



Fleet 5 Newsletter

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January 2017

UPCOMING EVENTS

Winter Party – Saturday January 7th The winter party will be held at 6:30 PM on Saturday January 7th at the home of **Christina & Kim Pandapas**. Keep your eye out for the evite. As usual, the party will be potluck, and **Elise Nash** will supply the bar.

Spring Clinic – Thursday May 4th Fleet 5 will host an evening clinic on May 4th, the location still to be determined. If you have suggested themes, please forward them to kpandapas@comcast.net.

Measurement Days - TBD With nationals coming, expect at least two measurement days. Stay tuned

Spring Series – May 27th – 28th Spring Series will kick off on the Saturday & Sunday of Memorial Day weekend.

Twilights Commence – June 1st The Twilight Series will start on June 1st, the first Thursday after Memorial Day.

Post Race Cocktail Party – Saturday June 3rd at the home of **Ann & Jim Taylor**. The party will be potluck, and **Elise Nash** will supply the bar.

East Coasts – TBD Last we heard, Hingham/Hull in mid-June. Stay tuned.

Race Week Party – July 27th at the home of **Jennifer & Steve Uhl**, and **Elise Nash** will supply the bar.

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GREETINGS FROM THE PREZ



Happy 2017! How on earth did it get to be 2017? It seems like just yesterday that **Christina** and I purchased an old beat-up 982 and started our Fleet 5 journey. Not sure of the exact date but it had to be at least 20 years ago.

I don't mind sharing that Fleet 5 has been transformational for us. It started as a one-design experiment to complement our PHRF sailing (and boy did we suck those first few years), and over time evolved into the centerpiece. Through Fleet 5, our sailing and social networks became slowly intertwined, weaving themselves into the very fabric of our lives, and along the way even resulted in professional opportunities. It has been quite a ride. People generously thank us all the time for all we've done, and certainly we appreciate that. But truth be told, we should be thanking you.

So, for better or worse, I'm back at the helm for another year, along with the rest of the 2016 leadership team, listed on the masthead to the left. Thanks for your faith in us, and please express your appreciation to them next time you see them.

Also on the subject of thanks, a huge tip of the hat to **Elise & Mike Nash** for once again hosting our Fall awards party. It was a fun event and perfect punctuation to another great season. As an aside, you'll recall the awards event was not the only party they hosted in 2016. Social chair is one of our toughest jobs, but the job description doesn't include hosting parties. So these guys clearly went above and beyond. Many thanks to them.

As usual, the leadership group met in December to plan out next season and begin hatching new ways to keep things interesting. The process isn't done yet, but what we have so far is summarized on page 2. The centerpiece of our 2017 season of course will be Nationals. Regatta co-chairs **Matt Hooks** and **Nat Taylor** have been hard at work for months building the committee and thinking through the event schedule. They've promised to keep us up to date, both on these pages before the season, as well as through occasional updates in the RTTC once the season starts. So stay tuned. They are always looking for volunteers so if you'd like to help, *please* let them know (contact info page 4).

We still don't have a hard date for the East Coasts, but it looks increasingly likely that our friends in Hingham and Hull will join forces to put on the regatta, now tentatively planned for mid-June. As you'd expect, the date selection is tough with two clubs balancing regatta schedules, RC obligations and even tide schedules, so stay tuned. I'm told we'll have something definitive by mid-January, and we'll let you know as soon as we do.

So assuming EC's are in Hingham and with both Nationals and RW in Marblehead, the planets are perfectly aligned for a Fleet 5 boat to win the elusive triple crown. An incredibly difficult task, I'll grant you, but there are a few boats I wouldn't bet against. I could jinx them by mentioning names, but that wouldn't be right. How about we just talk boat color - that's okay, right? Though still months away, the early line is favoring boats that are either green or blue!

The winter party is at our house this Saturday the 7th. See you there. Go Pats.

