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GREETINGS FROM THE PREZ



Eight more weeks! 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 it's a two-day regatta – one of only two all season. Second, it typically blows harder than summer, which gives you the opportunity to get after it right out of the gate. I've found that it takes me at least two to three days to shake off the rust, get the bonehead mistakes out of my system and get my 'seat-of-the-pants' back. And third is that it's a great opportunity to get a scoring jump on those without the good sense to show up.

That last one is important. Think about it. What does it take to win 'The Cup?' Sure, it takes competitiveness, but less so than you might think. The key ingredient is participation. To paraphrase **Woody Allen**, 80% of life is showing up, and that applies in spades to winning 'The Cup.' Two days of racing times three races per day can add up to a pretty big points hole to dig out of for those who don't sail, and Spring Series points count just as much as MRA points. Why on earth give them away? How many points separated you from the boat in front of you last year? Don't accept a 3<sup>rd</sup> row start on the season. Time to get your act together. Make your lists, replace your lines, buff the bottom – you have eight weeks.

Also while on the subject of getting your act together, registration is open! Details are below on page 2, but the bottom line is that you can register for everything online, including Fleet 5, the Class Association, East Coasts and MRA.

There are a few upcoming Fleet events you need to know about. First is our spring "go fast" clinic on May 5<sup>th</sup> at the CYC. In addition to hearing four of our faster sailors give up their secrets, this will be our first opportunity since the winter party to get together and talk with our hands. You don't want to miss that.

Second is mast measurement, which will conveniently be held on May 7<sup>th</sup> before you have to put the rig up. Details are still being worked out so stay tuned.

And third is the June party, which will be graciously hosted on June 4<sup>th</sup> by the newlyweds, **Elise & Mike Nash**. **Sarah Sheldon** was originally slotted to hold this one but was forced to bow out. Anyway, huge thanks to Elise & Mike for stepping up. This works out well because their house is just after the causeway so easy to get to after sailing. They plan to crank up the fire pit, maybe set up a game of bags, and who knows what else. Elise is psyched that the fleet bar is already in the garage, so no schlepping.

Finally, it's time to start planning for East Coasts in Rockport. It's coming so early this year that one of my kids will still be in school. Details are on page 2 below and on the Sandy Bay web site.

Eight weeks boys and girls! Eight weeks.

\* \* \*

UPCOMING EVENTS

**Spring Clinic – Thursday May 5<sup>th</sup> at 7:00 PM** Fleet 5 will host a clinic in the Fantail at CYC. The format will be a moderated panel of four of Fleet 5's faster sailors, who will share tips on going fast.

**Mast Measurement Day- May 7<sup>th</sup>** Class measurer **Josh Wheeler** will measure masts. Circle May 7<sup>th</sup> from 1-4 pm.

**Spring Series – May 28<sup>th</sup>–29<sup>th</sup>** The Spring Series, just two months away, constitutes the first of the season's regattas included in the season championship, and hence kicks-off our "Road to the Cup."

**Twilights Commence – June 2<sup>nd</sup>** As it does every year, the Twilight Series is expected to start on the first Thursday after Memorial day. First gun is at 6:30PM.

**MRA Series 1-Day 1** MRA racing will commence on Saturday June 4<sup>th</sup>.

**Post-Race Cocktails – Saturday June 4<sup>th</sup> at 6PM** The fleet will hold its first summer cocktail party on Saturday evening June 4<sup>th</sup>, to be held at the home of **Elise & Mike Nash**. The event will commence after racing and feature the fleet bar.

**East Coasts – June 17<sup>th</sup>–19<sup>th</sup>** The 2016 East Coasts will be held in Rockport, hosted by Sandy Bay Yacht Club.

**Marblehead Race Week – Thursday July 28<sup>th</sup> - Sunday July 31<sup>st</sup>.** *The big enchilada.*

**Race Week Party – Thursday July 28<sup>th</sup>** Our Race Week party will be hosted again this year by **Jennifer & Steve Uhl**.

