

Paul Cayard Exclusive
The Pirates Begin Their Attack p. 38



Sailing WORLD

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Anthony Kotoun, Tom Burnham
p. 58

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By Henri du Plessis, Herb McCormick, and Laurie Fullerton

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By Stuart Streuli, Photos by Chris Odom

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Cover Photo: Carlo Borlenghi/Sea&See/DPPI

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Cruising World • Sailing World

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Following By Example

ON MARCH 9, SOMEWHERE BETWEEN CAPE Horn and Rio de Janeiro, Mike Sanderson, *ABN AMRO One's* affable skipper, wasn't thinking about winning the Volvo Ocean Race. For the first time in many weeks, his mind was elsewhere. On that same day, I was likewise having a difficult time focusing on the mounting tasks at hand.

The previous morning, Hasani, our stocky, grey bearded Rhodesian Ridgeback—seven days shy of his 12th birthday—had taken a turn for the worse. He'd been living a dog's life, but something started taking him down hard and fast. His pain was undeniable as he whimpered beneath my desk, too uncomfortable to snore away the 9 to 5 hours, something he'd happily done for much of his lifetime.

He showed no interest in giving chase to passing squirrels, and for two days straight walked away from a serving of raw hamburger. This was a dog notoriously resolute when it came to food, displaying his intelligence by conquering any and all child proofing cabinet-lock systems to get to the trash can stowed under the kitchen sink. At the offices of *Sailing World* he was no less devious, slinking off when the opportunity presented itself to abscond with someone's morning bagel—or worse, their entire lunch.

His voraciousness aside, he was a perfect companion—strong, stubborn, loving, and lazy—never minding long hours in the back of my pickup truck when I disappeared for an afternoon of Laser sailing, a twilight J/24 race, or a sweet September swell. But his time had come, and so did the awkward, emotionally charged moment of actually making it his time. After my wife and I agreed it was for the best, the veterinarian returned to the examining room. We encouraged him to lie on the cool linoleum floor and he did so without objection, exhaling deeply as he gently rolled onto his left side. I stroked the full length of his head as the first syringe of sedative pierced the vein in his hind leg. He didn't flinch, and within seconds he was comfortable. The

next syringe plunged him into an irreversible and permanent coma. Until this moment I'd been lucky to never experience such finality.

Later that evening, we went about our routine, finding ways to put it out of our minds. It wasn't until the following morning when I finished reading Sanderson's dispatch from *ABN*—my first e-mail of the day—that Hasani's passing really hit me.

"This might be a pretty strange thing I am going to talk about tonight, and a little different from all the tales of roaring through the Southern Ocean," he said before explaining how he'd always wanted to know straight away, no matter where he was, if anything bad had happened to anyone he loved. Since leaving Wellington 18 days earlier he'd sensed something was wrong when questions about his 11-year-old Black Labrador Nikita went unanswered in e-mails. Only when he got his partner Emma Richards on the phone did he get the

news. Nikita, she said, had been put down after being diagnosed with a "very bad cancer."

"It was unbelievable how instantly I felt a very long way away," he wrote. "I will be honest. At that moment I really didn't want to be

here. Sitting in the nav station while you can feel your eyes starting to swell with a tear isn't the most macho of images that people I guess associate with tough and rugged Volvo sailors, but for me, it was a very sad moment . . . For now though, I will just be a little quieter, work a little harder, and just be that much more determined about getting this boat into Rio in first place."

For a few minutes our sadness was commensurate, but my attention returned to his final thoughts . . . a little quieter, a little harder, and that much more determined. After reading it once more, I closed the e-mail, thought about the ol' boy, looked at my impending deadlines, and followed Sanderson's lead.

You can find Sanderson's daily accounts of the Volvo Ocean Race at team.abnamro.com

—DAVE REED

**"His voraciousness
aside, he was a
perfect companion—
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SAILORS' FORUM

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Transflective or Transmissive?

I READ WITH INTEREST TONY BESSINGER'S article "Tools to Keep Your Tactician on the Rail" [March '06]. As a navigator who has used most of the products you discussed, I was surprised with the view Bessinger took on the Panasonic MDWD displays. I have found the "good" MDWD displays to be the best unit available.

Panasonic makes two dramatically different units housed in the same case and both marketed as MDWD displays. The older units, which are discontinued (but still available both second-hand and as factory refurbished units) use a transflective display that never needs a backlight when outdoors. The brighter the day is, the brighter the display. Because of this, battery life is close to five hours in daylight. The newer MDWD displays (like the one Bessinger tested) use a transmissive display, which requires a backlight for any condition. Even with full backlight, this display is less desirable than the transflective unit outdoors.

With regard to the waterproofing, Panasonic does market the units as moisture and dust resistant. But, I have taken some big waves over my display and frequently hose it off to remove the salt at the end of the day, without a single problem. I know of multiple boats that have replaced their RaceVision and Bootronik units with the MDWD display, mainly because of the size and weight involved with each. The MDWD can be carried around from tack to tack on a shoulder strap and have no wires to worry with. At 1.5 pounds, it's hardly noticeable.

**ARTIE MEANS,
SAN DIEGO**

WE'RE BASICALLY ON THE SAME PAGE, ARTIE. I've used Panasonic Toughbook MDWDs on several raceboats, and as I said in the story, I've been impressed by their performance. I have, however, been bitten by short battery life, so I was likely using the newer MDWD with the transmissive display. I'll have to start scouring EBay for a used transflective display. As far as the MDWD's ability to shrug off a wave, Artie's right, they do stand up well to the odd dose, but Panasonic clearly states that their MDWD Toughbook screens are only moisture and dust resistant, not waterproof.

TONY BESSINGER

The Walk On

UPON OPENING MY LATEST, FANTASTIC ISSUE I was quickly struck by John Burnham's article "Change in the Wind" [March '06]. Now, I know that it's been a few years, but that "walk on" navigator job on *Pied Piper* was in fact my boat from Traverse City, Mich., not Chicago. Yes, we were a bunch of lightly regarded amateurs among the very elite, but I will bet we had the most enjoyable time of any entry in that One Ton Worlds. *Pied Piper* had most likely hit the peak of her one-design life, yet she went on to provide me and my many fine crew with some outstanding adventures, including three podium finishes in the



Pied Piper, 1979, with former *SW* editor John Burnham at the back of the bus.

Mac races over the next couple of years. I have enclosed one of my favorite sailing photos with my "walk on" standing tall and guiding us to a very fast finish into the mouth of beautiful Newport Harbor at the end of one of the offshore races.

**MIKE FISHER,
TRAVERSE CITY, MICH.**

Beer-Snob Correction

IN MY EARLIER YEARS, BEER WAS BEER, AND we consumed it regardless of the brand or flavor, but as a young adult I was turned on to the sophistication of microbrews and quickly lost interest in anything "light." Apologies to Miller Lite fans for the misspelling in my story, "Serving In the Stock Island Militia," April '06.

DAVE REED

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Starting Line



Aussie 18s Hit Growth Spurt

GENERATIONAL CHANGE WAS seen in both the results and the fleet size in the 2006 Ssangyong J.J. Giltinan international series for 18-foot skiffs on Sydney Harbour—the class's unofficial world championship.

Michael Coxon and crew Aaron Links and Nathan Harris on *Casio Seapathfinder*

won an absorbing series—the outcome was in doubt until the last leg of the last race—by 2 points over *Asko Appliances*, manned by Hugh Stodart, Niall Kinch, and Paul Schultz, with defending champion *Club Marine* (Euan McNicol, Seve Jarvin, and Tim Austin) another 3 points back. All three crews have

risen to the top of the Sydney Harbour fleet over the past three seasons.

Immediately behind them on the scoreboard were two teams from the previous top group, the 2001 champion *Rag & Famish Hotel*, skippered by John Harris, and 2002 and 2003 champion *Howie Hamlin*, sailing *Pegasus Racing* with

regular crew Mike Martin and Australian Trent Barnabas.

Two teams from the next generation of Top Sydney sailors—those currently in their teens and early 20s—made the top ten. John Sweeney's *Active Air* was ninth and *applianceonline.com.au*, with John Winning Jr. on the helm, was 10th. John Win-



WINDSHIFTS

➤➤ The 2006 International Foundation of Disabled Sailors Blind Sailing World Championship will be held from Sept. 20 to 27 in Newport, R.I., hosted by the New York YC with the assistance of Sail Newport. www.nyyc.org

➤➤ US SAILING hired Betsy Alison, of Newport, R.I., to coach the U.S. Disabled Sailing Team. www.ussailing.org

➤➤ At its annual spring meeting, US SAILING presented its national sportsmanship award, the W. Van Alan Clark Jr. Trophy, to Naval Academy midshipman Greg Storer, of Branford, Conn. The Harman Hawkins Trophy for excellence in race management was awarded to Robin Wallace, of Newport, R.I. www.ussailing.org

➤➤ Team Shosholoza added two veteran sailors to its team. Tommaso Chieffi and Brett Jones, who sailed together with Oracle BMW Racing in the 2003 campaign, will join the South African team as part-time sailors and coaches. New Zealand tactician Peter Evans joined Alinghi. www.americascup.com

➤➤ Ellen MacArthur's Offshore Challenges Sailing Team won three trophies at the annual Hollis Sponsorship Awards, which recognize the best and most effective sponsorship campaigns in the United Kingdom. Offshore Challenges won as a result of MacArthur's round-the-world record project last year. www.offshorechallenges.com

➤➤ *Sailing World* Editor at Large Peter Isler, and his wife, JJ, were category winners at the annual Southam Awards for Excellence in Sailing Communications. The Islers won for their article "Sail Away," which ran in *Cooking Light* magazine. The overall winner was Joyce Honey who was awarded \$5,000 for her newspaper story "Families Can Learn To Sail On Any Budget." www.sailamerica.org

STRENGTH IN NUMBERS

The Australian 18-Footers Sailing League, which oversees Sydney's 18-footers, put measures into place to attract more teams, and with 31 entries at this year's championship, its efforts appear to be working.

ning Sr. won the championship in 2000 and was seventh this year.

Perhaps the best news, however, was the fleet size. The 31 entries reflects a steady climb, up from 28 in the previous year and 25 in 2004, toward the peak of 34 boats in 1977, when Iain Murray, backed by superior sponsorship, domi-

nated the fleet, causing numbers to rapidly decline.

The Australian 18-Footers Sailing League has stabilized the 18s as a class by implementing a one-design policy and moving the best young sailors into newer boats as their performances improve.

McConaghy Boats builds all the skiffs, from the same mold,

using a carbon fiber/Nomex sandwich with corrector weights to ensure a long competitive life. The oldest boat in the fleet is five years old.

The League owns all 22 boats in its Sunday club-racing fleet, adding up to eight new boats each year and passing on older boats. www.18footers.com.au

—BOB ROSS

COLLEGE RANKINGS

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

Rankings based on results through March 13.

COED (prev rank)

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

Also receiving votes: Washington, MIT, SUNY Maritime

WOMEN (prev rank)

1. Navy (2)
2. Yale (1)
3. Charleston (3)
4. Stanford (6)
5. St. Mary's (8)
6. Hawaii (5)
7. Harvard (4)
8. Connecticut College —
9. Georgetown (7)
10. South Florida (9)
11. Old Dominion —
12. UC Santa Barbara (15)
13. Tufts (10)
14. Eckerd (11)
15. Dartmouth (13)

Also receiving votes: Brown



BRAZILIAN MATCH RACE

New tour title. New event. New champion? Well, two out of three ain't bad. The second half of the 2005-'06 World Match Racing Tour kicked off at the Brazil Sailing Cup in Angra Dos Reis, Brazil, in March. With the Louis Vuitton Cup looming, many Cup teams sent skippers to the inaugural event including Emirates Team New Zealand's Dean Barker (above).

Half of the eight quarterfinalist skippers were aiming for their first tour win, including Gavin Brady—a runner-up at seven tour events—

Thierry Peponnet, Ian Williams, and Ben Ainslie (above, helming). Peponnet advanced to the finals where he met Luna Rossa's James Spithill.

With Spithill holding a 2-1 lead, Peponnet appeared to be in control of a tight race, but Spithill pulled even and passed on the first run. While Peponnet didn't win the title, he was the only skipper to beat Spithill in a race. "He was one of the fastest guys," said Spithill. "We had to work hard to keep him behind us."

www.worldmatchracingtour.com

Wilson Trophy Keeps 'em Coming Back

IT'S HARD, SAYS MIKE ZANI, TO explain why team racers hold West Kirby Sailing Club's Wilson Trophy in such high regard. "It's just the spectacle of it all," says the three-time collegiate All-American at Brown University.

But, with some further thought, he comes up with something concrete about the annual two-day regatta held outside of Liverpool, England. "The fact that you're basically sailing in a giant swimming pool," he says. "People can walk all the way around the course. You can be pulling a mark trap 5 feet from the wall, and there'll be 20 people—with dogs and strollers—on the wall cheering.

The debut of the ISAF World Team Racing Championship in 1995—the first one was hosted by the WKSC,

which will do the honors again in 2007—has taken some of the luster away from the 58-year-old Wilson Trophy. But it's still the event of the year for many sailors.

"It's the granddaddy of them all," says Colin Gordon, who'll be sailing in his 11th Wilson Trophy this month. "It's said by many to be harder to win than the World Championships because it's 32 teams and it's an incredibly deep field. And the race management is among the best I've ever seen."

While the WKSC didn't invent team racing, it's done as much to further the sport as any other organization, developing on-the-water judging, color-coded sails, and the Digital N course, all now standard components of any top-level team race.

Then, of course, there's the annual Saturday night party. Many dreams of glory on Sunday have been derailed after the sun sets on the first day of the regatta.

"It's not something you see every day," says Zani, who's competed in nearly every Wilson Trophy since 1990 and won the event in 1999. "It progresses from all this pomp and circumstance when people are toasting the queen and eating a formal dinner. Then they move the tables out and it becomes a huge dance party. Ten years ago, I would let it all hang out. Now I throttle back a lot or try to hide, because people are trying to take out other teams at the party."

The 2006 Wilson Trophy will be held May 6 and 7. For more information, www.wksc.net

—STUART STREULI

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WEEKEND WARRIORS

Like any good duo, International 14 teammates John Vincze and Bruce Edwards appreciate the unique skills the other brings to the table. Vincze's two decades of experience in the class are invaluable when it comes to setting up the complicated dinghy, says Edwards (left). Vincze, a 43-year-old software executive from Breckenridge, Colo., gushes about Edwards' talent on the helm: "I've never sailed with anybody that has such feel." In the final two races of the 2006 Lands' End San Diego NOOD, Vincze and Edwards went from trailing Kris Henderson and Allan Johnson by 4 points to winning the regatta by 3. "We got great starts in both races and were able to punch off the line," says Edwards, a 43-year-old vice president with West Marine. Their performance earned them the overall regatta championship, and a free Sunsail charter boat for the Lands' End NOOD Caribbean Regatta in November.



On Lake Ontario, Don Finkle (at left in photo) and Gary Tisdale are archrivals in the local Beneteau 36.7 fleet. But for the San Diego NOOD they joined forces, combining crews and swapping off helming. It's something they've done regularly, and successfully, over the past three years. They were first in the SD NOOD in 2004, and fourth in 2005. Last March they moved from third to first by winning the penultimate race with Tisdale on the helm. "Normally we alternate helming," says Finkle, 58, from Youngstown, N.Y. "But Gary was really clicking so we decided not to change a thing." A third in the final race was enough to keep them on top of the podium. Tisdale was quick to spread the credit around the boat. "If anything I've learned a lot from sailing with Don," says the 44-year-old bank manager from Lewiston, N.Y. "It's the crews we bring together that make it all work."



—STUART STREULI



Generations Battle at Women's Worlds

JUST SEVEN MONTHS AFTER SKIPPERS Sally Barkow and Betsy Alison staged an all-American final battle at the 2005 Women's Match Racing Worlds in Bermuda, the two sailors will be back at it again this month.

Barkow, a rising star at the top of her game, and Alison, five-time Rolex Yachtswoman of the Year, are typical of the mix of veterans and newcomers scheduled to compete in the Dexia Private Banking ISAF Women's Match Racing World Championship, May 24 to 28, in Denmark's Skovshoved Harbor.

Five of the 12 competitors—which includes nine of the top 10-ranked women in the world—were among the top 20 skippers in the first ISAF women's match racing

rankings in June 1999. Others, like Claire LeRoy, of France, and Barkow, have worked tirelessly to climb the rankings.

"I think it's a great blend of some of us who have had more than our share of time around the block and other girls who have gotten into it in the last five or six years," Alison says. "There's a lot of talent on all of those teams."

LeRoy and No. 5-ranked Klaartje Zuiderbaan, of the Netherlands, began the 2006 season at the J.P. Morgan Asset Management Women's Winter Challenge in England in February. LeRoy, who took third behind Barkow and Alison at the 2005 Worlds, bested eight teams from six countries in snow flurries, big breeze, and freezing temperatures.

Betsy Alison defends her lead against Sally Barkow's Team Seven at the 2005 ISAF Women's Match Race Worlds

"The conditions were not easy so it was good training for us," she says. "We don't have a lot of events before the Worlds."

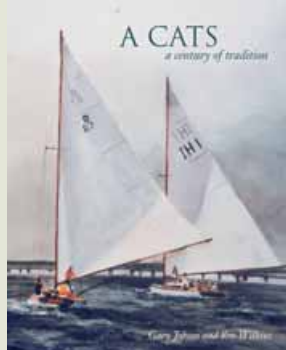
Spending much of the winter focused on her Yngling campaign, two-time consecutive world match racing champion Barkow downplayed the pressure to add a third title.

"It doesn't change our mindset much," said Barkow, currently third on the ISAF rankings. "We will go into this event like the other worlds we have attended: prepared and confident in our abilities, but ready to work hard."

—SANDI SVOBODA

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—JOHN BURNHAM



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►► With separate announcements from organizers of the Marion Bermuda Cruising Yacht Race and the Buzzard's Bay Regatta (both Mass.), stating IRC classes would be added, the European-bred measurement rule gained two significant footholds on the U.S. East Coast summer schedule. The biennial Marion Bermuda Race, which historically caters to performance cruisers, starts June 15, 2007, and will use IRC in addition to ORR (formerly Americap II). "It is our feeling we can continue to maintain the integrity and tradition of the race," said the race's executive director Graham Quinn, "while offering a choice of handicap systems to our participants." www.marionbermuda.com

The Buzzards Bay Regatta, held in early August, has invited IRC boats to join the massive summer affair, which typically attracts several hundred boats. "We're extremely excited about inviting an IRC class for the first time to the BBR," said regatta chairman Dan Cooney. "We always have the best PHRF sailors in New England and beyond, and this decision will encourage even more competition among the big boats." www.buzzardsbayregatta.com

►► The 10-event U.S. IRC Gulf Stream Series, which kicked off with the Fort Lauderdale to Key West Race in January, continued at the St. Maarten Heineken Regatta and Acra Miami Race Week in March. Twenty-five entries are contending the series trophy, and its current leader, Nick Lykiardopulo's Ker 55, *Aera*, held its lead over Jim Swartz's Swan 601 *Money Penny* after Miami (see *Finish Line*, p. 82).

The series returns to the Caribbean for the BVI Spring Regatta and Sailing Festival in early April, and then to the Northeast for Block Island Race (May 26-27), The New York YC Regatta (June 9-11), Newport Bermuda (June 16), and Royal Bermuda YC's Anniversary Regatta (June 23). www.us-irc.org

The Cream Will Rise in Austria

FROM MAY 10 TO 20 ON LAKE Neusiedl, Austria, more than 800 Olympic and world champion dinghy sailors representing more than 60 nations will compete at the fourth quadrennial ISAF World Sailing Games.

Held at the halfway point between Olympic Games, the World Sailing Games crowns world champions by discipline, including men's and women's single- and doublehanded dinghies (sailed in Laser, Laser Radial, and 470), catamarans (Hobie Tiger and Hobie 16 with spinnaker), and windsurfers (Neil Pryde RS:X). This year's event will also mark the first time skiffs (49er) and two-on-two team racing (Inter-

national 420) have been included. Because the lake is less than four feet deep in most places, keelboats will not compete.

To encourage participation by countries that did not qualify for the last Olympic Games, every nation is guaranteed at least one entry and a second at the discretion of the race organizers. To ensure the best will attend, the organizers have also provided all the boats and sails (except 49ers) and extended invitations to world champions from select high-performance dinghy classes and the top ten ISAF-ranked Olympic sailors per class, and in many cases, paid for flights and accommodation.

Unlike other ISAF Grade 1

Hobie 16s with spinnakers will be used for the women's multihull discipline at the ISAF World Sailing Games. American Annie Nelson (below, skippering) will sail the Worlds with Susan Korzeniewski.



Olympic class regattas in which most sailors travel on their own, this event, like the Olympics, fosters a national team atmosphere. The United States will send three coaches and 45 sailors.

"It's a huge event," says Anna Tunnicliff, 23, the No. 1-ranked Laser Radial sailor on the U.S. Sailing Team. "Every nation's best Olympic people are going to be there. The world champs will make the fleet deep, and the different styles will come together and make for great sailing."

For sailors like Tunnicliff the World Sailing Games will be an important test event on the road to Beijing. But for non-Olympic sailors it's an affirmation of their skill and a chance to race with all the fanfare of Olympic competition.

"The experience of being part of the U.S. Sailing Team will be great," says Ery Largay, 30, of the United State's *Team Wishbone*, the reigning ISAF Team Racing World champions. "Team racing isn't included in the other Grade 1 regattas, but here we're being treated like superstars."

The United States holds the best chance of medaling in the Radial, team racing, and women's multihull. "We're going to be there with team U.S.A.," says Tunnicliff, "and we want to win as many medals as we can."

—CHRIS PASTORE

US SAILING SPRING MEETING

US SAILING held its annual Spring Meeting in Chicago in March, the first of such meetings under the organization's ongoing restructuring. As would be expected of an organization in the midsts of reinventing itself, much was discussed both in the hallways and in committees, but few decisions were ultimately put on the books. Of significance, however, was the gathering of the newly created House of Delegates, a collection

of representatives from different segments within the organization. "It was good for them to meet face-to-face for the first time," said Communications Director Marlieke de Lange Eaton. "There will be more decisions made at the Annual Meeting." The AM, to be held in Newport, R.I., in November, is when the organization will announce the winners of its first-ever membership-based elections. www.ussailing.org.

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JOBSON REPORT

BY GARY JOBSON

The Language Factor

FROM YEAR TO YEAR, AND ACROSS MANY DIFFERENT BOATS, THE LANGUAGE of sailors changes to reflect the commands of the skipper, the needs of the crew, the encouragement of the tactician, and the emotions of the moment. New words and expressions are used every season. Amazingly, these phrases quickly spread all over the world thanks to globetrotting racers, instantaneous Internet reports, and onboard television microphones. But the slang used on many boats today is sometimes difficult for new crewmembers to understand, which

offers yet another reason to practice and, as necessary, explain the terms commonly used before a race so everyone can get into an easy, flowing groove.

Over the past several months I placed cameras on board a wide variety of boats, collecting footage for several television shows. Listening to more than 100 hours of recordings provided me with fresh evidence that communication is a critical performance factor.

Simply put, the words you use count. The old expression, "It's not what you say, but how you say it," certainly applies on any raceboat. Generally, quiet boats seemed to do better, and I can guarantee you that yelling rarely works. During the most intense moments of a race, such as rounding a mark, approaching the starting line, or crossing another boat, the best, most disciplined crews are quiet. One steady voice provides the guidance and gives a boat confidence.

I enjoyed hearing tacticians give a brief forecast of what was about to happen, and then adding a little inspiration. As an example, here's a conversation we recorded on a successful Farr 40:

"In 45 seconds we'll drop the chute."

"Keep the bow down after rounding. [A powerboat has just thrown up a big wake.] We don't need to tack immediately."

"The wind is up, we need early, hard hiking."

"You're the best!"

"Let's do it!"

One person spoke this stream of consciousness in 14 seconds. Thirty seconds later the boat made its turn, and I heard five voices in a kind of cadence during the actual leeward mark rounding:

"Drop."

"Turning."

"Clear to tack."

"Waves in four."

"Nice job!"

That was it. The tactician briefed everybody just before the maneuver with all the pertinent information: the time until dropping the spinnaker, the need to sail fast and not point due to approaching waves from a powerboat; letting the crew know they were not in a hurry to tack, and that the windspeed had increased since the last upwind leg, therefore crew weight on the side would help stability. And finally, some encouragement, "You're the best" along with the command to initiate the turn. "Let's do it."

During the mark rounding itself, several members of the crew used short comments to let other crewmembers know when progress was made. "Turning" (the helmsman turns the wheel to round the boat up). "Clear to tack" (the windward sail trimmer reports that the windward jib sheet is clear and the boat could tack at anytime if needed). "Waves in four,"

was called by a rail rider assigned to tell the helmsman about waves. In this case the impact was 4 seconds away. The helmsman keeps the bow down for speed. "Windspeed up—we need early hiking," lets the crew understand they need to sprint to the rail. "Nice job!" the tactician declared. This short, verbal, pat on the back signals that the mark rounding is finished, and we are now in the next phase of the race.