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MRA Rep
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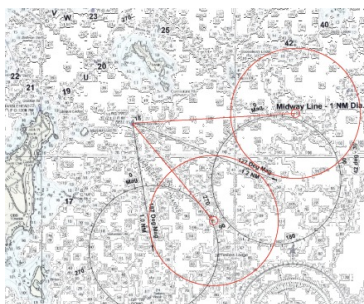
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SHORT TACKS

What Can We Do Better? You'll recall that back in November, Fleet 5 leadership requested feedback on how the season went and what changes we might make. We even posed questions to help stimulate your thinking. The response was, well, underwhelming. We received precisely three emails, sections of which are included in the mail below. And while we are in no way dismissive of opinions expressed in those emails, there are not enough of them to accept as consensus. So though helpful, not actionable. But no news is probably good news, right? We'll try again next year. In the meantime, please feel free to email any of the Fleet leadership if you have something on your mind.

MRA Fleet Reps Meeting The MRA held its fall fleet reps meeting on November 14th at the CYC. Fleet reps from each of Marblehead's MRA fleets were there to share thoughts on the 2016 season. **Jim Taylor** and **Kim Pandapas** attended for Fleet 5, and we were further represented through **Mike Lane's** membership on that board. The fleets communicated overwhelming appreciation of MRA and the three clubs for continuing to run Saturday racing throughout the summer. Specific feedback was constructive and generally positive, including that from Fleet 5, whose comments included suggestions about race area, course configuration and wind speed.

On race area, we suggested moving us to the northeast (see red circles in chart below). Reasons included more even current, less motorboat traffic and closer to Manchester, which could encourage participation from our friends there.



On courses, we supported WLs at the same average leg length, though suggested the RCs add a new course where the signal boat is mid-leg instead of the bottom (like the lasers and frostbiters sail), which would allow for more upwind finishes.

On wind limits, we suggested 20 knots but could go to 25, subject to sea state. The consensus among all fleets was 20 knots. The group also batted around the idea of possibly running Fall Series inside just off the harbor mouth.

Looking Forward To Next Season Fleet 5 leadership gathered in December to plan out the 2017 season. Here is quick rundown.

Events We finalized the event schedule (see schedule on page 7), with a few details still to be worked out, the largest of which is the spring clinic format. We're considering everything from a weather seminar to panel discussion on a range of items, from the new Doyle jib to tactics. We also batted around a range of early season on-the-water events, from a drone-filmed starting clinic to a curated boat show featuring the rigging of 2-3 of our faster boats. No decisions yet, but if you have thoughts, let us know.

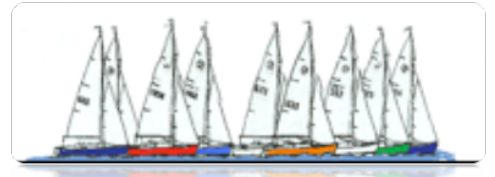
Scoring First on twilights, there are 13 Twilight Thursdays between Memorial Day and Labor Day, one of which is 8/17, the Thursday night before nationals and presumed annual meeting date. So we decided not to include 8/17 in twilight scoring, and split the remaining 12 evenly. So Series 1 will end 7/6 and Series 2 will start 7/13. As to byes, the group supported allowing racers to use their MRA bye for ECs if they wanted to, but there would be no additional dedicated bye. And for MRA scoring the Saturday of Nationals, we agreed to fully support nationals by informing MRA that the R19 fleet would not require a start on Saturday August 19.

Finances We finished 2016 down \$1100 (as budgeted) with about \$10k in the bank (net of payables). As usual, the big expenses were bar and trophies. We typically run a deficit in order to keep dues down, and periodically restock the account with proceeds from running a regatta. For 2017, the group proposed 2016 spending levels partially offset by a \$5/boat dues increase to \$60/boat and no regatta proceeds, effectively budgeting a \$1000 deficit. That would leave an estimated \$9000 in the bank at the end of the 2017 season.

Communications **Nat Taylor** updated us on the status of planned website improvements with the hope of completion by year-end. We will keep the same newsletter schedule (January, March, April, May & November) and batted around some proposed new features. The Road To The Cup will be published weekly during the season.

Recruiting The group set a recruiting goal of making sure **Beth & Brent Larlee** buy themselves a boat by Memorial Day (*kidding*). The actual goal was for each fleet member to recruit one person (skipper, crew or charterer). Just one. If everyone does that, we'll add a bunch of new boats. So get on it! Successful recruiters will be loudly celebrated here.