\* \* \*

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## SHORT TACKS

**New Boat Count Up to Six** Fleet 5's new boat count increased by another two boats in March, bringing the count for the winter up to *six* (so far). Old friends **Bill Dalton** and last year's Race Week runner-up **Ken Cormier** have teamed up and bought **Chris Hutchinson's** 1790. Both of these guys are exceptional skippers and crew so we expect they will share the driving, and the boat has been fast as long as it's been in the fleet – dating back to the 90s when **Steve Caswell** campaigned it with **Shannon Lane**. So this promises to be a potent partnership. Welcome back gentleman!

As to number six, **Tim McCaffrey** got a happy letter from the harbor master letting him know that his name finally came up on the mooring list and plans to fill it with a Rhodes. He found a south shore boat and last we heard, they've come to terms and he was getting ready to close. Tim is an active member of the CYC RC and plans to continue doing that most weekends, but expects to be a regular on Thursday nights. Welcome Tim.

**Fleet 5 Registration Is Open** Registration for Fleet 5 and the National Class Association is now open! *Please register by May 5<sup>th</sup>*. We will once again use the Regattaman system - it has been a great tool for both the Class and our Fleet. Returning 2015 members should have received an email with a link for registration. Additionally anyone can register [here](#).

**MRA Registration Also Open** MRA registration is separate from the class and fleet, and that registration is also open. Just [click here to complete registration by May 5th](#). The prices have gone up a little but it's still the best racing value on the planet. Also, you'll find the [2016 MRA Racing Schedule](#) and the [2016 Notice of Race and Sailing Instructions](#) online at the MRA website, [www.mheadrace.org](http://www.mheadrace.org).

**2016 East Coasts Registration is Open** Registration is also open for the 2016 East Coasts, which will be hosted by Fleet 36 and Sandy Bay Yacht Club on June 17, 18 & 19 in Rockport. This will be the first time the Class has relaxed its eligibility requirement in a way that enables junior sailors age 14-17 to sail, so the event should be well-attended. For NOR, registration link and all other info, go to [www.sandybay.org/rhodes/2016Districts/](http://www.sandybay.org/rhodes/2016Districts/). By the way, if you want to stay in Rockport, in addition to the usual Inns and B&Bs there is limited fleet housing available. Contact **Marilyn Thompson** (adults) at [msthompson123@comcast.net](mailto:msthompson123@comcast.net) or **Alex Levin** (juniors) at [sbycsailing@gmail.com](mailto:sbycsailing@gmail.com). Juniors looking for a charter should contact **Kevin Lane** at [klane@lane-company.com](mailto:klane@lane-company.com).

**PRO Guide: What Kind of Racing Do You Want?** Each year, MRA updates its PRO Guide, an RC reference that includes the racing preferences for each of Marblehead's one design fleets. Fleet 5's preferences have been pretty consistent over the years. We request three races per day, any combination of windward-leeward, leg length of 0.6-0.9 miles and an occasional upwind finish. Our comment field says the following,

*"NO triangle courses at ALL! The fleet prefers to sail three races if possible, though encourages the RC to consider, 1) an "A" course versus a "C" for the third race, and 2) not starting a third race after 3:45 PM. Communication between RC personnel and fleet is important. Consider number of Rhodes on the line when setting starting line length."*

While we believe this accurately reflect the consensus, we don't want to assume. If you have other thoughts or suggestions, please send them to [kpandapas@comcast.net](mailto:kpandapas@comcast.net) by April 7.

**Spring Clinic Reminder** Fleet 5 will host an off-the-water spring clinic at 7PM on Thursday evening May 5<sup>th</sup> in the Fantail at the CYC. This year's event will focus exclusively on boat speed – how to consistently squeeze max speed out of these old buckets we sail. No strategy, no tactics – just speed. The format will be a moderated panel. The panel will include **Charlie Pendleton, Peter Frisch, Jim Taylor** and **Jeff Shoreman**. **Kim Pandapas** will moderate. The CYC will provide a cash bar. This is a must-do! The event will provide an opportunity to reconnect with fleet friends and get your motors started three weeks before Spring Series.