The recording from a mid-size handicap keelboat had a much different dialogue:

"Who's got the halyard?"

"Get the outhaul!"

"What jib is that?"

"Pass me my foul weather jacket!"

"Hey, no room!"

"Drop it, drop it!"

"Get it out of the water!"

"You're spinning out, man!"

"Come on!"

"How's the jib lead?"

"Move it back."

"We need to tack."

"We can't?"

"Hurry up!"

Well, you get the drill. On this boat the tactician was micromanaging every action, it sounds as though the crew is late with a couple of key responsibilities, and the decibel level was definitely amplified. Everyone on board this boat was on edge and unsure of what needed to be done. That they were well back in the pack is not surprising.

The tone on our handicap racer is obviously different than that of our Farr 40 team, but another thing to note is how experienced teams use concise language. To a non-sailor, the phrases sound clipped, but champion teams clearly talk through maneuvers and sailing routines. They do so during practice times as well. During scheduled practices, reviewing how to communicate helps everyone understand how to work together come race time.

It's important to give orders in precise terms. For example, "Ease the jib sheet three inches" is easy to understand. It's hard when a trimmer hears, "Ease the jib a tad." Does a tad equal one, two, or six inches?

One trimmer, I overheard, noted that it took him a long time to understand the difference between "a tad," "a little," "heaps," "a bit," or "a fraction." Being precise prevents confusion. We found a perfect example of this when reviewing footage from last year's college sailing national championships. Here's a clip of one conversation we recorded between an all-American skipper and crew:

"He's going to dictate our wing."

"Wing."

"Jibe."

"Good."

"Aft."

This was all the conversation the microphone picked up on an entire leeward leg. The skipper and crew had been racing together for months and knew each other's actions. "He's going to dictate our wing" means when the boat behind bears off and wings his jib, we will do the same to cover. "Wing" meant trim the jib to the

windward side. "Jibe" says we're turning now and it's time to switch the jib to the other side of the boat. "Good" is different, a brief moment of encouragement. Then it's back to business: "Aft" means move weight aft to get the bow up.

Another collegiate racer couldn't stop talking, and at high volume at that. The discussion ranged from their bad luck, to the weird way the leading skipper was sitting in his boat, to the night's festivities.

"It's hard when a trimmer hears, 'Ease the jib a tad.' Does a tad equal one, two, or six inches?"

Which of these teams do you think ended up at the top of the standings?

And speaking of useless dialogue; one keelboat crew filled one of my tapes by having a lengthy discussion on mutual funds. This was during a race! These crewmembers were all hanging around the wheel. In 20 minutes of the recording there was not one word about the boat's performance.

To avoid being a spoilsport, the best

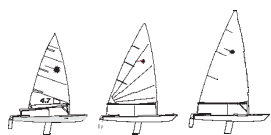
way to stop a distracting conversation is to redirect by prompting for sailing-related comments, speed ideas, or at the very least a suggestion that the conversationalists move to another part of the boat to talk.

As you might expect, I did hear plenty of salty language on the tapes, which required lots of editing for the shows, but there were important verbal passages. Tacticians were at their best while giving options. It makes everyone think through situations. Crews gained confidence when accurate reports were given. Discussion should be done while sailing in a straight line; crews need to concentrate on their jobs during maneuvers. One thing that was particularly bothersome on the tapes were crews yelling at other boats. People remember this kind of unfortunate behavior—and it never helps a crew's own performance.

The non-stop talker eventually gets tuned out. The best time to give advice is when a skipper asks for it, but sometimes you have to speak up anyway. Whenever you open your mouth, make your words count—when they're constructive, they make a difference. ♦



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FOR THE RECORD

INTERVIEW BY HERB MCCORMICK

Murray Cultivates the Sport From the Inside

AUSTRALIAN SAILOR ALISTAIR MURRAY'S MARITIME CAREER BEGAN at the tender age of 11, when he joined the Sea Scouts in his hometown of Melbourne. Some four decades later, Murray, 50, is an accomplished one-design racer, having won titles in the Tasar dinghy and 11 Metre keelboat, two designs indigenous to Australia. He's also the managing director of Ronstan International, a leading manufacturer of soft gear and hardware, and in this capacity, he has taken on the daunting task of rallying his peers and finding ways to grow the sport of sailing. As one of the founders of the International Sailing Summit, the eighth of which will be held in 2007 in Valencia, Spain, during the America's Cup, he is attempting to stir the industry from its complacency.

What was your path into the industry?

When I graduated from high school I had no idea what I wanted to do. So I decided to defer my studies for a year, earn some money, and bum around and learn a few things. Being a sailor, I got a job in a chandlery, and I loved it. One day a Ronstan guy came around and I thought he had the best job imaginable: driving around, visiting customers, talking about boats. I told him so and he said, "Funny you should mention that, we're hiring a sales rep." I never did get back to university.

When did the ISS series begin?

The first one was in Melbourne in July 1999, in conjunction with an event called the '99 Worlds, which were the combined world championships of all the Olympic classes at the time. We had all these interesting people coming—sailors, coaches, administrators, industry representatives—and it seemed like a fantastic opportunity to hold a conference to promote sailing.

How did it go?

There was a lot of useful information exchanged about what was happening in different countries to grow the sport. More than anything, we created some great relationships. A number of us felt it

was worth continuing, and since then there have been six more summits in various places around the world. We've exchanged really good ideas and raised money for worthy causes. I think we've got a good thing rolling.

What are the challenges sailing faces?

Sailors are an aging demographic. The sport needs to be made more appealing to young people. It's a complicated and difficult thing to do with so many things for kids to follow. But all over the world—in the U.K., in Singapore, in France, in Australia—I've seen a tremendous amount of activity at a very junior level with small-boat fleets, and excellent kids'



As a one-design sailor and influential industry player, Alistair Murray is on a mission to grow the sport in more countries.

training programs. It's wonderful.

So what's the problem?

We lose them in their teen years. I think there's a market we've tapped into that's embracing sailing, but they don't stay with it. When people become teenagers or young adults there's so much pressure with studies, or starting families, or buying a house and getting going in life. To me, the challenge is getting young adults back into sailing if they've already been exposed to it, or introducing them to it for the first time.

How do you do that?

Sailing's very traditional, and a lot of that tradition is boring to young people. I think we've got a very marketable product in sailing that's up against a lot of competition. It's family oriented, environmentally friendly, it's liberating, it's physical, it's exciting, it's whatever you want it to be. We need to convey that message at every possible level. The industry needs to be creative, enthusiastic, and united.

Have the summits been disappointing in any way?

Well, my biggest disappointment is that there are some really key industry people in important sectors who we haven't managed to get involved yet. People like the sailmakers and the mast builders, we hardly ever have a sailmaker in attendance. We need the leaders to participate because together, surely, we can do some good things for sailing.

What about your own sailing goals? What would you do if money and time weren't an object?

When I was 20, I wanted to sail around the world. But I didn't, and I don't aspire to that now. What I really love is racing, and one-designs. I've met so many great people through sailing. If I had a year what I'd do is spend it traveling the world and sailing and racing as many different boats as I could, with as many friends as I could. That would be the goal. ♦

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AMERICA'S CUP

Breaking trail is never easy, especially when the destination is sailing's most prestigious regatta. Each of three rookie America's Cup syndicates—those from a country with no previous Cup challenges—have tackled the task in a different way. What all three share, however, is the depth and variety of the challenges they'll face en route. Ultimately, victory may come simply in the form of a legacy left for future challengers.





Working from the Bottom Up

Team Shosholoza

BY HENRI DU PLESSIS

Of the 12 teams preparing for the 2007 America's Cup match, none started with less than Team Shosholoza. The South African team is unique among the first-time syndicates in that it decided against importing a lot of foreign talent or buying a ready made package of boats and equipment to help get up to speed. The sailing team is almost exclusively South African.

As would be expected, the learning curve has been steep and disappointment and discouragement have come thick and fast. But nonetheless, the observer will be hard pressed to find a more upbeat camp in Valencia.

The campaign was founded by Salvatore Sarno, an Italian native who has spent the past two decades living in South Africa. Sarno's Mediterranean Shipping Company was the team's initial sponsor, and he picked the top of the local sailing talent to head up the program. Geoff Meek, the team's skipper from the inception until earlier this year when he was forced to step down with a nagging shoulder injury, is one of South Africa's most decorated yachtsmen while sailing manager Paul Standbridge, a Whitbred veteran, was a part of British America's Cup campaigns in 1987 and 2003. Then Sarno got Team Shosholoza—the name comes from a South African labor song—an early start, entering Acts 1 through 3 in 2004.

Sailing an old *Luna Rossa* (ITA-48) from the 2000 America's Cup, they were stone-last during the first two Acts, losing all 15 match races they started. However, Team Shosholoza was able to beat one team in Act 3's fleet racing.



TEAM SHOSHOLOZA

For the 2005 America's Cup Class season, the team went on the offensive, electing to build and race a new boat. It was a bold move, as every other team was content to sail an older boat modified to fit the new class rules.

Initially, at least, it appeared Shosholoza may have pushed too hard to bring the new boat on line. There were numerous problems with the rig; then it fell down during training just days before Act 4. In a rush, the team purchased an old rig from Alinghi. The impromptu replacement allowed the boat to compete, but the team was forced to use its practice sails for Acts 4 and 5 and was often well off the pace.

The team recut its race sails for the remaining four Acts in Sweden and Italy, and finally the Jason Ker design displayed some respectable speed. Team Shosholoza won three match races in Act 8 and then surprised everyone with a fifth in the fleet racing in Act 9.

While the America's Cup is famous for only caring about who comes in first, this was a big moral victory for the team. The significance of the result wasn't lost on the fans back home. In a country where most people think rugby, soccer, and cricket are the only sports, they were



Royal Cape Yacht Club

Country: Republic of South Africa

Syndicate head: Capt. Salvatore Sarno

Skipper: Mark Sadler

Helmsman: Ian Ainslie (at left), Tommaso Chieffi

Afterguard: Sadler, Marc Lagesse, Ainslie, Geoff Meek, Chieffi, Dee Smith

Designer: Jason Ker

www.team-shosholoza.com

named South Africa's Sports Team of the Year in 2005.

This year started out on an unfortunate note when Meek was forced to step down due to his recurring shoulder injury. But, as always, the disappointment was short-lived. Mark Sadler, the man chosen to replace Meek, is very much one of them and has already earned the respect of the crew. This made the succession a smooth one. In addition the team has hired veteran professional sailor Dee Smith, of Novato, Calif., as team manager and a member of the afterguard.

For 2006, the team has set its sights on moving up a few ladder rungs. "We are developing very nicely," says Sadler, "but there is still a lot of work to do. Our aim

this year is to consistently beat teams like +39, China Team and so on. Luna Rossa is not really our aim yet.

"We are halfway through the development process for the crew. We have got our boathandling working quite well now and need to step it up to the next competitive level. The

team has become a very reliable unit and we have also managed to get our boat to be very reliable now."

Part of the learning process, he adds, has been for the crew to understand just what it takes to improve. "What we need to work on is to get the crew to know and understand the increments at which they have to do things for what results," says Sadler. "Getting improvements in boat-speed with incremental trimming work is important. Those increments that make the little differences to our performance are important."

The goal for 2006 is for additional progress. But beyond that, the team won't necessarily be satisfied with simply competing.

“We want to take it on one team at a time. Maybe we beat three teams consistently this year,” says Sadler. “By Feb. 1, 2007, we want to be taking races off the top teams. We won’t beat them for the Cup this time maybe, but there’s going to be a second campaign. Now, we are developing South African sailors for that second campaign.”

United Internet Team Germany

BY HERB McCORMICK

Last winter, in the quiet waters off Valencia, Spain—after an arduous season of trials and testing, the vast majority of America’s Cup syndicates had returned to their respective countries to recharge their batteries—there was just one consistent presence. Nearly every day, skipper Jesper Bank, of United Internet Team Germany (UITG), would set sail with his boatload of youthful charges to establish more groundwork for the long road he knew laid ahead.

Bank wasn’t sure what to expect,

though he’d received a good bit of advice. “Some of the guys from the bigger teams said it would be rough and we wouldn’t get much done,” he says, with a slight chuckle. “But no one was here, so I’m not sure how they knew. We had excellent sailing, and two months on our own where we got a lot accomplished. It was time very well spent.”

For the first-ever German America’s Cup campaign, time was and is a most precious commodity. Bank and his crew got a late start; their first foray was during Acts 4 and 5 last June, which they sailed aboard the converted boat from former Italian challenger Mascalzone

UNITED INTERNET TEAM GERMANY



Deutscher Challenger Yacht Club

Country: Germany

Sail Numbers: GER 72, GER 89

Syndicate Established: 2005

Syndicate head: Michael Scheeren

Technical director: Eberhard Magg

Helmsman: Jesper Bank

Afterguard: Henrik Blaksjaer, Michael Hestbaek, Fredrik Green, Thomas Jacobsen

www.united-internet-team-germany.de

Latino. A new boat, built by the German yard Knierim Yachtbau, was due to be launched last month.

Surprisingly, and in no small part due to Bank’s mastery—the 49-year-old Dane is a two-time Olympic Gold medalist in the Soling—UITG started fast, winning three match races. The feat was all the more remarkable considering the group’s upper-management team was imploding at the time and the team’s future was very much up in the air.

“It actually made us stronger,” says Bank. “We had to focus very hard to separate what was happening on shore from what was happening on the water. We’ll have difficult problems ahead, and to address them as we did was a very good exercise. We learned a lot about crisis management.”

When the smoke cleared, UITG appeared to emerge with a solid foundation intact. Marketing maven Uwe Sasse, a syndicate founder, was the most



significant casualty. Technical director Eberhard Magg consolidated his post as the group's shoreside leader. Ralph Dommermoth, the president of UITG, has reportedly committed to a budget of 50 million Euros. The pieces are in place for Bank to concentrate on racing.

Having skippered the Swedish Victory Challenge in 2000, Bank is not a first-time Cup sailor, a considerable advantage. "He's been very impressive, on and off the water," says journalist Peter Rusch of the America's Cup press team. "He really gives the project credibility and is a massive steadying influence on what is quite a young, inexperienced team."

Bank has built that team around a nucleus of trusted mates, including fellow Olympians and Victory Challenge veterans Thomas Jacobsen and Henrik Blakskjaer, and a host of Nordic sailors. Experienced Cup sailors Mike Mottl, from Australia, and Kiwi Conan Hunt round out a group that also includes 13 German sailors who may be largely unknown, but who are eager to display their talents. "It's a good group," says Bank. "We've got some young blood desperately wanting to come out and fight."

And what does Bank truly hope to achieve with this group? "Don't get me wrong, we're not here this time just to participate," he says. "But it would also be unrealistic to expect to beat teams who've been doing this for ten years."

"But the definite plan for the next Cup, after 2007, wherever it may be, is to be one of the teams that could actually win it. Frankly, my long-term goal is to be able to defend the Cup. Not just to challenge, but to win. I want that on my c.v. That's my ambition."

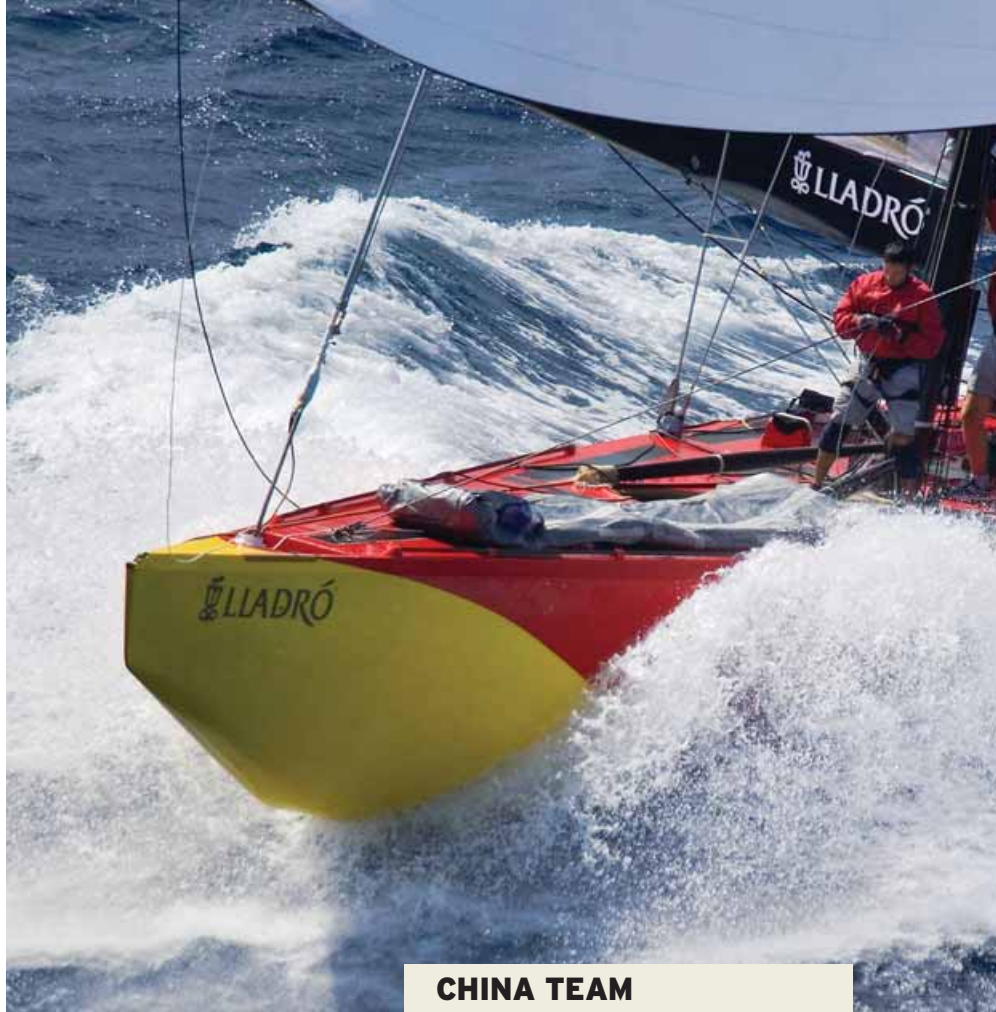
As ambitions go, it's a big one. Ultimately, UITG will go as far as Jesper Bank will take them. That may be far indeed.

China Team

BY LAURIE FULLERTON

It's been a long time since China was a world sailing power—more than 400 years. Syndicate head Chaoyong Wang is hoping China Team, the country's first foray into the America's Cup, can bridge the gap between the present day and the end of the Ming Dynasty in the 1600s and bring yacht racing to the forefront in this rapidly changing nation of more than one billion.

Rather than start from scratch, Wang



CHINA TEAM

Qingdao International Yacht Club

Country: China

Syndicate head: Chaoyang Wang (at left)

Executive manager: Xavier de Lesquen

Team leader: Luc Gelluseau

Helmsman: Pierre Mas

Afterguard: Philippe Mourniac, Pierre Mas, Dimitri Deruelle

www.china-team.org



partnered with Le Défi, the former French America's Cup syndicate from 2000 and 2003. Le Défi's knowledge, hardware, personnel, and two Version 4 boats (FRA 69 and FRA 79) provided them with a starter package. Nonetheless, a late start and a boat that

was roughly modified to meet the new Version 5 standards hampered China Team last summer. It finished last in the 2005 America's Cup Class rankings, scoring four victories in 33 match races and never finishing higher than eighth in a fleet race. The team will follow this campaign through to the end, Wang says, but its hopes to win the trophy may have to wait until the 33rd America's Cup—a fact that doesn't necessarily surprise Wang.

"My motivation is that this America's Cup event will make China more open to the world," says Wang, president of ChinaEquity, a Beijing-based venture capital firm. "We have already made history by challenging for the Cup and we are trying to prepare both the Chinese team and our society to embrace the sport of yacht racing. With both the Olympics and the

America's Cup, I feel that we can generate a great deal of interest in sailing."

The 2008 Olympic Sailing Regatta will be held in the coastal city of Qingdao, so China Team is working closely with the International Qingdao YC to plan a number of events this year that "will focus on the China Team," says its executive director Xavier de Lesquen. "We expect a few hundred million viewers here to watch the America's Cup and it remains a big priority to get the support from the modern cities of China like Qingdao and Shanghai."

In keeping with that goal, team organized an exhibition regatta in Shanghai last April with the help of Louis Vuitton and America's Cup Management. The team will also host a series of regattas in Qingdao leading up to 2007 with both



Chinese and western America's Cup sailors competing close to shore in sport boats.

Introducing the America's Cup to China is half of the battle; the team must also integrate the Chinese into its Cup effort. While the bulk of its sailing team consists of French sailors from the 2003 Le Défi squad—including skipper Pierre Mas, tactician Phillippe Mourniac, and mainsail trimmer Thierry Barot—the team has recruited mainland Chinese sailors. Three, including Zhao “Fly” Fei, a 470 sailor from Qingdao, participated in

the 2005 Louis Vuitton Acts.

“When I arrived in Valencia in June, my job was to be a mainsail grinder, which took power and knowledge of the sails,” Fei says. “By the time we reached Trapani in October—the final Act—my new job fulfilled all my dreams. The first time I ever saw the America's Cup, I watched people going up the mast and knew I wanted to do that. In Trapani, I was able to do this job and I really like the view from the top.”

In order to expand its pool of native talent, the team organized a tryout for all

Olympic-bound sailors in southern China in March; 15 were chosen to join the China Team. However, the sailing team will remain largely French for the time being.

“The response in China is growing,” says Mas, “But over this next year, we have to do better in the technical and development side of our boat, sails, etc., and work with the best people and best sailors in the sport. Our hope is to become a fully-funded team so we can train as a professional group of sailors.”

Struggling to overcome both its opponents on the course and the language barrier between crewmembers took its toll over the course of the season. French sailors felt that using hand signals and gestures to communicate with the Chinese was difficult, but their main gripe was that the aged sails and old equipment dating back to 2002 made the boat slow and uncompetitive. The Chinese sailors felt isolated and unable to take part in the overall decisions of the team because of the immense language barrier and their lack of experience.

Beating the Italian challenge + 39 in Sicily last October was a morale boost for the team. In that race, the team took full advantage of an error on the part of the Italians when they lost a man overboard and were stalled at the first downwind mark. China Team powered past the Italians at that moment and held on for the win. The following day, the team was leading against United Internet Team Germany but fell behind in a tacking duel and could not recover the lead.

Team China's new Cup boat is in the design phase, and de Lesquen says construction on the boat will begin in July in China. As part of the joint venture with the Chinese, the western designers, builders, engineers, and sailmakers will build the boat and help develop technologies that China will apply to its growing maritime industry.

In Valencia, the China Team hopes to unveil its new headquarters during Louis Vuitton Acts 10 and 11, May 11 to 21. While the building will have Chinese themes, it was—like the team—designed by a Frenchman, Francoise Raynaud. “It's a very cost efficient, innovative, and nice place for the public to visit,” says de Lesquen. “The Chinese are among the world's earliest sailors, having explored the world by boat as far back as the 15th century. We think the interest will grow and be tremendous.”

Whether the team does likewise, remains to be seen. ♦

2006 AMERICA'S CUP CLASS SEASON

Louis Vuitton Standings

Rank	Team	Total Points	Bonus Points	Scores are based on the results of six of 10 scoring Acts (Acts 1 through 3 were not included in the scoring). The bonus points will be carried forward into the Louis Vuitton round robin series in April 2007.
1	BMW Oracle Racing	63	4	Acts 10 through 12 will count for double points and Act 13, a fleet racing regatta held just before the start of the Louis Vuitton round robins, will count for triple points. The remaining acts are Act 10 (Match Racing) May 11-18; Act 11 (Fleet Racing) May 19-21; Act 12 (Match Racing) June 22-July 2.
2	Emirates Team New Zealand	61	3	
3	Luna Rossa Challenge	58	3	
4	Desafio Español	45	3	
5	+39 Challenge	36	2	
6	Victory Challenge	34	2	
7	K-Challenge	32	2	
8	Mascalzone Latino-Capitalia	31	1	
9	Team Shosholoza	21	1	
10	United Internet Team Germany	21	1	
11	China Team	9	1	



Waves of Humility

IN ONE RESPECT, THE TOP OF THE FIRST BEAT OF RACE 8 AT THE 2006 Laser Midwinters East is like any other one I've experienced in the 14-foot dinghy. As I near the windward mark, I start thinking about what's next. It boils down to two alternatives. Do I go left? Or do I go right? That, however, is where the similarities end.

To the left is a harrowing mile-long broad reach in 25-knot winds. The waves are between 6 and 10 feet. They're as steep as anything I've ever sailed in—on any boat—and one in 10 is topped with a rabid roll of whitewater. The majority of the trip out to the racecourse was on a similar point of sail; I capsized twice and was almost knocked off the boat by a breaking wave. But that leg isn't what scares me. Following the reach is a dead run, all puns intended. I have no idea how to go downwind in these conditions and I'm pretty sure I'll spend at least part of the leg upside down. Then there's another beat, another run, a beam reach, and finally a mercifully short beat to the finish. Awaiting me there are a vague sense of accomplishment and a numerical result, if I'm fortunate enough to finish within the time limit.