Continued next page



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Halloween Team Race *by Elise Nash*



This year's Halloween Team Race was held November 5-6 and was co-chaired by Fleet 5's **Matt Hooks** and **Larry Erhardt**, with **Bill Lynn**. With 75 sailors and 25 volunteers, "a pretty good ratio" as Larry pointed out, there was substantial showing of Fleet 5 both on and off the water. **Susie Schneider** and team ran close to 60 races, if not more, with 30 making up the double round robin to seed the knock-out round. **Cheryl Byrne** did the scoring, **Billy Lynn** served as bosun, and **Debbie Noble** headed the boat rotations on the dock with help from **Lisa McNamara** and **Callie Naughton**.

Team CYC had a strong Fleet 5 presence (almost ½ the team), including **Evan Cooke**, **Joe Fava**, **Steve Uhl**, **Karen Lubeck** and **Elise Nash**, sailing with **Forbes Barber**, **Will Bailey**, **Ben Blaisdell**, **Doug Sabin**, **Tim Wadlow** and **Ery Largay**. Sailing for EYC was **Matt Hooks** and **Chris Hufstader**.

Six teams competed, not just for the biggest team race trophy (I mean physically large, as in trying to drink out of a punch bowl), but also for a birth at the Morgan Cup, the premier keel boat team race hosted by NYYC in Newport every August. The teams included NYYC Women, Norton YC, Bristol YC, CYC, EYC1 and EYC2. The format was double round robin on Saturday followed by a knock-out round on Sunday.

Saturday started light but picked up enough to complete the double round robin, seeding Sunday's knock-out round as follows: CYC in 1st (9-1), Bristol in 2nd and EYC1 in 3rd, (both 6-4), followed by EYC2, Noroton and NYYC.

Sunday's weather was a bit more dynamic/chaotic, ranging from overcast skies, to downpours, to squalls and lightning, followed by blue skies. After a brief delay for squalls to blow through, Noroton and NYYC bowed out, allowing the top four teams to complete the knock-out round.

The knock-out round started with CYC (1) against Bristol (2) and EYC1 (3) against EYC 2 (4), sailing for best of 3. CYC lost to Bristol, and EYC 2 upset EYC 1. This put CYC up against EYC 2 to determine who would face Bristol for the final best-of-5 match. CYC came out victorious and went on to beat Bristol 3-0, securing the title as well as a birth at the 2017 Morgan Cup. All-in-all a great event put on by EYC.



Frostbiting *by Joe Fava*

Kim once told me that any sailing in the winter should begin with a trip to Logan airport. Wise advice, though should you be trying to earn back your summer hall passes, you might consider staying closer to home and doing some frostbiting.



Thanks to our friends at the Boston Yacht Club, racing takes place on Marblehead Harbor on Sunday afternoons in Sonars.

The frostbite season is structured into two 'series' with the fall series taking place in November and December and the 'spring series' in mid-February through mid-April. Each of the harbor clubs support the sailing by keeping several sonars at the BYC during the winter. And while each club manages its boats in a slightly different fashion, the sailing is open to all and with a call/e-mail to your sailing committee chair, you can quickly get out on the water.



I personally love frostbiting! The sailing is fast-paced and designed to maximize every minute on the water. Sailing takes place right off of the BYC dock starting at noon on Sundays and continues for about 2 hours. With a 1pm Pats game, this has you off the water in plenty of time to see the 4th quarter, though the race committee is great at providing updates to the fleet on the water. The short course college style (think windward legs the length of our race week starting line) races allow the 7-10 boat fleet to sail on average 10 races each day - effectively giving you the same amount of starts and races that we might achieve for all of race week or an entire series - in just a few hours. The short course racing lets you try a new starting position and if it doesn't work out the next race is only a few minutes away. But best of all, it satisfies that urge to go sailing!

Perhaps the best part of a frostbite day is the camaraderie and hospitality that takes place in the BYC bar after sailing where the day is re-lived. Stay sharp this winter and come sailing.



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Nationals 2017 Update

by Regatta Co-chairs Matt Hooks & Nat Taylor



Only 244 days until the 2017 Nationals in Marblehead... have you called your out of town friends yet? How cool would it be to see representation from all



23 fleets? We think it would be awesome, so get out your rolodex and get your friends to come!