**Mast Measurement Day** Just a reminder that class measurer **Josh Wheeler** will measure masts May 7th from 1-4 pm. If you have a new mast or have made modifications to your existing one, rules require you measure it, and Josh is making that easy for you. This will likely happen in the EYC dry sail lot, and we'll confirm as soon as we can. For info, contact **Josh Wheeler** at [joshua.wheeler@gmail.com](mailto:joshua.wheeler@gmail.com) or **Jim Raisides** at [jim@raisides.com](mailto:jim@raisides.com).

**Laser Season Kick-Off** The Laser's spring series will kick off on Sunday April 17 at 1PM and runs every Sunday thereafter through May 22. The series is hosted by EYC, which is where participants rig and launch. Get out your dry suit and get a jump on the season. For details, contact **Tom Daily** at [tmd15@cornell.edu](mailto:tmd15@cornell.edu).



**FLEET PROFILE – SAY HELLO TO BEANIE EISSLER** by *Christina Pandapas*

A self-proclaimed Marblehead sailing rat, **Beanie Eissner** seemingly went straight from diapers to foul-weather gear. Lately, she’s been regular crew on **Matt Hooks’** “The Mighty Rhodes,” (#1643) and they have it going mighty fast. Read on to find out how Beanie loves water in just about every form and which sport she played in college that earns a whole new level of respect.

*What was the first boat you ever sailed?*

I think the official answer is a One Ton boat my parents owned and raced when they were first married (and I was just a small bean). I got my sailing start cruising with my family on the Cotton Blossom IV. Like most M'head rats - my real sailing start was at Pleon. I started there when I was eight sailing mighty Widgeons and Optimists. **Cindy Smith** was one of my first instructors. She taught me most of what I know and gave me the "Space Cadet Award" at the end of the season banquet. My parents were so proud. (I still have the award.)

*How long have you and Matt Hooks sailed together?*

My first outing with Matt was about eight (maybe more) years ago when we sailed in this crazy team race challenge at Beverly YC in Shields in 20+ knots. We managed to not put holes in any boats and truly enjoyed the post-race chowder. From there we've done a bunch of other sailing for Team EYC on the team racing circuit (thankfully not in Shields), and a bit of fleet racing in Sonars with other friends. He's been nice enough to invite me to crew for him on The Mighty Rhodes for the past couple summers.

*What got you started in Rhodes?*

Hooks bought a boat and asked a few friends to come sailing with him and I said ‘Yes.’ I'm pretty sure that all my years sailing Widgeons at Pleon were perfect training for R19 sailing.

*What is your favorite non-sailing activity?*

I love to ski. Sailing is maybe my favorite non-skiing activity. Though - if this global warming/El Nino thing keeps up, I might have to bump sailing to the top of my list.

*What do you do for work?*

I work for a Strategy & Economic Consulting firm. I've been there for a while and have had a few roles at the firm and am

currently the Head of Recruiting.

*What is your most memorable sailing moment?*

I have so many great memories of days on the water. From cruising with my fam to mucking around in boats with Pleon pals to racing with and against good friends - I'm so lucky to have had such a great lifetime on the water.

My best recent memory was sailing with my dad and nephew in a family pursuit-style race. My dad got our family into sailing and it is so fun to see his love for being out on the water being passed onto the next generation.



Finally earning a pat on the back when we won the CYC 2v2 last summer is a close second....

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

You should probably ask Matt and **Hannah Lynn** (and the other folks I've sailed with over the years) - the list is probably pretty long. Last summer, I managed to tear our spinnaker on the way up... not my finest hour.

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

Be patient. Don't tune everything on your boat the morning of a big event (I stole that one from **Seamus Hourihan** - but it's good advice). And go to the fleet parties!

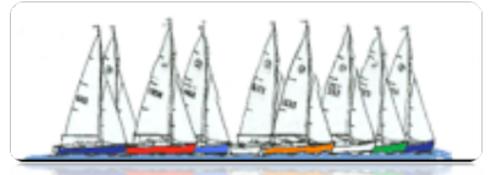
*What book are you reading?*

I just started “All The Light We Cannot See.” (Little late to that party - but really excited to finally be reading this one!)