On the other hand, to the right is a shy reach to the Clearwater Cut, followed by a short run in flat water to the Clearwater

Community Sailing Center. The Cut is a solid 20 minutes away.

Perhaps, though, I'm getting a little ahead of the story.

I bought my first Laser in the fall of 2000, not long after I turned 29. My goals were simple: to sail with Fleet 413, which frosts on Newport Harbor November through April. I saw it as great cross training for summer sailing, and an excuse to get outside during the typically grey and depressing Rhode Island winters. In the years since, I've come to see Bruce Kirby's dinghy as less of a means to an end, and more of an end in itself—a development that has, not surprisingly, been accompanied by a general rise in my proficiency.

So last winter, when I realized that the Laser Midwinters East were in Clearwater, Fla., the weekend following the Lands' End St. Petersburg NOOD, I put the two together and created a tidy 10-day Florida vacation. Buoyed by a string of top-10 finishes in the frostbite series, I thought, "Let's not be greedy. Top half would be nice."

I arrive at the Clearwater Community Sailing Center mid-afternoon the day before the regatta and immediately search out Andy Levine, the good-humored owner of the Tackle Shack, which handles the charter boats for most of the out-of-town sailors.



The Laser Midwinters East provided a harsh reality check for one weekend Laser warrior, who found comfort in his company at the back of the pack and the lessons he brought home.

BY STUART STREULI
PHOTOS BY CHRIS ODOM



Disappointment was a constant companion on the runs, where the author (above, left) watched numerous sailors sail past. Heartfelt encouragement came from fellow competitors Peter Hurley (top, with daughter Mia) and Tracy Usher (bottom). There was also a few moments of glory, such as finishing two spots behind regatta champion Brendan Casey (middle) of Australia in Race 4.

“I think you’ve got a boat for me,” I say, extending my hand. “Damn right I do,” he says. “Follow me.”

He introduces me to my ride for the next four days—a pristine grey-and-white Laser—then hands me some paperwork.

I fill out the required forms and hand them back to him.

“All set?” I ask.

Levine scans over the forms, his reading glasses mounted outside ultrahip wraparound shades. “Yup,” he replies. “Who’s cooler than you?”

Until an hour ago, my answer to that question was an unequivocal, “No one.” It’s 80 degrees and sunny in Clearwater—in stark contrast to the sub-freezing temperatures back home—and the local forecast is for more of the same with 10 to 15 knots of wind for the next few days.

Now, though, I’m not so sure. The boatpark is crawling with



STUART STREULI (TOP RIGHT)

carefree teenagers; I have yet to see anyone who could legally purchase a beer. They all seem to know each other and exactly what they're doing. It's like one of those dreams where you're engrossed in some everyday activity and then all of the sudden realize you're naked. Instead of being naked, I'm just old, and it's not a dream.

There is only one thing to do, get sailing.



One reason to attend the Laser Midwinters East is to witness top sailors like Andrew Campbell (above) in action. The only difficulty is getting close enough to Campbell on the course to actually learn something.

I rig up, launch, and head toward a pack of boats practicing in the flat cozy waters between Sand Key and the mainland.

I remember why I'm here. The water is a luxurious 65 degrees; I'm wearing just a pair of hiking pants, a rash guard, and a lifejacket. There's no reason to flinch when a wave breaks over the bow.

I jump into a practice race and when that ends, I head off on my own, relishing the freedom from my insulating layers, drysuit, neoprene gloves, and hat. By the time I return to shore, I'm sporting a wide grin.

The next morning we're postponed on shore due to fog, and I'm relieved to see that I'm far from the only, or oldest, "grown-up" at the regatta. We finally get to the course by mid-afternoon and, after one general recall, start a race in a 5- to 10-knot southerly. Halfway up the beat—I'm hanging with the top boats on the left side—the fog returns with a vengeance, and soon I can't see but a handful of 83 boats in the Full Rig fleet.

A flurry of horns turns us downwind, and coach boats shepherd the fleet back

into the Cut, racing having been abandoned for the day.

On the way in, I think about how good this was for me. The two starts helped ease my big-regatta jitters, and I think that, at least upwind, I'm not totally out of my league. Later that evening I pick up my wife at the airport—we're staying with her mother in St. Petersburg.

"So how did you do?" she asks as we drive over the Howard Frankland Bridge that connects Tampa and the Pinellas Peninsula.

"We didn't finish a race," I reply. "But I felt pretty good. My upwind speed seemed pretty solid. I think this is going to be a lot of fun."

Over the next two days, the race committee pushes the fleet of 185 sailors—83 Full Rig Lasers, 93 Radials, and nine Laser 4.7s—through seven long races in breezes ranging from 8 to 15 knots. On Saturday, the third day of the regatta, we're on the water for eight hours, and racing for five.

Personally, it's a blur of humility. My first three finishes are all at the top of the bottom third of the fleet. I discover that while I wasn't mistaken about my upwind speed—I'm probably in the middle of the fleet in that regard—my speed on the runs and reaches—two-thirds of the course—is poor, at best.

Sailing a Laser downwind involves an intricate, and idiosyncratic, dance with the waves. The boat is turning almost all the time, going from extremely by the lee to a broad reach and back again. It's critical to correctly time when the boat passes dead downwind and the flow over the mainsail switches directions. The best make it look like ballet. Having spent the

past few years blissfully perfecting my downwind technique on Newport Harbor's 6-inch wind ripples, I lurch through the moderate, off-kilter swells like a drunk stumbling down an alley. Inevitably, I get where I need to go, but it's neither pretty nor quick.

There are a few shining moments. In Saturday's first race, I work the favored left side on the first beat and round close enough to hear Andrew Campbell, the country's top Laser sailor, lamenting the fact that he's not closer to the front of the pack. I'm not usually one to take pleasure in other people's misfortune, but I decide to make this moment an exception.

After a freeway pileup around the leeward mark, I sniff out a huge right-hand shift on the second beat and round the mark in the 20s. On the remaining two legs, boats steadily pass me—an occurrence that is beginning to develop some distressing similarities to Chinese Water Torture. Nonetheless I finish 35th.

But on the whole, my results are disappointing. By Saturday evening, I'm mired in the mid-60s. I'm mentally, physically, and emotionally drained. I need some moral support, so I search out a few of my compatriots.

In the parking lot I find Ted Morgan and Luke Shingledecker surreptitiously sipping beers—alcohol isn't technically allowed on sailing center grounds. "The main reason I came here is you've got a 90-boat fleet and the best Laser sailors in the United States," says Morgan, a 37-year-old federal employee and the commodore of the Severn Sailing Association in Annapolis, Md. "It's one thing to know where you are in your local fleet or even your district, but to come down here and gauge how you're doing [on a national level], that's the lure."

Morgan and Shingledecker drove from Annapolis the day before the event, and will hit the road home as soon as it's over. For Morgan, it's his second trip south this winter—he "got throttled" at the Miami Rolex OCR in January—and his eighth Midwinters. Over that time, he says, the composition of this event has changed. "The Midwinters used to be a gathering of club sailors," he says. "I think you see more of that now at the Master's level, and these open events are more serious, especially here. If you go to the Atlantic Coasts or a Great Lakes regatta, or some of those other big championships, they seem to carry the local flavor [in terms of competitors]."

But, I ask cautiously, is there a lasting benefit to finishing deep in Clearwater?

“Oh God yeah,” says Morgan. “For me it’s just four days of great sailing that the other boats [at home] haven’t gotten. Even though you’re getting your butt kicked, you come back feeling a lot more confident about what you’re doing.”

For the past two days Sunday’s forecast has gradually been turning for the worse. By Saturday evening, the forecasters are calling for a front to blow through overnight and leave behind 20- to 25-knot winds from the northwest.

When I awake in St. Petersburg at 6 a.m.—the race organizers having moved up the first start to an ungodly 10 a.m.—it seems calm outside, and I wonder if the forecasters have completely missed. By the time I arrive in Clearwater, I realize they were spot on, possibly low. It’s blowing dogs off chains on the Gulf of Mexico.

From a corner of the second floor of the sailing center, I can glimpse a narrow slice of the Gulf between two high-rise hotels. It’s like a little peephole into hell. The waves are large and angry. I shudder and move away from the window.

The race committee grants me a stay of execution by hoisting the AP. I use the time to talk to North American Laser Class president Tracy Usher. Usher, 49, bought his first Laser in 1974, but stopped sailing in the class during college. He picked it back up in 1996. “I was pretty bad,” he says. “I was kind of surprised because when I was a kid I was actually not so bad. But the techniques had changed, plus the fitness and training level of the people had improved dramatically. I had to work pretty hard for a while.”

Usher, a physicist from Stanford University, is still working hard. He attended this four-day regatta instead of the two-

Ted Morgan has attended eight Midwinters in three different locations, each time bringing back a little more skill and experience to his local fleet in Annapolis, Md.

2006 Laser Midwinters East

Feb. 23 to 26

Clearwater YC & Clearwater Community SC
Clearwater Beach, Fla.

◆ Full Rig (83 boats)

1. Brendan Casey (AUS) 28; 2. Matias Del Solar (CHI) 29; 3. Andrew Campbell (USA) 30; 4. Maciej Grabowski (POL) 30; 5. Bernard Luttmmer (CAN) 32; 6. Michael Kalin (CAN) 38; 7. Brad Funk (USA) 38; 8. David Wright (CAN) 49; 9. Marc De Haas (NED) 64; 10. Conner Higgins (CAN) 66

◆ Radial (93 boats)

1. Paige Railey (USA) 9; 2. Anna Tunnicliffe (USA) 19; 3. Tania Elias Calles (MEX) 24; 4. Laura Baldwin (GBR) 31; 5. Lisa Ross (CAN) 45; 6. Evi Van Acker (BEL) 67; 7. Jennifer Spalding (CAN) 77; 8. Chris Raab (USA) 86; 9. Victoria Crowder (CAN) 94; 10. Colin Smith (USA) 98

◆ Laser 4.7 (9 boats)

1. Courtney Kuebel (USA) 8; 2. Grady Timmins (USA) 11; 3. Jackson Wyatt (USA) 19

For complete results, www.clwyc.org

day Master’s Midwinters the previous weekend, partly because he wanted more boats and more competition.

“The Master’s Midwinters is a good competitive regatta, but the Master’s events are not only about the competition, they’re about the fun too,” he says. “If you want to win a Master’s worlds [Usher was seventh in 2005], you need to come and get beat up like I’m getting beaten up here. It shows you where the top is.”

Moments later, regatta chair Cassie Featherston announces she’s going to drop the AP, but wants everyone to know that the conditions are pretty extreme, and “any coaches who think that it might not be best thing for their sailors, please advise those sailors to stay ashore.”

I don’t have a coach, but I know what

he’d say if I did. “Get out there, you wimp.” So I suit up and go.

It takes the race committee a little while to get the course set. I hover on the line near Peter Hurley, a 30-something fashion photographer from New York City.

“What do you think they’re doing?” he screams over the flapping sails.

“I’ve got no idea,” I say, adding, under my breath, that I hope they’re considering the sanity of racing in these conditions.

“Well,” Hurley, says with a laugh, “they got us out here, they better let us race.”

Easy for you to say, I think. Hurley finished fourth in the 2000 Olympic Laser Trials; he’s also got about 5 inches and 20 pounds on me. These are his conditions.

I start near the starboard end, with most of the fleet toward the pin. It doesn’t take long for the fleet to separate. By the windward mark, I’m not last, but close to it. There my machismo finally relents. I take a right turn, signaling to the mark boat that I’m done for the day. I’m far from alone—only three sailors from the bottom 35 in the final results finish the first race on Sunday, and only one, Bob Tan of Annapolis, finishes both.

A few hours later, the fleet trickles back to the sailing center. Hurley is among the first few boats to reach shore. His wife and twin daughters greet him once he pulls his boat from the water. The sparkle in his eyes says how much he enjoyed the sailing. He asks me if I finished a race, and seems genuinely disappointed for me when I tell him I didn’t.

“That’s too bad,” he says. “You should’ve pushed to the finish. I think you would’ve enjoyed it.” Though the towering waves are still fresh in my mind, I can’t disagree.

The following Sunday, I’m back on Newport Harbor. A crisp northwesterly breeze builds through the first few races, the gusts pushing into the 20s. In the past this has been when I stop sailing to win and start sailing not to lose, conceding the top places to the heavier, and taller sailors.

Today, though, I don’t concede a thing. I crank on the cunningham and the vang and attack the starting line. I hold my own, placing 10th, with some of my best individual finishes in the later races. It’s then that I finally realize that going to an event like the Midwinters isn’t about results at all. It’s about pushing comfort zones, gauging skill levels, and carrying what is learned back home, where it can be put to good use. Getting a tan in February isn’t half bad either. ◆



Making Luck, One Mile At A Time

INTERVIEW BY DAVE REED

The *Black Pearl* starts the Volvo Ocean Race's Leg 3, from Australia to New Zealand.

“Any time you’re in a tough situation the better you are at managing your team, the larger the dividends you will receive. When life’s easy anyone can drive, but when it’s tough, the people who excel can make a difference.”

—Paul Cayard

DURING THE VOLVO OCEAN RACE’S CAPE Town stopover, Paul Cayard put in a call to race director Glen Bourke. His *Pirates* were tied for last in the seven-boat fleet, but second from the bottom in the standings. He asked Bourke to move them into last. The request furrowed a few eyebrows among his sponsors, but he assured them that when they won the damn thing in eight month’s time, the story of the *Pirates* of the Caribbean campaign would be that much better.

Cayard’s assurances in Cape Town—and before the start of the race when he promised the *Pirates* would be a threat by the time the fleet reached Rio de Janeiro—could be mistaken for arrogance, considering his team nearly sank during the first night, missed the leg, and then bumbled through the South African in-port race, broaching multiple times. But Cayard is a tough S.O.B. in this kind of environment, and his competitors knew he wasn’t blowing smoke. They weren’t surprised when the black-hulled *Black Pearl* arrived second into Rio four months later, having racked up enough points to seize the No. 3 spot on the scoreboard. The reversal of fortunes was a result of sheer methodical determination, what sailors call making your luck. It’s classic Cayard. We caught up with the 46-year-old skipper from California before the start of Leg 5 from Rio to Baltimore, Md., to learn how he’d managed to make good on his promises.

After all that happened in the early stages of the race with the boat’s teething problems, when do you feel you guys really started racing?

In Cape Town we did the big refit and came out with a lot of optimism, saying,



“OK, we fixed everything, and hopefully there won’t be more problems.” And then, of course, we had the big problems on the leg to Melbourne. Our structural issues, and the problems we’d been having with the keel rams, got addressed pretty well in Melbourne, so things really started to change in the Melbourne in-port race. We went into it with new optimism, did a lot of training, got second in that race, and nothing broke.

We won the re-start in Melbourne, and that first night we just started sailing the boat. We felt everything was fixed, and we sailed well all the way to the Wellington. Nothing broke, which was huge. Then we nailed the Wellington re-start. At that point, we were emotionally in a good state, and that carried through to the first ice waypoint, about 1,800 miles and five days later. So it was right in there—that period between the Melbourne in-port and the

first ice waypoint—where I realized we’d turned the corner. We’d solved the big issues with the boat and now we could race.

Take us back to the opening leg, and what you were dealing with.

We left Vigo thinking the boat was pretty good. The whole thing with the keel wedges (see diagram, p. 41) and where they attach is incredibly important. Seeing how both *movistar* and *Pirates* have broken them off, the original specification was probably underestimated, and we’ve had to beef up that area quite a bit. That was our first damage, but what was alarming at the time was, once those plates ripped off, how vulnerable the entire boat was. So we used that chance to waterproof the keel box. The Alinghi boatbuilders spent five days putting flanges on the whole area so the lid was watertight.

You said at the time that you were addressing other areas of the boat as well.

We had our problem, and *movistar* had theirs that [first] night. We shared our problem with all the Farr boats, including *Ericsson*. *Movistar*’s problem was that the keel-ram foundation [where the rams attach to the hull] had delaminated away from hull. We asked Farr if we had the same thing, and they said we did, so after flying the boat to Cape Town, we did what *movistar* did with their repair and increased the laminate in that whole area. On the first night, we’d also broken the bulkhead between the mast and the bow, so we beamed that up and beamed up the ram shelves even though we didn’t have the problem. *Movistar* simply fixed their problem and definitely did not address the wedges. They were advised about them, but they didn’t do it.

Then we had to deal with what happened to *Ericsson* near the end of Leg 1 when its keel ram failed. We all had rams from the same manufacturer so we all had to deal with it. Each of us got new pistons and rods; they were still titanium, just bigger.

Then on Leg 2, we incurred the same failure that *Ericsson* did on the first night out from Cape Town—the titanium rod’s forked keel-attachment point sheared. We both broke it in the same way. At this point, we have a panic running through the fleet about these rams. *Movistar*’s solution was, screw it, we’ll go back to what we had for our first 15,000 miles, and in Melbourne they installed one of their original rams and modified one of the titanium rams by adding some stainless steel parts. The



The Pirates struggled in the Cape Town in-port race, broaching twice. Skipper Paul Cayard attributed their performance to still being green and having a slow-canting keel. They addressed this problem by reducing the keel-transfer time. The upkeep is ongoing: (l to r) Jeremy Smith finishes off a splice; Paul Cayard and Erle Williams examine a keel pin leak during Leg 2; the spare ram, taken on board for Leg 4.

problem is, those original rams each weigh about 250 pounds. They are huge steel rams. *Movistar* had to cut out the commensurate amount of weight from its bulb. At first, they took out the weight from the little pockets on the top of the bulb, but it wasn't enough, so they had to lob off a huge chunk of the bulb and build a false tail on the thing. They must have had to lop off maybe 400 pounds. *Ericsson* went to Waters Engineering. They've got big, quality gear, but it's stainless and heavy—all of it. So *Ericsson* went that route and then had to cut out a lot of weight. The titanium rams weigh about 143 pounds apiece. What *Ericsson* installed was about 230 apiece.

Our determination was that the titanium casings were strong enough, so we kept them and replaced the rods and pistons with stainless. We gained about 18 pounds per ram, so we're still in the 154-pound range. So we came out of the whole

thing with a good solution. The knee-jerk reaction is what *movistar* did, and I'm proud that we tried to step forward instead of going all the way back to full safety.

This is what we went through to get to where we are today, and we did a good job of analyzing and assessing the ram issues to come up with a lighter solution. On the wedge-world front, we solved it once and for all, and we've never had a repeat failure, which is a tribute to our shore team. Like I said, *movistar* never addressed the wedge problem in Cape Town, and on the leg from Melbourne to Wellington, they had the problem, forcing them into a pit-stop scenario, trying to make a repair that takes eight days minimum to do right. They obviously didn't repair it correctly and almost sunk at Cape Horn.

In the early days of this campaign, we were taking the attitude that we would learn whatever we could about everybody else's boat. We suffered a bad deal that

first night, but I've always said we were lucky—lucky because we were close to land and got the boat back right away, and lucky because we gained three weeks to continue building the boat. It was only 60 days old when we started this race, so it wasn't ready by any stretch of the imagination. Our guys got the information and made the necessary repairs, even though we didn't have the symptoms. That's proper preventative maintenance.

My prediction about being competitive by Rio is based on the experience we have to get something like this on track. I'm satisfied that we know what we're doing, and we know how to get it done right. More than the second-place finish in Rio, I'm happy we've solved the issues with the boat and have the boat on track.

After your disastrous in-port race in Cape Town, you said you were going to look at the video and figure out what went wrong. What did you see?

That was a frustrating day for me because, being from San Francisco, I consider myself a damn good heavy-air sailor, so I was relishing being in second place for most of the race, but we just could not jibe the boat. Later, Mike Sanderson [skipper *ABN AMRO One*] spoke to one of our crew and said, "I watched the video of you jibing and obviously your keel cants too slowly." Our crewmember said, "Oh, really?" And Sanderson asked me, "How fast does your keel go from side to side?" We told him it took 34 seconds, and he said, "Mine goes in 10."

I immediately went to the engineers, and the first words I got was that there was nothing we could do. You have to just keep saying, "No, that's not acceptable." They told me that *ABN's* motor runs off its main engine and ours is off the generator, and that's all we'd get. But after a week of pushing, we got it down to 20 seconds side-to-side by using bigger, larger capacity pipes. We're at as fast as we can go with a generator-driven pump. We could make the switch to the engine-driven pump and get it down to 12, but it would cost 50 kilos in the keel, and on the ocean, you don't adjust it.

How have you been developing your sail inventory on the fly?

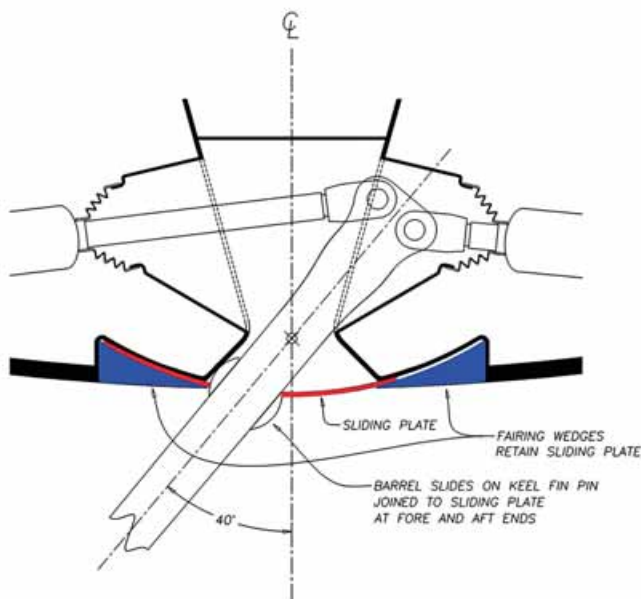
We're running strip charts all the time. We'll be sailing along with a certain sail and I'll grab that section of data—say 20 minutes of average boatspeed, true wind angle, true wind speed, performance, heading, a number of other parameters—and put it into an Excel spreadsheet.

The spreadsheet has wind angle down the side and true windspeed across the top, and there are little cells where I plug in the average boatspeed for that wind angle and true windspeed. In every single cell I put a note about the combination we had up, how the sail stacking was, the board height, the sea state, what the wind weight was, basically a bunch of notes about how that number was derived. It's like a log; even if we have the same sail in the same conditions two days later, and I don't have a number that beats the number that's in the cell, I'll write that note down and say we were going .2 knots slower and just keep building up the inventory of data for each cell.

As you develop sails as you're racing, does the chart change often?

In the beginning it was a lot of input, but now we have most cells covered. At this point it's not changing much, but the other interesting thing is, we're making new sails for subsequent legs, and as we

The Inner Workings of the Canting Keel



A schematic provided by Farr Yacht Design shows the location and purpose of the fairing wedges, which the *Pirates* lost the opening night.

do, the crossovers will change. You have to be incredibly meticulous. For example, down the right side of the spreadsheet, I must have at least 30 notes about the daggerboard setting. We have the board formula from Farr, what we call the board-o-meter, but it's not always right.

That's basically one of the things we do in the boat all the time. A big part of the racing is knowing the boat, the sails, and making sure the polars are accurate so the router works well. On Leg 2, with the damage we had and the water coming in, I spent a lot of time at the back of the boat cutting up C-Plate for Erle Williams, who was trying to help stop all the leaks, but we're not doing that anymore. On Leg 4 we were racing the boat fully and not worrying about damage. But the data collection makes you really think: When you're constantly looking at numbers your brain is thinking about speed and what it takes to go fast.

What's your style on the boat?

I'm particular, I have my way of doing things, and to be honest, I'm a bit difficult. I'm not an easygoing guy. I ask 50 million questions. It's not enough for me to run one or two iterations on the router. In my mind, there's always something wrong with the GRIB file, so I spend a lot time trying to figure out where we *really* are on the wind field. We can modify it in our routing software, and I'm sure some skipper are pretty cool with five or six shots at it, but we save all of our files, and if you

look at our archives from the time between Cape Horn and Rio, you'll find anywhere from 5 to 15 different versions of the GRIB saved. Jules [navigator Jules Salter] and I often do this work together, and sometimes I see on his face that he's tired, and maybe I'm just making work, but it's my style to fully examine all possibilities, and then make a decision.

I'm a numbers guy and I really like to know the numbers. I have a seat of the pants feel, but maybe that's why I go heavy on the numbers because I know I have a gut feeling, but if there's scientific data to back up my gut, I want to know it. I'm obsessive and I'm compulsive. I'm hard on myself, and I don't sleep much on the boat because there's always something to do. I know other guys sleep 12 hours a day, but in my opinion, you can sleep next year. There's no way I could sleep for 12 hours. I sleep best when the boat is just ripping. When it's ripping, I think to myself, "Well, there ain't much here we can do to go any faster. But if the boat stands upright a little bit, or if I don't hear the same amount of water washing by, I'm up and asking, "What's going on here?"

