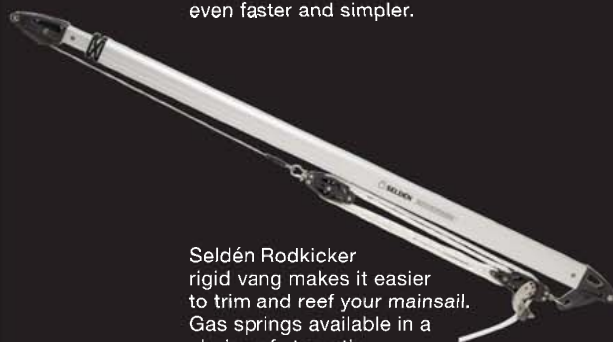
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Eleanora was built new, to Herreshoff's original drawings, four years ago, and many of its systems are traditional. There are, of course, some modifications to the way the boat is tweaked.

"We have our tricks, but it's different," says the 30-year-old Peek, who is a professional schooner crew, or more specifically, a professional foremast chief.

All eight halyards at Peek's mast are led traditionally, 2-to-1 with a purchase system on one end, which is led to the rail (read gross and fine tune). Peek uses Spectra for the topsail halyard, and clips a Harken 4-to-1 purchase to a spliced loop for fine tuning. Spectra is also used to attach temporary blocks for trimming one of the three headsails, or the reaching and downwind sails: the fisherman (reaching), the ballooner (set off the furthest forward jib stay) and gollywobbler (set between the masts for running; it is a large and unruly sail trimmed from four points).

Including *Eleanora*, there are five large schooners on the classic racing scene today. Between Tin Tin and Peek, *Eleanora* has two of the world's top schooner sailors. To back them up, and make sure everything on the course runs smoothly, there is serious talent. Professional trimmer Mike Toppa, North Sails executive Jim Allsopp, and dinghy champion Steve Burke help with trimming, sail selection, and tactics. Most of the paid crew aboard has also raced on *Mariette* and the Fife-designed *Altair* in addition to smaller English working schooners.

Westward sailed with approximately 30 paid crew. *Eleanora* carries around the same number, though 10 are guests of the owner. To supplement the manpower, many classics take a rating penalty and use winches for hoisting and trimming the sails. *Eleanora* has a bevy of small winches for trimming the jibs, and was recently fitted with three size 500 Meissner bronze powered



There are crew meetings for every change of course aboard *Eleonora*. Above, the foremast team thinks through the steps of a jibe set well before hooking up the downwind sails. By the time a crew chief sends forward the 10-minute-until-the-turn warning, this group has already met with the main mast chief and begun to methodically weave new sheets and halyards through the maze of rigging. These calm moments of discussion are rare. *Westward* carried double the number of crew while still having the same number of crew chiefs. Instead of two people trimming the main off of two electric winches, *Westward* had nearly 20 people on the aft deck tending to sheets during a jibe. The trend toward powered winches, though penalized under European classic yacht rating rules, allows these giants of sail to be handled safely. *Eleonora* has Meissner winches, its largest, a two-foot diameter bronze self-tailer located forward of the foremast, is used for hoisting the ballooner.

winches, the largest ever made by the company.

"You would need 15 more people to do the work these winches do," says the representative from Meissner who installed the two-foot diameter winches. "Jibing a 21-meter boom with tons of people on the aft deck; if one person trips, everyone trips. Now you have one person trimming with their toe on a button."

Racing one of these monsters may be a little easier today than it was 100 years ago. Despite these improvements, however, Peek and Tin Tin still have to hoist and lower the sails without tangling themselves or the sails in the rigging. They need to make sure that the four attachment points for the fisherman are straight, and that the two halyards go up simultaneously. This is not an easy task when the respective crews are more than 40 feet away from each other and each corner of the sail looks like a tack. "There is voice communication from the back," Peek says with a smile, "but this is a very big boat." ♦



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Grand Prix LAUNCHES

Snow Lion, Ker and Associates IRC 50

WITH A DECADES-LONG RACING CAREER, WHICH includes four transatlantic races, Larry Huntington, of New York, N.Y., had strong opinions about how his latest *Snow Lion* would be designed and built. For this boat, which he says will be his last, Huntington, 71, wanted a true offshore cruiser/racer that would do well under IRC.

“For the first time since the 1950s we have a rule that genuinely measures cruiser/racers,” says Huntington. “We finally have a boat that can go both ways and have a long career.”

For the design, Huntington chose Jason Ker, whose IRC 55-footer *Aera* has won many high-profile IRC races. Ker says *Snow Lion* is a different concept than his earlier IRC designs, however, as it’s been designed to be a proper cruiser/racer.

“I was trying to make sure he [Huntington] didn’t end up with a boat that was somewhere between a racer and a cruiser/racer in the perception of anyone who’d want to get his rating adjusted, such as the rating office or a competitor,” says Ker. “So I was keen that he didn’t fall too



far outside of the norm, but balance that with the fact that he's having a custom, one-off boat, and he can have what he likes."

Huntington chose New England Boatworks, in Portsmouth, R.I., to build the boat. Its first step was to build a full-size cardboard mockup of the interior, which was designed by Huntington and his wife, Caroline. "Our emphasis was to make the interior comfortable for cruising," says Huntington. "We have hot and cold running fresh water, two heads, two showers, a cabin heater, a

TECHNICAL HIGHLIGHTS

| | |
|-----------------------------|-----------------------|
| LQA | 50'4" |
| LWL | 41'3" |
| Beam | 13'6" |
| DSPL (IRC Measurement Trjm) | 21,164 lbs. |
| IRC Rating | 1.264 |
| Upwind S/A | 1,614 sq. ft. |
| Downwind S/A | 3,541 sq. ft. |
| Draft | 10'2" |
| Design | Ker Associates Ltd. |
| Builder | New England Boatworks |
| Sails | North |
| Paint Systems | Awlgrip/Pettit |
| Mast/Rigging | Hall Spars |
| Instruments | B&G |
| Deck hardware | Harken |
| Rigging hydraulics | Harken |
| Project management | Don Watson/NEB |



Typical of the thought put into the interior by Larry Huntington and his wife, Caroline, is the top bunk, shown here set up for offshore racing. When lowered, the bunk becomes the back of the settee and cover for storage lockers. The galley (right) has a full-size stove and oven, as well as plenty of surface area for food preparation.

full galley with stove and oven, and a watermaker." There's also a stowage area under the cockpit to hold an aluminum fuel tank and a 30-gallon rubber bladder used for extended cruising or long deliveries.

