



R h o d e s 1 9

Fleet 5 Newsletter

www.r19fleet5.org / www.rhodes19.org

April 2011

GREETINGS FROM THE PREZ

I'm writing from the nav station of my Sunsail charter, hanging lazily off the mooring in Anegada Harbour on a sunny afternoon in the BVI. Not only is this one of the most spectacular places on Earth, but the sailing here has really gotten my juices flowing for the coming season, which by the way, is bearing down on us like a freight train. We have just eight short weeks before the first gun of the Spring Series. I'll be ready, how about you?

I like the Spring Series for a lot of reasons. First is that it's a two-day regatta – one of only two all season. Second is that it typically blows a harder than later in the summer, which gives you the opportunity to get after it right out of the gate. I've found that it takes me two to three days to shake off the rust, get the bonehead mistakes out of my system and get my 'seat-of-the-pants' feel back. And third is that it's a great opportunity to get a scoring jump on those without the good sense to show up. Think about it. Two days times three races per day can add up to a pretty big points hole to dig out of for those who don't show up (we currently sail three races for Spring and Fall Series and two for MRA). That's like getting a 3rd row start on the season championship. How many points separated you from the boat in front of you in last season's scoring?

But before we can sail, first a little business. Coming up on Friday April 29th is our annual spring registration meeting. Like last year, **Lynn & Jeff Shoreman** will open their home and **Jim Raisides** will make sure no one gets thirsty. Also like last year, **Doug Trees** and **Steve Uhl** will do the heavy lifting on the registration. Your job is to show up (with a check), not just to take care of the paperwork, which makes our lives easier, but also to weigh in on any issues that are important to your enjoyment of the fleet. One of my pet peeves is fielding complaints about this or that from folks who didn't bother to come to the meeting. (You know who you are). So be there or be square. The agenda is published elsewhere in this newsletter. Oh, and by the way, MRA's online registration process (engineered by **Charlie Pendleton**) worked very well last year, so I encourage you take care of your MRA registration online at www.mheadrace.org. For the slow adopters, we'll continue to provide the option of registering for MRA through the fleet.

Things are just sizzling on the fleet development front. People are sending inquiries, looking for programs to join and looking for boats to buy. The last time I saw this kind of preseason energy was 2000, when we had 41 boats registered and often saw 29-30 boats on an MRA Saturday. I'm not suggesting we'll hit those numbers this year, but interest is certainly strong. And as I mentioned last month, and just as they were in 2000, boat availability is a constraint. On that score, I decided to take matters into my own hands and bought Lemon Zinger, a very fast O'Day once raced by former Class President **Mike Hebert**. This isn't the first time I've done that. I once bought 2585 from a guy in Beverly after seeing the boat sitting on a trailer in a boat yard, and Steve Uhl bought it from me two days later (just as I was starting to bond with it). Lemon Zinger is just as good a boat but needs a little work. Old friend **Greg Dolan** is already pestering me to let him give it the works. If you're looking, you could do a lot worse, and I'd suggest you jump on it before I ask Christina if I can keep it. See you at the spring meeting.

UPCOMING EVENTS

Race Management Seminar – April 2nd at the EYC The Eastern Yacht Club is hosting a one-day basic race management seminar on Saturday, April 2. The seminar is designed for people with some race committee experience, although racers may find the course useful. The instructors will be **Stephen Jeffries** and **Susie Schneider**. For info contact Susie Schneider at sschneider@towerschool.org.

EYC Sailing Clinic - April 21st
Bill Gladstone of North Sails will discuss four topics: sail trim and boat speed, spinnaker trim and spinnaker handling, strategy in wind shifts (upwind and downwind), and strategy in current. Bill is the author of Performance Racing Trim, the North U classic. Contact: **Greg Wilkinson** at greg.wilkinson@easternyc.org

Date Change Date Change
Spring Registration Meeting – April 29th The spring meeting will be held on Friday April 29th at 7PM at the home of **Lynn & Jeff Shoreman**. The event will feature light appetizers and the fleet bar.

R19 Spring Clinic – May 15th at 7:00 PM Fleet 5 will host a clinic on Sunday evening May 15th. The location will be in the Harbor Room at the CYC. The format will be a panel of four of Fleet 5's top skippers and crew, who will talk about boat tuning, go-fast tricks and the secrets of their success.

