



# R h o d e s 1 9

## Fleet 5 Newsletter

www.r19fleet5.org / www.rhodes19.org

April 2010

### Greetings From the Prez

It's time to get something off my chest. We sail each year in hopes of winning something called the Nick Nichols trophy – let's call it 'The Cup.' 'The Cup' represents our season championship, and is awarded each year to the boat with the lowest aggregate score across all of our racing, which includes Spring Series, MRA, Race Week, Twilights and Fall Series. Is this news to you? Does it ring a bell? Does anyone even know what 'The Cup' looks like? Well if you don't, I'm not surprised. The last time someone other than my wife had the opportunity to polish the thing was before **Bill Clinton** didn't have sex with that woman. That's ridiculous! How could you guys let us get away with that? It's not as though we aren't a competitive fleet. There are plenty of boats capable of wresting the prize from our greedy fingers. This past season, several had a shot at it, but only one, to my knowledge, was even focused on it. Another could have edged us simply by taking its bye instead of a DNC. What's up with that?

So what does it take to win 'The Cup?' **Charlie Pendleton** was spot-on last month when he talked about goal-setting. One reason **Christina** and I keep winning it is because we set that as a goal. Sure, winning requires competitiveness, but less so than you might think. The key ingredient is participation. As **Woody Allen** said, 80% of success is showing up, and that applies in spades to winning 'The Cup.' Take the Spring Series for example. Last year's turnout wasn't bad, but that's atypical. **Mike Lane** and I have consistently gotten a jump on the fleet because we have most consistently sailed the Spring Series when most did not (one year it was a match race). Why should that be? Spring Series is part of our season. It's on the schedule. It's not like it sneaks up behind us. Hey, Spring Series points count just as much as MRA points. Why give them away? Boats that missed the Spring Series last year started more than 30 points in the hole on overall scoring. That's no way to win 'The Cup.' Same goes for Twilights. For boats that don't typically crack the top five on Saturdays, Twilights can get you back in the game. You get the idea.

The other key ingredient is communication and emphasis. We as a fleet haven't really emphasized 'The Cup' for a while, so it's no surprise folks aren't focused on it. And unless you track the scoring on your own, how would you know what the season rankings looks like? Well we're going to fix that. Once the season starts, we're going to post the season scores on the back of this newsletter under the heading 'Road to the Cup.' We might even do weekly email blasts (but don't hold me to that as I haven't checked with my bosses). We also plan to go five deep in the season championship trophies. So who is going to do it? Which of you will win 'The Cup' in 2010? Who will end the madness?

A few other quick notes - Fleet 5 has put together a fantastic spring clinic, featuring **Jud Smith, Jack Slattery** and **Bill Lynn**. That's a lot of sailing talent on one stage. They plan to walk us through a race, and share their priorities at each phase. What a great way to kick off a Nationals season. We're opening the event to the broader racing community, so try to get there early to get a good seat. Also, **Jerry Blouin's** dance card for spring measurement is filling up fast. If you plan to sail Nationals, you should give him a call. Finally, the registration meeting is just around the corner. It will be held on April 15<sup>th</sup> at the **Shoreman** residence. In addition to registration, we have a few bits of fleet business to take care of, so please show up. I look forward to seeing everyone there.

### Upcoming Events

#### Registration Meeting – April 15<sup>th</sup>

The spring registration meeting will be Thursday April 15<sup>th</sup> at 7PM at the home of **Lynn Mangiaracina** and **Jeff Shoreman**, located at 34 Ticehurst Lane in Marblehead. The fleet will provide the bar. Don't forget your checkbook. The agenda is on the next page.

#### MRA Sea-Safe Seminar – April 29<sup>th</sup>

MRA is sponsoring this safety seminar, which will be in the Main Lounge at the Boston Yacht Club. The event begins at 6:30PM and admission is free.

#### Spring Clinic – May 6<sup>th</sup>

Fleet 5 will host a strategy and tactics clinic on Thursday, May 6<sup>th</sup> at 7PM at the Gerry 5. The clinic will feature a panel that includes **Jud Smith, Jack Slattery** and **Billy Lynn**, all extraordinarily successful sailors who will share their thoughts, priorities and approach at each stage of the race. Get there early to get a good seat.

