



# R h o d e s 1 9

## Fleet 5 Newsletter

www.r19fleet5.org / www.rhodes19.org

May 2010

### Greetings From the Prez

It's almost time. The curtain is about to rise on yet another season, and in the vernacular of car racing (and with apologies to the ladies), gentleman start your engines. I get so excited this time of year. Eight years ago, I almost missed **Christopher's** birth because I was in the hospital cafeteria ordering parts on my cell phone. (In my defense, the doctor told me to take my time, but don't assume that argument carries any weight whenever the subject happens to come up.) Anyway, I took off the cover last weekend and got the boat ready to go. So far, I've visited the hardware store twice, West Marine three times and I'm currently working on my APS order. I asked **Christina** if she thought it was time to replace the main halyard, and she shot back that if I was asking the question, it probably was. Hey, it's a Nationals year – no breakdowns allowed. But with the exception of a few minor odds and ends, I'm ready for spring series. How about you?

Coming up quickly is our spring clinic on May 6<sup>th</sup>. Fleet 5 has held spring clinics before, and some were very good. But this is a doozy. This will be the clinic of all clinics. Recognizing that you don't get **Jud Smith, Jack Slattery** and **Billy Lynn** on the same stage very often, we decided to open up this event to the broader sailing community. If the volume of unsolicited email inquiries is any indication, the joint will be jumping. So try to get there a little early to assure a good seat.

Also coming up quickly, just two days later on May 8<sup>th</sup> is a spring measuring day brought to you through the generosity of class measurer **Jerry Blouin**. You might be wondering why so much emphasis on measuring lately - this is the fourth straight newsletter to bring it up. Well, let me give it to you straight. First, boats sailing Nationals have to be measured. It takes 1-1½ hours to measure a boat, and we're expecting a turnout of no fewer than 40 boats. If you do the math, you'll see that there simply isn't enough time at the event to measure all those boats, so we're trying to get out in front of that. The second reason is equally important, and in my mind, just as urgent. It's been years since anyone, other than a small group who routinely sail Nationals, has been measured. We're supposed to be one-design boats of equivalent performance. Yet it's been so long since the majority of us have been measured, how do we know we're all still equivalent? You patch your partners here, get some keel work done there, and before you know it, the boat no longer complies. Hey - if someone beats you on the race course, don't you want to know they did it fair and square, and not because they had a weight advantage, too tall a mast or too thin a keel? So we're measuring. For me, it's a point of pride to sail a legal boat, as I know it is for you too.

Many thanks to **Lynn Magiarcina** and husband **Jeff Shoreman** for allowing us to hold our spring meeting in their beautiful home. Thankfully, there were no spills to speak of and everyone behaved themselves, so maybe they'll invite us back sometime. Thanks also to **Doug Trees** and **Steve Uhl** for organizing and running our registration process, as well as to **Jim Raisides** for making sure no one was thirsty. The meeting was productive and resolved several scoring issues, as well as the two races versus three debate (we're sticking with two). The minutes of that meeting are buried elsewhere in this newsletter. See you at the clinic on May 6<sup>th</sup>.

### Upcoming Events

**The 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 **Jud Smith, Jack Slattery** and **Bill 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 Measurement – May 8<sup>th</sup>** Class measurer **Jerry Blouin** will measure boats on Saturday May 8<sup>th</sup> from 10-5 at Parker's Landing on Redstone Lane. If you're planning to race Nationals and haven't been measured in one of the last two Nationals, measurement is mandatory. Spaces are limited. To reserve your spot, call Jerry at (781) 990-3548.

**Spring Series – May 30<sup>th</sup>-31<sup>st</sup>** The Spring Series kicks off the first of the season's regattas that are included in the season championship. This begins the "road to the cup."

**Cocktail Party – Saturday June 5<sup>th</sup> at 6PM** The fleet will hold a cocktail party on Saturday June 5<sup>th</sup>, graciously hosted by **Lydia & Rick Smyers**, who live at 94 Jersey Street in Marblehead. The event will commence after racing and feature the fleet bar. Please note that this is a date change from the original June 12<sup>th</sup> previously reported.

**East Coast Championships – June 25<sup>th</sup>-27<sup>th</sup>** The East Coasts will be sailed in Buzzards Bay on Friday through Sunday, June 25<sup>th</sup>-27<sup>th</sup>. Info and registration form can be found at <http://www.nbyc.com/racing/rhodes-19-ecc/>.