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

I played Ice Hockey in college. Position: goalie.

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**April 2016**

[www.r19fleet5.org](http://www.r19fleet5.org) / [www.rhodes19.org](http://www.rhodes19.org) / [www.facebook.com/r19fleet5](http://www.facebook.com/r19fleet5)

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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.

**Doyle Sails** at (978) 740-5950 for new sails and repairs.

**Chris Small** – Full restorations and glass work-  
[csmall9021@yahoo.com](mailto:csmall9021@yahoo.com), (978) 500-9021.

**Neal Lewanda** – Repairs, fiberglass/gel coat, rudders, keel work, etc. - [neal@lewandamarine.com](mailto:neal@lewandamarine.com), 978-525-2700

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

**Kenny Harvey** – Rigging [kenny@harveyrigging.com](mailto:kenny@harveyrigging.com) or (781) 631-6644

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

**Cape Cod Shipbuilding** makes Zephyr extrusions and a full range of mast and boom hardware and fittings. Call **Dick Landis** at (508) 295-2240.

"**Phil's Foils**" builds Rhodes 19 rudders under the "Phil's Foils" brand name. Go to [www.fastcomposites.ca](http://www.fastcomposites.ca) or contact Phil Locker at (613) 599-6951.

**The Trailer Shop** – Located on 87 High St. in Danvers for any trailer repairs. Call **Dan Sullivan** at (978) 750-6799

**Sailor's Tailor** [www.sailortailors.com](http://www.sailortailors.com) for boat covers, rudder bags and marine stitching.

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### FLEET 5 TRIVIA

(Answers on Page 7)

1. Has the Spring Series always been run on on Memorial Day weekend?
2. Who won the 2013 Spring Series?
3. Who placed in the top 3 for the last three Spring Series?

### NOTICE BOARD

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

**Replacing Keel Bolts?** Conventional stainless keel bolts corrode without oxygen and should not be reused. If you're replacing your keel bolts, titanium bolts are more corrosion resistant, stronger and lighter. **Peter Sorlien** has found someone to make them for \$35 each, minimum order four sets. He needs one set, so is looking for three others to fill out his order. Contact him at [psorlien@gmail.com](mailto:psorlien@gmail.com) or (781)631-5956.

**For Sale #1228** Excellent racing condition. Fixed keel reset; keel, hull and rudder faired by **Chris Small** in 2011. Mast and king plank renovated and mast tuned by **Harvey Rigging** in same year. Very competitive boat, East Coasts in 2011 when she placed 8th. Galvanized Triad trailer also in top condition. Two mainsails, two jibes and a spinnaker in good condition, Rudder cover; full safety gear, anchor lines and more. Located in Marblehead asking \$10,500. Contact **Ramsay Hoguet** at [rhoguet@gmail.com](mailto:rhoguet@gmail.com).

**For Sale #1925** - The ribs were professionally replaced. The bottom was faired and barrier coated. I was using bottom paint on it, which is sanded and ready for re-coat. I have the paint, but didn't want to put it on in case someone had a different idea. At least 2 sets of Doyle sails, Lindsay rudder, spare rudder and other parts. Brand new trailer with six lifts for easy bottom painting. Make an offer!  
<http://boston.craigslist.org/sob/boa/5428606039.html>

**For Sale – Opti #8997** - Bottom and blades refurbished by **Chris Small** during winter 2015. Includes new North Racing sail (6 race days), practice sail, top & bottom covers, blades, blade bag, fairly new airbags and extra mainsheet system. \$1500 [kpandapas@comcast.net](mailto:kpandapas@comcast.net).

**Clear Out Those Old Sails** – Reclaim all that space in your garage, attic or sail locker. Please consider a tax deductible donation of your old sails to either Sail Salem at [www.sailsalem.org](http://www.sailsalem.org) or Courageous at [www.courageoussailing.org](http://www.courageoussailing.org).