What has been the hardest thing, technique-wise, to nail down?

We have the same headsail hank system as *ABN* and *Brasil*. The problem is when changing headsails, you don't want to do it baldheaded, so you have to set the staysail first and then hank on the new sail under the bottom hank of the existing



Erle Williams, Paul Cayard, Anthony Merrington, and Jules Salter, smoke past Cape Horn.

sail, drop the existing sail, get the hanks off as fast as you can, and re-hoist. At first it took us 10 minutes, but now we're down to 4 minutes. Another big thing is the snuffer on the spinnakers, which pack them as you take the sail down. The snuffers are sometimes slow, get tangled; they're heavy and add a lot of windage so there's some downsides to them. *ABN's* is quite slick, and it goes up and down real smooth, which has to do with the size of the ring, the angle it sits, and a whole bunch of other things that are adjustable. There are a lot of details with that thing and it's important.

The other technique, especially on our boat, which is narrow, is the stacking. We're now really starting to work on new ways to arrange things on board to get better stability. We're looking at the internal volume and where it's located when we're at 20 degrees of heel. We have to optimize the internal space better.

In the conceptual stage of the VO70, race organizers said there'd be fewer sails to stack and therefore less labor; that's not necessarily the case, is it?

The stacking is actually harder than it was on the 60s. We have bigger and heavier sails. We have fewer sails in the race inventory, so we make them heavy. We have not blown a sail yet, and our sailmaker hasn't taken out the sewing machine yet. Ours are robust and heavy, and they don't break when we broach. To pick up the fractional kite takes four people; to move the masthead reacher takes six.

How are these boats tacked and jibed?

First of all, for a maneuver we wake up everybody. Ideally we schedule a maneuver at a watch change, which is every two hours. There are two people at a time in a watch change, so there are eight awake at that time, including Jules and myself. So, we wake up the other two, and let the two that are staying below start shifting stuff inside. On deck we drag certain sails to the foredeck, some spinnakers go to the back,

and four or five jibs have to get shifted across the boat. We don't have a spinnaker pole, so we put stanchions that are set 500 mm inside the sheer of the boat to form the stacking bin. We have to put the stanchions in, put in the tie-down ropes, check the jib sheets are clear for the tack, and then start shifting the stack. There's one guy steering and six guys running around the boat. It takes two to three guys to drag a sail, so you have a couple on the front and a couple in the back; that's maybe 3 minutes to get those moved, and

Points On the Table

On Leg 4 of the Volvo Ocean Race, *ABN AMRO One* put its third leg win in the bag, increasing its aggregate points to 49. Second into Rio, the Pirates moved to within 4.5 points of second-placed *ABN AMRO Two* (35 points). *Movistar*, which nearly sank near Cape Horn after losing its keel-fairing wedges, has 28 points. *Brasil 1* is fifth overall with 26.5. *Ericsson*, plagued with mechanical issues on every leg, has collected 21 points, and in Rio had a crew shakedown, with skipper Neal McDonald stepping aside to be replaced by John Kostecky. The Australian syndicate, *Brunel*, with 11.5 points, did not sail Leg 4. After making major modifications to its boat, *Brunel* intended to re-join the race in Baltimore. www.volvooceanrace.org

then everyone comes to the middle to shift the jibs. It takes about 6 minutes to be ready from the time I call for the tack. Then you turn on the generator and check the keel function, which automatically takes the keel from side to side. For a tack, the new board goes down, we tack the boat, pull the old board up, and finish stacking the sails. Then we send the rest below to finish up down below.

You said your Horn rounding was your most memorable; what made it so?

One benefit for me this time around is

I'm the only skipper who's won this thing, so there's a little less heat on me, and I'm enjoying it more even though we've had our problems. I like the whole Pirate image and we're having fun with it. I'm in a different place in my life and career than I was eight years ago, and when we got to the Horn, we had four guys new to the Horn, two that were second timers; and me and three others that were doing it for the third time. I felt I'd been there before and I just wanted to enjoy this one. We got real close, maybe 1.5 miles off of it, and really enjoyed the view and the topography. It was a sunny day, blowing 35, and we were doing 30 knots. We took plenty of photos of the group in different arrangements and really lived it up for an hour and a half. No one on the boat will ever forget that day, and that's important in the grand scheme of life.

After the rounding, you were shadowing *ABN AMRO One*, but *Brasil 1* and *ABN Two* were threatening from behind. How much pressure was there to not blow your best leg yet?

I got more stressed and intense at the end because I could see that the weather had the potential to go bad for us and we didn't deserve to lose second. *Brasil 1* passed us on the last day, but the guys were great. We did seven sail changes in last 15 hours of the race—I didn't have to tell any of the guys what needed to be done. Everyone was bent on giving it their all, and we did. It was a huge momentum change.

Why is it that the Southern Ocean leg seems to be your strength?

It's hard sailing and you have to want to be there. It's cold, wet, usually windy, and goes on for a long, long time. I get myself in a mental place, which is that I see it as unique and exceptional opportunity. In this fleet there are 60 or 70 sailors, and of those there are maybe 50 that probably don't enjoy the Southern Ocean. But I take all the negatives of it and put it in a box I call "Unusual Life Experiences," and when I'm 70 I'll remember the exceptional things I did in my life, and not the standard deal. When I'm there, I'm mentally in a place where I relish the opportunity to go down there to love it and compete hard. There's also age and experience. Any time you're in a tough situation, the better you are at managing your team, the larger the dividends you will receive. When life's easy anyone can drive, but when it's tough, the people who excel can make a difference. ♦

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Tech Review

BY DAVE REED

Seven Spray Tops Put To the Test

SPRAY TOPS AREN'T WHAT THEY USED TO BE. With better fabrics and designs, and an understanding of the importance of layering, we're getting more from them. As a result, what used to be the garment of choice among dinghy sailors and bowmen is now the most utilitarian piece of wet weather gear anyone on the boat can own.

They may be singular in purpose, but spray tops definitely are not created equal. To get a handle on the current range of tops, we outfitted a J/30 crew at Acura Key West Race Week in January, and tested samples from all the major marine apparel players. Lucky for us, we scored perfect conditions. It was windy, wet, and rough for six of seven days, and every day temperatures were cool and dry, which necessitated wearing them all day, every day.

We made sure our testers weren't wearing cotton shirts, which negates the whole breathability concept, and for this, Gill provided its Technical Tee, a wicking T-shirt that works extremely well. We also had



Gill Dinghy Smock

Neck closure: ★★★★★

Wrist closure: ★★★★★

Waistband: ★★★★★

Pocket: ★★★★★

Weight: 14.8 oz./Price: \$115

Tester comment: "The only drawback was the Velcro patch at the neckline, but otherwise the cuffs, fit, and breathability were very well done."

www.gillna.com



Water Repellent) is added to the outside of the fabric. The DWR

Martha Parker, the co-founder of Team One Newport, brief us on important design details. She also explained, in layman's terms, what all the fabric jargon meant.

There are two basic waterproof and breathable fabric types: two-ply or three-layer laminate. A two-ply fabric is essentially a nylon face coated on the inside with a waterproof and permeable polyurethane coating or membrane that allows water vapor to bleed out through fabric. A water-repellent finish (referred to as Durable

encourages water to bead up on contact and roll off before it saturates the nylon and hampers breathability. A two-ply top is lighter and less expensive than a laminate top, but one disadvantage is the inside coating lays directly against the skin, sometimes creating a clammy, cool feel.

A three-layer laminate is essentially a nylon sandwich with a permeable membrane in the middle. These fabrics are also coated with a DWR. The clear advantage of the laminate is the interior lining, which feels better against the skin and contributes to the top's durability. It also tends to slide more freely over an underlayer.

All the spray tops we tested delivered on their waterproofness and breathability—as they should straight out of the box—but it's not completely fair to compare the two fabrics side-by-side, especially considering the cost difference, so we grouped them accordingly and looked at basic, but important details.

Gul Ballistic Spray Top

Neck closure: ★★★★★

Wrist closure: ★★★★★

Waistband: ★★★★★

Pocket: ★★★★★

Weight: 15.8 oz./Price: \$109.95

Tester comment: It was a little hot, but when the breeze was up, it was fine. The fit was good, non-binding. The pocket was not very watertight, and the addition of an arm pocket would be a plus. Because it's priced in the mid-range it's a great value.

www.gul.com



Henri Lloyd Breaker 2

Neck closure: ★★★★★

Wrist closure: ★★★★★

Waistband: ★★★★★

Pocket: ★★★★★

Weight: 18.7 oz. /Price: \$110

Tester's comment: **The Henri Lloyd was great. I liked everything about it—kept me dry, warm, cool, and happy. When the sun came out I thought I was going to cook, but I didn't.**

www.henrilloydonline.com

Neck seal and closure: Many people don't like pullovers to begin with, and if you're one of these people, you'll want a wide neck opening, which also allows you to open up the neck seal for quick ventilation, when you're sailing downwind. The closure system should obviously provide a tight seal. In our sampling, five of seven tops had offset closures, which are better than front closures, because the fabric doesn't bunch up under your chin.

Wrist closures: Six of seven tops use polyurethane coated Lycra wrist seals, and one uses neoprene; the PU/Lycra provides a far better seal.

Waistband and closure: The waistband is as critical as, if not more important than the neck seal. For dinghy sailors, it's the most likely point of water entry. Five of seven tops have smooth-sided neoprene waistbands, which is an absolute must. The grip of the smooth neoprene provides a better seal, and it prevents the jacket from riding up when you bend over or lean sideways. The wider the band is, the better.

Pockets: Chest pockets are ideally accessible from the side, for access when wearing a PFD, and they should drain. An extra arm pocket is a bonus.

The Two-Ply Smocks

The Gul line is popular overseas and Gul USA, recently started importing select products. For our roundup they delivered the **Gul Ballistic Breathable Spray Top**. It has a rip-stop nylon outer face, and on the scale it's the second lightest of the group, which, according our tester, was a plus. "The thing was so light I hardly noticed I was wearing it," he said.

The offset neck opening is wide. A small Velcro tab on the closure was suffi-

cient, but a larger one would accommodate a better range of neck sizes. The waistband is 2 inches wide, and has the requisite smooth-side for grip. The entire outside face of the front waistband panel accepts the Velcro tabs, allowing for an excellent range of adjustment. There's one deep, front-zipped pocket.

Ronstan Breathable Smock

Neck closure: ★★

Wrist closure: ★★

Waistband: ★★

Pocket: ★

Weight: 17.8 oz./Price: \$100

Tester's comment: **Very light and comfortable, but water did trickle down through neck seal.**

www.ronstan.com



ment. A deep pocket is high and offset, allowing access for a PFD wearer.

The **Henri Lloyd Breaker 2** is an excellent, well-built smock. Its fabric is a slightly different two-ply, however, in that the coating is ceramic, through which water vapor can bleed. It has a stiffer feel, but not excessively so. Of the two-ply group it has the best waistband and closure system, 3.5 inches wide and smooth on the inside, plus large nylon pull tabs and generous Velcro. The neck closure was also the widest of the bunch. The main pocket is accessed through a watertight zipper, which is a luxury touch. There are many other details, such as the arm pocket and reflective panels on the sleeves.

Ronstan is comparatively new to foul weather gear and is understandably a few

Slam ATS Spray Top

Neck closure: ★★

Wrist closure: ★★

Waistband: ★★

Pocket: NA

Weight: 21.3 oz./Price: \$249

Tester comment: **Great fitting top, and really, really comfortable, even downwind when it got really hot, but the lack of a pocket is a real drawback.**

www.slam.com





Musto MPX Race Smock

Neck closure: ★★★★★

Wrist closure: ★★★★★

Waistband: ★★★★★

Pocket: ★★★★★

Weight: 21.5 oz./Price: \$295

Tester's comment: The MPX I tried was black, so I was sure I was going to overheat when the sun came out downwind, but I was never, ever uncomfortable—and I was wearing a PFD the entire week.
www.musto.co.uk

The pocket is a fold-over flap with Velcro, and there's no drainage hole.

Behold the laminates

Slam gear, made in Italy, is new to the United States, and for our test, they delivered the **Slam ATS Spray Top**, which we're told was developed with the help of Russell Coutts. It's a three-layer laminate that, with the exception of missing tape at the neck, wrist, and waistband seams, is extremely well tailored and finished. The inside lining is soft against the skin, and the breathability, says our tester, is excellent.

One great detail is the use of stretchy Lycra panels that run from the top of the shoulder and down underneath the arm. The neck closure is incredibly wide, but one serious drawback—and this is true of the top's wrist seals—is that the seal is neoprene, which doesn't make an effective watertight seal. The waistband is 3.25 inches wide, but would benefit from a longer Velcro strip.

Our biggest complaint with this smock is the absence of a pocket. We enquired and were told, "Russell suggested getting rid of the pocket to make it lighter and less bulky."

generations behind the rest with its **Ronstan Breathable Smock**. The RTech3 fabric itself is a two-ply, but there's a loose mesh lining on the inside, which improves the comfort of a two-ply, but is a feature most have done away with because it adds weight and the liner either bunches up in places or catches on things. With that said, our tester felt the overall comfort was excellent, as was its waterproofness and breathability. Its de-

tails, however, need upgrading (we're told they are, in fact, revamping this top). Start with the front-entry zip, which creates a wide opening, but does not provide the best seal. Undersized Velcro tabs on the collar don't provide any range of closure. The elastic on the Velcro wrist tabs is low grade, and won't last long. The waistband doesn't have a smooth neoprene lining on the inside; bare neoprene is a sponge, and without bibs or salopettes, the water will eventually seep into an underlayer. The seams are not taped at the neck, wrist, or waist closures.

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While that might be OK for Russell, the rest of us still require a place to put our stuff. We're told, however, that a new smock is in the works—one with a pocket—and due out this fall.

The **Musto MPX Race Smock** is the benchmark, the absolute best for wet boats that have nowhere to hide from the weather. But with such a standard there's a high price to pay. Musto uses Gore-Tex fabric and seam tapes, and Gore is the industry giant when it comes to waterproof/breathable fabrics, so that's a big part of the cost factor. But you get a lot for your money—in other words, there's no skimping when it comes to the details. The entire back panel is Stretch Gore-Tex, and when you cross your arms you can feel its subtle give. The offset neck closure is wide and its design eliminates virtually any inside flap when it's closed. There's even a small Velcro tab that holds the closure tab when it's not being used. The waistband is smooth sided and 4 inches wide—the widest of all the tops we tested. Its waist adjustment tabs and Velcro strips are extra generous. The smock has two side-entry waist pockets with wa-

Magic Marine East Coast Top

Neck closure: ★★★★★

Wrist closure: ★★★★★

Waistband: ★★★★★

Pocket: ★★★★★

Weight: 20.5 oz./Price: \$175

Tester's comment: Seals were non-abrasive, and the material was breathable. The neck opening was better than some spray tops I've had. The sleeve pocket was practical, but a small chest pocket would be a good addition.

www.teamvanguard.com



tertight zippers, which are great for warming hands between races. It's also easier to get to stuff than with the kangaroo pouches on most spray tops.

The **Magic Marine East Coast Spray Top** was a surprise gem in the round up—a great value. Magic Marine makes primarily lightweight dinghy gear, so this smock is right from the top end of its line. The fabric is a three-layer laminate that uses a rip-stop nylon for the outer face. We're told by one fabric expert that this type of nylon tends to wear faster because

its "hills and valleys" are more exposed, but we'll have to wait and see what happens over time. The offset neck closure worked really well, and with a tapered collar and a relatively short gusset, there wasn't too much bulk when closed. Its ribbed, smooth-sided neoprene waistband is nice and wide—3 inches. The closure system, with large nylon tabs, gave a watertight fit. There's no front cargo pocket, but there is a generous arm pocket. Another worthwhile improvement would be to tape the neck, wrist and waist seams. ♦



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

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Speed and Luxury Come Easy With the Big J

APPROACHING ITS 30TH ANNIVERSARY, J Boats has launched its biggest design to date, the J/65, which is marketed as a performance cruiser that offers ease of handling. In contrast to J Boats' smaller production boats, the J/65 is a semi-custom that gives owners plenty of leeway, above and below deck, to accommodate their individual tastes and preferences. Despite its luxurious appeal, the J/65 can't deny its J Boat DNA. It's a moderate displacement hull, with a powerful sail plan, and good all-around sailing capabilities.

"Doing what you do best," is how company president Jeff Johnstone explains this approach.

It's no surprise that the first two J/65s went to individuals who previously owned large J Boats. Johnstone chuckles at the notion that owners have been doing his R&D, but maintains, "it is important to align everybody's interests along the same path," meaning that large projects like the J/65 are easier to pull off if builder

and client are on the same page.

At the dock, the J/65 looks its size, sporting a plumb bow, a slender hull, and functional deck layout. The boat's dual racing/cruising purpose is made evident by performance-oriented details such as a three-spreader carbon rig from Hall Spars, Navtec rod rigging, racing hardware that includes dual jib tracks on either

side, instrument readouts at the mast, and typical cruising elements such as electric cabin-top winches, a pair of stainless-steel dorade vents with foot landings, and a two-way Lewmar electric anchor windlass on the bow. The lifeline stanchions are mounted outboard, atop

1-inch molded-in toerails, which provide extra foothold for the foredeck crew and conceal the inward-flange of the 4-inch glued and laminated hull-to-deck joint. Flush custom chocks and retractable cleats add a nice, elegant touch. A total of nine skylights and hatches provide light and ventilation for the interior and access

to the sizeable bow locker. High 29-inch lifelines and stainless-steel rails on the cabin top are safe handholds for going forward, and a molded-in coaming forward of the companionway accommodates a soft dodger.

A single, recessed 72-inch Edson custom aluminium wheel dominates the cockpit, with Harken traveler and Navtec hydraulics in front of the steering pedestal. Primary and mainsheet winches are by Lewmar and include a pair of Astor 77 three-speed and Astor 68 two-speed drums, respectively. The mainsheet is within easy reach of the helmsman, a good safety feature just like the easily rigged emergency tiller that mounts through a port hole to the top of the rudderstock. Our test boat had a teak cockpit sole with strategically placed wedges to improve the footing behind the helm, but the best spot for the driver on this boat is sitting on the angled outboard coamings with the wheel between the knees. The molded-in cockpit

J/65	
LOA	64'6"
Beam	16'
DSPL	50,000 lbs.
SA (u/d)	1,819/3,938 sq. ft.
Design	J Boats
Price	\$2,000,000
Project Manager	David Lake
www.jboats.com	

REACHING ALONG UNDER a full main and asymmetric spinnaker, the J/65 clearly shows its J Boat lineage.



BOB GRIESER

Michael Carroll's *New Wave* won the Melges 32 class at 2006 Key West Race Week with 1, 1, 2, 1, 3, 1, 2 finishes. *New Wave* carried a North 3Dr main and jib. Billy Black photo

fast-



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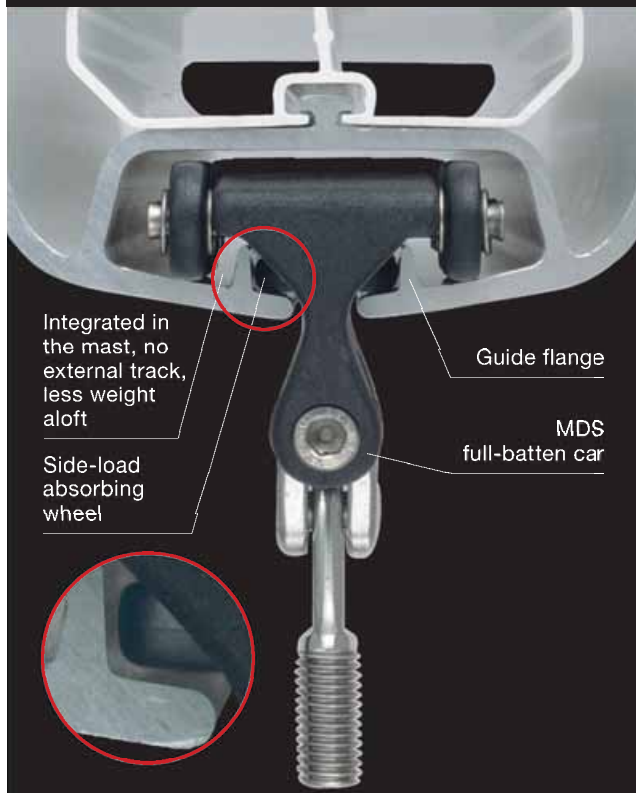
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ESSENTIAL CONTROLS ARE easily accessed, and ergonomic touches include angled cockpit flooring and coamings.

lockers have watertight rubber gaskets and can each hold one 10-person life raft; the propane locker is properly vented overboard.

The hull is laminated with unidirectional carbon fiber and biaxial E-glass and infused with vinyl ester resin using the SCRIMP composite sandwich construction. The core material in the hull is end-grained Baltek balsa, while CoreCell 500 foam is used for the deck. The test boat (Hull No. 2, a racier version than the first J/65 built) had a higher carbon content in the deck laminate and the transom than Hull No. 1. For structural integrity and stiffness, the J/65 has molded structural bulkheads and longitudinal beams bonded to the hull. Both watertight bulkheads fore and aft and the forward ring frame bulkhead are made of carbon fiber. Chainplates and the bolted-through stemhead are both made from 316 stainless steel.

Descending the companionway's angled, non-skid covered steps, the J/65 reveals a rather conservative, but friendly and bright main cabin. Hull No. 2 has a three-cabin, two-head layout, appointed in American cherry with a matte finish, contrasted by a teak-and-holly sole. In high-use areas the wood is protected by glossy varnish. Overhead handholds and finger-tip rails under the ports enable safe movement in a seaway.

The area forward of the mast has a sea berth tucked away high to starboard in the passageway, and a private head/shower in the owner's stateroom. By contrast, both guest cabins aft share one head, but there's a shower stall between the galley and the port aft cabin that doubles as a wet locker. With all the drawers, lockers, and cabinets, there's enough space to stow kit for six crew on longer races. The large U-shaped galley to port has the space, amenities, and appliances that are expected on a luxury 65-footer where on-board entertainment is part of the bill. Flat-panel screens and DVD players are found in each stateroom, the main salon, and above the sea berth. The spacious, forward-facing nav table doubles as office and accommodates paper charts plus all requisite electronics.

Behind this area, the large electrical 12V/24V switch panel indicates the complexity and extent of the electrical installation that is needed to power the good life, like the 44,000 BTU air conditioner, electric primary and mainsheet winches, hydraulic Reckmann headsail furler, or the custom wine cooler in the gal-

BOB GRIESER



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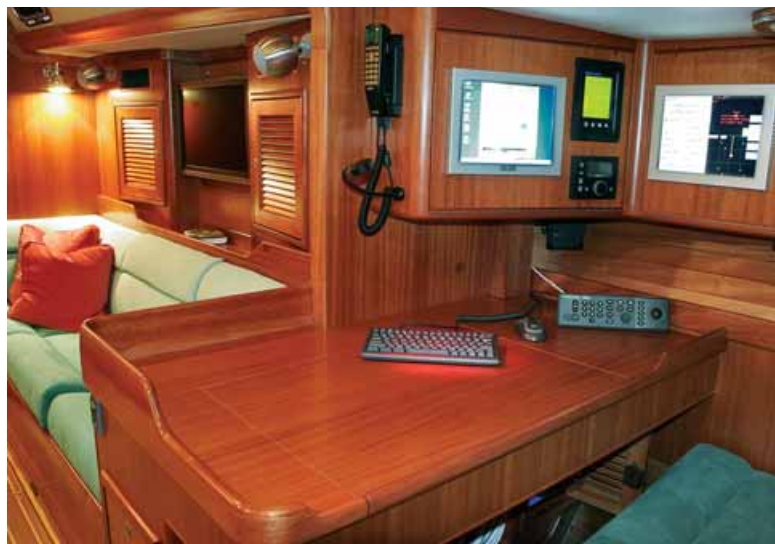
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THE J/65'S COMFORTABLE NAV STATION has room for both paper charts and the requisite navigation displays.

ley. Therefore, the power package includes nine AGM batteries (six for the house), a 12kW Mastervolt generator, 24V DC alternator, and a slew of chargers and inverters.

Under steam, the J/65 is powered by a freshwater-cooled 125 hp Yanmar four-cylinder diesel that impressed with thorough sound insulation and easy access under the companionway and through side panels in the aft cabins. To minimize drag while racing, the test boat was equipped with a two-blade Martec folding prop, which was good for 8.5 knots at 2,500 rpm and topped out at about 9 knots.