#### Spring Series – May 30<sup>th</sup>-31<sup>st</sup>

The Spring series not only kicks off a Nationals season, but is also the first of the season's regattas included in our season championship scoring.

#### Kickoff Cocktail Party – Saturday June 12<sup>th</sup> at 6PM

Restoring an old tradition, the fleet will host an early summer post-race cocktail party on Saturday June 12<sup>th</sup> at the home of **Lydia** and **Rick Smyers**, who live at 94 Jersey Street in Marblehead. The event will commence after racing and feature the fleet bar.

#### East Coast Championships – June 25<sup>th</sup>-27<sup>th</sup>

The East Coast Championships will be sailed in Buzzards Bay on Friday through Sunday, June 25-27. Thanks to **Geoff Marshall** and the good folks of the New Bedford Yacht

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**SHORT TACKS**

*Got News? Let's here from you. Send your gossip, rumors and embarrassing tidbits to [kpandapas@comcast.net](mailto:kpandapas@comcast.net). We'll get the word out.*

**Game On** Rumor has it that the line of boats at **Chris Small's** shop is so long, it looks like a bakery on Sunday morning. I guess holding Nationals in Marblehead has gotten folk's attention. I won't mention any names, but I hear one of the boats is owned by an airline pilot, another is red, another is from Rockport and owned by a relative of one of the regatta co- chairs, and yet another is owned by a foreign national whose homeland is best known for dikes and tulips.

**Doug Trees** was spotted recently not faring the bottom of his boat.

**Measurement Certificates** The class has proposed amendments to the bylaws that, for the first time, would introduce measurement certificates to our class. You can review the proposal at the class website [www.rhodes19.org/pdf/bylawchgs2010.pdf](http://www.rhodes19.org/pdf/bylawchgs2010.pdf) and comment at [www.rhodes19.org/blog](http://www.rhodes19.org/blog).

**NATIONALS UPDATE** by *Steve Uhl & Mike Lane*

Planning for Nationals has geared up. The sponsorship team has arranged for Doyle Sails to be a title sponsor. *Thank you Doyle!* They will be contributing cash, a main and a **Jud Smith** seminar. In addition, Eastern Bank has made a significant cash contribution. These and other sponsors will be instrumental in making the regatta top notch. Thanks to **Charlie Pendleton, Maura Power, Pete Kaznoski** and the rest of the sponsorships team.

Planning for the social events proceeds as well. The most likely lineup includes a dinner at **Jim & Vonda Raisides** home on Wednesday night (thanks Jim & Vonda!), and a Clam Bake at CYC on Thursday evening. Additional events on Monday, Tuesday, and Friday (along with the awards presentation) are being arranged.

Those who have been to Nationals before know that boat and sail measurement is a large task. A key to success is pre-measuring local boats. **Jerry Blouin** and team have already made arrangements to pre-measure Hingham, Rockport and Winthrop boats - but really key is to pre-measure Fleet 5. The best time to do this is before you launch, so if you are racing Nationals, please let Jerry know ([jerrblouin@yahoo.com](mailto:jerrblouin@yahoo.com), 781-990-3548).

We are expecting numerous out of town guests and **Nancy Blouin** is coordinating our housing effort. It's fun hosting folks from out of town, so if you are interested in helping out, just let Nancy know. ([f31355@aol.com](mailto:f31355@aol.com)).

So save the dates Aug 17-20, talk up the event with your friends, and if you want to crew, need a crew, need a skipper, need a boat, want a boat, etc., just let us know so we can help make it happen!

**FLEET 5 TRIVIA**

*(Answers on Page 3)*

1. In what year was the original Rhodes 19 sold?
2. How many husband-wife teams raced in Fleet 5 in 2009?
3. What are the numbers of the six oldest boats in Fleet 5, what are their names and who owns them?

**THE MEASURER'S SPOT – FROM THE MAIL BAG** by *Jerry Blouin*

I've been bombarded with questions asking more or less, "So Jerry, what's up with certificates?"