Spring Series – May 28th–29th The Spring Series is only two months away. This constitutes the first of the season's regattas included in the season championship, and hence kick-off our 'Road to the Cup.' It is only one of three consecutive-day series on our schedule (Race Week and Labor Day are the other two).

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SHORT TACKS

Got News? Let's hear from you. Send your gossip, rumors and embarrassing tidbits to kpandapas@comcast.net. We'll get the word out.

Let's Liberate Tom It has come to our attention that class president **Tom Despres**'s efforts to find his successor are not moving as quickly as he'd like. And as this is his 3rd term in the hot seat, things are starting to get serious. Shocking though it is that no one would want such a prestigious, appreciated and handsomely compensated position, it is clear that the time has come for us to show some support. We need to liberate Tom. Who do you think should be the next class president? Send your thoughts and suggestions (preferably non-Fleet 5) to kpandapas@comcast.net with the subject "Liberate Tom", and if one or two candidates emerge, we'll do what we can to throw our support behind them. Let's set Tom free.

Forward Into The Past Last month, we reported that **John Casler** was interested in resurrecting one or two events that were long a Fleet 5 staple but somehow disappeared over the years. That effort is starting to take shape. Though still early in the planning, John and **Mike Lane** are working to organize a couple of great events. The first is a Picnic Race (perhaps to Misery Island) and the second is a Fleet 5 reunion of members past and present (and John's planning to involve old friend **Norm Cressy** on that one). We'll keep you posted, and if you have thoughts on this or would like to help out, give John or Mike a call.

Say It Ain't So Old friend and long-time Fleet 5 member **Nick Cann** has sold his boat to former 982 owner and new fleet member **Steve Hill**. Nick has been torturing us with his quickness and straight line boat speed for years, and it's hard to believe that he will no longer be on Joustler's helm. Fortunately however, there is some good news here. Joustler will stay in the fleet with Steve at the helm, and Nick isn't going very far. He plans to remain in Fleet 5 and continue sailing as crew (attention folks – incredible crew available), and rumor has it that he's already in negotiations. So will he get another boat? Do Scotts where boxers under their quilts? Who knows? But the Vegas odds-makers have him at better than two-to-one buying before next season. Of course, you can exert a little influence there by letting him know personally how important he is to our sailing family.

Getting Out of Harm's Way It didn't take **Mike Lane** long to attract a buyer for his Stuart 3038. He sold it in mid-March to **Carol Berwind**, who plans to race it in Edgartown. He also picked up his new O'Day 2623 (no name reported yet), and plans to haul that over to **Chris Small**'s whenever Chris can take it. It's unlikely the boat will be ready before Race Week. That leaves both Mike and crew **Josh Wheeler** free agents for the first half of the season (attention folks – two more incredible crew available). Mike is not sure about his plans, but it's inconceivable he wouldn't land on someone's boat until his is ready.

Continued next column

Something in The Water The fleet is about get a little bigger. **Lisa & Dave Reynolds** are in a family way – or to be precise, Lisa is, but we understand that Dave helped. We couldn't be more thrilled for them. Just a hunch, but our guess is that Dave is going to be on a shorter leash this season, which suggests that partner **Jeff Shoreman** will be looking for someone to help him campaign 722. If you're interested in helping out for a while in a high quality competitive program (and even share tiller time), you might give Jeff a shout at jshoreman@ezcastlesoftware.com.

Joe & Elise Update New team **Joe Fava** and **Elise Mazareas** are reportedly close to pulling the trigger on their new boat. They've been looking hard at the boat **Chris Small** is selling, and were waiting only for Chris' shop to clear out so they could weigh it before signing on the dotted line. They may well own it by the time this goes to press. The word is that they may be looking for used sails to get them started, so if you have any high quality sails for sale, give them a call.

East Coasts to be Held In Rockport The East Coasts will be local this year. It's been a while since we've had the opportunity to cross swords for our division crown in Rockport, and what a treat that is. When it comes to hospitality, the good folks of Sandy Bay Yacht Club never fail to deliver. It promises to be challenging sailing and a fun time. Only 5-6 boats went to Padanaram last year, but with the event so close (you can even sail up), there is no reason not to get 15-20 boats to make the short trek. Let's see what we can do to show the Fleet 5 flag in a meaningful way.