But all is moot when the North Spectra wardrobe is hoisted on the runnerless three-spreader carbon stick. It's done in a jiffy, but without sweat, since the electrical primaries do the grunt work. In light to moderate air off San Diego's Point Loma, we had to make do with the 100-percent sail area, because the boat was still being readied for the Puerto Vallarta Race and had no large headsail or downwind canvas on board. In anemic breeze, the J/65 was begging for the 140-percent genoa, but still produced enough power to be nicely driven across the mellow ocean swells. When a front moved through and the breeze built to about 15 knots, the standard sails were just right. A little more hoist on the hydraulically furled jib straightened the luff and the boat settled comfortably in the 8- to 9-knot range going to weather. The large carbon wheel, detached from the autopilot's hydraulic ram, remained light as a feather, which further enhanced the control over the balanced high-aspect rudder blade. The acceleration and maneuverability belied the fact that we were operating a 50,000-pound vessel, as the boat readily responded to incoming puffs. Thanks to the low center of gravity in the custom 10' 6" racing keel, the hull's motion was gentle and comfortable, which also helped keep the deck dry. Mast and deck were rigged for an inner forestay (not attached during the test) to accommodate a smaller headsail or storm jib.

If you want avant-garde looks or Bertone-styled interiors, the J/65 might not fit the bill. But if you want to click off miles under sail without abandoning filet mignon and cabernet sauvignon for dinner, this yacht could tickle your fancy. Or as someone on the dock quipped: She looks like a J, she sails like a J, but she offers comforts unlike any other J ever did. ♦

BOB GRIESER



LOA 40.7' LWL 36.2' Draft 6.9' Beam 11.3' Displacement 12,600 lbs. Sail Area 737 sq. ft.

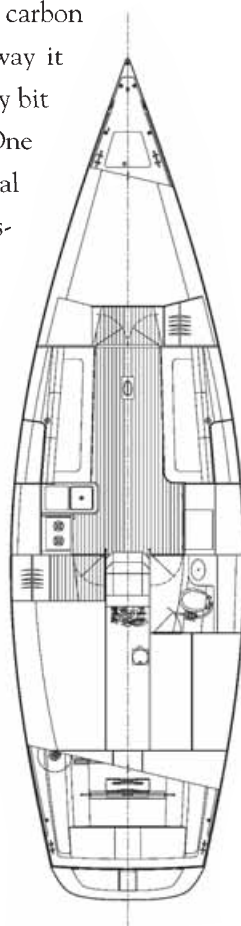
Just Launched ... the New J/124

41 feet of pure sailing joy ... from its Y-spoke carbon wheel and spacious cockpit to the graceful way it slides through the water, the new J/124 is every bit a sailing yacht... in the best sense of the word. One that is a joy to sail in all conditions with minimal crew and without the complexities of a systems-laden cruiser.

The concept is to recapture the simplicity of sailing in the 1950's but with modern design and construction. J/124 is a versatile, one-design weekender: easy to single-hand with an optional, self-tacking jib boom, fun to race with limited crew, and comfortable for coastal cruising.

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Bic's Clever Solution To Youth Retention

AS A WORLD CHAMPION WINDSURFER, NEVIN Sayre has a long association with the French company Bic, which has been making windsurfers for almost as long as people have been windsurfing. These days, however, Sayre, a marketing director for Bic Sport North America, is excited about a new sailboat about to hit our shores, the **Bic O'Pen**, a 9-foot singlehander. The result of a design collaboration between Bic and Italian industrial design company, VitaliDesign, the O'Pen looks like a miniature version of an Open 60, with an open transom and wide afterbody. It's aimed at what Sayre and Bic see as a niche in the world of junior sailing. "Some would say that the Optimist is an old design," says Sayre, "and that kids need something more jazzing than that. There's also a big void between the Optimist and the Laser or 420. That's the target for the O'Pen. I think it will also be a beach boat like the Sunfish."

Its two-piece rig is made of carbon fiber and fiberglass, and the boom is aluminum. The sail, which is made by Neil Pryde, is a healthy 48 square feet, and has four adjustable battens. The sail has a large roach, but will twist off in

O'Pen	
LOA	9'
Beam	3'8"
SA	48 sq. ft.
Weight	81 lbs.

big puffs. With a beam nearly one third of its length, the plastic dinghy should be a stable platform, and with an all-up weight of 81 pounds, easy to right after capsizing. Sayre, who sailed a production O'Pen in France last March, says, "I was really impressed, not only does it look very cool, it sails well. I took one out in light air, and even though I'm fifty pounds heavier than the optimum crew weight [150 lbs.], I was still moving well." To entice people like Nevin and us, he was shown a video of an adult sailor whooping it up in big breeze in one of the proto O'Pens.

One of the more interesting concepts of the O'Pen will appeal to parents whose children are sailing Optimist. To make the transition from an Optimist smooth and less expensive, the O'Pen can be sailed with an Opti's foils and rig. As the junior sailor becomes familiar with the O'Pen, they'll transition out of the Opti rig and foils and into the larger sail and foils of the O'Pen.



Prototypes of the O'Pen have been sailing in France for nearly a year, so the boats we'll see this spring should have any kinks worked out. As popularity builds, so will the factory's output, according to Sayre. "The capacity is over 100 a month now," he says. "But could easily be over a hundred a week."

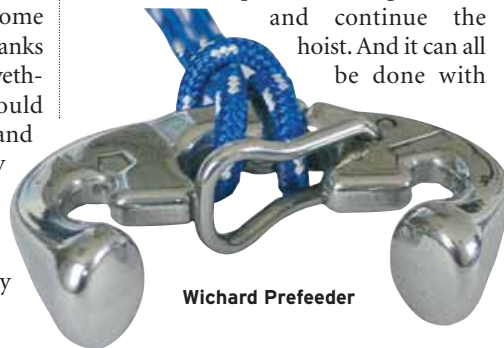
It's never easy to forecast the future of a new design, but Bic seems to have come up with a winner with the O'Pen. Thanks to its twin-sheet thermoformed polyethylene construction, the O'Pen should stand up well to the type of rough and tumble sailing kids enjoy, and be easy to repair. With an all-up price of \$2,990, and the concept of recycling sails and foils should make the O'Pen appeal to any parent who's already invested in an Opti program. www.bicsportna.com

New Products

When the boat's hurtling down on the leeward mark, and it's time to get the headsail up, the last thing a bowman needs is to have the luff of the headsail come out of the luff track, or, even worse, get jammed in the prefeeder. We've all seen it happen, and it's never pretty, as the

THE BIC O'PEN is a dinghy designed for kids, and made from durable thermoformed plastic.

headsail usually has to be completely lowered. To avoid this common malady, check out **Wichard's** new spring-loaded **Prefeeder**. Instead of lowering the headsail and starting over a bowman only has to open the prefeeder, re-position the luff tape, close the prefeeder and continue the hoist. And it can all be done with



Wichard Prefeeder

one hand. \$55, www.wichard.com

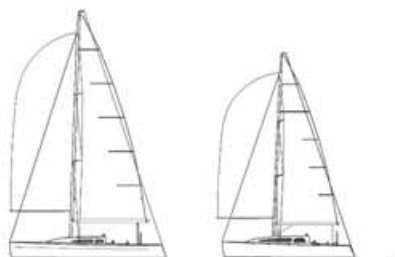
When we were young, sunglasses were purchased off a rack at the drugstore and Polaroid lenses were as high-tech as it got. These days, it's easy to drop serious cash on sunglasses, but you know what? It's worth it. No matter how much time you spend on the water, you need quality lenses, durable frames that are comfortable to



Sydney 47CR

Photo: Francolini / Azzura Marine

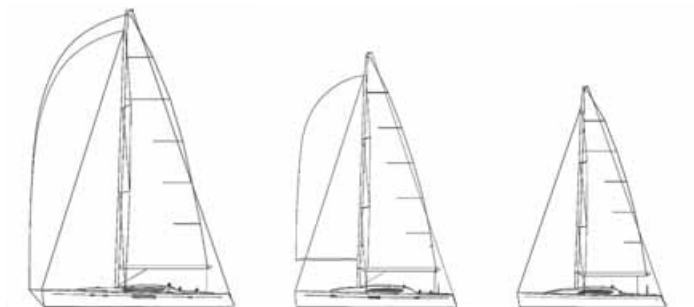
One Design Range



38OD

32OD

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39CR

36CR



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wear, and UV protection. One of the more respected sunglass companies, **Costa Del Mar**, has checked in with some new high-performance designs for an oft-neglected segment of our sport—women sailors. Vela, Parismina, Tico, and Rincon are the names of the new styles, and they all feature Costa Del Mar's patented Wave 400 and 500 polarized lenses, which block yellow light and 100 percent of UV rays. As with all Costa Del Mar shades, there are eight different lens colors, and two lens

materials available. The male segment of the sport hasn't been neglected, Costa Del Mar has resurrected one of their most popular styles, the Hammerhead, a wide-framed design that's been updated with new frame colors. www.costadelmar.com

Following the success of its PX range cam cleats, **Spinlock** has introduced a new line of **PXR** cam cleats, which have adjustable release springs—an industry



Costa Del Mar's Rincon

first. The three-stage release spring can be pre-set for prevailing conditions and application. Lighter settings work well for continuously trimmed sheets, traveler controls, and vang. Harder settings work well with occasionally adjusted lines, such as halyards. The low-profile body of the PXR contains hard, anodized cam and base surfaces, and stainless steel rope guides for a wide angle of control and release.

The T-series cleats fit the drill hole centers on existing Spinlock cam cleats. The VP-series pivots for use on a mast base.

The SW-series, 2 to 6 mm cleats are designed for single-line spinnaker hoists or single-cleat control of



Spinlock's PXR Cam Cleat

jib sheets and vangs on

dinghies, while the 8 to 10 mm model is meant for big-boat vang and downhaul controls. All PXR cleats are designed to work with the latest high-tech lines. www.spinlock.co.uk

Contender Sailcloth has branched out into the coatings business, and is the U.S. agent for Holmenkol coatings. Holmenkol, a German ski-wax manufacturer, has introduced a line of marine coatings and lubricants, which use nanotechnology (working with matter on an ultra-small scale. One nanometer is one-millionth of a millimeter. A single human hair is around 80,000 nanometers in width). **Holmenkol's PowerImpregnation 500** is designed for use with textile fabrics, particularly to repel water, oil, and dirt on nylon and polyester, and will work well with spinnakers. **AquaSpeed + glide** is designed for a boat's underbody and has "hydrodynamic surface properties designed to reduce surface friction." www.contendersailcloth.com

—TONY BESSINGER

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July 7 - 9 Fishing Bay Yacht Club Deltaville, VA • **July 8** Lake Winnebago Oshkosh, WI
July 21 Beachwood Yacht Club, Junior Event Beachwood, NJ • July 21-22 Mystic Shipyard Mystic, CT
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From the Experts



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Eavesdropping Will Get You Results

OK, SO MAYBE EAVESDROPPING ON YOUR friends is a no-no, but we all know that when we discretely listen in on someone else's conversation, we can sometimes get some information we really need, right? When it comes to competitive sailing, however, eavesdropping is perfectly acceptable, and should be encouraged by those doing the talking. Let me explain.

On any raceboat with more crew than two, there are usually multiple teams within the crew working within themselves to increase the overall performance of the boat. These "mini teams" are usually the tactician and helmsman discussing tactics and modes; helmsman and trimmers discussing feel, speed, and modes; main trimmer and headsail trimmer dis-

cussing speed and sail settings; pit and bow working the spinnaker gear; and finally the bow and helm working together during the start to relay distance to the line and getting around other boats.

With all of these teams communicating within themselves, there's plenty of conversation for an outsider to listen in on and assist while not adding to the conversation. The listener is hearing what needs to be done and is proactive, rather than waiting to be asked to do something. This allows the team to be better with its maneuvers, eliminates excessive chatter during times of heightened activity, and lets the team react more efficiently to hiccups.

To show you what I mean, let's work our way around the racecourse, begin-

ning with the start, heading upwind, getting around the top mark, and heading downwind. You'll see where outsiders can tune in to conversations within the other mini teams and act on what they hear.

Listen in during the pre-start

During the final approach to the starting line the helmsman usually has three conversations going at the same time. He or she has the tactician talking about what they want space-wise with leeward and windward boats. The tactician is also pointing out any "sharks" that are lurking behind the line, waiting to come in late and devour any leeward hole. It's here where the trimmers should be eavesdropping and anticipating easing or trimming



> TALKING SPEED UPWIND

On many boats, the usual chatter from the rail is directed to the helmsman and tactician, but the trimmers and everyone else should be listening as well and reacting accordingly. Here are a few scenarios.

What's said: "Lull in 10" (bowman to the helmsman).

Who's eavesdropping: Rest of rail crew, trimmers, and tactician

What's being done without discussion: The crew comes in from max hike, the trimmers adjust accordingly, tactician offers advice on heading.

Result: The boat hits the lull powered up with the crew off the rail.

What's said: "We have a starboard tacker, it's going to be close" (tactician to the helmsman).

Who's eavesdropping: Rest of rail crew, trimmers

What's happening without discussion: The crew goes for an extra hike to cross, and the jib trimmer is prepared to quickly get off the rail and go for a quick tack if the cross doesn't happen. Other crew squeeze together to give him room to move.

Result: A clean cross, not a word is spoken.

sails, allowing the helmsman to quickly close a hole or carve a new one.

Here's an example: We're on starboard tack, three lengths from the line with 30 seconds to go. The tactician feels we're too close to the boat to leeward to have enough room to accelerate at 10 seconds. He asks the helm to increase distance from the leeward boat. As these words are being spoken, the trimmers should be eavesdropping and starting to trim the sails. This will save critical seconds and space that could be lost if the helmsman has to listen, process what he hears from the tactician, look at the sails, and then communicate with the trimmers to adjust their sails accordingly. In the presence of a shark, the tactician may tell the helmsman to bear off to close the hole, or

to gain speed to match the shark's speed. The trimmer should trim sails accordingly. Any crew on the rail should be eavesdropping as well and hike extra hard to weather to help turn the boat.

> APPROACHING A MARK

A mark rounding presents many opportunities to eavesdrop. While you're waiting for your moment to jump into action, listen and help the crew that's in action.

What's said: "OK, let's go with the pole" (tactician to bowman).

Who's eavesdropping: All of the rail crew and trimmers

What's being done without discussion: Rail crew are making sure there's slack in the guy and foreguy, and hiking extra hard to compensate for bowman's weight off the rail. Trimmers are adjusting sails to keep the boat flat.

Result: The boat remains evenly heeled, and the speedo stays the same.

What's said: "We're going to duck this first group of starboard tackers and tack on starboard layline, slightly overstood so we have clear air" (tactician to driver as they approach the weather mark on port tack, two lengths before the duck).

Who's eavesdropping: All of the rail crew and trimmers

What's happening without discussion: The trimmers are thinking about coming out of the tack with eased, twisted trim. The jib trimmer is thinking he'll need to bring the jib sheet to the weather rail after the tack so he has it in hand to ease during the rounding. Pit thinks about grabbing the topping lift as he crosses so he has it in hand on the rail.

Result: The boat comes out of the tack in speed build mode, and the crew is fully hiked with all lines in hand.



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The trimmers should also eavesdrop on the conversation (sometimes hand signals) between the helm and the bowman as they approach the final seconds. If the bowman all of a sudden is signaling to the helmsman to slow down quickly, the trimmers should be smoking their sheets to help slow the boat and avoid being early.

All ears on the rail

Where eavesdropping at the start was mainly for boat-on-boat situations, listening in while sailing upwind is for consistent speed. Let's say we're going upwind in light, choppy conditions. The crew that's calling breeze says there's a lull coming in 5 seconds. Most people would think that this is a call directed only at the driver, alerting them to be prepared for the change in velocity. However, if the trimmers are listening they can be pulling up the traveler and easing the sails. Even better, if the rail is making the "All-Eavesdropping Team" they will all lean inboard so when the lull comes, the boat does not heel to windward, causing the speed to spiral downward. This same scenario can be used for a set of bad waves or any other obstacle, such as another boat. A call from the rail to the driver should get the trimmers reaching in to power up the sails before the obstacle hits.

One crew's cue is a call to others

Now we put on our boathandling ears. "Pole up," shouts the afterguard. Our bowman comes off the rail, grabs the pole, and goes to push it out and connect it to the mast. But either the guy or downhaul is too tight because it's cleated, or even worse, jammed under the dreaded butt cleat. So what can we do to avoid this? The rail should be eavesdropping on the pole-up command and then quickly making sure there's enough slack so the bowman's time off the rail is short and sweet. The pit person can also make sure the downhaul is uncleated. When the bow person is told to go for the pole, the rail group should also instantly react with an extra hard hike, and the mainsail trimmer could be letting the traveler down—everyone's working to keep the boat flat and fast.

Listen up on the run

As you start down the run, the conversation shifts back to speed mode. Proper weight distribution and movement as a means of steering, instead of the rudder, are huge contributors to downwind speed.

There are many situations where the crew can move around and eavesdrop on certain conversations to help get the craft down the course faster. Eighty percent of the dialogue downwind is the trimmer talking to the helm, and there are two things the rest of the crew want to be listening for. Most of the conversation coming from the trimmer is either about whether or he has enough pressure to bear off ("Soak it down"), or that he needs pressure on the sheet and that the helm needs to head up ("Heat it up"). When these words are spoken, the helm usually does what the trimmer needs. The conversation would go something like this:

Trimmer: "Getting light here, can you heat it up some?" Driver then turns the wheel or tiller until he hears from the trimmer. "OK, good there, got enough pressure, feels good." Or "I have plenty of pressure here, soak it down slowly." To which the driver reacts by bearing down until he hears, "OK, there is the bottom end. No more."

If this is what's normally happening on your boat, then put an end to it. The driver should be taken out of the equation as much as possible—it's his rudder that's applying the hand break.

Leeward heel really helps the boat to head up, and windward heel forces it to bear off. So when the trimmer says he needs pres-

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> LISTENING ON THE RUN

The downwind leg is not the time to be sitting still. Crews must be on the balls of their feet, ready to adjust weight placement to minimize rudder movement. Verbal clues are obvious.

What's said: "I'm losing pressure" (spinnaker trimmer to the helmsman).

Who's eavesdropping: All of the rail crew

What's happening without discussion: Everyone shifts their weight to leeward to force the boat into the wind, and then balances the boat once the spin sheet is loaded.

Result: Speed rebuilds without moving the rudder.

What's said: "Let's go with that headsail change now" (tactician to foredeck team).

Who's eavesdropping: Rest of the crew

What's happening without discussion: Middle crew repositions weight to compensate for weight on the bow and tends to sheet and halyard housekeeping.

Result: Boat stays balanced with minimal activity during the change.

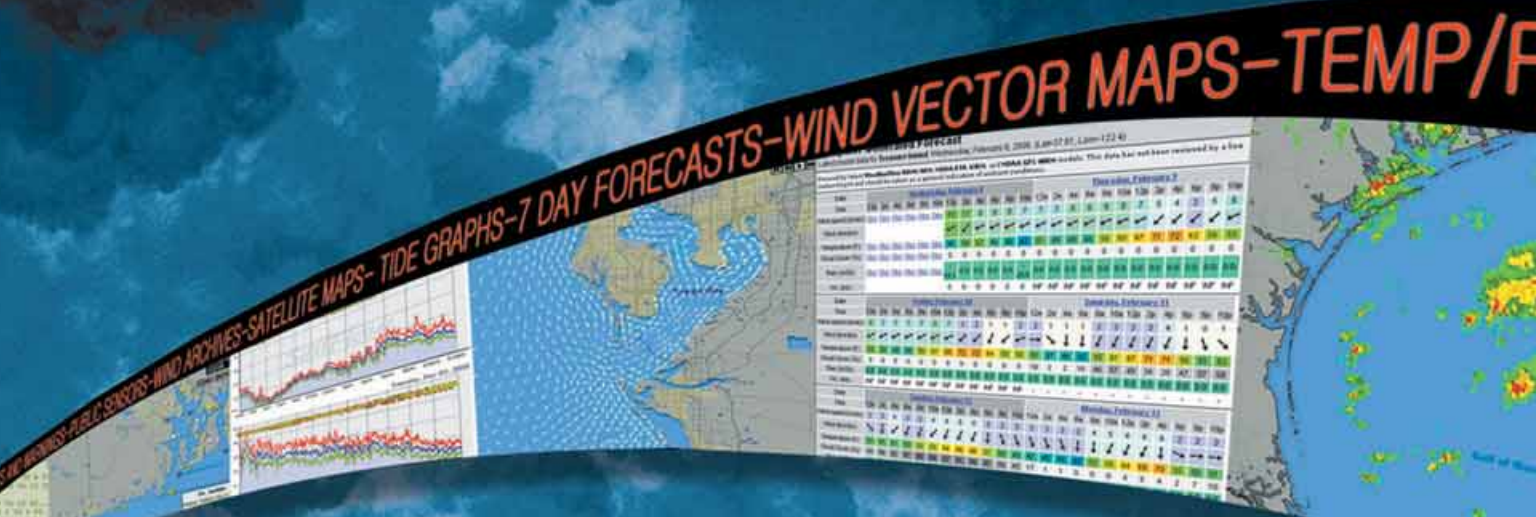
sure, everyone should be leaning or moving weight to leeward. Top crews never sit down—they're on the balls of their feet, waiting for the opportunity to shift weight. Even if you're stuck at a winch, moving only a few inches makes a big difference. As everyone leans in, the boat heads up and the trimmer on the guy eases it forward. Then everyone goes back to where they were (to windward) in order to rebalance the boat and get it back on its course.

When the trimmer communicates he has enough pressure and he wants to soak down and square back the pole, the crew can all lean to windward to induce windward heel. The guy trimmer can pull the guy back because the foreguy trimmer was eavesdropping and had the foreguy already eased. Once the pole is squared back, the trimmer can ease the sheet, letting the spinnaker travel to windward further helping the boat bear off. Once the boat has reached its maximum soak, every one leans in to help straighten the boat back on course.

The key to eavesdropping is to remember that sailing is a sport where special teams interact on the boat; each has defined role at different points of the race, and while you may not be part of that unit when they're called into action, your help, no matter how insignificant, helps them get their job done faster and keeps the boat going full tilt. Eavesdropping allows you to help the team without introducing extra communication, which does wonders for team psyche, because quiet boats are sailed by confident teams that are poised for anything that might be thrown at them. ♦

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Find Ways To Be A Better Crew

MY HUSBAND JAY AND I GOT OUR DEFINITION of a good crew from our late friend, Giorgio Zuccoli, who said of a fellow Tornado sailor: "He is a great crew. If the boat doesn't go fast enough, he will get out and push." That has become our standard for crewing, and we're always working to be described that way. We both do a fair bit of crewing, driving, and coaching on all sorts of boats, and like many of you, we're striving to improve in each capacity. We were recently asked to come up with a few suggestions about how a person can become a better crew, and while there are many answers, we narrowed it down to a few that we've found to be particularly effective.

Jay and I talked about what we do when

we get on a new boat or team, or when we're slotted into an unfamiliar position. When this happens you need to learn how to be technically good at your position, and the quickest way to do this is to talk to the people who are doing the same job on other boats. For example, if you're sailing on a J/22 with four people, and your team is having trouble setting the spinnaker, talk to crews on other boats that also sail with four, and get ideas on how they divvy up jobs and prioritize tasks. Ask specific questions, collect a lot of ideas, and try different routines. Pick the one that works best for your team and practice it.

With that said, it's important to also de-

velop and bring along some of your own techniques, and contribute them to the team. For example, one important job for a bowperson is to call position on the line at the start. During the pre-start, most teams simply get the standard line sight, but I get two sights—something we learned from Ron Rosenberg.