Well, the intention is to measure boats for certificates before the mast goes in this spring. There are a few loose ends at the Technical Committee that need to get tied up. If they don't, then the focus will switch to measuring just those who plan on sailing in Nationals, but well before the event. For those whose masts have not been measured at a recent Nationals (i.e. Padanaram or Rockport), measurement requires the mast to be down, and I'll emphasize measuring these boats before the season begins. For now, stay tuned, remain flexible, and send me an e-mail if you are planning to sail in Nationals.

And now, more of the Chief Measurer's shorts:

- Any positive flotation in the tanks is fine. This includes foam blocks, empty liter soda bottles with caps, air bags, etc. Check your foam for water. Old foam blocks can pick up over 100 pounds of water!
- Check the location of your stays at the deck. You may be able to move them forward a bit so that you can let your boom out further downwind.
- Consider moving your mast step up and forward for better upwind performance. The rules give you the numbers.
- Mast partners have to be 'as built.' If one is damaged or altered, the height of the built up partner, the length and the fore/aft position must duplicate the original.

**REGISTRATION MEETING AGENDA**

1. Season Schedule
2. Scoring
  - a. MRA scoring Saturday June 26<sup>th</sup> – during East Coasts (series 1, day 4) – Score, no score or bye?
  - b. MRA scoring Saturday August 21<sup>st</sup> – day after Nationals (series 3, day 3) – Score, no score or bye?
  - c. Twilight series split – proposal is for two 6-day series 5/27-7/1 and 7/8-8/26, with no scoring on 8/19 (during nationals).
  - d. Race week scoring of out-of-town boats
3. MRA Update
4. 3 races / day vs. 2 races / day
5. Measurement certificates
6. Nationals update

**RACER’S RESOURCE BOARD**

**Dave Whittier** of **Stuart Marine** in Rockland Maine is the exclusive builder of Rhodes 19s. Call Dave at 207-594-5515 for pricing on new boats, used boats, repairs and replacement parts.

**Cape Cod Shipbuilding**, makers of the Zepher extrusions most of us use, provides a full range of mast and boom hardware and fittings. Call **Dick Landis** at 508-295-2240.

"**Phil's Foils**" We've built a couple of dozen Rhodes 19 rudders over the past few years under our "Phil's Foils" brand name and feel we build a very high quality product. **Phil Locker** [www.fastcomposites.ca](http://www.fastcomposites.ca) (613) 599-6951

**Kenny Harvey** – Rigging [kenny@harveyrigging.com](mailto:kenny@harveyrigging.com), (781) 883-4496

**Chris Small** – Fiber Glass - [csmall9021@yahoo.com](mailto:csmall9021@yahoo.com), 978.500.9021

**Neal Lewanda** – repairs, fiberglass/gel coat, rudders, keel work, etc. - [neallewanda@msn.com](mailto:neallewanda@msn.com), (508) 264-7973

**Waterline Systems, Inc** provides a complete range of services. Call at 401-254-0690

Etchells sailor **Pat Stadel** operates **Marblehead Rigging** in San Diego 619-224-0323.

**Doyle Sails** at 978-740-5950 for fast Rhodes 19 sails [www.sailortailors.com](http://www.sailortailors.com) for boat covers, rudder bags and any other marine stitching need.

**Butch Roth** in Gloucester providing boat repairs and tuning. Also trailers. Contact Butch at 978-283-4451 [applewood@gis.net](mailto:applewood@gis.net)

**NOTICE BOARD**

Please mail postings to [kpandapas@comcast.net](mailto:kpandapas@comcast.net).

Lemon Zinger is for sale. This 1960s vintage O'Day (don't know the number) used to be campaigned by former class president **Mike Hebert** of the Hingham fleet, who subsequently donated it to Courageous when he bought a new Stuart. The boat is in racing condition, but could use a little TLC to bring it back. Package includes tapered mast, sails, mooring cleat, tiller extension, tiller tamer, outboard bracket, bilge pump, drain plug, boom vang, mid-ship traveler and mainsail cover. Asking \$4,500. Call **Miguel Corti** at [miguel@courageoussailing.org](mailto:miguel@courageoussailing.org), or call 617- COURAGE .