**More Sail Donation** - Park City Sailing is a non-profit 501c3 community sailing program that sails on the Jordanelle Reservoir just outside of Park City UT. Last summer over 1200 people sailed, about half of whom were either adaptive or therapeutic participants. Their fleet now exceeds 40 boats including four Rhodes 19's which need sails. Please consider making a tax deductible donation of your old mains, jibs and spinnakers. One of their members has graciously offered to pay the freight to Utah. Contact **Ken Block** at [ken.block@parkcitysailing.org](mailto:ken.block@parkcitysailing.org)

**Missing a Trophy?** We still have some of last year's trophies. If you won or placed in a series last season but don't have a trophy to show for it, email Christina Pandapas at [cpandapas@comcast.net](mailto:cpandapas@comcast.net).



### IT'S ALL ABOUT THE START

Getting your nose out at the gun lets you play from strength and improves your chances of executing your game plan. My primary goal on every start is to get off the line with speed and clear air. *Speed and clear air.* Sounds simple enough, right? But it's not easy to do consistently. Speed and clear air are doubly important for us because Rhodes are so dog-slow to accelerate. If you don't hit the line with speed, you'll get rolled, forced to tack and probably forced out of your game plan. So forget about head-to-wind with 20 seconds left, that just doesn't work. So how should you approach it? How do you get consistently good starts in a variety of conditions, race after race? We asked that very question to two of our top starters, and here's what they said.

#### Evan Cooke



Oh man! Starting in a R19 is its own beast. Our main goal on the starting line is to have a lane to our choice of side and the ability to sail in a straight line for a couple of minutes. For us, getting off the line well for a race, a day, or a season, boils down to three things: homework, a game plan, and

the *hard part*, execution.

Pre-start homework is the foundation of a good start. Pete and I make sure to measure the current, get a line sight, measure the lay lines to the pin/boat in both left and right phases, and (most importantly) get as many time on distance runs in as we can.

The second thing we factor into our starts is our game plan. We get out there early and start measuring the conditions. Is the breeze oscillating or trending in one direction? What's the current doing? Are the wave conditions different on each board? All this information helps us decide where we want to start, which side of the course we want, and how we need to sail the boat.

We use the first 3 minutes to double and triple check our research. Based on our game plan and the conditions we decide which general area of the line to start in but we let the fleet dictate where exactly we set up. We try to stay as far away from the crowds as we can. We're happy to concede the favored end for a much better chance of getting off the line. Our goal isn't to win the start; it's our choice of side and ability to sail in a straight line for a long time.

Once we find a hole, we use the rest of the sequence to continue to make it better and better. Within the last minute we never come to a complete stop. Keeping flow over the blades allows you to accelerate faster and helps prevent slipping sideways into the boats below you.

Practice makes perfect. We don't get a lot of chances to practice starts. With only 2 or 3 starts a week, it's important to treat each as a learning opportunity. It will pay off come Race Week.

#### Joe Fava



My college coach's last words as we headed out each race was usually "Fava, its easy... just win the start, hit the first shift and you'll be fine." If only it really was that easy.

We approach starting on Dinner Out by first picking the section of the line that we want.

We divide it into thirds and tend to stay away from the ends. We're better starting slightly down from the boat or slightly up from the pin. While we might gain being at the end, the risk/reward isn't worth it. With a course of just 2.8 miles, we view getting off in the front row as a necessity and we can pick off boats who won an end over the course of the race. We also find that by starting near an end, we can capitalize on the sag.

The next priority is ensuring that we have a hole below to accelerate into. The Rhodes takes a while to accelerate so not hitting the line with speed is a sure way to fall quickly out of the front row. Positioning slightly up or down from the end usually gives us some space, however we find that the timing of setup is critical...too late and there is no space on the line, too early and we find ourselves feeling like a sitting duck. If you see us in the middle, there is a good chance we missed on our timing.

Keeping our hole below is the next challenge and here we rely on our boat handling. Its not uncommon for others to want the same space we carved out. One of the first things we do when we have established our hole is to take the vang off, which allows us to move the bow up and down without going forward as much. When we need to turn the bow down, we try to bring our weight to windward and a trim jib to turn the bow down. If we have to head up, we put our weight to leeward and trim main. This limits our forward motion and hopefully prevents us from burning the hole that we worked so hard to create.