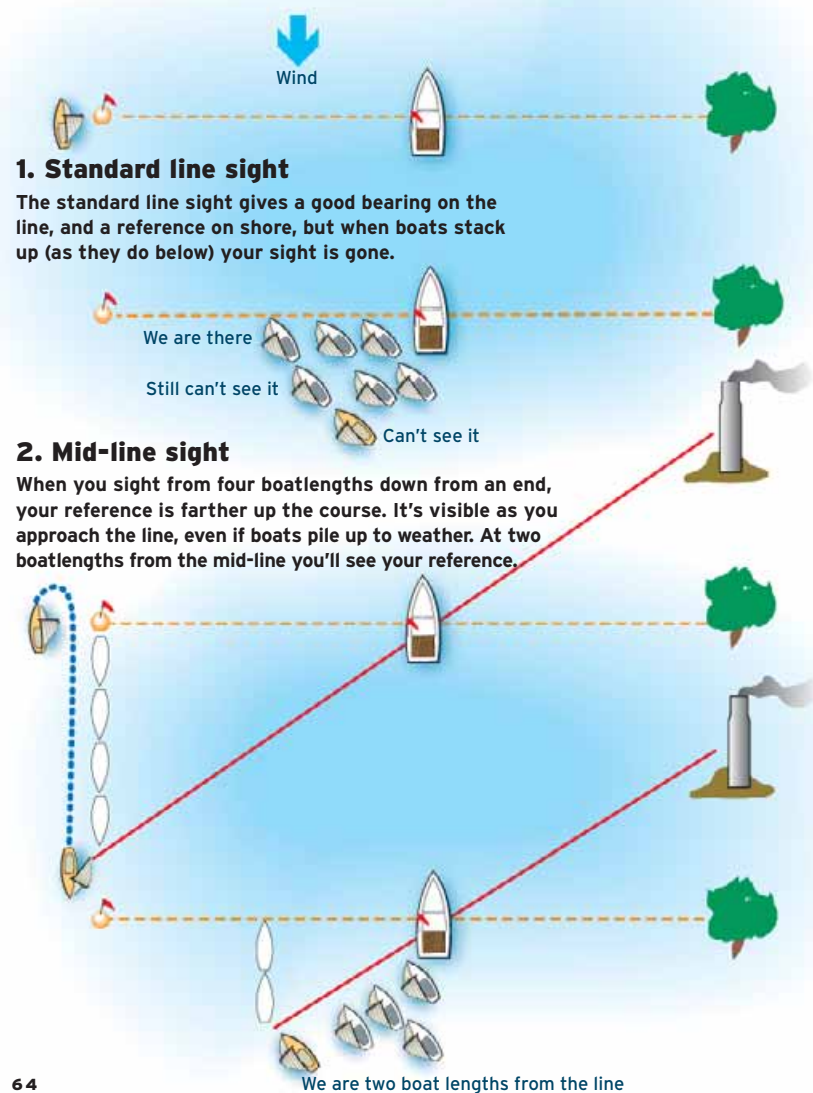
The first is the usual line sight, which gives you a sense of when you are on the line. The second one, which I find more useful, tells you when you're a certain number of boatlengths back from the middle of the line. To get this sight, sail dead downwind from one end. When you're four boatlengths dead downwind, sight through the opposite end and find a fixed reference point on shore. When you use this sight in the middle of the line, you'll be two boatlengths behind the line. In other words, whatever distance your sight is below an end, you will be half that distance behind in the middle of the line. It helps you know when you are approaching the line and not yet over, and it is also usually much easier to see this reference sight because it's not blocked by other boats setting up early. The point is, if you have something extra like this to contribute, something that will benefit the team, make sure it's incorporated into the boat's game plan.

Get some tiller time

One thing we both agree on is that knowing how to drive a boat makes it easier to be a good crew. In 1999, three successful U.S. 470 teams were training in France, and the French team suggested we have a race in which the crews skippered. The U.S. teams swept the top three places.

Driving a boat helps one understand what it feels like when the boat is going fast, and, more importantly, when it's not. It also helps you understand how to steer with weight and sail trim while minimizing steering with the rudder. If you've always been a crew and don't have a background as a helmsman, make it a priority to work in some tiller time any way you can. The best approach is to race a small boat in your local twilight fleet, or borrow a Laser or Sunfish and sail alone. If you sail on a bigger boat, offer to give the driver a break by steering between races so

Two Ways To Sight the Start Line



you can develop a better feel for the boat.

As a crew, you don't have the tiller, but you can help steer the boat with weight and sail trim (see Anthony Kotoun's "Eavesdropping Will Get You Results," p. 58). Weight placement on any boat has a huge effect on steering, and on making the boat go fast. Hiking hard upwind is an obvious example, but one less obvious, and perhaps a more important example, is to use your weight to assist maneuvers such as positioning the boat and then accelerating on the starting line, or bearing off around the windward mark. The smaller the boat you sail on, the easier it is to get feedback and see the effect of weight placement. From match racing, I've learned it can really help to have one person calling coordinated crew weight movements (i.e., weight port, weight starboard). This can be especially useful in pre-start maneuvering or when making a penalty turn.

Sail trim is another way that a crew can influence the steering of the boat. When we first started sailing Tornados, Jay had a much better feel than me for the best angle to sail downwind. If he thought I was a little hot, he would ease the jib slightly, and I'd chase the telltales and sail a little lower course. If he thought I was too slow, he'd trim a bit and I'd sail higher. He never told me he was doing this, and for years I happily thought I was driving the boat, but really I was just aiming where he set the sails up! This is a perfect example of where the crew can really contribute beyond simply sailing the boat.

Keep up the dialogue

Communication between the crew and the driver—specifically from the trimmers—is paramount. It becomes progressively more important as the boats get heavier or less responsive. On a boat like a Yngling, for example, it's critical for the jib trimmer to continually ease and trim the jib to react to the boat slowing down or to pressure and angle variations in the wind. The changes are often sudden, and it's slow for the driver to try to "chase" the changes with the rudder.

For example, in a lift, the trimmer eases to keep the jib from stalling and tells the driver, "I'm easing for a lift." The driver slowly heads up to respond to the shift, and the trimmer brings the jib back in as needed to keep the telltales flowing. The trimmer then tells the driver when the jib is trimmed all the way so that if the next shift is a header, the driver knows (or the trimmer will say so) to "press" or put the

bow down.

Communication is necessary to maintain a fast and happy boat, and this is especially true for the crewmember calling tactics. When coaching, we sometimes see tacticians struggle to develop an effective voice. Whoever is calling tactics should maintain a calm demeanor, but also be focused and positive. It is good to be optimistic, but don't be unrealistic. Communicating bad news is difficult, so state facts without a negative spin, and remember the old saying that how you say something is as important as what you say.

When sailing with a new team, you should always discuss and agree about conventions for talking about tactical situations. For instance, we always talk about the right side of the course as the right side when looking upwind. We always talk about the gate as you are looking at it sailing towards it downwind. We talk about port/starboard situations as "cross" or "duck" because when you're yelling from the wire in a breeze, "go" and "no" sound awfully similar! Something else that sets the tone is trying to be polite. If you start out saying please and thank you, then when the going gets hectic, you're more apt to just be terse and not descend immediately into "language."

Anticipation is an asset

Always think ahead, and talk through upcoming maneuvers. Even with the best crews, it's good to do a quick rundown of the upcoming set, jibe, or drop. Jay calls this "stating the obvious." He'll say something like, "We're approaching the windward mark on starboard, we're going to go tack out, pole out as we bear away, and then spinnaker up." If you do this regularly, it helps keep everyone focused on the next task and limits any surprises.

Before each start, we have a discussion about changing gears if the breeze changes. We'll list the first three things that we'll change if the breeze increases, and the first three things that we'll change if the breeze decreases. For example, on a small cat, if the breeze increases, we might list: put on a more downhaul, sheet the jib harder, and then pull rotation back. This makes the gear changes more automatic during the race. This is another good opportunity for stating the obvious. If you're on the rail and notice that the crew has gone from full hike to sitting up, you might say, "The breeze seems to have died; should we be making some changes to our setup?" ♦

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The Pit Is the Critical Link

“WORKING THE PIT” EVOKES IMAGES OF toiling somewhere in the bowels of a boat, cut off from the rest of the crew, but that couldn’t be further from the truth. A pitman not only controls what sails go up and down, and when, but he’s also a vital communications link between the two ends of the boat. To be effective in the pit, one must have the arms of an octopus, a psychic ability to predict the future, and the patience of a spider. But every tactician knows a good pitman allows him to put the boat where he wants.

Pre-race organization

There’s a lot that can be done before a race to make a pitman’s job easier. First, I check down below for anything that could foul halyards and sheets that go down the hatch—the foot pump below the galley sink is a real killer, which can normally be taken care of with creative duct tape work. The next step is to label all the jammers so that it’s clear which jammer is for which halyard. I’ve seen spinnakers dropped when a pitman intended to lower the pole for a jibe—it’s never a fast move. Finally, marking the halyards and pole heights for different breezes will make repeating the settings throughout the race much easier.

A crew meeting before leaving the dock is always a good idea, and it’s a great time to talk about standardizing the language and communication aboard. I try and keep things simple and talk about the “right” and “left” sides of the boat when talking about hoisting a headsail or taking down a spinnaker. In the heat of battle, the use of “port” or “starboard” may cause some people to think the headsail is going up on the starboard side while others think it’s being hoisted on starboard tack. I also make sure the whole crew is on the same page by stating what the plan is for the next maneuver, even if it’s painfully obvious.

Managing the top-mark chaos

As you approach the top mark, usually about 3 minutes before the rounding, it’s time to start getting things ready. This may seem a bit early, but having your area organized for a good rounding will mini-

mize confusion when everyone else starts to move to get their areas ready. The first thing is to take the genoa halyard off the winch, but only after making sure the jammer is closed. It’s always good to leave the halyard on the winch as long as possible so you can adjust the tension as required during the beat. The best time to add tension to a headsail is in the midst of a tack, unless it’s light air.

Before the rounding, good communication between the bow team and after-

At the rounding, the pitman’s job is tailing the spinnaker halyard. Usually you can tail the halyard without using the winch, but you need to make sure the jammer is closed. If it’s windy, put a wrap or two on the winch. Don’t put more than three, as you’ll risk an override. The helmsman or tactician should call the hoist. They know best if the boat is under control, or if there’s a boat approaching that could cause trouble if a hoist is called too soon. If they don’t say anything, don’t



Keeping pace with the mastman on spinnaker hoists is a key part of the pitman’s job.

guard is key. It’s important that the pitman communicates to the bow (before the rounding) if the tactician wants to jibe as quickly as possible after the set. Feel free to prompt the tactician by asking questions if they’re not getting the message forward. It’s always best to have your own ideas about the tactics for the next leg so you can ask informed questions.

During the final tack to the mark, the pitman should take the tail of the topping lift to the windward rail. This keeps the pitman on the rail and hiking until the last seconds of the weather mark rounding. From the rail, the pole can be set to marks made before the start. Fine-tuning can be accomplished after the spinnaker is set and drawing.

hoist. We’ve all seen what happens when the back of the boat is yelling: “No hoist!” and the front only hears “Hoist!”

When tailing, it’s important to keep pace with the mastman. If the mastman ends up with slack at their feet, you risk putting a kink in the halyard that won’t pull through the block at the base of the mast. Use big arm movements and trunk rotation to get the most out of each pull.

Once the spinnaker halyard is at full hoist, the headsail needs to come down to help fill the spinnaker. Drop the first quarter of the headsail quickly to open up the head of the spinnaker. Then, slow the drop to allow the bow team to keep the sail under control. If the luff of the headsail hits the water, it can suck the whole

sail over the side. Keep an eye on the bow team so you can match its progress. After the headsail's down, it's important to let the back of the bus know the bow team is clear to jibe.

Use the run to ready for the beat

Once the crew has settled on the run, it's time to think about the next move—the leeward mark. First, make sure sheets and halyards are ready to run. I flake the spinnaker halyard with a very loose coil. Then I take the knotted bitter end of the halyard and throw it down below, somewhere safe, but away from under the hatch to keep the knot from getting caught up in the coil. Then I drop the coil on the floor, making sure to keep the correct side on top. Putting the coil on the cabin sole gets it as low as possible so it has that much more time to sort out any kinks or tangles before running through the jammer or clutch.

During a tense run the afterguard can get so caught up in its part of the game that they may forget to tell the rest of the boat what's going to happen. The pitman must be one step ahead and ready for anything. By determining if one side of the course is favored you can figure out under which jibe you'll be approaching the mark. Talk to the trimmers to make sure the right headsail is ready to hoist; if it looks as though they might change their mind at the last minute, have the other possible headsail on deck. It's easier to stuff a sail down below than drag one up at the last minute.

Rounding the bottom mark without incident

A good crisp rounding, and a nice escape from the bottom mark can make a race, just as a bad one can send you down the ranks. Make sure the whole team knows on which side the headsail is going up, and on which side the spinnaker is coming down. Even if the afterguard decides to switch to the other gate mark at the last second, you and the bow team have the basics down, and everything should go smoothly.

As you range in on the mark, it's time to hoist the headsail. As with hoisting the spinnaker halyard, you need to keep up with the mastman. This time, use a couple of wraps on the winch, because you'll need to tension the halyard for the beat. After the last pull, load the rest of the halyard on the winch into the self-tailer. If you have time, get the halyard to its mark, but remember that getting the spinnaker

down is the more important task. Fine-tuning headsail halyard tension might have to wait until the spinnaker is down.

Dropping the spinnaker isn't only about easing the halyard. Everything has to happen with perfect timing. First ease the sheet or the guy, whichever is opposite the side on which you're taking down the sail. That ease collapses the spinnaker and allows the bow team to get the sail aboard. When the bow has the corner of the sail, it's time to blow the halyard. The

drop needs to be controlled, but at the same time you don't want it too slow, which makes the sail too hard to pull. Use a wrap or two on the winch to maintain control or just let it pass through your gloved hand—you can slam the jammer shut if the drop is going too fast.

For a leeward mark rounding, always err on the side of dropping too early. It's better to sail downwind an extra length with the spinnaker down, than it is to sail upwind a length with the spinnaker flying. ♦

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The Rules Are Rarely Black and White

THIS MONTH I DUG INTO MY FILES AND found an assortment of readers' questions—some basic and some a bit unusual—that cover a variety of topics. Each illustrates that if you want to get to the answer, you must read more than just the principal rule.

One J/120 sailor from Detroit, Mich., wrote about a particular point-to-point race that started on a broad reach to the first mark. As shown in the diagram, the wind was from the north, the course to the first mark was 135 degrees, and the starting line was set at a right angle to the first leg.

Right of way at the start

Downwind starts frequently result in unusual rules situations, and this one was no exception. Both Will and Louise wanted to start at the pin end of the line so they would have a lane of clear air on the

first leg. Both approached the line on *port tack* with Will on a reach and Louise sailing closehauled just to windward of the line. When the starting signal was made the boats were just over two lengths from the pin (position 2 in the diagram) and on a collision course. Will hailed Louise, "Bear off to your *proper course*!" Louise refused. At position 3, when it became clear to Louise that Will was not going to *keep clear* of her, Louise bore off and gave Will *room* to pass between her and the mark. Louise protested Will, claiming that Will, a *windward* boat, failed to *keep clear* of her as required by Rule 11. In his defense, Will argued that Louise broke Rule 17.1 by sailing above her *proper course* after the starting signal. He also claimed that he was entitled to *room* under Rule 18.2(a) to pass between Louise and the starting mark.

There are several issues to be resolved.

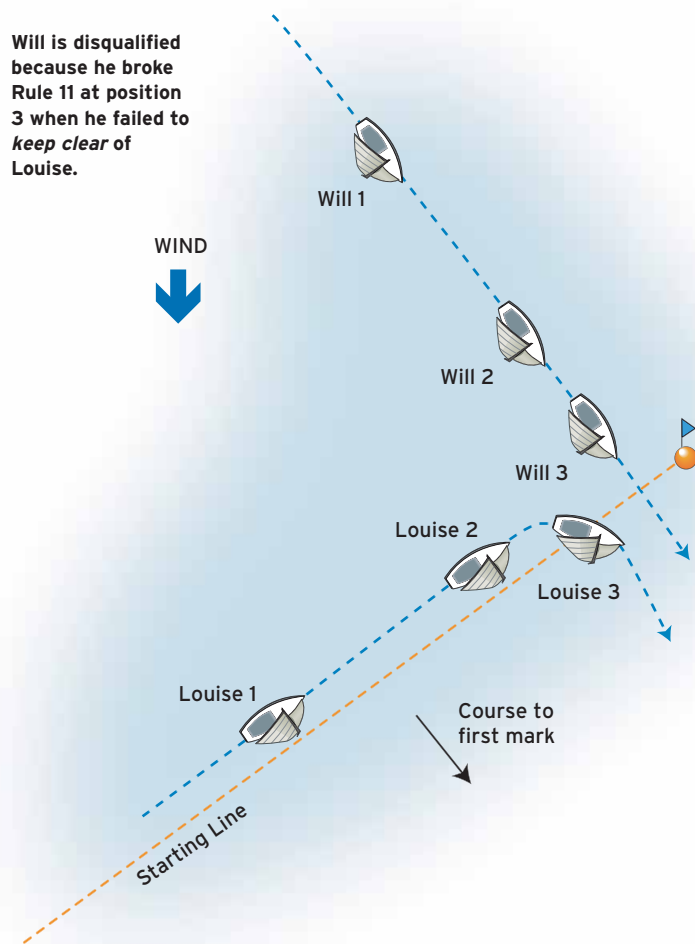
(1) Was Will entitled to *room*? If you read just Rule 18.2(a), you would conclude that Will was entitled to *room*. However, Rule 18.1(a) states that Rule 18 does not apply while boats are approaching a starting mark surrounded by navigable water to start, as Will and Louise were. (2) Was Louise required to bear off to her *proper course*? There is no *proper course* before the starting signal (see the Definition *Proper Course*), so Rule 17.1 did not apply then. Nor did it apply after the starting signal because Louise was not a *clear astern* boat that became *overlapped* within two hull lengths to *leeward* of Will. In fact, the *overlap* between Louise and Will began before position 1, long before the boats came within two boatlengths of each another. Therefore, Louise was under no obligation to bear off to her *proper course* after the starting signal. (3) Until Louise blinked and bore off, each boat held her course as they converged, and so the only applicable rules were Rules 11 and 14. By bearing away when it became clear to her that Will was not going to *keep clear* Louise avoided contact and thereby complied with Rule 14. By failing to *keep clear* of Louise—either by luffing or by bearing away below Louise—Will broke Rule 11. Decision: disqualify Will.

You're not finished until you finish

Dr. Robert Paterson, of Gloucester, Mass., asked two questions about how the rules apply at the end of a race. Both involve the meaning of the verb *finish*, which—in the rules relevant to his questions—appears in italics. A word in italics has a special technical meaning that is different from its everyday meaning. That meaning can be found in the Definitions section at the back of the rulebook.

Dr. Paterson notes that Rule 31.1 states "a boat shall not touch . . . a finishing mark after *finishing*." He asks, "If a boat has finished, how can she be penalized for touching the mark? The race is over for her, isn't it?"

A boat *finishes* when "any part of her hull, or crew or equipment in normal position, crosses the finishing line in the direction of the course from the last mark, either for the first time or after taking a



Will is disqualified because he broke Rule 11 at position 3 when he failed to keep clear of Louise.

penalty under rule 31.2 . . .” However, her race is not quite “finished” in the everyday sense of “finished.” As its first two words indicate, Rule 31.1 applies to a boat while she is *racing*. Again, because *racing* is in italics, its meaning is a technical one that differs from the word’s everyday meaning. Check the Definitions one more time and you’ll find that a boat is *racing* “until she *finishes* and clears the finishing line and *marks*.” Therefore, it is quite possible to *finish* when your bow crosses the line and then, before the entire boat is clear of the line and a nearby finishing *mark*, to hit that *mark*. In that case, you may take the one-turn penalty described in Rule 31.2, and then, after sailing completely to the course side of the line, cross the line again in the direction from the last *mark* of the course. If you do, your first “finish” is cancelled and your *finish* is recorded as taking place at the moment you cross the line in the direction from the last *mark* after having taken the penalty in Rule 31.2 (see the Definition *finish*).

Our reader also notes that the phrase “retired after *finishing*” appears at several places in the rules (see Rules 89.3(a), A4.2, A5, A6.1, A9, and A11). He writes, “I can understand how a boat could retire before she finishes, but if she has finished, she has finished. How can she then retire?”

Under the Basic Principle, Sportsmanship and the Rules, if you break a *rule* you should take a penalty. There is no time limit on taking a penalty. Often a boat involved in an incident doesn’t know whether she broke a *rule* or not, but after coming ashore and consulting the rulebook her crew realizes they did, indeed, break a rule. According to the Basic Principle they’re still expected to “take a penalty,” but at that time—long after the incident—the Two-Turns Penalty is no longer an option (see Rule 44.1). The only penalty open to her is to retire and, because she is “retiring after *finishing*,” she will be scored “RAF”, which is normally the points for the finishing place one more than the number of boats entered in the series (see Rules A11 and A4.2).

Looking for some redress equity

While flying his spinnaker on *starboard tack*, one reader’s spinnaker pole was broken when he was hit by a *port-tack* boat. That boat acknowledged breaking Rule 10 and took a Two-Turns Penalty. He fashioned a splint for his spinnaker pole and then reset it. At the end of the race, because a boat that was breaking a rule of Part 2 had physically damaged his boat, he requested redress under Rule 62.1(b). He asks what redress he should receive.

When it hears such a request, the protest committee must first determine whether the requestee’s score in the race or series was, through no fault of his own, made significantly worse by the damage to his spinnaker pole. He did repair the damage and continue in the race to the best of his ability. Therefore, any worsening of his score was certainly not his fault. However, he will have to argue that the positions or time he lost as a result of the damage constituted a significant loss to him, either in the race or the series. Only if he is successful in this will he be entitled to redress. If he is successful, a redress arrangement must be made that is “as fair an arrangement as possible for all boats affected” (see Rule 64.2). The protest committee has a wide variety of options in granting redress. Often redress in such cases is to give the boat her average score in the other races in the series or, if her place in the race was firmly established at the time of the incident, to give her the points for that place and then adjust other boats’ scores accordingly (see Rules 64.2 and A10).

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

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Grand Prix SAILING

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Pursuing Global Ambitions

NINE TP 52s, INCLUDING ONE of the oldest and a few of the newest, gathered in Miami for the class's first Rolex Global Championship last March. Winning four of the first six buoy races, Eamon Connelly's

Patches—from Ireland's tiny Galway Bay Sailing Club, but staffed with the United Kingdom's top professional sailing talent—took the early lead. *Patches* suffered deck failure during the 178-mile distance race,

however, and was forced to drop out, relinquishing the lead to Philippe Kahn's *Pegasus 52*. An all-night emergency repair—a patch for *Patches*—got the boat back on the water; and a crucial headsail selection

during the 45-mile coastal race lifted *Patches* within striking distance of *Pegasus*. But the Irish entry still needed two flawless buoy races on the final day of the regatta to take home the championship.

DANIEL FORSTER/ROLEX



BY JAMES BOYD

DAY 1—BRING IN THE TALENT

Philippe Kahn's *Pegasus 52* (at left) won two of three races on the first day of the regatta. It was hardly surprising given the all-star roster tactician **KEN READ** assembled for the regatta.

"We haven't sailed this boat a whole lot, so we're pleased. We sailed Big Boat Series together in IRC mode, and then we had another little regatta in Fort Lauderdale. The good news for us is that we still think we have a way to go. The crew is extraordinary. Philippe [Kahn] is a leave-no-stone-unturned kind of guy, and he said 'find me as good people as you can.'

"We had a slightly different team together prior to Key West, and when Philippe decided to do the Melges 24 at Key West, we lost several crew members to other boats. So it is something of an all-star team—at this last minute we had to go this route, but fortunately Simon [Daubney] and Warwick [Fleury, both of Alinghi] were available, and they know how to trim OK. Otherwise I do the tactics, Morgan Larson helps out Philippe from a driving standpoint. Chris Larson is the navigator inshore, and then Adrienne [Cahalan] is the navigator for the offshore races. Madro [Jeff Madrigali] is trimming with Simon. Everyone is doing a really good job fitting into their roles."



DAY 2—HERE COME THE IRISH

With double Olympic silver medalist **IAN WALKER** calling the shots, *Patches* won all three races on Day 2. In the second race, the Irish team rounded the first mark mid-fleet, but chose the correct side of the leeward gate and vaulted into the lead.

"Stay Calm got us on starboard. It was a messy drop, but the crew managed to get the kite down. We went around the right-hand mark looking downwind, and they went around the left-hand mark. It was shifty and gusty; they were lifted and we were lifted on opposite tacks. We couldn't tack, and they couldn't tack. Fortunately for us, there was a massive left-hander. We sailed on starboard on O65, and when we tacked on to port it was O90. We were one minute ahead at the next mark. So, the luck of the Irish. But if the crew can't get the kite down and you can't tack away on a shift . . . the crew work is everything."



DAY 3—GOING THE DISTANCE

A year earlier, **JOHN COUMANTAROS** drove *Bambakou* (USA 52700) to first place at 2005 Acura Miami Race Week, his first regatta with the boat. But *Bambakou* had a difficult time staying with newer designs during the 2005 MedCup, especially around the buoys. In the 178-mile offshore race, Coumantaros' team turned a smart tactical decision into an early lead and used *Bambakou's* power on the reaches to stay in front.

*"I'm exhausted, I didn't sleep at all—but it was great. Our top speed was 24.5 knots. We pride ourselves in the long-distance courses, and the boat went very well. We stayed to our game plan, which was to stay out and tack more or less 10 degrees under the layline, including the current. Two other boats were on the same side of the course—*Beau Geste* and *Glory*—while*

the rest went out right, setting up on the layline, and allowing the current to take them down to the mark. But we got a very nice shift about 45 minutes short of the mark and hit the layline. Everybody who had gone right lost out.