1960s vintage O'Day for sale. The boat is ready to sail. The package includes non- tapered mast, Doyle sails, mooring cleat, tiller extension, tiller tamer, outboard bracket, bilge pump, drain plug, boom vang, mid-ship traveler, spinnaker gear and pole mainsail cover. Asking \$4,000. Call **Miguel Corti** at [miguel@courageoussailing.org](mailto:miguel@courageoussailing.org), or call 617- COURAGE .

*Editor's note – Just a reminder - old O'Days are like a blank canvas, and both of these boats are ideal platforms to build competitive race boats (helloooooo **Chris Small**....). Frankly, if someone doesn't buy these soon, I just might grab them myself. Heck, Chris could scoop them just for the keels! So don't dawdle.*

Boat Wanted Fleet 46 member (Hull Yacht Club) looking for boat in race-ready condition (ribs, sails, setup). Please call **Chuck O'Connor** at 617-448-2128.

Donate Your Used Sails. Courageous Sailing Center is always looking for used sails for its fleet of Rhodes 19s. If you'd like to donate your old sails and get a tax break for it, contact **Miguel Corti** at [miguel@courageoussailing.org](mailto:miguel@courageoussailing.org) (www.courageoussailing.org).

**TRIVIA ANSWERS**

- In 1959, O'Day named the boat they had just begun manufacturing after its original designer, and sold the first 50 in the same year.
- Seven that we can remember. With apologies to any we've left out, they are 1) **Jess & Rick Berliner** 2) **Heather & Pete Kaznoski**, 3) **Renee Scudder & Nick Cann**, 4) **Lisa & Dave Reynolds**, 5) **Barbara & Kent Hallowell**, 6) **Christina & Kim Pandapas** and 7) **Charlie Pendleton & Jim Raisides** (just kidding!!!).
- Starting with the oldest, 892 "Jumbly" – **Andrew Savage & Paul Zymba**, 982 "Mo Hotta Mo Betta" - **Kim & Christina Pandapas**, 1123 "Spot" – **Jerry Blouin**, 1137 "Adam's Rib" - The **Adam Family**, 1210 - **John & Sarah Thompson** and 1217 "Bight Me" – **Charlie Pendleton & Jim Raisides**. Note that Jerry sails under the last three digits of his number – 123 instead of 1123.

**2010 SCHEDULE OF SOCIAL EVENTS**

<b>Event</b>	<b>Date</b>	<b>Location</b>
Registration Meeting	Thursday April 15 <sup>th</sup> at 7PM	Home of Lynn Mangiarcina & Jeff Shoreman
Spring Clinic	Thursday May 6 <sup>th</sup> at 7PM	Gerry 5
Post-race Cocktails	Saturday June 12 <sup>th</sup> at 6PM	Home of Lydia & Rick Smyers
Independence Day Cookout	Saturday July 3 <sup>rd</sup> at 6PM	Home of John & Jane Casler
Race Week Party	Thursday July 22 <sup>nd</sup> at 6PM	Home of Jenifer & Steve Uhl
Nationals Parties	August 17 <sup>th</sup> -20 <sup>th</sup>	Various Locations
Labor Day Party	Saturday September 4 <sup>th</sup> at 6PM	Home of Sloan & Charlie Pendleton
Awards Party	TBD	TBD

**RULES & TACTICS - WHY WAIT UNTIL RACE DAY TO START RACING?** *By Charlie Pendleton*

Racing starts before you're on the water. And sailing, like most sports, favors repetition. With repetition, things become second nature. You're less prone to make a mistake or forget something critical and you're more likely to make good decisions faster. With that in mind, here are some of the things we do each and every week before we even push off the dock.