Huntington enjoys navigating, so the nav station is designed to his style, and

faces aft. "It's easier to talk to people in the cockpit," says Huntington. "The design also makes the salon a much more comfortable place because there's no instrument bulkhead separating the nav station from the salon."

The base of the mast can be moved fore-and-aft with a large screw ram. A hydraulic

ram permanently nestled into the bilge forward of the rig provides rig tension. Just aft of the rig in the bilge is a huge, manually operated emergency bilge pump. Another safety feature is the base of the aft starboard bunk, a piece of anodized aluminum, which can be used as an emergency rudder.

Huntington's influence is also seen on deck, particularly on the Hall Spars mast. An external block above the headstay for masthead spinnakers reduces line fraying

TONY BESSINGER (2)

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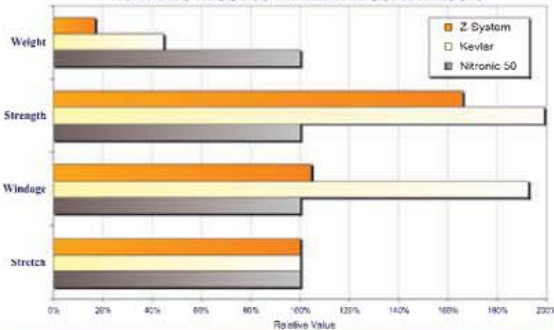
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Sailing World's practitioner of nautical calamities has been busy roaming the worldwide regatta circuit lately, and thankfully he's had no trouble finding material for yet another *Best of Dr. Crash* calendar. This one's sure to make you wince every month.



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TONY BESSINGER

The simple, but effective, aft-facing nav station allows the navigator to communicate more directly with crew on deck. Huntington designed the laptop mount, which was made of carbon fiber by New England Boatworks.

on spectacles. A spare main halyard also lives on an external block. To clear the foredeck for battle, a centerline bow cleat is removed with the pull of a pin.

So how well does *Snow Lion* work as an IRC boat? The 50-footer found one set of conditions it sails well in, winning its IRC division in the light-air/flat-water Bermuda Race last June. "The rule encourages stable boats and generous sail area, especially downwind," says Ker. "It also gives adequate credit for a cruiser/racer interior, but not so much that it's an obvious choice on which way to go. Whenever we've done a study on materials, or on whether to be a racer or cruiser under the rule, we've seen that IRC has done a pretty good job. There will be situations where the cruiser is slightly advantaged, and some the racer will be. It'll depend on the course and the conditions."

-TONY BESSINGER



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Hap Fauth



“We don’t leave much out there. We blew a spinnaker and a friend of mine broke a boom, so we do push it. But we always try to be safe. And we rely on the warranties.”

FINANCIER AND MEGAYACHT OWNER JOHN J. “Hap” Fauth looks like a man on perpetual vacation. As he relaxes on his 116-foot Fontaine-designed *Whisper* at the culmination of the Fourth Annual Newport Bucket in July, friends celebrate while its crew hoses and scrubs. His cigar, smoldering in the ashtray, awaits him. Out on Rhode Island Sound a few hours earlier, Fauth was all business, battling a 16-knot breeze, heavy swells, and a few bumps along the way—they snapped the main halyard, tore a chute, rigged the wrong sail, and nearly missed the start. He and his crew finished fifth of 20 yachts.

As a transatlantic competitor, past Newport Bucket champion, and first to finish the centennial Newport-Bermuda Race aboard his JV 66 *Bella Mente* (see “Gulf Stream Blues,” p. 38), Fauth was unsatisfied with fifth. However, in this case, he was still able to smile through the disappointment because the Bucket Regattas of which he’s so fond focus on fun, not first place.

What’s the Bucket Regatta concept?

There was a fraternity of guys who liked to race, and they put this regatta together to have their own event and have a good time. These boats are fast and fun to race, and the regatta is something to look forward to. The nucleus of the Bucket fleet is the big boats: *Ranger*, *Endeavour*, and the Swan 112 *Highland Breeze*, which won this year. *Whisper*, *Sapphire*, and *Cristophels Lighthouse* are all built by Holland Jacktbouw, so it was great to have them all together.

How did you first get involved with these events?

The venues available to megayachts that want to race are becoming limited, and

the Shipyard Cup [Maine] and the Bucket events are the only “conventional” regattas available to megayacht owners. This is a series of races run by owners for owners, and I’m part of that underlying group of owners and racers, so I support it as part of the industry. I’d love to say I’m an old Bucket pro, but I’m not. I’ve only been doing this for a couple of years.

How has the event changed since your first year in 2003?

Participation has grown tremendously. Traditionally, only as many as 30 yachts could participate because there’s limited space on the docks and the starting line. They’re popular events; if you’re late to the dance, you sit on the sidelines. The St. Barths event was oversubscribed last year, and it was just too much. Newport is an excellent venue, and I can’t see it drawing fewer than 20 boats, like we had this year. The future of the Bucket is in how they can accommodate the boats.

How does the rating system work?

It’s an ad-hoc system, complicated and imperfect at best. These boats are hard to rate—how do you compare the 116-foot *Whisper* to the Swan 80 *Selene*? This is a pursuit race, so we start to our handicap and the first boat that finishes wins. It’s a one-boat start, so all the 20 boats aren’t on the start line at once. For safety reasons, that’s great. And in a perfect world, all the boats would finish at once, but that wasn’t the case.

The race committee stresses that this regatta is not about winning, but after all, it’s still a race; how competitive does it get on the course?

We don’t leave much out there. We blew a spinnaker and a friend of mine broke a boom, so we do push it. But we always try to be safe. And we rely on the

warranties . . . write a check for \$10,000, break it, and get another one.

I’ve heard about Bucket pranks; who were the culprits this year?

Chippewa [Clayton Deutsch’s Swan 68] was the prankster. Balls were our theme this year, so they plastered the side of *Whisper* with a sign that read, “Balls Are Us.” And they stashed a WW II bomb covered in *Chippewa* stickers aboard *Selene*. It makes for a great time.

Is that why you’ve raced every Bucket since 2003?

If I remember correctly, we won it that year. And it’s a great time, because it’s a party atmosphere and you don’t get all hot under the collar. These big boats are just fun to race against. And the proof is in drawing 20 boats year after year when a lot of them could be cruising in the Mediterranean. So participants are happy and sponsors are happy.

Why is *Whisper* great to race?