Ideally at this point, we have put ourselves in the favored section of the line and in the front row with a hole below us. The last thing we try to do is keep space between us and the boat to windward. Our goal with this space ideally is to allow us to tack - we want to be able to control our own destiny as soon as possible off the line. Hopefully these are helpful tips...and perhaps next month someone can comment on finding that elusive first shift - something we are often still in search of!



### A LABOR OF LOVE - STORY OF 'IT'S A GIFT,' CHAPTER II by Peter Sorlian



Three years ago I bought #41, the second oldest R19 I know of. The oldest is #26, the founding boat of Fleet 5 which today is in Maine. Her original owner was Marblehead pediatrician **W. Randal Bell**, who talked a few friends into buying Rhodes, and in the words of **Fred Brehob**, "sat them down in his living room and organized the first R19 races in Marblehead."

The boat was in much worse condition than I imagined, and as an antique professional, I found myself with a difficult decision: restore her to original form or make her competitive for racing now? I carefully removed all the rotten and damaged parts, preserving as much as I could, and found that if I were to restore her, the repairs would be too extensive to call her original and she would not be competitive. The final straw was the big chunk of cast iron that broke off the keel flange. I bought a Rhodes to continue racing with Fleet 5, so I decided to make her as stiff, strong and light as I could, replacing wood you can see with fiberglass over foam and using **Chris Small's** new carbon fiber keel. Here's what I've done so far.



The first R19s had bench seats that extended from cuddy all the way to the transom. I cut three big holes for port lights in each one. The port bench was pristine inside, and smelled like new fiberglass. The starboard had at least five gallons of water inside and smelled... more organic.



Like most R19s, her cockpit was easily twisted by wave action. On newer boats, the deck-to-hull joint is stapled and covered with plastic molding. On #41, I added a strip of fiberglass between hull and deck to glue them together. I trimmed the fiberglass on the interior, filled the joint with a filet of epoxy, and glassed the inside of the joint: three layers of e-glass, one of kevlar and one of carbon on the starboard side, and three layers of e-glass, three layers of kevlar and one of carbon on the port side (to reduce damage from the usual port-starboard bumper car action).

Like everyone else, I installed trapezoidal knees between the side decks and seats, three on each side. **Jerry Blouin** recommended 1" foam board with fiberglass laminated under pressure on both

sides, which is lighter than 3/8" plywood and *much* stiffer. I also cut frames from the stuff, and through the port lights installed them inside the seats in alignment with the knees and floor timber, thus making three continuous frames from rail-to-rail. They are also connected by a band of fiberglass down their faces. The after frame, at the after end of the cockpit, is continuous under the lazarette deck too - a ring frame. The bronze rod traveler is adjacent to this ring frame, so stiffness there is important.

I removed the heavy outboard motor bracket bolted through the transom, and when I removed it, I found holes from three previous brackets as well. There were so many holes that I ground out the area 1/4" deep, and put in fresh fiberglass to restore strength. There was a plywood reinforcement in the middle of the transom too, I replaced that with a layer of G10 (pressure-laminated solid fiberglass board). While in there, I moved the backstay chainplate outboard a little, and since the backstay had been fixed, made a fair, lined hole for the other end of the backstay adjusting line.

I replaced the oak floor timbers that had rotted and been patched with various chunks of wood and epoxy with divynycell foam under two layers of 12-08 biaxial cloth, as recommended by **Chris Small**. I embedded 316 stainless T-nuts in the foam, to receive screws that hold down the floor boards. I also glassed in a pad (foam core board) to which the barney post will be bolted (so it can be adjusted).

The steel cuddy reinforcing bar had rusted away. So I cut that out and built a fiberglass and foam arch that extends rail to rail, with 12 niches for cam cleats, for all sail control lines. Supporting each end of the arch is a frame aligned with a floor timber, thus forming a second ring frame.



The one piece of decent woodwork was a deck beam and knees assembly immediately forward of the partner. That was made superfluous by a third ring frame, canted to reach from the mast partner across the chainplates to the foremost set of keel bolts. It too is made of foam core board, so weighs only 7 lb. 4 oz.