The 2017 event runs August 17-20, is hosted by the Eastern Yacht Club and is being run by event co-chairs **Matt Hooks** and **Nat Taylor** along with an amazing team of volunteers. If you're interested in getting involved, you can learn more at www.r19nationals.com or by emailing **Matt Hooks** at mhooks@gmail.com. You could also join us at our event kickoff meeting on Monday 1/9/2017, 7pm @ BYC.

Feeling over-committed already? You can STILL help, by signing up early so that everyone else can see all of the incredible competition. While you're at it, why not get measured early?! Keep an eye out for the sign up link for the event and measuring.

Nationals 2017: more boats, more fun, bigger parties... and good weather.

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A FINAL CONGRATULATIONS TO OUR 2016 WINNERS

Spring Series

Name	Boat #	Points	Finish
Pendleton / Raisides	1217	6.00	1
Team Pandapas	982	13.00	2
Frisch / Hourihan	1210	17.00	3

Twilight Series 1

Steve Uhl	2585	6.00	1
Walter Colzman	2561	6.00	2
Team Martini	1466	7.00	3

Twilight Series 2

Team Martini	1466	8.00	1
John Casler	1775	9.00	2
Walter Colzman	2561	10.00	3

Twilight Series - Overall

Team Martini	1466	15.00	1
... and winner of the Charles T. Barr Trophy			
Walter Colzman	2561	16.00	2
John Casler	1775	18.00	3

MRA 1

Team Pandapas	982	9.00	1
Dave Nelson	3172	10.00	2
Frisch / Hourihan	1210	22.50	3

MRA 2

Larry Ehrhardt	2435	32.00	1
Frisch / Hourihan	1210	53.00	2
Fava / Mazareas	1316	60.00	3

MRA 3

Frisch / Hourihan	1210	23.00	1
Team Pandapas	982	39.00	2
Debbie Noble	1782	39.00	3

MRA 4 - Labor Day Series

Team Heffernan	2692	5.00	1
Dave Nelson	3172	9.00	2
Frisch / Hourihan	1210	9.00	3

MRA Overall

Frisch / Hourihan	1210	107.50	1
Team Pandapas	982	122.00	2
Pendleton / Raisides	1217	143.00	3

Raceweek

Pendleton / Raisides	1217	29.00	1
Larry Ehrhardt	2435	54.00	2
Team Taylor	1926	56.00	3

Fall Series

Frisch / Hourihan	1210	7.00	1
Mike Lane	2623	8.00	2
Ann Souza	1398	17.00	3

Rhodes 19 Overall Final

Pendleton / Raisides	1217	227.00	1
... and winner of the Nick Nichols Trophy (aka, the Cup)			
Frisch / Hourihan	1210	244.50	2
Larry Ehrhardt	2435	272.00	3
Team Lane / Heffernan	2623	292.00	4
Team Pandapas	982	295.00	5
Dave Nelson	3172	351.00	6
Team Fava / Nash	1316	381.00	7
Team Taylor	1926	394.00	8
Steve Uhl	2585	428.86	9
Bill Heffernan	2692	440.00	10

Perpetual Trophies

Rookie of the Year	Ann Souza
Most Improved	Larry Ehrhardt
Richie Santos	Elise Mazareas Nash
President's Trophy	Christina Pandapas



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Downwind Speed *by Ben Richardson*

*Editors note: My strategy is typically to try to hang with the pack upwind, round in the top group and then pass people going down. The run affords all kinds of tactical opportunities to pass - by playing shifts, keeping the boat moving, maximizing VMG by sailing as deep as conditions allow and positioning yourself to have rights heading into the mark. No one has been faster downwind over the past few years than **Ben Richardson**, so we thought it would be fun to check in with him to hear how he thinks about that.*



I have been very lucky to spend the last six years sailing the Rhodes 19 with **Chris Hufstader** and **Megan Siegel** (now Watson). I think we have been on the podium at every event we've sailed since 2012, although recently we've only been able to get out on the water once a

year at most. We start well, turn corners well, but aren't particularly fast upwind or close-winded. Where we do excel is downwind. This has tremendous value because in a displacement boat in which you more or less sail close to the rhumb line, there's not as much emphasis on the strategic decision to go left or right- as there is upwind, or downwind in a planning boat. In short, you can be rewarded for being dumb and fast.