**Independence Day Cookout – Saturday July 3<sup>rd</sup>** Fleet 5's traditional Independence Day cookout will be graciously hosted by **Jane & John Casler** at their home in Washington Square. The event will feature steaks and other barbeque, and begin at 6PM.

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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.*

**Condolences** It is with sadness that we report the passing of **Susan Lakin** in January. Susan was loving wife of **Bob Lakin**, who has co-owned 1392 with **Bruce Bolen** since 1976. Over the years, Bob, Bruce and various others raced Quadree in countless regattas, with several noteworthy successes, including two Race Week wins. Susan was always there with her loving support (and great cookies). According to Sue, the team never had a bad race. We offer our heart-felt sympathy to Bob and his family.

**Trivia Alert** Attentive readers were quick to point out several problems with last month's trivia answers. There were mistakes in our answers to questions 2 and 3, both related to boat 722 - McLovin, which is skillfully campaigned by the Shoreman-Reynolds team. The answer to question 2 about the number of husband-wife teams who raced in 2009 included **Lisa & Dave Reynolds**, but failed to include **Lynn Mangiaracina & Jeff Shoreman** (they are married too) who also raced the boat together. Last year was Lynn's first year sailing, and she is already double handing with Jeff. So apologies to the extended 722 team for that oversight. (Keep an eye out for future trivia questions about the most husband wife teams sailing any one boat.) The other 722 mistake was in our answer to question 3, which asked about the oldest boats in our fleet, and which failed to include 722. How could we have missed that? Apologies again!

But the answer that generated the most email was our regrettable omission of **Rene & Bill Heffernan** in the answer to question 2. What were we thinking? Not only are they one of the longest standing husband-wife teams in our fleet, but they are arguably one of the best. There is no doubt they will exact their pound of flesh on the racecourse from another particular husband-wife team for this unforgivable oversight.

**Red No More!** And while we're on the subject of team Heffernan, we have it on good authority that they repainted Sweep from its distinctive and beautiful red to boring old white. That's the passing of an era as far as we're concerned. It just won't be the same (not) seeing Sweep poking out up at the pin, which was probably the idea. No doubt they're going to be harder to keep track of on the race course, which is bad news for the rest of us. The easiest way to find them will probably be just to look ahead.

**Race Week Information** Just in case **Steve Uhl** didn't have enough to do, serving both as Fleet Secretary and co-regatta chair for Nationals, he also has taken on the role of fleet rep for NOOD. Thanks Steve. So if you have any questions about race week registration or logistics, please direct them to Steve at [steve@macwayuhl.com](mailto:steve@macwayuhl.com).

**FLEET 5 TRIVIA**

*(Answers on Page 3)*

1. Where were the 1996 nationals and how many boats competed?
2. Who organized that event?
3. Who were the top five finishers?

**THE MEASURER'S SPOT – HE WHO HESITATES IS LOST by Jerry Blouin**

Are you an ant or a grasshopper? The ant had his boat measured at Parker's. Oh, there were problems, but they were fixed in plenty of time for Nationals. His friend the grasshopper, on the other hand, frittered his time away until August was fast upon him. On the night before Nationals, while the ant and his friends drank beer, swapped sailing stories and caroused, the grasshopper worked into the wee hours, covered in dust, sanding away on his keel and muttering obscenities.

Screwing in a light bulb Doug and Chris, Mike L., Steve U., Kim and Christina, Charley and Jim, maybe Dave and Jeff, the Pres., and I (me, that is) have a measured mast. Everybody else has to have his or her mast measured. There are two ways to do this. One is to put your mast up, take your mast down, get measured and then put your mast back up again. The other is to get your mast measured before stepping it for the season.

Rockport no safe harbor If you're relying on having been measured at Rockport, fudgetaboutit. The record keeping was indecipherable to nonexistent. A list of people with major gaps in measurement because of this is on file with the fleet.

Word from the Governor The death sentence for the Tack Tick compass has been commuted, at least for now. All you have to do is, 1) epoxy the mode button so it can never be used, 2) show me you did that, and 3) use it. These three things need to be done in the exact order listed.

The last day for early measurement is May 8<sup>th</sup>. Sign up today!

**NOTICE BOARD**

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

**Register Now!** If you haven't registered yet, better get cracking. MRA imposes a late fee after May 5<sup>th</sup>.

**Experienced Crew Looking for Boat** **Donald Gilligan** is moving to Salem in mid-June and wants to crew. His background is fifty + years of sailing, including National One Designs, Lightnings and Lasers. He is 5'10" and 180 pounds. Call 781-793-0250 or [dgilligan@naesco.org](mailto:dgilligan@naesco.org).