For Jim and me, race prep starts around the time the first accurate weather reports begin to materialize for race day. It usually starts with an email from Jim: "Charlie – it looks like it's going to be smoking out this weekend... we better start looking for a third" or, "It's going to be a scorcher and light air – let's pack extra drinks" or "crappy weather's on the way – looks like a wet one." This simple, but very important exchange sets a lot in motion. First, it allows us both to get mentally prepared for race day conditions. Will we have to hike hard? Will it be a light-air chess match? Will we need to face a day of rain? Second, it gets us to think ahead about what special things we might need – foul weather gear, extra drinks, heavier sunscreen, which sails to use, etc. Third, it gives us some lead time to track down and lock in a third person if needed, and nail down logistics before race day arrives.

The email exchange usually ends with an agreement on the time we will meet at the boat and who's turn is it to bring lunch. It's very important to bring the right amount of food and drink to make sure everyone stays hydrated and has the energy needed for the given conditions.

The day of the race, I have a routine of my own. The first thing I do is look out the window so I can start to tune into the weather. Sunny? Cloudy? Wind on the trees? Then I'll flip on the weather radio and bring up a website like sailflow.com. It's so important to understand the tides and know how the wind is forecasted to develop and evolve during the day, in both direction and strength. Why? It ensures that you bring the right equipment and are tactically prepared for tide and wind changes. We'll bring an older set of sails on high wind days so we don't blow out our good sails. We'll bring extra foul weather gear and warm clothes in poor conditions. And we'll minimize gear weight for drifters.

Jim and I meet at the boat with enough time to ensure everything is in working order and the bilge is dry. Take five minutes to check the boat over, including ring-dings, pins, lines, cleats, tiller universal, shock chord, boom gooseneck, etc. I'm always surprised at how often I find something that could have broken during a race.

By the time we push off the dock, we're relaxed because we know we've done the best we can to prepare for the conditions at hand. Our heads are clear, we're focused and we are ready to race!

**FLEET PROFILE – MEET RICK, JESS, AND MARJORIE ANN** *by Christina Pandapas*

Family racing is a hallmark of the Rhodes class, so it is no surprise that **Rick and Jess Berliner** chose the Rhodes several years ago when they were looking for boat that would give them the opportunity to try racing. The Berliners found good company in a fleet with a number of married racing couples, but two things made them a bit of a stand out their first year. The first was that they had the only brown boat on the course. The other was less obvious, and more endearing: Jess's mom was their third. And even more than that, in an over-the-top demonstration of crew appreciation, they named the boat after her.

The Marjorie Ann (#2690) is the first boat Rick has ever owned and the tribute to his mother-in-law has surely secured him a hefty helping of good karma.

"Jess grew up in Marblehead and crewed for her dad, **John Radloff**, on a Corinthian," Rick explained. "Her dad had named the Corinthian 'Jessica Lee,' and when he sold it for a power boat, he carried the name over despite Jess's protests that he should name the new boat after someone else, like, say, his wife. Once we got the Rhodes she did what her dad had not and named it after her mother, Marjorie Ann."

Rick learned to sail in a Sunfish at a Boy Scout camp on Seneca Lake, New York when he was a youth and later worked as a camp counselor teaching basic sailing in Sunfish, Hobies, and what he called "cobbled-together centerboards." He kept sailing in a college club at grad school at the University of Washington, Seattle, and one season at Courageous Sailing Center, but had not raced.

Both he and Jess wanted to try their hands at racing, and during a fortuitous walk through Parkers Landing, met **JP Zonnenberg**, whose enthusiasm convinced them the Rhodes was the way to go.

"That hunch has been borne out well," said Rick. "We've gotten lots of suggestions and help from other fleet members, which was important because our boat was a family cruiser, and we are still slowly working our way through the upgrades to get it more competitive. We didn't actually plan to race it as much as we do."

The racing bug seems to have bitten the Berliners hard. So much so that it has caused an evolution in Marj Radloff's role on the team.

"We used to get Marj the Person to come out for sail regularly on Marj the boat. But since the birth of **Amelia** and **Charlotte** [the Berliner's twins], **Grandma Marj** sticks to land and watches the babies when we race," Rick noted with obvious gratitude.

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*The Fleet 5 Newsletter is published on the 1<sup>st</sup> of every month except February, November and December. All newsletters will be distributed by email only, unless you specifically request a hard copy. To request being added to the hard copy distribution list, please contact Steve Uhl.*