The R19 Class Association Now On Facebook Thanks to the efforts of **Dave Nelson** of the Chicago Fleet, and in what can only be regarded as an undeniable sign of the times, the class is now on Facebook. To join the page, you can either click the Facebook icon on the class website or search Facebook for Rhodes 19 Class Association. After 25 people hit the "Like" button, Facebook will give the class its own address. There is not much content there now, but you can change that. Feel free to email questions or comments to info@rhodes19.org.

UPCOMING EVENTS *continued from page 1*

Cocktail Party – Saturday June 11th at 6PM The fleet will hold its first summer cocktail party on Saturday June 11th, 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.

MRA Series 1 – Saturday June 4th The first multiple Saturday series of the summer begins on Saturday June 4th.

East Coast Championships - Friday June 24th – Sunday June 26th in Rockport The 2011 East Coasts will be hosted by Fleet 36 and the Sandy Bay Yacht Club. Keep an eye out for updates at www.sandybay.org/rhodes/index.shtml.

Independence Day Cookout – Saturday July 2nd at 6PM **Jane & John Casler** will host out traditional 4th of July weekend cookout at their home on Washington Street across from Abbot Hall. The event will commence after racing and feature the fleet bar.

WELCOME

The Fleet is pleased to welcome **Kathleen & Duncan McIntyre**. Both grew up sailing and are a sailing family - they even went sailing for their honeymoon. Kathleen grew up racing at Riverside Yacht Club in Connecticut. Duncan grew up racing Rhodes in the Manchester fleet with his dad, **Sandy McIntyre**. More recently, he's sailed a few times in Gloucester with the very talented **Ben Richardson**, who introduced himself to Fleet 5 last year in Race Week and Nationals. Duncan is also no stranger to Tinkers line, as he spent the past five seasons campaigning his Viper #41 'Geronimo,' which he recently sold. The two are eager to join an established program this season (though not full-time) as a way to get to get started and get to know us. The long-term plan (shamelessly instigated by your fleet captain) is to rescue and lay claim to father Sandy's boat, which has been sitting in his back yard since the 90s. (Dial 1-800-Chris Small!!)

SPRING MEETING AGENDA

1. Season Schedule
2. Scoring
 - a. Vote – Twilight series split
 - b. Vote - MRA scoring Saturday June 25th during East
 - c. No Vote – Confirm that, like last year, cup scoring takes race week scoring as is (including out-of-town boats).
3. Fleet Social Events
4. MRA Update
5. Vote - 3 races / day vs. 2 races / day
6. Measurement issues
7. Acknowledgements
8. Other Business

FLEET 5 TRIVIA

(Answers on Page 5)

1. Several people hauling their boats around the CYC have forgotten about the phone and cable wires that cross Nahant Street just beyond the parking lot. Name two R19 sailors that have actually taken them out.
2. It's always a good idea to disconnect your boat from the crane before driving away. Which members of Fleet 5 have lost track of that basic concept?
3. Name three Fleet 5 incidents of on-the-water domestic abuse that resulted in physical injury.

FLEET PROFILE – Q&A WITH ELISE MAZAREAS

by Christina Pandapas



Looks like we may have to add ouzo to the fleet bar now that another Greek is joining us on a more permanent basis. Pandapas, Raisides and now Mazareas. Elise Mazareas, a college All-American, has crewed on *Mo Hotta Mo Betta* and *Bight Me* (I guess Greeks stick together), and now she and Joe Fava, who skippered the Carpenter's *You Sexy Thing* for a season or two, are buying a Rhodes together. We thought we'd take the opportunity to get to know Elise a little better. Yasu!

What was the first boat you ever sailed?

Optis at Pleon. I would get my boat stuck on the beach, and cry.

(Editor's note – we happen to know that Charlie Pendleton was one of her Pleon coaches.)

How long have you been sailing Rhodes and how did it start?

I believe my first Rhodes regatta was sailing Marblehead Race Week with Heather and Norm on the *Fat Lady*. Then [in 2002], the summer that Kim and Christina had Christopher, I sailed on *Mo Hotta Mo Betta* and have been a Rhodes fan ever since. The past few years I have the pleasure of sailing with Charlie and Jim, and honestly have never laughed so hard on the racecourse. All of these people have been fundamental developing my love of racing Rhodes 19s in Marblehead.

What was the catalyst for you and Joe deciding to buy one together?

Joe and I sailed together for most of our time at BC. We bought an IC (InterClub) which we raced for several years after school and always talked about buying another boat "some day when we were older...." Joe had also raced for several years with Mike and BJ. We love the fleet and love the boat and it's something we are both really excited about.