**Two O'Days for Sale** Courageous Sailing is still selling the two O'Days advertised in the April newsletter. Call **Miguel Corti** at [miguel@courageoussailing.org](mailto:miguel@courageoussailing.org), or call 617- COURAGE.

**Donate Your Used Sails** Courageous Sailing is always looking for used Rhodes sails. 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).

### 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)

### TRIVIA ANSWERS

1. The 1996 Nationals were held in Marblehead August 1996, and 39 boats competed.
2. Old friends **Mike Carpenter** & **BJ Mansfield** organized what many regard as the best National regatta ever.
3. **Tom Dimond**, sailing with **Seamus Hourihan** and **Mark Crawford**, won convincingly, scoring three bullets in six races. Second was **Justin Scott**, sailing with **Jackie Phypers** and **Chuck Twombly**. Third was **Bill Heffernan**, sailing with wife **Renee** and **Lew Livermore**. Fourth was **Norm Cressy** sailing with **Doug Buell** and daughter **Heather**. And Fifth was **Bob Jensen**, sailing with **Paul Zelewsky** and **Debbie Hale**.

### MINUTES OF REGISTRATION MEETING

The fleet held its spring meeting on Thursday April 15<sup>th</sup> at the home of **Jeff Shoreman** & **Lynn Mangiarcina**. **Kim Pandapas** called the meeting to order at 7:45PM, acknowledged the generosity of the hosts, and expressed appreciation to the many members who keep our fleet running.

The first order of business was the 2010 sailing calendar. Kim highlighted the spring series, and encouraged sailing that regatta. Other points of emphasis included east coasts on June 25<sup>th</sup>, the junior keelboat on August 15<sup>th</sup>, and Nationals on August 18<sup>th</sup>. Junior keelboat organizer **Maura Power** provided specifics and encouraged members to contact her with questions.

The fleet held votes on four scoring issues.

1. On how to score MRA series 1, day 4 on Saturday June 26<sup>th</sup> (during East Coasts), members voted to award byes (average points) to boats who go to East Coasts. This bye would be in addition to the optional MRA bye discussed in the MRA NRSI 18.7, but boats cannot use two byes in one series. [*Editor's note – to be awarded this bye, you must notify MRA scorer **Jim Whipple** ([jimwhipple@aol.com](mailto:jimwhipple@aol.com).) of your intent to sail east coasts by no later than noon Friday June 25<sup>th</sup>.*]
2. On how to score MRA series 3, day 3 on Saturday August 21<sup>st</sup> (day after Nationals), members voted to score that day as usual.
3. On how to split the Twilight Series, members voted for two 6-day series 5/27-7/1 and 7/8-8/26, with no scoring on 8/19 (during Nationals).
4. On whether to adjust a boat's race week finishes for season scoring (i.e. eliminate out-of-town boats), members voted not to adjust those scores.

Next, Kim provided an MRA update, noting that fees were held flat for the second straight year. **Charlie Pendleton** discussed MRA's new web site and online registration process, an initiative he led with **Mike Lane**. Charlie also discussed how close MRA came to enforcing USSA's life jacket rule (on at the start and finish), which they ultimately did not. He cautioned members to be alert to the RC's more frequent use of the Y flag.

Next, Kim reviewed the social event schedule, highlighting the upcoming clinic and the post-race cocktail party at **Lydia and Rick Smyers**, which had been moved up a week from June 12<sup>th</sup> to June 5<sup>th</sup>.

Next the fleet discussed whether to expand our race days from two races per day to three. A motion was made to leave our number of races at two for the long MRA series, but to allow the RC the flexibility to run a third race for everything else. Points made against the motion (i.e. in favor three races) included the shortness of the season. Points made in favor of the motion (i.e. against three races) included the length of the sailing day, the added congestion at cranes and the distance Parker's users must sail. Members voted to approve the motion.

Class measurer **Jerry Blouin** discussed measurement, and emphasized that sailing a compliant boat is required for all racing, and not just Nationals. He set up two spring measuring days, the first on Saturday April 24<sup>th</sup> and the second on Saturday May 8<sup>th</sup>, both to be held at Parker's Landing.

Finally, **Mike Lane** provided an update on Nationals, the organizing process and the need for additional volunteers. He asked that anyone interested in helping out contact him, Steve or anyone the committee.