There are two ironies of our speed downwind in the Rhodes (which one former sailing instructor of mine insisted was due to the boat being 150lbs light). One is that our mast butt is max forward, so if you look at pictures of us sailing downwind, the mast is dead straight despite the fact that we pull really hard on the fracolator. The other irony is that I am generally about 200lbs, much bigger than most skippers, and don't make any particular effort to sit forward in the boat, so we are dragging our transom around the race course.

So why are we fast? Yes, Chris is good spinnaker trimmer, and Megan is good at calling breeze. But if I had to be more nuanced and end this piece quickly, I would say that everyone else simply sails too high downwind. We seem consistently able to sail lower and faster than others. Maybe we're not faster too, but even sailing the same speed five degrees lower adds up quickly. Now you're all doing this for some reason, so it's probably not a case of just point the boat five degrees lower, so I'll point out a few things that might explain why we are able to do it.

First is I sit to leeward downwind and trim the main from the boom. This has a number of positive effects all around. First I have a better feel for how much pressure is on the main than you do trimming through a ratchet block. Imagine you're driving downwind and there's a bit of a puff. Your spinnaker trimmer feels it (or maybe not if your trimmer isn't aggressive

about turning off the ratchet) and tells you to steer down, and maybe you do about ten seconds after it happens if at all. I am trimming from the boom with limited purchase, feel the puff the same time as the trimmer and in fact tell him I am turning down without two people having to think about it and articulate it before it happens. This *might* also make us more comfortable sailing close to someone's shadow. If everyone else gets the yips when anyone is even close to their weather quarter and heads up - that's a pretty negative feedback loop resulting in everyone reaching around.

Second is that whereas you are sitting to weather driving with the puffs coming to you behind your back, I am looking at them.

Third is that me moving from the old leeward side to new leeward side during a gybe facilitates the desired roll reducing the need for others to shift their weight, particularly the trimmer for whom that can be disruptive to their primary focus.

Last, and this is more of a theory, is that with my (as mentioned before not-so insignificant) weight to leeward, I am creating weather helm. When that helm increases with a puff I feel it quickly because I am already pushing slightly against the helm. I can lean in, ease out, and press the boat down in the puff. You are sitting to weather with the boat probably flat-to-healing-to-weather, which creates leeward helm which feels weird enough to you that you head up in order to create some feel in the helm, and what do you know, you're sailing much higher than I am, but not faster...





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FLEET PROFILE – MEET TOM DAILEY

Compiled by Christina Pandapas

Tom Dailey and his son **Will** have been getting 1015 up to speed after giving her a little makeover a couple of years back (remember the shark mouth on the bow?). Tom's sailing resume is diverse and his evangelism for the local Laser fleet has resulted in a regular showing of 20-plus boats on the line with many Fleet 5 faces in the crowd. A family guy and expert rib eater, Tom shares his thoughts on the R19 and important life lessons you can share when sailing with your kids.

What was the first boat you ever sailed?

I grew up at Rochester YC and we sailed Tech dinghies on the Genesee River - very scary actually. The first boat I owned was a Fireball, which we sailed in Long Island Sound from Noroton YC.

How long have you been sailing Rhodes?

We've owned 1015 a few years but we still don't have many days in the boat and my rigging/set up is still rough so I feel like we're brand new. Plus my son Will is growing so fast it's like having a new team every year.

Why did you start sailing Rhodes?

To sail with my family. It's the biggest and friendliest fleet in town. And it's a bargain.

You usually sail with one of your kids. How has that been going?

That's our eldest son William, and it's a blast. I'm hoping to get daughter Elizabeth out next year. Will and I are moving up the curve together which makes it a lot of fun, and he's learning to curse from a pro, so it's nice he's getting a life skill.

Are you ever going to give 1015 a name?

My wife Kate named it 'Flower Pot' but never really explained why. I preferred 'Wanga Danga Dooga Dang Dang' but both names were too long for the transom so we kind of stalled-out on it.

What is your favorite non-sailing activity?

Anything with the kids - we love skiing together.

What do you do for work?

Process data for retailers and hedge funds.

What is your most memorable sailing moment?

Winning Bermuda Race Week with Kate. We shared the helm and crashed the scooter.

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

One time I climbed up on the foredeck of a Vanguard 15 to

adjust the headstay between races. We hit some motorboat wake and I clean fell over but my sailing partner Don didn't notice and he just sailed away. Guess it takes two boneheads for that one.