I love this boat, but I’m not on it enough. It’s surprising how fast she is in light and medium conditions, but in big water and big breeze she’s off and running. She was built to cruise, so she’s very comfortable, and she’s a classic, powerful boat. She weighs 170 tons, her rig is 160 feet high and has 60,000 square feet of sail. While most others are keelboats, she has a centerboard, and only draws eight feet of water. But she also has a really heavy displacement and a big volume so we can race it in the Buckets and cruise it in the Caribbean and the Med. Nothing is hydraulic onboard, so we can feel every puff. And she’s usually very well-balanced, though this weekend we weren’t. We’re planning a trip around the world next year, starting in the Med with stops in Argentina, Chile, New Zealand, Australia, and Cape Town.

Have you ever been in an collision or had a protest in a Bucket event?

Nope, no accidents, no protests. The race committee doesn’t like protests, though I’ve heard they can be swayed with champagne.

Are you satisfied with your result?

We normally do better. We broke our main halyard Saturday, so we rigged our second main halyard and were 10 minutes late for the start. Sunday, we expected the breeze to drop out so we rigged our bigger genoa for a lighter wind. But it’s all a sob story, no one cares. We’ve had our time in the limelight. And we’re allowed to have a bad regatta.

—ANNIE SHERMAN

ANNIE SHERMAN



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TIM WILKES

U.S. YOUTH CHAMPIONSHIPS

The Club 420 division at the U.S. Youth Championships has been a family affair for two years, with Rebecca Dellenbaugh and Leigh Hammel winning this year's event, hosted by Grosse Pointe YC; Hammel also won last year when she crewed for Emily Dellenbaugh. Royce Webber won the Laser fleet to earn a place on the U.S. Youth World Team in the Volvo Youth Sailing ISAF World Championship in Weymouth, England. www.ussailing.org

2006 YNGLING WORLDS

There's one way to make sure your boat is up to your standards: build it yourself. That's what John Ingalls, James Randall, and Michael Komar did last winter and spring, putting the finishing touches on their 21-foot Yngling before shipping it to La Rochelle, France, for the 2006 Yngling Worlds. They also gained something else from the experience. "Building the boat was terrific for our team continuity," says Ingalls, who coaches Randall and Komar at Salve Regina University, in Newport, R.I. The three turned this continuity, and consistent sailing, into a world championship title last July, knocking off 41 other teams to win the open division. The women's division was won by the Spanish team of Sandra and Monica Azon and Graciela Isonero. U.S. Olympic hopefuls Sally Barkow, Carrie Howe, and Debbie Capozzi finished third. www.srr-sailing.com

ISAF NATIONS CUP

Brian Angel's Team USA and Paula Lewin's Team Bermuda will represent North America at the Nation's Cup Grand Final in Ireland following open and women's divisions wins, respectively, at the TAG Heuer Nations Cup regional final, held in Charlotte Amalie, St. Thomas in June. In the best-of-three finals, Team USA beat Team Trinidad & Tobago by a hard-fought 2-1 score. The flight saw Team USA foul Trinidad in the pre-start of the deciding race, then lead off the line and continue full ahead to the finish. On the women's side, the USA's Sally Barkow led Lewin in the first race, only to have the Bermudian tenaciously get even in the next match. Lewin then trapped Barkow out at the committee boat at the start of the deciding race. www.isaf.org

TP52 MEDCUP BREITLING REGATTA

A second-place finish in the final race of the Breitling Regatta, held in Puerto Portals, Mallorca, Spain, gave *Mutua Madrileña/ Mean*

Machine the regatta win and the overall MedCup lead through three regattas. *Mutua Madrileña/ Mean Machine's* skipper, Peter de Ridder, has been the top amateur helmsman for all three MedCup regattas so far this season. Dean Barker, helming for Steve Howe's *Warpath* finished second. Russell Coutts drove *Lexus* to a third-place finish in the regatta. *Warpath* trails *Mutua Madrileña/ Mean Machine* by 5 points overall in the MedCup series. www.medcup.org

TYBEE 500

Team Tybee's John Casey and Kenny Pierce won all six legs of the 2006 Tybee 500, beating two past Worrell 1000 winners, Jay Sonneklar and Steve Lohmayer. This is the first time a team has won every leg of the six-day, 500-mile doublehanded catamaran distance race from Hollywood, Fla., to Tybee Island, Ga. www.tybee500.com

505 EAST COAST CHAMPS

Tim Collins and Bill Smith won the first two races in the 505 East Coast Championship, but when the breeze went light for the remainder of the regatta, Tyler Moore and Jesse Falsone dominated the fleet, recording just 6 points in the series. Collins and Smith took second overall with 15 points, and Ramsay Key and Drew Buttner finished third with 16. www.2006505ecc.com

2006 BOATUS SANTA MARIA CUP

Katie Spithill and Giulia Conti were tied 2-2 in a best-of-three final for the Women's Match Racing Championship. Spithill picked up a penalty in the deciding race, but was able to maintain her lead to become the fourth non-American to win the event since 1991. www.santamariacup.org

J/120 NORTH AMERICANS

Richard Born's Annapolis-based J/120 *Windborn* was the top boat at the J/120 NAs,



LANDS' END TORONTO NOOD

Kathleen Timmis' *Kat's Paw I* (above, in foreground) was fourth in its C&C 27 division at the Lands' End Toronto NOOD. The racing was close, but Larry Bayer's *Yogi Bear* (in background), ran away with the overall win. Reigning Toronto NOOD overall winner Richard Reid's Beneteau 36.7 *Zingara* trailed John Fromen's *Type A* for most of the regatta, but a strong final day with a first and two thirds gave Reid the class and overall victory for the second year. www.sailingworld.com



ULLMAN SAILS LONG BEACH RACE WEEK

Gary Mozer's *Current Obsession II* topped a 20-boat fleet to win the J/105 class at Ullman Sails Long Beach Race Week in June. *Wings*, owned by Dennis and Sharon Case, placed second and was the closest threat to Mozer and his crew, only 2 points out of first. Third, 10 points shy, was John Downing and Jack Franco's *Chile Pepper*. Marty Burke's *Bella Vita* won boat of the week honors after winning the Beneteau First 36.7 class. www.ullmansails.com

DAVE REED, RIC ROBERTS/UNDERTHE SUNPHOTOS.COM



LANDS' END DETROIT NOOD

John Rummel's *Majic Star* rounds a busy weather mark during the Lands' End Detroit NOOD. *Majic Star* placed second in the NA 40 class behind John Barbour's *Velero VII*. Taking the overall prize at this year's Detroit NOOD was Dale Marshall's Cal 25 *Clytie*, which won its 29-boat class. Marshall and his crew, which includes his wife, Jennifer, son Nathan, Fred Anderson, and David Dewitt, won a trip to Tortola this fall for the Lands' End Caribbean NOOD Rendezvous. www.sailingworld.com

BRUCE HUBBARD

held in June off Stamford, Conn. Born and his crew tussled with last year's J/120 East Coast champ, Bob Monro, throughout the five-race series. In the final race, Monro's *Bye-Bye Blues* led *Windborn* by 2 points, but Born's crew scored a first while Monro's team had its worst result of the event, a fifth.

www.stamfordyc.com

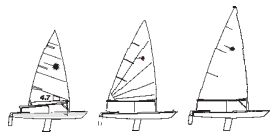
49ER WORLDS

Chris Draper and Simon Hiscoks, of England, used four second-place finishes to top 91 other teams and claim the 49er World Championship, sailed off Aix les Bains, France, in June. Top American finishers were Dalton Bergan and Zack Maxam, in seventh place.