*"Then up to Great Isaacs we put up the A5 spinnaker, which allowed us to go a bit higher [than *Beau Geste*]. [*Bambakou*] reaches well in strong breeze. She has a powerful transom. One of the nice things about the ocean race was not so much that we won it—although that is nice—but that it's a change from windward-leeward. One of the reasons I got the boat was to be able to do a little offshore, coming from the heritage of my dad's boat *Boomerang* when we did a lot. I called my dad before we set off, and he said: 'Well, the way you're going, just split from the fleet.' As always, he was right."*

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Wake Photo by Oskar Kihlberg Film

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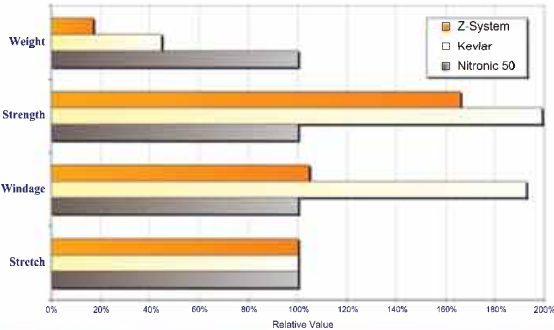
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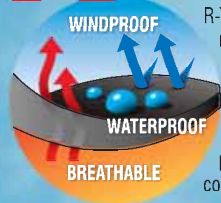
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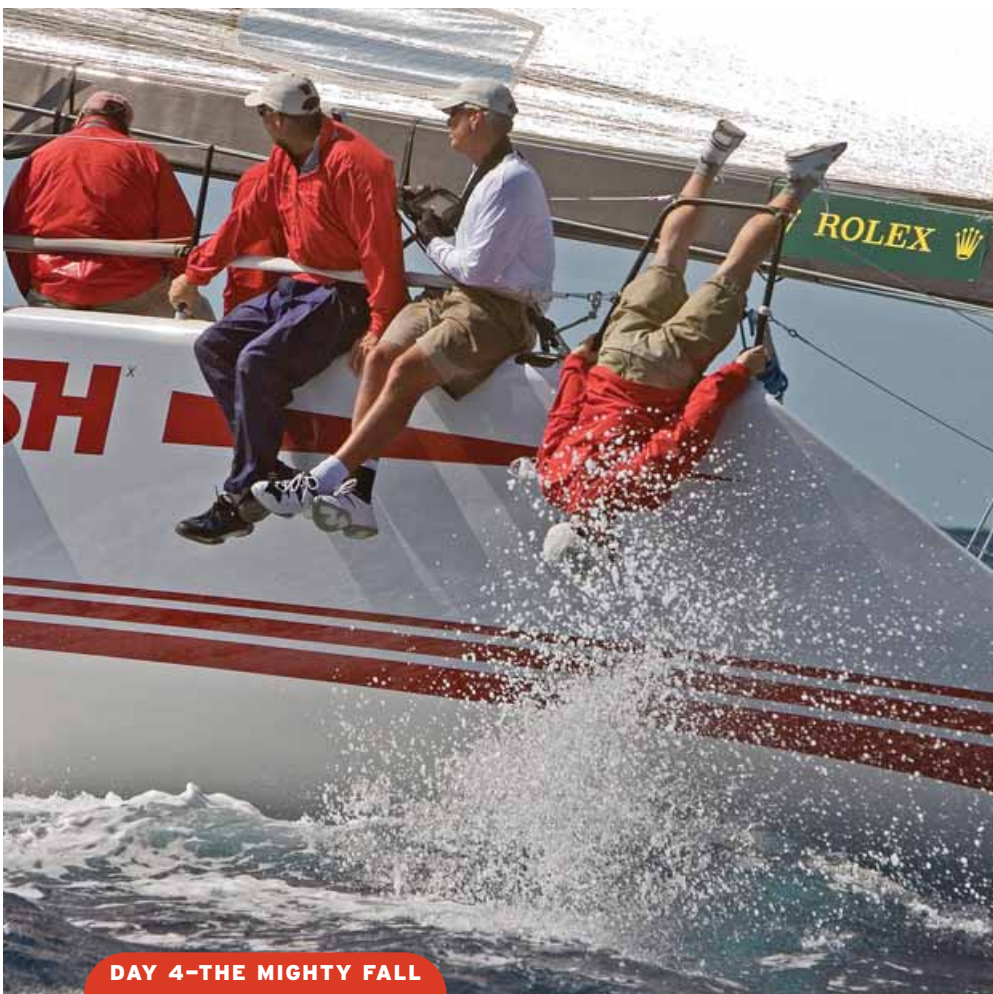


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DAY 4-THE MIGHTY FALL

Barely six months old, Tom Stark's *Rush* won the class's Midwinter regatta in Fort Lauderdale and was second at Key West. But this veteran team never could get on track in Miami. A seventh in the coastal race was particularly disappointing for tactician ED BAIRD.

"We didn't do well today. We made a big mistake with the position of the weather mark. We thought it was a mile further than it was. Somehow [the actual position] exited the computer, and when it was re-entered, it was not entered properly. It was disappointing because we were in the hunt and then we were left with scraps, which is not where you want to be.

"If it were a new campaign, I'd say it was because of that, but this gang has sailed together for years and years. This was just a mistake. The boat is great. It is amazing how the crew work has gone especially in these two longer races. The guys in the middle and the front have just done

a spectacular job. It feels odd to have sailed the boat as well as it feels it is being sailed and do poorly.

"I think the TP 52 is fantastic. They are very exciting to sail. But the thing I am worried about is that I see three different levels of how the campaigns are going: You have your full pros over in Europe and even here, we have these 'amateur drivers' who are not the owners, and then you have the owner/drivers. Hopefully everybody continues to enjoy the sailing in that broad range of abilities, because if they don't, things may start to fade, which would be bad because it is really a good boat. I've watched as boats have come and gone over the years and good classes have evaporated because of the management of how many pros and what the pros do as opposed to the non-pros. It is not an issue of how many professionals are around; it is just what exactly what each of the professionals are allowed to be doing."

DANIEL FORSTER/ROLEX



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DAY 5-OLD BOAT, NEW LIFE

Formerly known as *Yassou*, the first boat built to the TP 52 rule, John Buchan's *Glory* underwent major reconstructive surgery before the Global Championships. The team took its lumps early in the regatta, but in the penultimate race, they led the fleet around four marks, a significant moral victory for navigator **ANDREW KOCH** and the rest of the crew.

"We did Key West on another TP 52. We took on that experience, and now we have our own boat so we are pretty excited, but it is a long way. Today, we proved we can hang in there. If we can get our crewwork a bit better, maybe we'll start posting some bullets.

"Our tactician Bruce Nelson—also the designer of the boat—really called a great race for us, when you think that three weeks ago we were upside down at Goetz having a full refit. Our boat was built before the rule was formed, so we just reshaped our bow and cut the bottom off the stern and made it more up to date. It worked pretty well. We shaved the keel down to match the newer boats. We stiffened up the rig at Hall Spars— they added some carbon to the leading and trailing edges—and then we got a new quiver of Quantum Sails. We like it a lot in Miami. It's snowing in Seattle right now."

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DAY 5-THE EYES ARE SMILING

There was no margin for error on the final day. *Patches* needed to beat *Pegasus* in both races. A crucial port-starboard situation at the top of the first beat of the first race resulted in *Pegasus* having to perform two penalty circles. A first in that race, and a second in the final with *Pegasus* right behind in both, earned owner **EAMON CONNELLY** the inaugural TP 52 Global crown.

"I am very excited. I was nervous last night. We had to beat *Pegasus* in both races today, and it was incredibly close—you couldn't have had it closer. When the boat broke in the middle of the [distance] race, the crew was very depressed.

"From my point of view, I felt that we were only 6.5 points behind at the worst case, no matter what happened. We had to get the boat fixed and back out there. The results of that race helped us because the three boats that [did well in the distance race] had been fairly down.

"Everyone has done a great job. We have traveled from Ireland for this and we have had a great time. It is going to be very difficult to get the trophy into our club because the Galway Bay Sailing Club in Ireland is really small."



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Grand Prix LAUNCHES



CARLO BORLENGHI/ROLEX

Wild Oats XI, Reichel/Pugh 98

IN LAST YEAR'S SYDNEY HOBART RACE, mere weeks after its launch, *Wild Oats XI* placed itself atop the latest super-maxi pecking order by leading the fleet out of Sydney Harbour and arriving in Hobart, Tasmania, nearly 42 hours later, sweeping the race's trifecta: line honors, overall IRC handicap, and the elapsed-time record.

Its coming-out performance was impressive, but not necessarily surprising given the collaboration of Reichel/Pugh and McConaghy boats, in Sydney. What was remarkable, however, was that the state-of-the-art 98-footer and its intricate systems were completed in only 10 months.

"We had a mission and we got on with it," says *Wild Oats'* owner Bob Oatley. "It was delivered exactly on the date it was due. We didn't expect as many adjustments to be made after launch, and we didn't have as much time on the water as we'd have liked, but we did five short races [in the lead-up to the Rolex Sydney Hobart], and that gave us a lot of confidence in the boat."

Its pre-preg carbon and Nomex core hull, which is slightly narrower and

deeper drafted than its sistership *Alfa Romeo* (another successful Reichel/Pugh design), accounts for 26.5 tons of the yacht's 30-ton sailing weight. Its 14-foot keel, which carries a lead and tungsten bulb at its base, cants 40 degrees off centerline in less than 10 seconds. Should its hydraulic ram system fail, a back-up mechanical pump centers the keel, where it can be locked. For redundancy, an auxiliary engine also provides temporary power to the hydraulics should the main engine fail.

A "String Pot" (device used to detect and measure linear position and velocity using a flexible cable and spring-loaded spool) connects the hydraulic-driven forward rudder electronically to the conventional quadrant-driven main rudder, allowing the helmsman to operate both rudders independently, in concert, or simply leaving the forward rudder to float freely.

The saildrive shaft is recessed into the hull when sailing, and a rotating and retractable scoop can load or dispense 4 tons of water ballast to and from the two stern tanks. This system is primarily used for aft trim, but also for additional righting moment when sailing upwind.

Above decks, PBO standing rigging secures the towering five-spreader, 147-foot carbon-fiber mast. Deck hardware includes hydraulic, push-button Lewmar Carbon Power winches. With jib-sheet breaking strains as high as 18 tons and excessive loads on the winches, heat-resistant aramid fiber covers are used on all sheet cores in high-load areas.

The boat's North Sails inventory includes 3DL working sails and nylon or Spectra spinnakers (including the Code Zero), which are flown from a long, fixed bowsprit. The team opted for hanks on its headsails, because hanks are sometimes considered more manageable in heavy offshore conditions than luff foils. Hanks, however, require a No. 6 headsail permanently ready for hoisting on the inner forestay

so headsail changes on the outer forestay can be implemented without going bareheaded. To reduce wear and failure at the mast sheaves, headsail halyards are locked at the mast, and a hydraulic "A frame" in the pulpit provides the necessary luff tension.

Belowdecks, the simple yet futuristic central console and navigation station hold a bewildering array of technology.

Technical Highlights

LOA	98'
LWL	91'
Beam	16'
DSPL	26.5 tons
SA upwind	5,704 sq. ft.
SA downwind	12,324 sq. ft.
Draft	18'
Design	Reichel/Pugh Yacht Design
Builder	McConaghy Boats
Sails	North Sails Australia
Paint systems	Altex, DuPont, AwlGrip
Mast/rigging	Southern Spars
Instruments	B&G
Deck hardware	Lewmar
Rigging hydraulics	Navtec & Central Coast Hydraulics
Engineering	SP Technologies
Project management	Mark Richards
IRC Rating	1.779

The engine, which runs constantly while sailing, and the complex computer software, circuitry, and valves must instantly respond to the numerous combinations of demand for hydraulic pressure that drives just about every moving part of the boat.

On the water, the minor but important differences between *Wild Oats XI* and *Alfa Romeo*—considered to be the fastest pair of supermaxis currently sailing—were evident in their respective performances during the Sydney Hobart Race. With slightly superior upwind performance *Alfa Romeo* overhauled *Wild Oats XI* on the first evening of the race as they fetched down the New South Wales coast, but she was unable to keep pace with *Wild Oats* when the wind went aft of the beam and they raced jibe for jibe at speeds of up to 32 knots.

—CROSBIE LORIMER



Wild Oats' owner Bob Oatley escalated the Sydney Hobart Race arms war with his new lightweight 98-footer, which not only broke the race record, but left its competitors eating its wake. The compact nav station is home to the boat's electronic and communications systems, and this futuristic styling prevails throughout the boat.

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Grand Prix

ACCORDING TO

Jim Madden



"I was always trying to find the right balance between a fast boat I could cruise and hoping that my family would love it. I gave up on that a year ago."

JIM MADDEN, 44, OF NEWPORT BEACH, Calif., is living the dream. Since selling his human resource outsourcing company last year, he's taken delivery of two spectacular boats, J/65 hull No. 2, *Brand New Day*, and the Reichel/Pugh 66-footer *Stark Raving Mad*. His first outing on the R/P 66 was Acura Miami Race Week, where teething problems led to one DNF, three DNCs, and a seventh overall, but a full schedule of East Coast racing this summer should help assuage that painful memory. Madden has an intensity with which he tackled the corporate world, and now he's applying it to his raceboat program.

Are you having fun?

I'm having a lot of fun. I was worried about that, but I proved that it's possible.

What kind of boats did you have before the two new ones?

I've been a J Boat guy forever. I started out with a J/24, and worked my way up to a J/30, a J/160, and most recently a J/145.

What made you decide to get two new, larger boats?

There are two reasons. With my previous boats, I was always trying to find the right balance between a fast boat I could cruise and hoping that my family would love it. I gave up on that a year ago. My family likes boating, but they like the cruising on a big powerboat, so the combination was something I didn't need anymore. The other reason is I really got the racing bug, big-time. We had a fantastic season on the J/145 last year, I think we took seven firsts, and 11 top-three finishes. I wanted to go out and get in a grand-prix program; I'd never done that before. That's the reason behind the raceboat. But then I still haven't given up on the cruising front, because I felt the J/65 was such a wonderful boat, a nice stable plat-

form to do some cruising in Mexico, so I got that to cruise with.

Did you consider the TP 52 class?

I did. One of my best friends is Tom Pollack [TP 52 Class executive director], and I love these boats. I was thinking of buying one, and I probably will at one point, but this time I just wanted to go all out and go for speed.

Are you happy with your boat choices?

I can't tell you that one hasn't been a little bit frustrating, but the J/65 has been flawless; we just took it out of the box and started sailing it. We sailed in the cruising division in this year's Puerto Vallarta Race. The hardest thing to do was to pick out what wine we were going to have for dinner. The 66-footer is a temperamental boat. I've never owned a canting-keel boat before, so we went with who we think is the best at putting the hydraulics and went with Australia's Central Coast Hydraulics. They've got a great reputation, they did *Morning Glory*, *Pyewacket*, and *Alfa Romeo*, so we've got what I would characterize as industrial-strength stuff. Learning how to use it and getting the time right on swinging the keel from side-to-side isn't easy. It's not something you go out and learn in one race.

How long does it take to cant?

That was one of the challenges we had. The design spec for a buoy race when we go from tack to tack, assuming you're heeled over to start the tack, is about 18 seconds. It's not as simple as it might sound. It's critical as to when you push the button in reference to where the boat movement is, and where the bow is, and the heel, to get what we call the gravity dump on the keel before the pumps kick in. Our best times were closer to 30 seconds, so we've really got to practice on that and get that down a lot quicker, and

I think we can. We'll get the guys out from Australia to practice with us and show us how to do that. We'll take a long weekend and sail the boat off Newport and practice.

How many of the amateur crew on your J/145 made the transfer to the new boat?

I brought one, my mainsail trimmer, but that's not my long-term objective. I wanted to load the boat with pros because there's a big learning curve right now. As we get into the season, particularly by late-summer, early fall this year, I want to get a lot of my really good amateur sailors back with me. My target mix by the end of the season will be two-thirds pro, one-third amateur.

How do you find sailing with a boat full of pros?

It's different. They're not your friends; you don't know them all on Day 1, so they're not necessarily there to have fun—although I think we've got a great bunch of guys—but it's their job. I took the time to get to know and like them. The big difference is the pros are just focused on their job. If they're bow, or they're mast, or they're pit, that's what they do and they're completely concentrated on it versus with the amateurs, we didn't have that same discipline. We probably had the amateurs 60-to-70-percent focused with a little bit of rotation, so it's a little different for me.

Are you doing most of the driving?

I've done just about all the driving, except a couple times when we were getting a little too close to the weather mark and I handed it over to my trusty tactician, Robbie Haines, and said "OK, you can get us around this one." He probably steered one-third of a leg over the 10 days. I did most of it and we survived.

How are you on the racecourse; do you get nervous in tense situations?

I thought I would be, but I really wasn't. I talked a lot to Robbie and Dave Ullman before the starts, and I said, "Look guys, I'm going to give you the wheel if I'm nervous. I don't want to get anybody hurt or hurt the boat." We had conservative starts and I was fine. We were close to a few boats but never in any danger and everybody felt really good about it.

What type of atmosphere do you like on the boat? Is it a quiet boat, or is there lots of input?

I like both, but not a lot of chatter because people should be focused on what they're doing. We do like input from the rail about where the wind's coming from and puffs. I like to also have a dialogue as we're going upwind, like where we want to be, laylines, and stuff like that.

Are you practicing on any other types of boats to hone your driving skills?

Robbie and I have been kicking around buying something we could keep training on. I haven't decided yet, but something like a Farr 40 might work because I want to keep sharp. We're going to look around and pick one out.

Are you looking forward to sailing on the East Coast again?

The last time I did the Block Island Race was probably in 1979, and I've never done a Bermuda Race, so I'm really looking forward to that. I grew up on Oyster Bay, and I plan on having some of my friends, who I raced Blue Jays and Lasers with, come with us a few times over the summer.

Why the name, *Stark Raving Mad*?

I've got to give my wife credit for that. I blew the budget on the first *Stark Raving Mad*, which was the J/160. We doubled the budget from what I'd thought I'd spend, and now we're obviously way over that, so she still thinks it's a very appropriate name.

-TONY BESSINGER

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ACURA MIAMI RACE WEEK

The Farr 40 *Opus One*, skippered by Wolfgang Stolz, of Newport, R.I., takes a wave on the beam during Acura Miami Race Week last March. Stolz and his crew started the regatta hot with a 1,2 in the first two races, but dropped to fifth overall after scoring three double-digit finishes in the 10-race series.



STEVE ARKLEY/SAIL SHOTS.CO.UK

ACURA MIAMI RACE WEEK

The South Florida follow-up to Acura Key West Race Week boasted winds that ranged from 12 to 20 knots every day. Conditions were perfect for getting in plenty of racing, and most classes sailed 10 races. In the

TP 52 class, which used the event as its first Global Championship, *Patches*, skippered by Eamon Conneely, of Ireland, won overall, despite scoring a DNF for the 178-mile distance race after suffering structural failure (see "Pursuing Global Aspirations," p. 70). In Division 2, IRC 1, Jim Swartz's Swan 601 *Mon-eypenny* walked away with the overall win, but not without a fight from English IRC champ Nick Lykiardopulo, sailing his purpose-built IRC boat, the Ker 55 *Aera*, which finished second after losing the tiebreaker. One of the speedy Swan 45s, 2004 Bermuda Race winner *Better Than*, helmed by Marcin Rojek, took third.

In the 19-boat Farr 40 class, *Heartbreaker*, owned by Robert Hughes, showed the rest of the class how to rally from a bad start and win a regatta. Hughes and his team scored 10, 10 in the first two races, but won the next two. By the time the event was over, *Heartbreaker* had won its class by 1 point over Eivind Astrup's *Norwegian Steam*.

Two six-boat one-design classes rounded out Division 2, with Brian and Jim Porter's *Full Throttle* winning the Melges 32 class, and Peter DeRidder's *Mean Machine* topping the Mumm 30s.

J/120s took the first three places in PHRF 2, with *El Ocaso*, skippered by Rick Wesslund, claiming top honors. PHRF 3 was won by Scott Taylor's B-32 *Defiance*. Worth Harris and his well-named *Rum At Six* won the seven-boat J/105 class, and Gordon Ettie, who could probably find the podium at Miami with his eyes closed, scored yet another class win with his Swan 40 *Sazerac* in the nine-boat PHRF 9 class. *Giacomet Audi*,

owned and steered by Riccardo Simoneschi, won the 24-boat Melges 24 class convincingly, winning several races by leading from start to finish, and scoring a near-perfect scoreline with seven firsts and one (discarded) third-place finish. In the 28-boat Etchells 22 fleet, Jud Smith and his crew were able to sit out the last race and still win the class. Iker Belausteguigoitia sailed his *La Calaca*, to victory in the eight-boat J/24 class.
www.premiere-racing.com

PUERTO VALLARTA RACE

Dennis Pennell's R/P 50 *Blue Blazes* won the Americap II overall corrected-time trophy, the Americap Division 3 trophy, and the best performance by a San Diego YC yacht trophy at the 2006 Puerto Vallarta Race. Dennis Conner's S/C 70 *Mongoose* won the Americap Division 2 trophy.



ST. CROIX INTERNATIONAL REGATTA

Chippewa, a Farr 395 owned by Dave West, and hailing from Bayfield, Wisc., won the St. Croix International Regatta last February. It pays to ditch the snowshoes and the ice-fishing gear and head south; as part of its first-place prize, the *Chippewa* crew took home the weight of their heaviest crewmember (eight cases worth) of St. Croix's own Cruzan Rum. www.stcroixyc.com

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FLYING SCOT MIDWINTERS

Mark Fleckenstein and Jeff Winsler (No. 5363) lead Frank and Debbie Gibson (No. 5344) at the 2006 Flying Scot Midwinter Championship in St. Petersburg, Fla. Edward Summerfield and crew Herb Lindsey won the 15-boat Challenger fleet. Marcus and Mark Eagan won the 35-boat Championship fleet. www.fssa.com

The Beneteau 36.7 *Iataia*, skippered by Marcos Rodriguez, won Performance Cruising Division B, and claimed first overall with a corrected time of 144 hours.

www.sdydc.org

SUNFISH MIDWINTER CHAMPIONSHIP

David Mendelblatt, of St. Petersburg, Fla., schooled 73 competitors at the Sunfish Midwinters by scoring 30 points less than the second-place skipper, Dereck Johnson. This was Mendelblatt's third consecutive Midwinter Championship win in as many years. Conditions for the regatta, held out of Melbourne YC on Florida's West Coast, were challenging, as racers saw everything from zero to 20 knots during the three-day event.

www.sunfishclass.org

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SNIPE U.S. WOMEN'S NATIONAL CHAMPIONSHIP

Aimee Graham and Samantha Treadwell defeated 14 teams to win the five-race Snipe Class Women's National Championship, held last March at the Florida Yacht Club. Graham and Treadwell edged out the team of Stacey Szabo and Julie Mitchell, which won both races on the final day of racing to move into second over Morgan Commette and Barb Evans. Former national champion and 2004 Olympian, Carol Cronin, sailing with Jerelyn Biehl, challenged Graham and Treadwell, but a penalty for premature start in the last race sent them down the standings to fifth-place overall. www.snipeus.org

J/22 MIDWINTER CHAMPIONSHIP

Temperatures were cold, but Kelson Elam and Dave Van Cleef were hot in this year's



SAN DIEGO LANDS' END NOOD

Dan Merino's 505 *Yesterday's Potato Salad* (USA 8411) is sandwiched between an unidentified 505 and John Billings' *Kitty* at the Lands' End San Diego NOOD Regatta. Merino placed second overall to Gary Lee's *Stiffer is Better* in the 10-boat 505 class, which was sailing for the first time in a NOOD Regatta. www.sailingworld.com

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E.E. MANNING REGATTA

CFJs round a mark during the E.E. Manning Regatta at Alamitos Bay YC. The father and son entries of Scott and Chris Barnard, of Newport Harbor YC, almost scored a family sweep as Chris, 14, sailing with Christy Tatchell as crew, won the CFJ class, and Scott, 46, finished one point behind first-place skipper Peter Drasnin, 47, of Westlake YC, in Lasers. www.abyc.org

J/22 Midwinters, held at Houston YC in La Porte, Texas. Both skippers ended the fifth and final race with 13 points apiece after the throw-out, but Elam won the tiebreaker. Rob Johnston was third with 17 points. Races were held on Days 1 and 3, but high winds and cold temperatures scuttled sailing on Day 2. www.usaj22.com

SAN DIEGO LANDS' END NOOD REGATTA

One hundred-seventy eight boats in 16 classes raced in the San Diego Lands' End NOOD Regatta, and among the event's 16 divisions were four teams that swept their races. Among the list was Chris Winnard, who won the Holder 20 Nationals with seven bullets. Judge Ryan won all five races in the 29er division while Simon Garland swept the Flying Dutchman class. Kent Pierce did likewise in the J/24 division.