## April 2016

*Continued from previous page*

The real trick was figuring out how to put a sturdy fiberglass face on its inner edge. This ring frame makes up most of the floor timber, which also makes it continuous with the mast step, a plank of double-thickness foam core board.

As built, #41 had a post (aluminum pipe with bronze bolt inside it) between the deck and mast step, just forward of the partner. I am replacing that with a fiberglass post passing through the mast step so it can be tabbed into both deck and hull, and glassed into a floor timber.



One of the identifying features of an early R19 is a solid bulkhead under the foredeck. The forepeak space was filled with Styrofoam blown in through two holes drilled in the foredeck. Needless to say, the foam soaked up water, so I cut a hole for a 10" port low in the bilge, and a large hole for a watertight, locking hatch higher up. Now I can put some G10 under the forestay fitting, and install new mooring cleats in the waterways, in the area where the chocks used to be.

As soon as the weather is fiberglass friendly, we will flip her with my brother-in-law's excavator, and grind off the gelcoat on the hull exterior. When done, I'll send it to **Chris Small** to install the new keel, final fairing and paint. That will still leave me the rigging to do, but I hope to be sailing her again in July. Look for her on Thursday nights.

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[www.r19fleet5.org](http://www.r19fleet5.org) / [www.rhodes19.org](http://www.rhodes19.org) / [www.facebook.com/r19fleet5](http://www.facebook.com/r19fleet5)

### TRIVIA ANSWERS

- No. The spring series used to start in early May and run consecutive Saturdays into Memorial Day weekend. Then MRA Series 1 would kickoff on Monday. The changeover to Memorial Day weekend occurred in 2005.
- It's a trick question. The 2013 Spring Series was cancelled due to a wash-out on Saturday and a frigid, howling northwesterly on Sunday. According to our records, only one boat actually braved the frostbite conditions that Sunday, **Ian Peebles**, who despite impressively manning up, was the clear loser. The declared winners were **Evan Cooke & Pete Kaznoski** who had planned not to sail so Pete could coach Wilson's baseball game, which of course also got rained out, leaving Pete to enjoy a relaxed, unstressful morning while the rest of us huddled on porches pretending to hope the RC would send us out. **Jim Raisides** said it best, "*Pete kicked our ass.*"
- The results of the last three Spring Series are:
  - 2015 – 1<sup>st</sup> Pendleton/Raisides, 2<sup>nd</sup> Team Pandapas, 3<sup>rd</sup> Frisch/Hourihan
  - 2014 – 1<sup>st</sup> Team Pandapas, 2<sup>nd</sup> Pendleton/Raisides, 3<sup>rd</sup> Frisch/Hourihan
  - 2012 – 1<sup>st</sup> Pete & the Kid, 2<sup>nd</sup> Pendleton/Raisides, 3<sup>rd</sup> Team Pandapas

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### ASK ANYTHING

*Got questions? Send them to [kpandapas@comcast.net](mailto:kpandapas@comcast.net).*

We introduce this month a new feature called, "*Ask Anything*" intended to provide you the chance to ask anything you want. That's right, *anything*. We (the fleet leadership team) promise to answer as best we can in the next fleet publication (next newsletter or Road to the Cup). So send your questions to [kpandapas@comcast.net](mailto:kpandapas@comcast.net) and let us know what's on your mind. We'll pick our favorites each month and try to answer them. Take your best shot, but keep it clean!

To prime the pump, we overheard at the winter party **Martha Martini** ask **Nat Taylor** something to the effect of:

*"Can we please, for the love of God, sail something less boring than WL twice around?"*

We appreciate the sentiment and concede that on Saturdays we sail a lot of WLs. Nat's answer was something like, "*WLs are a superior course because they give you options downwind.*" I (KP) agree, but allow me to expand on that.