Going into the final day of the light-air event, Pachoumas and Siouzios Athanasios, of Greece, were leading the regatta. With an hour before the final cut-off time



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for racing to take place, the wind filled in sufficiently for two races to be held, and Draper and Hiscocks sailed into first overall with a fifth and a second. Danish sailors Peter Krueger Andersson and Dennis Dengso Andersson won the regatta's silver fleet www.cnva.com/world49er

ICSA/GILL COED DINGHY NATIONAL CHAMPIONSHIPS

College of Charleston sailors made good use of their home field advantage, winning two of three college sailing national titles. Alana O'Reilly led the women's team to its first-ever win at the ICSA Women's Nationals, and a B-division effort led by Russ O'Reilly earned Charleston sailors the ICSA/Gill Coed Dinghy National Championship trophy. Georgetown won the ICSA/Layline Team Race Championship. www.collegesailing.org



LANDS' END CHICAGO NOOD

There were several large classes at this year's Lands' End Chicago NOOD, including the 33-boat Tartan 10 class. Donald Wilson and *Convergence* had six firsts in nine races, recording just 16 points to win the T-10 class by an enormous 41-point margin over Preston Wake's *Strait Jacket*. But the overall regatta victory came from the 20-boat J/105 class this year. John Huhn's *Katana* recorded just 21 points, including 4 bullets, to win the class by 21 points. www.sailingworld.com

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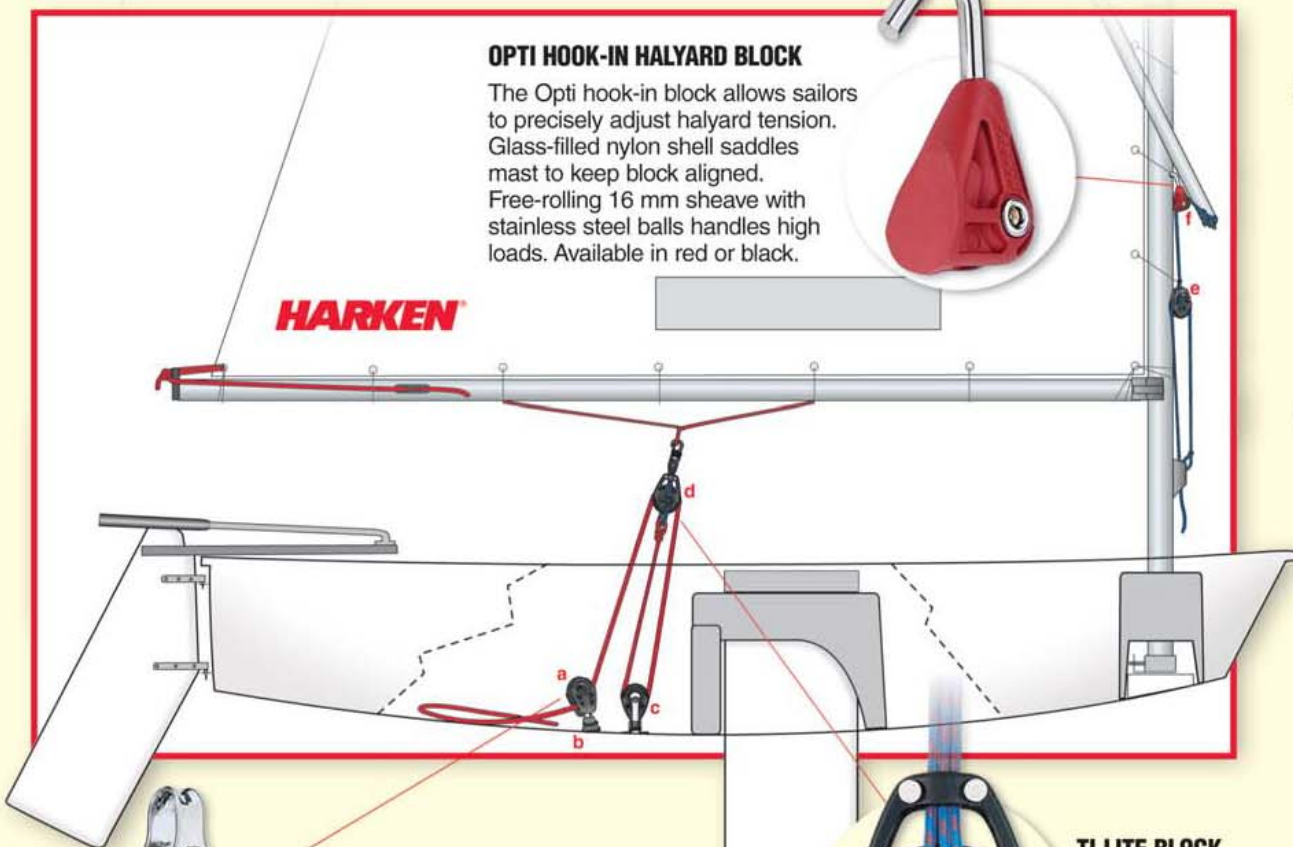
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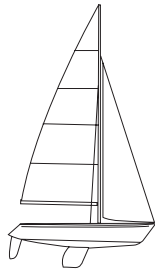


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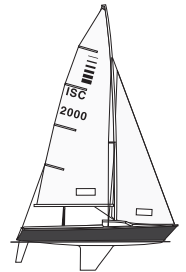


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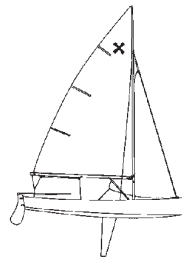


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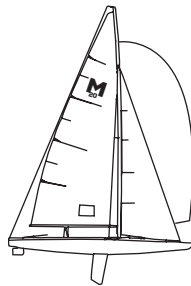


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Beam5' 8" Spinnaker250 sq. ft.
Weight595 lb.