What is your favorite non-sailing activity?

Thinking about sailing? Or skiing, playing hockey, hiking- any sort of athletic endeavor.

What do you do for work?

I am a Landscape Architect, basically designing public parks and plazas, university and corporate campuses as well as residential work. It is the perfect combination of both creative and technical work. I love my job.

What is your most memorable sailing moment?

Winning Team Race New England's my freshman year to qualify for Team Race Nationals. It was a bit of an upset and a pretty great moment for BC sailing. Go Eagles!

What is the biggest bonehead thing a skipper of yours has ever done during a race?

Hmmm... I remember once, I believe my first or second year sailing 420s, I had a hot-head skipper who was not happy with the speed with which I was taking the spin pole down at a mark. He reached forward, grabbed it out of my hand and threw it in the front of the boat, only he missed the boat and threw it overboard, so we had no spin pole for the rest of the day. That was pretty fast. I think he had to pay for it too.

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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 parts.

Cape Cod Shipbuilding, makers of the Zephyr 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 (613) 599-6951

Benjamin Parker operates Aequoris Yachts and does all varieties of glass work and boat repair. Contact Ben at benjamin.parker@aequorisyachts.com or at 58 Gregory Street, Marblehead (207) 319-3583.

Kenny Harvey – Rigging kenny@harveyrigging.com, (781) 883-4496

Chris Small – Full restorations and glass work- csmall9021@yahoo.com, 978.500.9021

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

Waterline Systems, Inc provides a complete range of services. Call at (401) 682-1661.

Doyle Sails at 978-740-5950 for fast Rhodes 19 sails

Sailor Tailor 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.

NOTICE BOARD

Please mail postings to kpandapas@comcast.net.

Boat Wanted New Fleet 5 member to looking for competitive boat for the 2011 season. Contact **Elise Mazareas** at elise.mazareas@gmail.com.

Boat Wanted Marblehead sailor **Eric Goethert** is looking for a boat. Eric sailed Sonar's last year, and rumor has it that he'd like to try something different. Contact Eric at egoethert@boston-engineering.com.

Used Main Wanted George Lynde would like to buy a used main. Contact George at georgelynde@me.com or 617-513-6168.

Crew Available Former U.S. Sailing Instructor **Jay Watt** is new to Fleet 5 and interested in crewing this year. (*Editor's note - sounds like a find!*) Contact Jay at jay.watt@gmain.com.

Crew Available Former Viper sailor **Duncan McIntyre** and wife **Kathleen** are want to sail this season. Both are experienced skippers and crew. Contact Duncan at aduncanmcintyre@gmail.com and Kathleen at kathleenmcintyre@gmail.com.

Crew Available Old friend **Mitch Mitchell**, who raced in Fleet 5 for several years back in the mid-2000 time frame, is potentially interested in getting back into the fleet. Mitch is an experienced sailor and would be an excellent crew or potential boat partner. Contact Mitch at mitch@relayhealth.com.

Join An Established Program In 2011 **David Rubin**, who usually sails with his brother **Mark Rubin**, is looking for someone to join his program this season (Mark lives in DC which is getting tougher for him). The boat is in great shape has a permanent mooring near the Barnacle. Contact David at 781-863-1419 / w 508-875-9595, or email dlr0412@aol.com.

Boat For Sale 'Lemon Zinger' has made it back to Marblehead by way of Fleet Captain **Kim Pandapas**, who bought it from Courageous to assure its availability to Fleet 5 and to help alleviate the O'Day shortage. Contact Kim at kpandapas@comcast.net.

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.

2011 SOCIAL EVENTS

<u>Event</u>	<u>Date</u>	<u>Location</u>
Registration Meeting	April 29th	Home of Lynn & Jeff Shoreman
Spring Clinic	May 15th	CYC Harbor Room
Early Summer Post-Race Cocktail Party	June 11th	Home of Lydia & Rick Smyers
4th of July Cookout	July 2nd	Home of Jane & John Casler
Race Week Party	July 28th	Home of Jennifer & Steve Uhl
Labor Day Party	September 3rd	Home of Sloan & Charlie Pendleton
Awards Party	November TBA	TBA

FLEET 5 HITS THE BVI

It was like old home week in the British Virgin Islands this month as several current and past R19 sailors found each other. **Christina & Kim Pandapas** sailing with their boys were part of a two-boat one design rally with Fleet 5 alumni (and national champs) **Katie & Jeremy Bloxham** who were sailing with their boys. Both families sailed Jeanneau 41s and for nine days battled each other for mooring balls, bags of ice, which boat to have cocktails on and who could pick up the check. Of course as you'd expect, the actual sailing wasn't without its competitive undertones. Both boats and sailors seemed evenly matched over the course of the trip, so we'd have to call that one a draw. That said, the Bloxham's autopilot (who they called George) seemed to have a bit of an edge over Fred, the over-steering autopilot on the Pandapas boat. The two boats communicated on VHF 71 using Jumbly and MoHotta as monikers.