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Other winners included Gary Lee in the 505 class, Wade McDaniel in the Buccaneer, Bill Edwards in the Corsair 28R, Cliff Thompson in the Beneteau 40.7, the Downing/Franco team in the 22-boat J/105 division, Ted Marvell in the J/109, Chuck Nichols in the J/120, David Flint in the Catalina 36, Curt Johnson in the J/80, Tom Hurlburt in the Pacific Class, Mike Ellis in the Ultimate 20 class, Don Finkle in the Beneteau 36.7 class, and John Vincze in the I-14s. In winning their class, Vincze and his crew Bruce Edwards were named the regatta's overall winner. Overall winners from each of the nine stops of the 2006 Lands' End NOOD series will receive a Beneteau Oceanis 393 charter boat courtesy of Sunsail for the 2006 Lands' End Caribbean NOOD Regatta in the British Virgin Islands in November. www.sailingworld.com



OSKAR KIHLOBE/VOLVO OCEAN RACE

VOLVO EXTREME 40 GRAND PRIX SERIES

The final day of racing for the Volvo Extreme 40 Grand Prix series in Rio de Janeiro saw the British entry *Basilica*, skippered by Alistair Richardson, claim its seventh race for the overall win. Its placing in Rio advanced them up the leaderboard to within 1 point of overall series leader *Tommy Hilfiger*, skippered by Randy Smyth. The five-stop series moves to Baltimore, April 23 to May 3, coinciding with the Volvo Ocean Race's Chesapeake stopover. www.volvoextreme40.org

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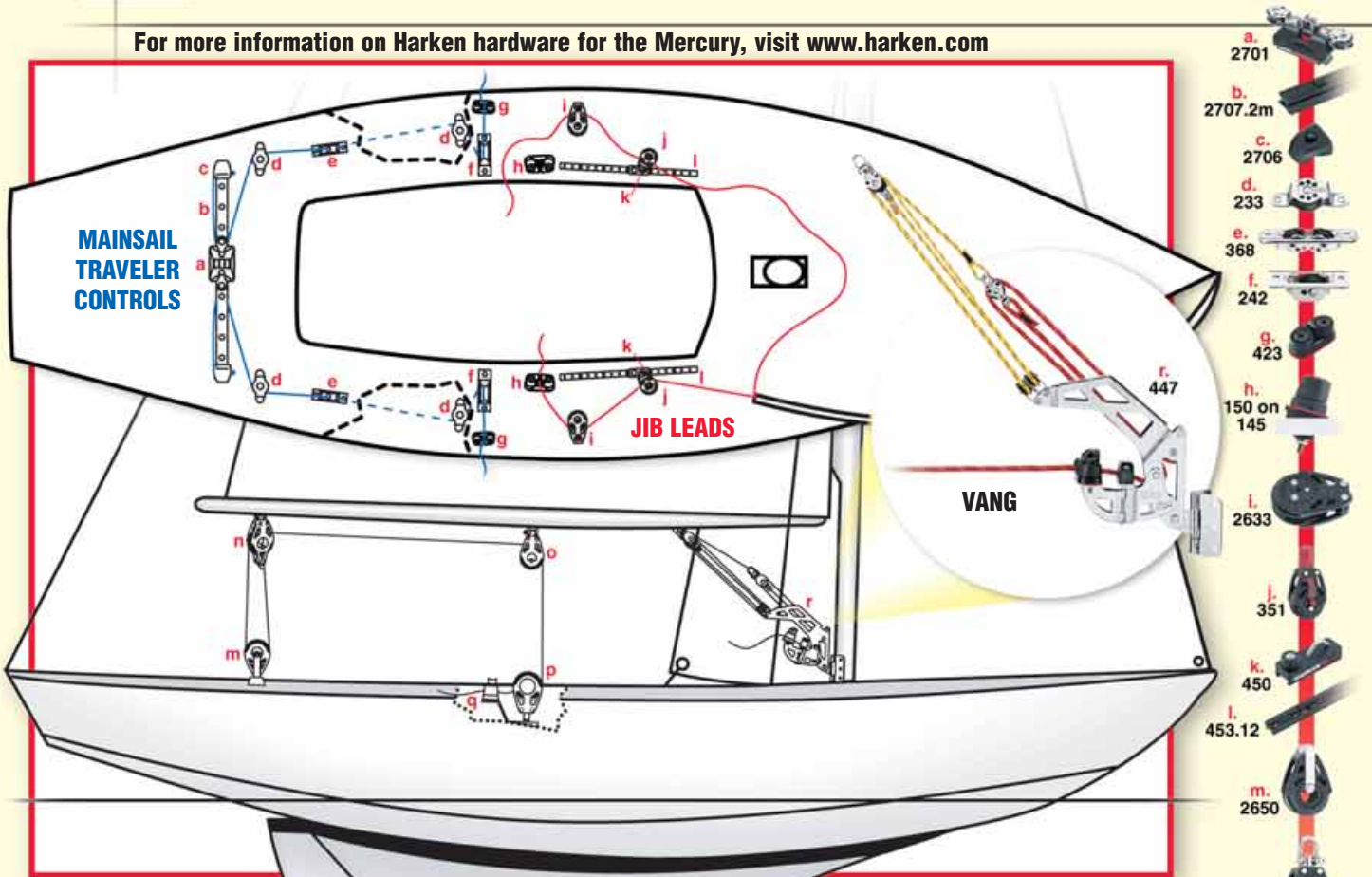
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THE MERCURY

The 18-foot Mercury is a full-keel sloop found on the West Coast of the United States. Introduced at the 1939 World's Fair in San Francisco, this Ernest Nunes design was built of a new breakthrough material—waterproof plywood! Fiberglass hulls were introduced in 1962 and aluminum spars in 1970. Competition in this family-oriented class is top notch with Nationals often won by male/female or parent/child crews. Active Mercury fleets can be found all along the west coast as well as the inland lakes and rivers, with most fleets hosting “test drive regattas” for interested parties.

www.merc583.addr.com/sail

For more information on Harken hardware for the Mercury, visit www.harken.com



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JIB LEADS

VANG

MAINSHEET SYSTEM

The 2:1 mainsheet system uses a 57 mm Ratchamatic® on a swivel base. In light air, this load-sensing block rolls freely, automatically engaging as loads increase and releasing instantly during mark roundings and jibes.

MAINSAIL TRAVELER CONTROLS

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VANG

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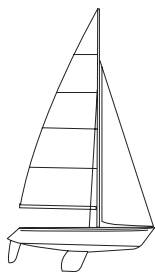
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LOA17' 10" SA168 sq. ft.
Draft3' 3" I19' 0"
Disp.1,240 lb. J7' 0"
Ballast700 lb. HullFiberglass



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.

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



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



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LOA15' 6" SA Main84 sq. ft.
Beam4' 9" SA Jib35 sq. ft.
Draft up/dn6' 4' 2" Weight198 lbs. (min)

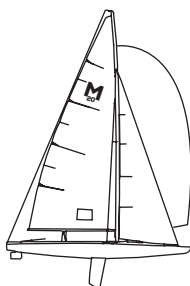


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LOA20' 0" SA (main & jib) ..175 sq. ft.
Beam5' 8" Spinnaker250 sq. ft.
Weight595 lb.



505 ▼

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

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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.

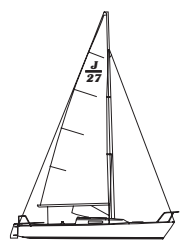
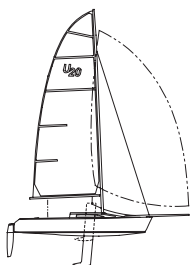


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LOA20' 11" Disp. (sailing)1350 lb.
LWL18' 0" Ballast450 lb.
Beam8' 4" SA (main & jib)305 sq. ft.
Draft up/dn8' 5' 0" Asym. Spinnaker452 sq. ft.



J/27 ▼

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

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

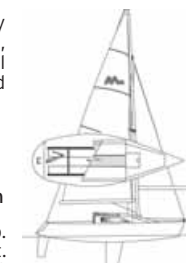


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The M242 is a 24-foot, high performance, day sailor/racer. 250 were built between 1981 and 1993, and they are now in production once again. Total sail inventory consists of a main, roller furling jib and spinnaker. Designer: Don Martin

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



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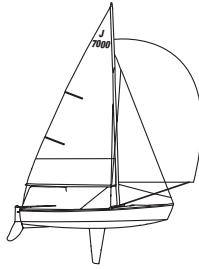
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LOA13' 6" Draft up/dn.....5"/3' 9"
LWL10' 7" Weight275 lb.
Beam5' 2" SA (main & jib)..... 90 sq. ft.

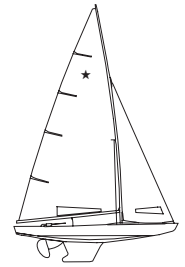


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LOA22.7' Weight1479 lbs.
Beam5.7' Sail Area.....285 sq. ft.
Draft3.3'

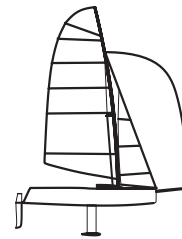
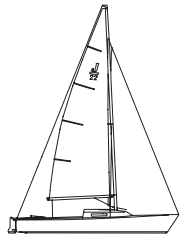


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LOA22' 6" Draft4' 0"
LWL19' 0" Disp.1,850 lb.
Beam8' 0" SA (main & jib).... 242 sq. ft.



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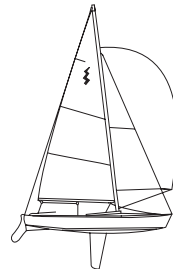
LOA15' 2" Weight415 lb.
Beam6' 6" SA (main & jib) ..131 sq. ft.
Draft (lifting keel)3' 11" SA (spin.)147 sq. ft.

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

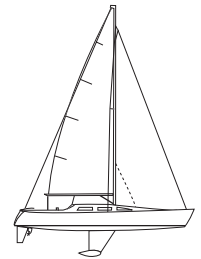


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LOA33' 0" Draft5' 7"
LWL30' 6" Disp.4,000 lb.
Beam8' 0" SA429 sq. ft.



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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.
Beam6' 9" SA (main & jib)....191 sq. ft.
Draft up/dn8" 4" 0" SA (spin.)..... 200 sq. ft.

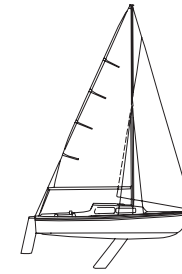


CATALINA 22 ▼

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"



J/80 ▼

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

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

LOA26' 3" Draft4' 11"
LWL22' 0" Disp.3,304 lb.
Beam8' 3" SA (main & jib) . 338 sq. ft.



FLYING DUTCHMAN ▼

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

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

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



TILITE BLOCKS
AS LIGHT AS IT GETS

HARKEN.COM

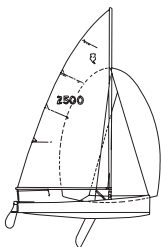
THISTLE ▼

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

THISTLE CLASS ASSOCIATION

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

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) 967-7636
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.

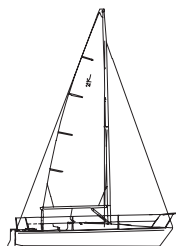
INTERNATIONAL J/24 ▼

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 Soverel 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.

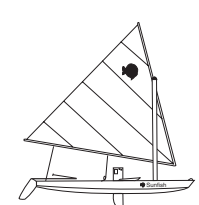
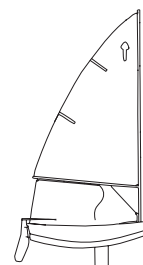
EL TORO ▼

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: sunfishhoff@aol.com
www.sunfishclass.org

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

REBEL ▼

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

REBEL CLASS ASSOCIATION

Leon Nowak, 2470 Glengarry 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"



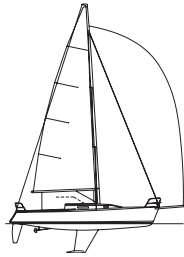
J/105 ▼

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

J/105 CLASS ASSOCIATION

Nelson Weiderman, Class Secretary,
127 Schooner Dr. Wakefield, RI 02879
(401) 595-4071
Email: nelson@j105.org • www.j105.org

LOA34' 6" Draft.....6' 6"
LWL29' 6" Disp7,750 lb.
Beam11' 0" SA577 sq. ft.



NORLIN MARK III 2.4mR ▼

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

U.S. 2.4mR CLASS ASSOCIATION

John W. Kruger, 596 Glenbrook Road # 21,
Stamford CT 06906 • (203) 327-7414
Email:gaviayachts@aol.com • www.gaviayachts.com

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



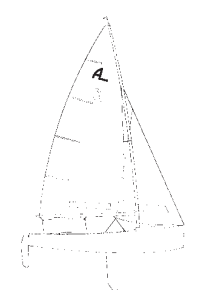
MELGES 24 ▼

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

MELGES 24 CLASS ASSOCIATION

Andy Burdick, Class Coordinator
P.O. Box 1, Zenda, WI 53195
(262) 275-1110 • Fax (262) 275-8012
www.melges.com • www.usmelges24.com

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



ALBACORE ▼

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

U.S. & CANADA ALBACORE ASSOCIATION

U.S.: Joanna Beaver • us8026@yahoo.com
Canada: Barrie Farrell, info@albacore.ca
www.albacore.org/usa • www.albacore.ca

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

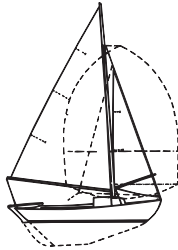
BULLSEYE ▼

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

BULLSEYE ASSOCIATION

44 River Street
Rehoboth, MA 02769
(508) 252-3442 • www.bullseyeclass.org

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



THUNDERBIRD ▼

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

INT'L THUNDERBIRD CLASS ASSOCIATION

P.O. Box 1033
Mercer Island, WA 98040 USA
www.Thunderbirdsailing.org

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



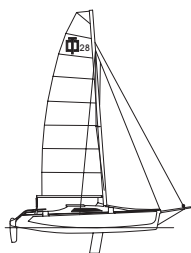
CORSAIR 28 ▼

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

NORTH AMERICAN CORSAIR 28 CLASS ASSN.

Michael Zotzky, 13802 Tamerisk Centre Ct.
Houston, TX 77069 • (281) 587-8913
www.corsairmarine.com/5ClassAssns.htm

LOA28' 5" Draft up/dn1' 2"/4' 11"
Beam (overall)19' 9" Disp.....2,690 lb.
Beam (folded)8' 2.5" SA (main & jib)...496 sq. ft.



CORSAIR 24 ▼

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

NORTH AMERICAN CORSAIR 24/F-24 CLASS ASSN.

Bert Rice, 1635 Scott Ct.
Gulf Breeze, FL 32563 • (850) 932-2093
Email: nacrajib1@aol.com

LOA24' 2" Draft (up/down)1' /4' 8"
Beam (overall)17' 11" Disp.....1,690 lb.
Beam (folded)8' 2" SA (main & jib) ...365 sq. ft.

CLUB 420 ▼

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

THE CLUB 420 ASSOCIATION

Wes Durant, Secretary, 247 Highland St., Berlin,
MA 01503 (978) 562-7620 • Fax (978) 562-7988
www.club420.org

LOA13' 9" Draft up/dn.....6' /3' 2"
LWL13' 2" SA main & jib.....110 sq. ft.
Beam5' 5"



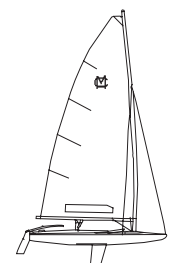
MC SAILING ASSOCIATION ▼

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

MC SAILING ASSOCIATION

Herman van Beek
2816 Biscayne Dr., Plano, TX 75075
(972) 596-9524 • Fax (509) 692-3503
Email: secretary@mcscow.org • www.mcscow.org

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



COLGATE 26 ▼

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

COLGATE 26 CLASS ASSOCIATION

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

Email: info@Colgate26.com • 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"



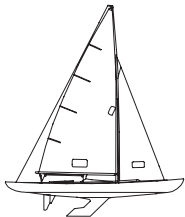
210 ▼

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

LOA29' 10" Disp.2,300 lb.
Beam.....5' 10" SA (main & jib)...305 sq. ft.
Draft3' 10" SA (spin.).....400 sq. ft.



ETCHELLS ▼

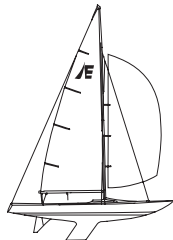
High-performance, elegant lines, and simple setup make the Etchells the premier one-design racer. This three- or four-person keelboat with 55 fleets in eleven countries offers exciting sailing and quality competition at both the club and international levels. Come join us!

INT'L ETCHELLS CLASS ASSOCIATION

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

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

LOA.....30' 6" Draft4' 6"
LWL.....22' 0" Disp.3,325 lb.
Beam.....6' 11.5" SA (main & jib)..291 sq. ft.



YNGLING ▼

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

UNITED STATES YNGLING ASSOCIATION

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

LOA20' 10" Draft.....3' 5"
LWL.....15' 5" Disp.1,422 lb.
Beam.....5' 8" SA (main & jib) ..150 sq. ft.



JY 15 ▼

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

JY 15 CLASS ASSOCIATION

jyrez@jyca.org • secretary@jyca.org
www.jyca.org

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



FIREBALL ▼

Remarkable performance, moderate cost – the Fireball appeals to sailors of all ages and size. Speed unequalled by boats of similar waterline length. Active racing circuit in the U.S. and Canada. Easily lifted, trailered and launched by two people. Building plans available. Visit www.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.
Beam.....4' 8" SA263 sq. ft.



J/30 ▼

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

J/30 CLASS ASSOCIATION

Carl Sherter, 170 Grandview Ave,
Waterbury, Ct 06708 • Ph (203) 759-3666
www.j30.org

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



FURLING
FURL AND SET JIB FROM THE COCKPIT

HARKEN.COM

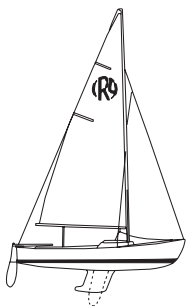
RHODES 19 ▼

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.



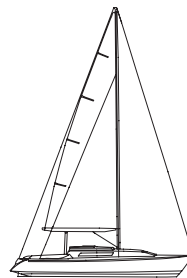
FRERS 33 ▼

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
kurtudson@lc-anderson.com • www.frers33.com

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



S2 7.9 ▼

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

S2 7.9 CLASS ASSOCIATION

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

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



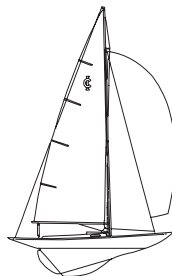
INT'L ONE-DESIGN ▼

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

INT'L ONE-DESIGN WORLD CLASS ASSN.

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

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



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.

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Beam.....6' 0"	SA (spin).....166 sq. ft.



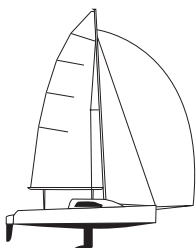
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Draft up/dn.....1' 7"/5' 8"	



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CONTRIBUTORS

TOM BURNHAM

Burnham, 37, who writes about running the pit (p. 66), is a pitman for Italy's Luna Rossa America's Cup Challenge. This is Burnham's third Cup campaign, but only his first as a pitman. "I've only been specializing in the pit for the last three years," he says. "It's a good place for someone who knows boathandling and has a grasp of tactics," says Burnham. "It's an organizational job; you're basically running all the boathandling of the boat. It's kind of like being in the afterguard, but different. You're making sure everything gets done on time."



JAY AND PEASE GLASER

"One of our favorite events is the Delta Ditch Run, a 65-mile downwind race from San Francisco to Stockton, Calif.," says Pease Glaser, 44, who, along with husband Jay, runs Glaser Sails, an independent sail loft in Huntington Beach, Calif. This month, the Glasers give us sage advice on how to be better crew (p. 64). "It's a really fun race, but on a Tornado it's a lot more work to be the crew because you jibe about 100 times." Both are skilled drivers and crew, so they "designate one A Cat regatta each year, and whoever wins [between the two of them] gets to drive the Ditch."



ANTHONY KOTOUN

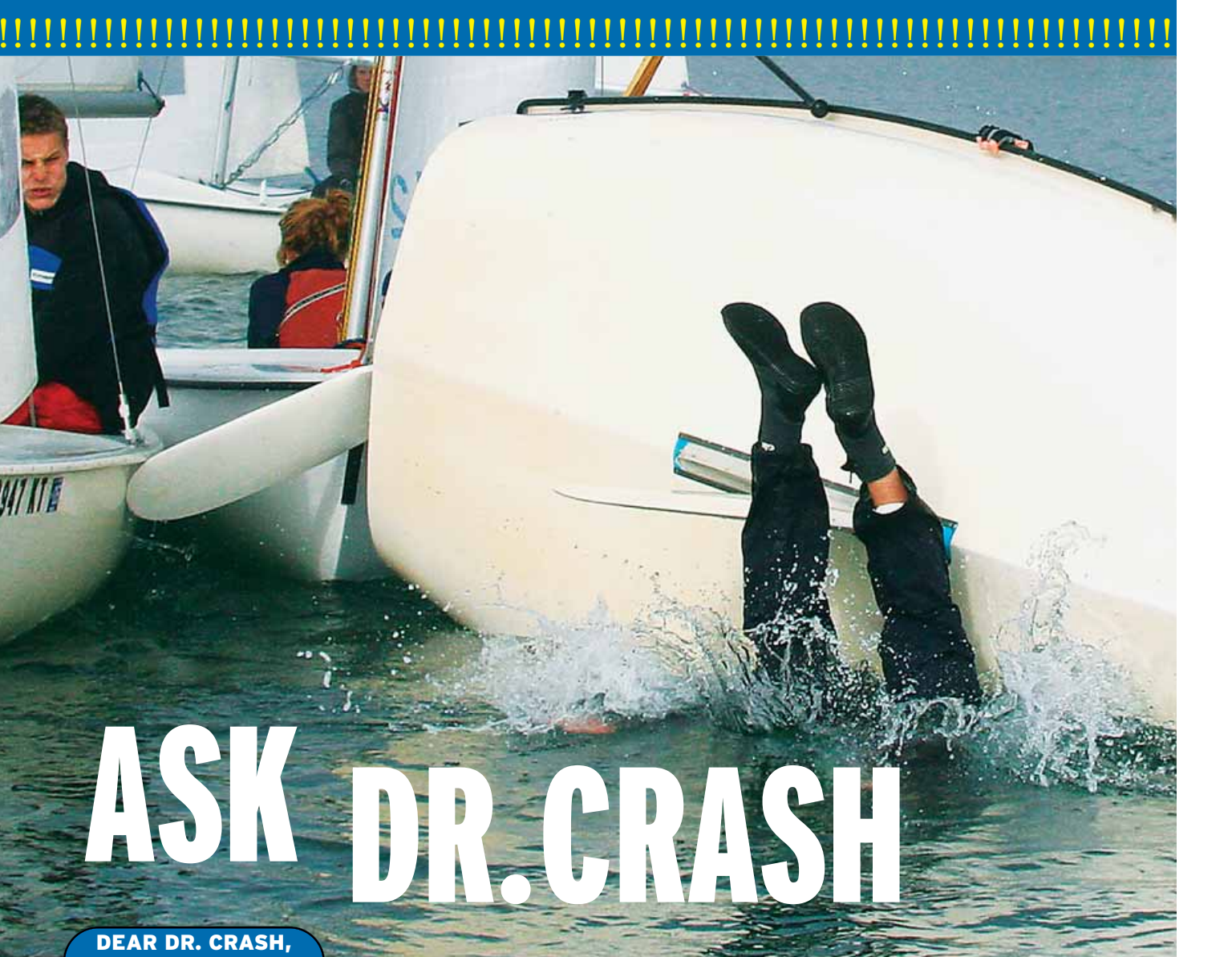
"I'm a huge fan of peace and quiet on the boat," says Kotoun, 30, of Newport, R.I., who reveals the secrets of eavesdropping (p. 58), a practice he and his teammates have refined on their J/24. "It feels good when there's a kind of mental enthusiasm." Whatever it is, it works for Kotoun and his mates. They racked up wins at the J/24 Worlds, North Americans, and Midwinters. Kotoun, a bona-fide pro sailor, is now trying to sell the 24 to buy a 49er and start an Olympic campaign with youth sailing star Cy Tompson, of the Virgin Islands.



DIETER LOIBNER

"It's hard to believe, but after nearly four decades of sailing I finally got a shot at a J Boat," says Dieter Loibner, who reviews the new J/65 (p. 48). He spent his formative sailing years in Europe before the Age of J in the '70s and early '80s, on dinghies, catamarans and small keelboats, so a yacht's handling and performance command his special attention during a review. About the largest J Boat Loibner says, "It's light years different from a J/24, but still a J." His most recent book, "The Folkboat Story" was published by Sheridan House in 2002.





ASK DR. CRASH

DEAR DR. CRASH,

I've been following the International Sailing Federation's recent efforts to enhance sailing's television appeal, and I think they have it all wrong. Simply multiplying the importance of a final race doesn't really change anything—sailing is still boring to watch. But if we took some cues from other successful sports, such as ice dancing and synchronized swimming, we could add some spice by awarding points during the race for various “moves” performed by the crews. I've been perfecting one such move myself, and, and while I have to work on getting my toes pointed properly and minimizing my entry splash, I know the judges would like it.

—PLUNGING IN PLYMOUTH

DEAR PLUNGING,

I've been helping patients for more than 10 years now, and rarely have I come across someone as deluded as you. In fact, it wouldn't be too much of a stretch to say that you're in the same league as the demented officials trying to fix the unbroken Olympic formula. If style points are what you desire in your Olympic endeavors, I strongly urge you to hang up your sailing boots and don your Speedo.

—DR. CRASH



Photo: Per Heegaard

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