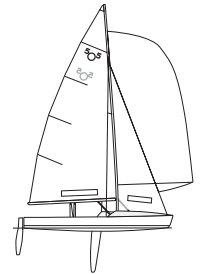


505 ▼

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
Jeff Nelson, Vice President, American Section,
jefnelson20032003@yahoo.com, (714) 623-0019

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

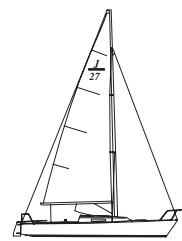
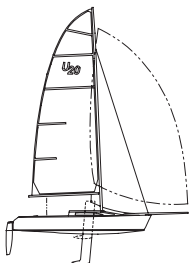


ULTIMATE 20 ▼

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, fun and fair best describes this enthusiastic class. One sail is all it takes to be hooked.

ULTIMATE 20 CLASS ASSOCIATION
7914 Cottsbroke 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.

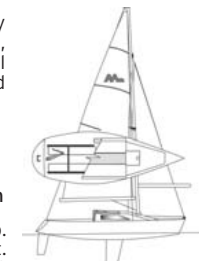


MARTIN 242 ▼

The M242 is a 24-foot, high performance, day sailor/racer. 250 were built between 1981 and 1993, and they are now in production once again. Total sail inventory consists of a main, roller furling jib and spinnaker. Designer: Don Martin

INT'L MARTIN 242 CLASS ASSOCIATION
MG, Marine, Inc, Marina del Rey, CA 90295
(310) 645-0196 Hm/Off • (310) 645-0542 Fax
sales@m242yachtsusa.com • www.m242yachtsusa.com

LOA24' 2" Ballast930 lb.
Beam8' 0" Sail Area280 sq. ft.
Displacement2500 lb. Headsail110%



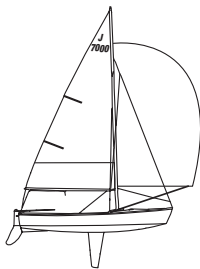
WINCHES
RELIABLE, RUGGED AND EFFICIENT

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. Builder: Allen Boat Co. Buffalo, 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" Weight.....275 lb.
Beam.....5' 2" SA (main & jib).....90 sq. ft.

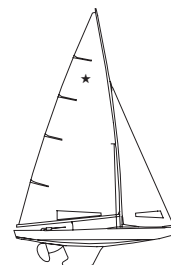


STAR ▼

The Star Class offers world-class racing at its best! Olympic Class since 1932. Winter racing in Miami. Cutting edge technology. More than 2000 racing worldwide.

INT'L STAR CLASS YACHT RACING ASSOCIATION
1545 Waukegan Road, Glenview, IL 60025-2185
(847) 729-0630, Fax (847) 729-0718
office@starclass.org

LOA22.7' Weight1479 lbs.
Beam5.7' Sail Area.....285 sq. ft.
Draft3.3'

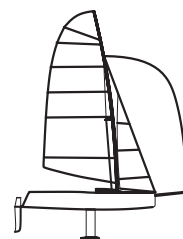
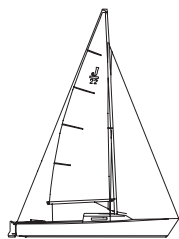


INTERNATIONAL J/22 CLASS ASSN ▼

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

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

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
174 Kehoe Street
Ottawa, Ontario, Canada K2B 6A5
(613) 828-9294
www.sailabongo.com

LOA15' 2" SA (main & jib)....131 sq. ft.
Beam6' 6" SA (Asym. Spin)....147 sq. ft.
Draft (lifting keel).....3' 11" Ballast Bulb100 lb.
Weight.....415 lb.

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
Jan Davis, ILCA Executive Secretary
7625 South Yampa Street, Centennial, CO 80016
office@lightningclass.org • 303-325-5886
www.lightningclass.org

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



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.

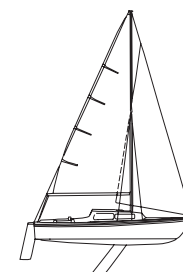
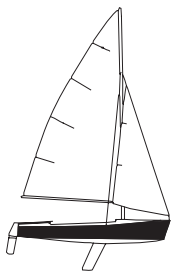


FLYING SCOT ▼

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

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

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



CATALINA 22 ▼

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

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

LOA21' 6" Beam7' 8"
Sail Area.....205 sq. ft. Displacement2380
Draft up/dn1' 8" / 5' 0"

OPEN 5.70 ▼

The Open 5.70 is meant for sailors who have experienced fun surfing on small dinghies or catamarans and want to find once again the same sensations on a small, safe, sport keelboat. As an International OD Class, the Open 5.70 is a fantastic, fast sportboat supported by a friendly and active Class Association.

OPEN 5.70 NORTH AMERICAN CLASS ASSOCIATION
5825 Troost Avenue - North Hollywood, CA 91601
Email: info@open570usa.com
www.open570usa.com

LOA20' Displacement1,020 lb.
Beam.....8' 6" SA (Main & Jib) ..280 sq. ft.
Draft up/dn8" / 4' 59" Asym. Spin.387.5 sq. ft.

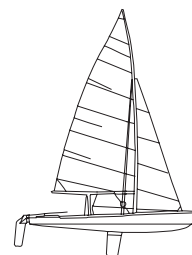


FLYING DUTCHMAN ▼

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

INT'L FLYING DUTCHMAN CLASS ASSN, US
Website: www.sailfd.org/USA/
West Coast: Zhenya Kirueshkin-Stepanoff
Email: zks7@sbcglobal.net Tel: (408) 316-1091
East Coast: John Sayles, Secretary
Email: ifdcaus@comcast.net Tel: (610) 429-1681

LOA19' 10" SA Main.....110 sq. ft.
Beam5' 8" SA Genoa.....90 sq. ft.
Weight.....364 lbs. SA Spinnaker...226 sq. ft.



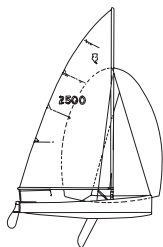
THISTLE ▼

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

THISTLE CLASS ASSOCIATION

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

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 ▼

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

JET 14 CLASS ASSOCIATION

Joy Shipman, Class Secretary
40 B Narragansett Ave., Jamestown, RI 02835
(401) 423-1050 • www.jet14.com
Builders: Vermilion Fiberglass • (440) 669-9071
Jibe Technology • (401) 683-0484 • www.jibetech.com

LOA=LWL.....14' 0" Weight285 lb.
Beam4' 8" SA main & jib113 sq. ft.
Draft up/dn.....4" / 4' 2" Spinnaker150 sq. ft.