There being no further business, the meeting adjourned at about 9PM.

## RULES & TACTICS – BEFORE THE START, PUTTING THE PIECES TOGETHER *By Charlie Pendleton*

Getting out to the racecourse and prepared for the start gun is a lot like building a puzzle. In order to see the big picture, you have to put the pieces together. Instead of sailing out to the starting line and drifting around waiting for the race to start, use that time to develop a picture of what your start and race tactics are going to look like. Get your boat setup, monitor the breeze, understand the current, practice and orient to the racecourse.

Setup your rig and sails for the conditions Once you get to the vicinity of racecourse and can start sailing close-hauled, adjust your lowers and make sure the mast is set-up with the right amount of mast sag or stiffness (more on this in a future article). Look critically at the sails. Is the jib halyard too loose or too tight for the conditions? Are the jib cars in the right place? Outhaul? Cunningham? Is the mainsail up all the way?

Tune into the breeze As soon as you can, shoot head-to-wind and take a compass bearing. Write it down. Next write down your port and starboard tack numbers. Continue to monitor and write down these numbers right up to the start. Develop an understanding of what the wind is doing. Oscillating back and forth? Clocking to the right? Puffs every 15 minutes?

Check the current Find some lobster pots or course marks. Sail by them and see how the water is flowing past them. Get an understanding for the current's strength and direction. Check both sides of the racecourse.

Warm up/Practice Pick someone that is already sailing up wind or ask someone to match race for a few minutes. Watch Compare your point and speed to the other boat and make adjustments if you feel off the pace. Throw in 10-15 tacks to get a feel for weight placement and then turn back to the starting area and fly the spinnaker. DO THIS! It's amazing how often we go to practice a set and find the spinnaker is not setup properly. Write down your giboing angles so you have a point of comparison on the first downwind leg.

Orient to the racecourse Once the race committee has setup the start and windward marks, get on the starting line and get oriented. What is the favored end of the line? How will current effect your start? What is the compass bearing to the windward mark? How long does it take to get the boat up to full speed? Time it. Stand up on the deck and look upwind – what does the wind pressure look across the racecourse?

Last, but certainly not least, talk to each other and build a game plan. While we check these items off, Jim and I talk to each other constantly, building a total picture of what's going on and agreeing where we want to be at the start and where we want to go on the first leg. When you have all the pieces in place, by the time the warning gun goes off it's all about executing.

## FLEET PROFILE – JENNIE ASPINALL *by Christina Pandapas*

When **Jennie Aspinall** decided not to buy a Rhodes 19, the fates stepped in, or perhaps it was the Sirens. Jennie had been racing her Sonar for several years, but was interested in the Rhodes, so much so, that she crewed for **Bob Meyer** in 1228 one very stormy day and then took the boat out herself for another Saturday race. Bob had offered to sell her the boat and that Saturday was her test drive. Sailing with two or three, low entry price and friendly fleet members all appealed to Jennie, but in the end she thought she'd stick with the Sonar.

Bob didn't give up and just after he approached her again, Jennie's Sonar hit the rocks during a tow after Wednesday night racing and the deal was done. She has owned the light blue 1228 for two years now and named it appropriately, "Siren's Call."

"I guess it was fate," laughs Jennie. "And it has worked out well. It is a very friendly fleet with lots of get-togethers – a real collegiate feel. I'm enjoying it."

Jennie has thrown herself into the local racing scene despite being a relative newcomer to the sport. She and her ex-husband took some courses on Boston Harbor when they moved here in the '70s, but Jennie didn't start racing until ten years ago.

"I grew up in the very middle of the U.K. about as far away from the ocean as you can get there," she said. "But, I've always loved the water and when we came to the States, we took some courses on the harbor. I decided to take a racing course to get back into sailing after having my daughter, and I was hooked after that."

Sailing provides a release from her job as a tax planner at Boston Consulting Group, and when not on the water, you may find her in the water pursuing her scuba diving passion, or on the badminton court.

For now, she's concentrating on the 2010 sailing season. "I want to get good at sailing with two instead of three," she says. "What I love about the Rhodes is that it is really sailing because you aren't just focused on one little job. You can't be lazy. It's challenging."

## 2010 SCHEDULE OF SOCIAL EVENTS

<u>Event</u>	<u>Date</u>	<u>Location</u>
Spring Clinic	Thursday May 6 <sup>th</sup> at 7PM	Gerry 5
Post-race Cocktails	Saturday June 5 <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

*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.*