WLs are the current racing standard and the most common configuration across one design, precisely for the reasons Nat mentions. We used to race the occasional triangles and not a lot good came of it. The upwind legs were fine but rarely did positions change during the reaches. I would add that close reaches and reach-to-reach jibes in anything over 15 knots typically result in stuff breaking (on these old boats). So WLs reflect the fleet consensus, at least I think they do (see PRO Guide article on page 2). A second point is that we sail on lines with multiple classes, all of whom I suspect prefer WLs. Introducing multiple course configurations on one line would be sub-optimal for the RC. Finally, I should point out that our racing doesn't include just Saturdays. We sail Thursday nights all summer, which typically feature triangles and downwind starts.

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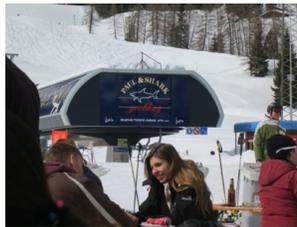
**SCUTTLEBUTT**

*Got News? Let's hear from you. Send your gossip, rumors and embarrassing tidbits to [kpandapas@comcast.net](mailto:kpandapas@comcast.net).*

**On the Road Again** Fleet sage **John Casler** seems to be back on winter walk-about. He sent us these shots from what we can only assume is somewhere on the coast of Italy. Doesn't look like skiing in the Alps and looks decidedly more tame than usual.



**Now That's more Like It** Okay! We were confused at first, but these shots are way more consistent with what we'd expect from **John Casler's** annual winter search for the perfect ale.



**Frostbiting? Really?** A bunch of Fleet 5ers have been 'braving the conditions' on Sunday afternoons, among them **Matt Hooks, Joe Fava, Spencer Powers** and others. This picture was taken from Crocker Park on March 13th, which you may recall was a 65 degree Sunday. I suppose it could just have easily been taken the week after when it looked about the same but was 40 degrees colder, but still. We've had worse days at Race Week.



**And Speaking of Spencer Powers** The word is that Spencer is finishing up his MBA at Sloan School of Management (MIT) and mulling through his many next-step options. Assuming the option he chooses keeps him local, he'd like to buy a Rhodes. Either way, he plans to do more sailing with us this summer, both as crew and possibly also stand-in skipper if the opportunity comes up.

**Do you know Fleet 5 History?** Former fleet member **Matt Murphy** (70s & 80s) has been working for the past few years with CYC to research and write a book-length history of the club. His primary interest right now is the Rhodes 19, which **Norm Cressy** included as one of four survivors of the golden age of one designs (along with the IOD, Etchells, and Townie). In contrast to those other classes, there don't seem to be a lot of published reports of the class's arrival at Marblehead. If you can shed any light on this, contact Matt at [matt@woodenboat.com](mailto:matt@woodenboat.com).

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**IN THE MAIL BAG**

We had a lot of mail this month, opining on a variety of topics. Folks seem generally pleased with the newsletter facelift, though at least one wondered if we didn't have anything better to do (...*dude, get a life!*) The majority of them, however, were positive, and a few were also intrigued by **Christina Pandapas'** hard-hitting interview with herself. Most comments were similar to this from old friend **Kent Hallawell**, "*Great newsletter. Barbara and I really loved Christina's interview with herself. Very appropriate.*"

**Jim Raisides'** generous offer to take of his shirt at Nationals in New Orleans generated a few comments, most similar to this sentiment expressed from **Jim Taylor**, "*I think his offer, however generous and well intentioned, would be a serious disincentive to participation in the event.*" We'd tend to agree.

Finally, readers enthusiastically appreciated the "Letting it Go" thoughts shared by **Nat Taylor** and **Charlie Pendleton**. Most were like this from **Elise Nash**, "*... loved the Nat/Charlie get over it feature in this month's.*" But perhaps the most enthusiastic was from Charlie's partner **Jim Raisides** himself, who in reference to his New Orleans promise, wrote, "*Love the issue. The one-on-one with CP and Nat was awesome. This was so good you may not have to wait, I will show you my boobs now.*" Hmm.

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*The next Fleet 5 Newsletter will be published on May 1<sup>st</sup>. All fleet correspondence is distributed by email. To request being added to Fleet 5's distribution list, please contact Jeff Shoreman at [jshoreman@gmail.com](mailto:jshoreman@gmail.com).*