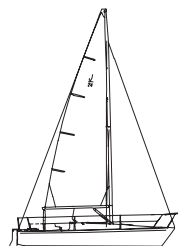
INTERNATIONAL J/24 ▼

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

INTERNATIONAL J/24 CLASS ASSN.

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

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

www.force5.us
LOA.....13' 10" Weight.....145 lb.
Beam4' 10" SA91 sq. ft.

ENSIGN ▼

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

ENSIGN CLASS ASSOCIATION

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

LOA22' 6" Draft: full3' 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.

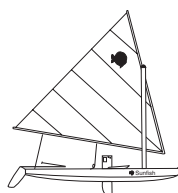
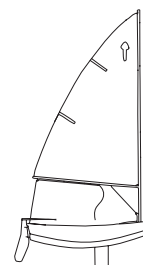
EL TORO ▼

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/dn7" / 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

Leon Nowak, 2470 Glenngarry Rd.,
Jackson, MI 49203 • (517) 787-5920
Email: lee.n1@juno.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"



CAM CLEATS
BALL BEARINGS FOR EFFORTLESS CLEATING

HARKEN.COM

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

LOA13' 8" Disp572 lb.
Beam2' 8" Ballast400 lb.
Draft3' 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

LOA24' 0" Disp1783 lb.
Beam8' 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!

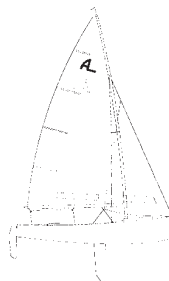
U.S. & CANADA ALBACORE ASSOCIATION

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.

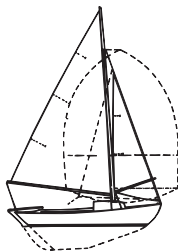
BULLSEYE ASSOCIATION

44 River Street

Rehoboth, MA 02769

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

LOA15' 8" Draft2' 5"
LWL12' 7" Disp1,350 lb.
Beam5' 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" Beam7' 6"
Draft4' 9" Disp3,650 lb.



THE SWEET 16 ▼

The Advance Sailboat Corp. of Independence, MO, built many classes of one-design dinghies, including the Sweet 16. The Sweet 16 class is experiencing resurgence due to its sturdy and stable design, while still affording the more advanced sailor an optional spinnaker experience for family fun or racing.

THE NATIONAL SWEET SIXTEEN SAILING ASSOCIATION

Website: www.s16.org • Email: s16@s16.org

Don Montgomery, Class Commodore

Email: DLMONT2@aol.com • Kansas City, MO

LOA16' 0" SA(Main)84 sq.ft.
LOL12' 3" SA(Jib)44 sq.ft.
Max. Beam6' SA(Spinnaker)200 sq.ft.
Min. Weight450 lbs. Mast height23'



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 & jib110 sq. ft.
Beam5' 5"



J 44 ▼

This fast cruiser/racer presently enjoys the best "bigboat" one-design racing in the nation. The class-owned racing sails help maintain fleet parity. The J/44 is also a great family cruiser!

J/44 CLASS ASSOCIATION, INC.

565 5th Avenue, 29th Floor

NY, NY 10017

(516) 790-7498 • www.j44.org

LOA44' 9" Disp22,000 lb.
LWL39' 0" SA/Disp21
Beam13' 8" Disp./Length152
Draft8' 1" or 6' 5" Over 65 delivered



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" SA135 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 • (607) 299-4627
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: eseanwsweeney2000@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.



1D35 ▼

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

1D35 CLASS ASSOCIATION

P.O. Box 69, Rocky Mount, NC, 27802
1d35@1d35.com • www.1d35.com

LOA35' 0" Disp.6,550 lb.
LWL31' 6" SA (Upwind)..... 815 sq. ft.
Beam10' 9" SA (Downwind).. 1690 sq. ft.
Draft7' 7"



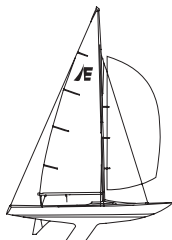
ETCHELLS ▼

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

INT'L ETCHELLS CLASS ASSOCIATION

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

LOA30' 6" Draft4' 6"
LWL22' 0" Disp.3,325 lb.
Beam6' 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" Draft3' 5"
LWL15' 5" Disp.1,422 lb.
Beam5' 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

jyprez@jyca.org • secretary@jyca.org
www.jyca.org

LOA15' 0" Weight300 lb.
Beam5' 10" SA (main & jib) ...135 sq. ft.
Draft up/dn6"/3' 0" Designer...Rod Johnstone



SNIPE ▼

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

SNIPE CLASS INT'L RACING ASSN. USA

PO Box 83866 • Lincoln, NE 68501
(402) 796-2505

direx@inebraska.com • www.snipeus.org

LOA15' 6" Draft up/dn6"/3' 3"
LWL13' 6" Weight381 lb.
Beam5' 0" SA (main & jib) ...128 sq. ft.



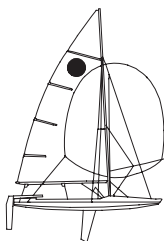
FIREBALL ▼

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, trailer and launched by two people. Building plans available. Visit www.fireball-international.ca

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.
Beam4' 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 Shertzer, 170 Grandview Ave,
Waterbury, Ct 06708 • Ph (203) 759-3666
www.j30.org

LOA29' 11" Draft5' 3"
LWL26' 0" Disp.6500 lbs
Beam11' 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. |



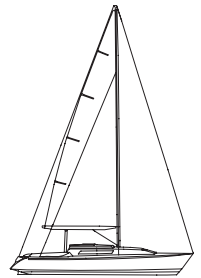
FRERS 33 ▼

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, 24 Hartford Street
Medfield, MA 02052 • (617) 908-3244
kurthudson@lc-anderson.com • www.frers33.com

| | |
|------------------|--------------------|
| LOA33' 3" | Draft6' 3" |
| LWL26' 6" | Disp.....9,000 lb. |
| Beam11' 3" | SA.....560 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. |



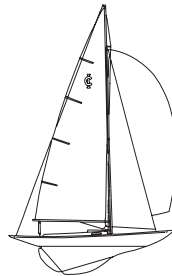
INT'L ONE-DESIGN ▼

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. |



SHIELDS ▼

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

SHIELDS CLASS ASSOCIATION

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

| | |
|-----------------|-------------------------------|
| LOA30' 2" | Dsp.....4,600 lbs. |
| LWL20' | Draft4' 9" |
| Beam.....6' 5" | SA (main & jib) ..360 sq. ft. |