Anyway, while windsurfing through the harbor at Marina Cay, Jeremy was spotted by (yet another national champ) **Jim Raisides** who was sipping a beer on the deck of his ultra-modern, over-sized, fully outfitted Winnebago of a catamaran (see photo below). Jim was sailing with his wife (and yet another national champ) **Vonda Raisides**, their kids and another family of four. That's right, four adults and five kids on one boat! When the Pandapas stopped by for a visit, Jim gave them the tour, which included a bar (with bar stools), air conditioning, an ice maker, freezer, fridge, flat panel TV and a whole mess of kids. Controlled chaos is a reasonable description, though Jim was in good humor and successfully fighting through his boat OCD with beer.



But that's not all. Traveling with the Raisides boat was a second cat of similar proportion that included Fleet 5 alumnae **Nicola & Paul Zymba** (and kids) and former sonar sailors **Cathy & Jed Schaefer** (and kids). All in across both boats, they were a group of 17 – eight adults and nine kids. Wow!

The four families crossed paths the next afternoon at the Bitter End Yacht Club in Gorda Sound, before the cats headed back south and the monohulls continued north up to Anegada.

The Pandapas and Raisides crossed paths one final time as the Pandapas were entering the Bight at Norman Island and the Raisides were steaming out on their way back to base. Jim & Vonda's jocular demeanor suggested that they had spent a good deal of their afternoon sampling the various offerings at the Pirate's Bight beach bar, but of course, that's just speculation.

TRIVIA ANSWERS

1. Fleet Captain **Kim Pandapas** inadvertently discovered those lines exiting the *entrance* to the parking lot and turning right (so he could back up). That proved a bad idea. The rig stayed up but yanked the wires right off the house. More spectacular however was the lapse in concentration perpetrated by **John Economedes** of Winthrop (at Race Week). Forgetting that he had just stepped his mast, and frustrated that traffic wouldn't allow him to back down, he made the hasty and regrettable decision to go around the block. He was still accelerating as his rig struck the wires, ripping them from the house and shearing his mast off at the partners.
2. There is probably not a dry sailor among us who hasn't come close to this at one time or another, but two specific incidents come to mind. First, **Kim Pandapas**, distracted from his normal routine, once got as far as getting in his car, only to be saved by fellow dry sailor **Brent Larlee** who happened to be keeping a watchful eye on things from the CYC porch. The second involved old friend **Mike Lane**, who had no such porch benefactor the day he tried to drive away from that very same crane. Fortunately, Mike was not driving too fast, so he and his boat came out of it relatively unscathed.
3. With as many husband-wife teams as Fleet 5 has had, it should surprise no one that there have been a number of on-the-water domestic abuse incidents. Most of those, fortunately, were of the verbal variety, and with sound carrying on the water as it can, many have been well-documented, and some have even resulted in public porch apologies. But there are three standouts that come to mind that left more than mental scars. The first was an incident in which **Bill Heffernan** clumsily positioned his face in the path of the spinnaker pole that **Renee** was bringing aft prior to a leeward rounding. The second was an unfortunate event in which **Vonda Raisides'** eye got in the way of husband **Jim's** elbow during a particularly energetic hoist. (Charlie stayed out of that one!) But the granddaddy incident of Fleet 5 domestic abuse was perpetrated during a light-air Race Week day almost 15 years ago. While on the foredeck attempting to fill a sagging chute, **Christina Pandapas** failed to anticipate her skipper's independent attempt to fill it, and neglected to get her face out of the way of the pole as he jerked it back. After dropping to her knees, half-conscious and sporting a somewhat altered nose, she still had the presence of mind to shoo **Kim** off the foredeck and back to the tiller when he rushed forward to check on her ("we're still racing \$%#hole"). Ever the gamer (and as a warning to competitors), she refused to allow Kim to wash the blood off the deck for the remainder of the regatta.