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. |



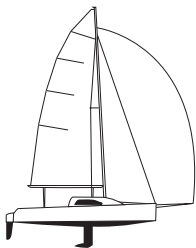
ELLIOTT 770 ▼

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ELLIOTT 770 CLASS ASSOCIATION

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

| | |
|-----------------------------|--------------------------------|
| LOA25' 0" | Disp.2,400 lb. |
| LWL23' 6" | Ballast.....850 lb. |
| Beam8' 2" | SA (main & jib) ...414 sq. ft. |
| Draft up/dn.....1' 7"/5' 8" | |



HOLDER 20 ▼

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HOLDER 20 CLASS ASSOCIATION

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

| | |
|----------------------------|--------------------------------|
| LOA.....20' 4" | Disp.....1,160 lb. |
| Beam7' 10" | Ballast.....360 lb. |
| Draft up/dn12"/3' 7" | SA (main & jib) ...215 sq. ft. |



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Massachusetts



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St Petersburg FL



1988 J/33
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Rochester NY



Wauquiez 40s Centurion
Charleston SC • Annapolis MD
San Francisco CA



C&C 110
Massachusetts
Pensacola FL



2003 Beneteau First 47.7
\$329,000
San Francisco CA



1986 Custom Express 37'
\$72,000
Annapolis MD



1976 Swan 431
\$129,500
Annapolis MD

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San Francisco CA



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\$82,000
Rhode Island



1984 36' Frers F3
\$60,000
Massachusetts



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\$44,999 Austin TX



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Rhode Island
Buffalo NY



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Beneteau 36.7



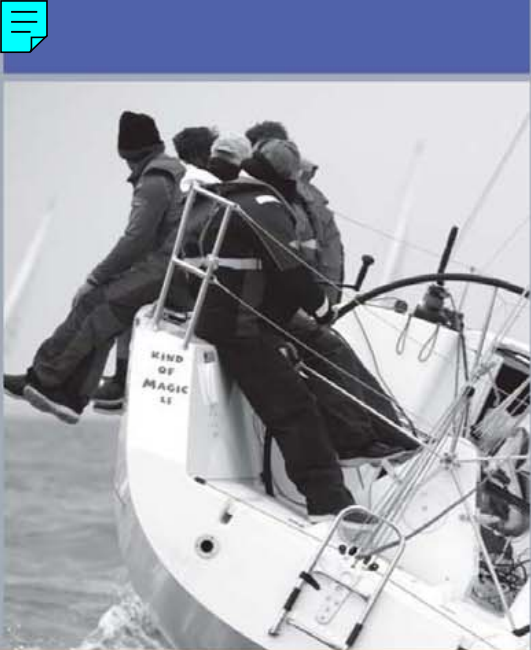
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www.farr40.org

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BROKERAGE

Sistership – Photo by Carlo Borlenghi/Rolex



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| GAUCHO | 1991 Farr IMS 44 | \$120,000 – Annapolis MD | Central Agent |
| BANDIT | 1997 Farr 40 OD | \$185,000 – Detroit MI | Central Agent |
| IMPETUOUS | 2000 Farr 40 OD | \$190,000 – Newport RI | Central Agent |
| MADINA | 2000 Farr 40 OD | \$189,000 – Portsmouth RI | Central Agent |
| SILVER BULLET | 1999 Farr 40 OD | \$169,000 – Bayfield WI (Under Contract) | Central Agent |
| WARLORD | 2001 Farr 40 OD | \$250,000 – Cowes UK, VAT paid | |
| MATCH 38 | 2004 Bavaria | \$195,000 – Annapolis MD, Priced to Sell | Central Agent |
| VANPIRE | 1993 Mumm 36 | \$40,500 – Cleveland OH | Central Agent |
| CONTRAIRE | 1984 Farr 33 | \$38,000 – Annapolis MD | Central Agent |
| Q | 1995 Mumm 30 | \$72,500 – Newport RI | Central Agent |
| GRIEVOUS | 1995 Mumm 30 | \$69,500 – Toronto ONT — SOLD | Central Agent |
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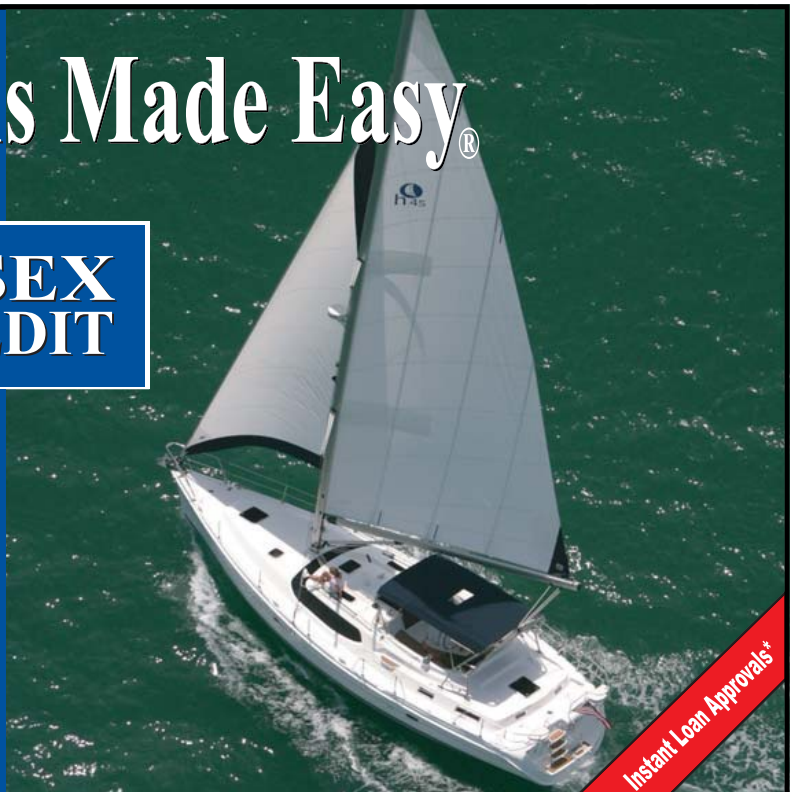