Editor's note – there is a fine line between self-deprecation and narcissism.

RULES & TACTICS – RUDDER EQUALS BRAKE *by Charlie Pendleton*

When I was 16, after a full day of practice, my coach told me to take out the rudder and sail in. I laughed – but he looked me in the eye and repeated the instruction. I learned a critical lesson that day: the rudder is barely necessary. In fact, it's one of the slowest parts of any sailboat. And you're best off not using it if you can help it.

That day we spent 15 frustrating minutes spinning in circles until we realized that we could steer with the sails. Trim the main, ease the jib and the boat headed up. Trim the jib, ease the main and the boat headed down. Easy enough. However, the trip back to the dock was down wind, so both sails needed to be out. This was a problem.

Next lesson – heel the boat to windward and the boat would bear off. Heal the boat to leeward and the boat would head up. Ok – this was starting to get interesting. We managed to sail back to the dock with no rudder – and I'll never forget the "Eureka" moment that came with that experience. Steering with the rudder is slow. Steering with your weight and sails is fast. This lesson applies to so many racing situations.

Tacking and Jibing: If you don't roll tack your Rhodes, you're missing out on a big speed advantage. Roll tacking starts by heeling to leeward, which causes the boat to head into the wind. You're basically using your weight to steer the boat into the tack – *not* your rudder! When jibing, move all your crew weight to the windward side and heal to windward hard. The boat will bear off and peel into a nice, smooth jibe.

Windward mark: I see a lot of Rhodes sailors trying to round the windward mark with their boats heeled way over. The crew's heads are in the boat getting the spinnaker ready, trying to dig out the pole, etc. As they round the mark, the skipper's arm is extended way back. He/she is pulling the tiller extension and wrestling the boat to bear off, a huge wake is coming off the rudder and you can almost hear tires screeching! The windward mark is a critical place to hike **HARD** and keep your boat as flat as possible. Heeling makes the boat want to round up and the skipper has to use a huge amount of rudder, which creates drag and slows the boat down.

Down wind: Jim and I shift our weight around the boat a lot downwind when we're crewing. In a puff, we'll shift our weight to windward and pull the guy back to get the boat to bear off. In lulls or lighter air, we'll heal the boat to leeward to steer the boat higher. There is no excuse to use the rudder down wind – you simply don't need it.

Leeward mark: As you round the leeward mark, heel to leeward and (this is important) trim the main quickly but delay trimming the jib. This lets the boat round itself up and, by delaying jib trim, you won't force the bow down - away from the wind.

Ducking: When you're on port tack crossing tacks with a starboard boat, you may decide to duck. Ease the main first, then the jib and let the jib steer you down. In heavy wind, the main can actually prevent you from being able to duck a starboard tack boat as it forces the boat to steer to windward. It's critical to dump the main in order to bear off and duck.

Circles: We all foul another boat from time to time. Learn how to exonerate yourself quickly, by steering with your weight and sails. When you're doing penalty circles, heel to leeward, trim the main to head up and let the jib luff. Once past head to wind, backwind the jib and heel the boat to windward to bear off. Practice this.

When you stop and think about it, you'll be surprised by how little you really need the rudder. Over the years I've come to understand that a rudder is good for two things: Disrupting the flow of water and making skippers feel like they're actually doing something.

Q&A WITH ELISE *continued from page 3*

What is the biggest bonehead thing you've done during a race?

I totally missed the hiking strap at a start and did a backwards somersault right out of the boat. That was embarrassing.

What's the best tip you could give someone who is crewing on a Rhodes for the first time?

As a crew, you are the eyes for your skipper. You should always be looking around, talking about boat speed, fleet positioning, wind shifts, etc. Your skipper needs to focus on driving and cannot be looking around. It is up to you to develop the picture of the overall racecourse. This will also help you in your ability to call tactics. I learned a lot the summer I sailed with Kim.

What book are you reading?

I am in the middle of several, as always, but mostly "The Children" by David Halberstam. It is about the students who staged the sit-ins in Nashville TN in the early 1960's -- a pretty powerful and inspiring story.

Name one thing about yourself that fellow Fleet 5 members might be surprised to know about you.

I am the only person in my family that sails.

Finish this sentence: My skipper often...

...wonders "does she ever stop talking?"



The next Fleet 5 Newsletter will be published on May 1st, and then on the first of every subsequent month through October. 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.