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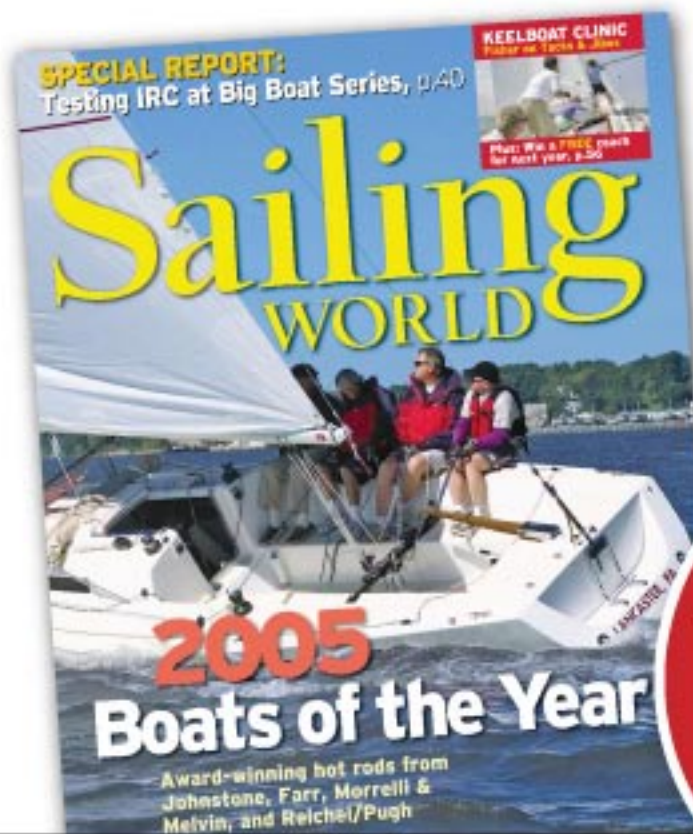
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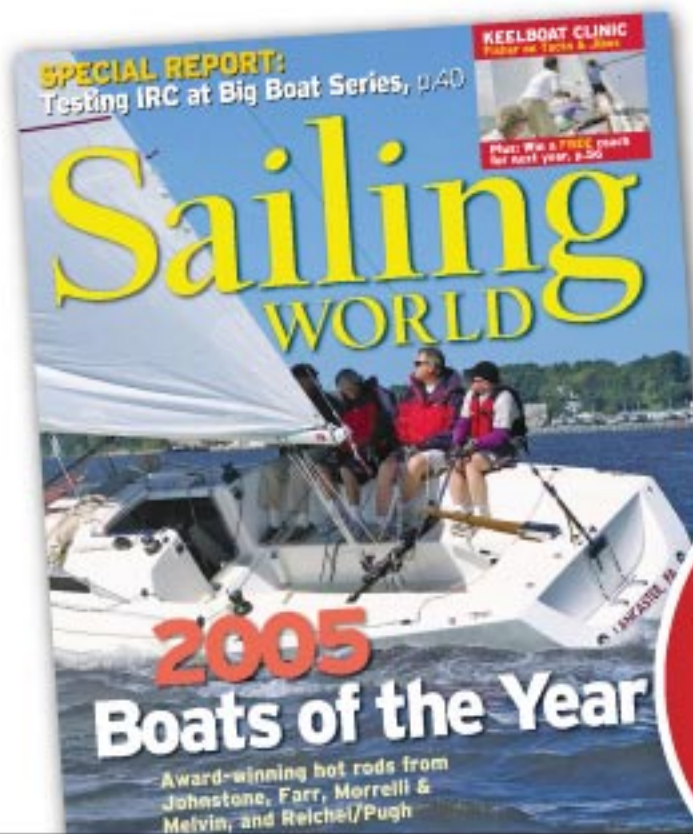
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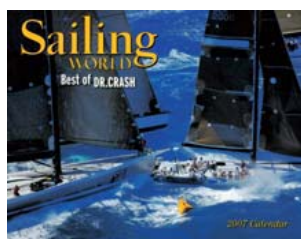
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CONTRIBUTORS

ANDREW KERR

Kerr, 42, a full-time coach and North U instructor, is a firm believer in pre-race planning, which he details on p. 70. "At Key West this year I watched the top teams in several classes sailing upwind outside the starting area before every start," he says. "Whenever there was a change in the wind, they'd sail upwind to reconfirm their setup and zip back to the line while everyone else sailed the 'gravy train.'" Taking the pre-race concept a step further, he encourages his teams to follow a between-race checklist, too. "People grow tired and the results start to wane. A checklist gets them focused on the next race."



CHRIS PASTORE

For the sleepy Austrian village of Neusiedl am See, the World Sailing Games (p. 44) was a change of pace. "It was a big deal," says Pastore. "It brought in people from around the world and added a very international feel to the village." While the Games weren't an unqualified success, he says there's plenty of potential in the concept. "There are certain things that need to be shaped a little more," he says. "It just needs a little more direction to make it truly great." Pastore, 31, a former editor with SW, is currently pursuing a doctorate in history at the University of New Hampshire.



DAVE POWLISON

For this issue's halyard upgrade story (p. 48), we tasked Powlison, 53, a long-time SW contributor, to look into a cost-effective upgrade for a local C&C 99, and from the experience he came away with at least one idea for his Etchells. "I'd replace the main halyard with one with less stretch," says Powlison, a high-school English teacher who lives and works on the Vermont side of Lake Champlain. When we caught up with him, he was getting ready to race a Laser, something he hadn't done competitively in 15 years. "I'm looking forward to racing with the new sail controls that allow adjustments while sailing," he says.



MARK PLOCH

When the Beneteau 36.7 came on the scene, Ploch, 52, a sailmaker for 30 years, got one for the family and soon emerged as the guy to beat in the Northeast. When it came to lining up an expert for our keelboat boathandling shoot in the 36.7, Ploch was the go-to guy. Outtakes aside, he and his pickup crew made it look easy. "Tacking is tacking," he says, "but doing it well is a matter of finessing and getting the right organization on the boat." Ploch, who owns Doyle/Ploch Sails, with lofts in City Island, N.Y., and St. Petersburg, Fla., has sold his 36.7, bought a C&C 41, and is campaigning a Beneteau 10R.



ASK DR. CRASH



DEAR DR. CRASH,

I've never believed in UFOs, but the other day, when my daughters and I were walking along the beach, we witnessed the spectacular crash of what appeared to be a spaceship. There were red creatures crawling out of an escape hatch, swimming around the boat, and shouting to each other in some strange language. We watched its sail-like wing submerge, and soon a powerboat came and towed it and its occupants away. Is there some aquatic Area 51 that we're not aware of?

—BEFUDDLED IN BOSTON

DEAR BEFUDDLED,

A good imagination is something to be treasured, especially as an adult. While I approve of your cosmic interpretation of this dramatic nautical calamity, I regret to inform you that there's no covert government activity involved here. What you and your daughters witnessed is one of my favorite rare sailing maneuvers—the Mach 10 pitchpole. Performed correctly, it does have an otherworldly quality to it, but rest assured, these extraterrestrials were not phoning home, they were calling their crash boat.

—DR. CRASH



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