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

During a JY15 regatta with Kate, I was experimenting with knots in the hiking strap, which came undone, and after a tack she rolled backward into the water. Then a couple races later it happened again.

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

Focus early on rigging, rig setup, and weight. We spent a lot of time going very slow until Charlie and Kim mercifully reached out to get our settings into range. I guess asking lots of questions goes along with that. This fleet is very open and helpful.

What book are you reading?

I recently came across Kate's high school copy of *Gatsby* so I'm strolling through that, and a business book, *The Hard Thing About Hard Things*.

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

I once won a rib-eating contest. It was actually more like a challenge than an organized competition. The restaurateur was not happy.

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FLEET 5 TRIVIA

(Answers on Page 7)

1. How many teams have won the triple crown (East Coast, Race Week and Nationals), who are they and in what years did they do it?
2. Where were the 2000 Nationals held, who organized it and who won?
3. Which of Santa's reindeer can you expect to see on Valentine's Day?



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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, (978) 500-9021.

Neal Lewanda – Repairs, fiberglass/gel coat, rudders, keel work, etc. - neal@lewandamarine.com, 978-525-2700

Benjamin Parker of Aequis Yachts and does glass work and boat repair. Contact Ben at 58 Gregory Street, Marblehead (207) 319-3583 or benjamin.parker@aequoris-yachts.com.

Kenny Harvey – Rigging 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 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 for boat covers, rudder bags and marine stitching.

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NOTICE BOARD

Please mail postings and updates to kpandapas@comcast.net.

892 For Sale – **Rick Smyers & Jeff Sachs** are letting go one of the fastest boats in the fleet. Here's the listing. *"Rigging includes jib fine tune (accessible from the rails), adjustable jib cars, barney post, and stern traveler. Brand new sails (main was literally never used; jib just used once) and a spare set. Keel ground and faired in 2016. Mast replaced in 2013 and used sparingly since then. Boom replaced in 2011. 2 spin poles. Trailer included. Asking \$11,000."* You can reach Rick at ricksmyers@gmail.com or rick.smyers@dartmouth.org.

For Sale 1978 Rhodes 19 keel version for sale. Needs work to make it a racer but a good foundation. Includes trailer and start sails. \$2,500 or best offer. Located in Barnstable, MA. Geoff geoff.hurwitch@parkcitysailing.org 435-659-6641

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 or Courageous at www.courageoussailing.org.

Nahant Fleet Needs Sails – A startup fleet of R19s in Nahant will buy used mains and jibs. Contact **Abbott Lowell** at 978-853-1316 or abbott.lowell@outlook.com.

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The next Fleet 5 Newsletter will be published on March 1st. Newsletters are distributed by email. To request being added to Fleet 5's distribution list, please contact **Jeff Shoreman** at jshoreman@gmail.com.

2017 SCHEDULE OF EVENTS

Winter Party – January 7th at home of **Christina & Kim Pandapas**.

Spring Clinic – Thursday May 4th, time & location TBD.

Measurement Days – The fleet will hold 2-3 measurement events prior to Nationals, dates and locations TBD.

Twilights – Series 1 will include 6/1, 6/8, 6/15, 6/22, 6/29 and 7/6. Series 2 will include 7/13, 7/20, 8/3, 8/10, 8/24 and 8/31

Spring Series – May 27th–28th

MRA Series 1 starts Sat., June 3rd.

Summer Kickoff Cocktail Party – Saturday June 3rd after racing at the home of **Ann & Jim Taylor**.

Summer Clinic - TBD

East Coasts – Dates and location TBD.

Race Week – July 27th – 30th.

Race Week Party – July 27th after racing at the home of **Jennifer & Steve Uhl**.

Nationals – Friday August 18-Sunday August 20.

Labor Day Regatta – September 2nd - 3rd.

Labor Day Party – Saturday September 2nd after racing at the home of **Sloan & Charlie Pendleton**.

Fall Series commences Saturday Saturday September 9th.

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TRIVIA ANSWERS

1. To our knowledge, no one has ever won the triple crown.
2. The 2000 nationals were held in Marblehead. **Peter Beckett & Kim Pandapas** co-chaired the event. The winner was **Jeremy & Katie Bloxham**, sailing with **Kathy Wright**.
3. Cupid.



SCUTTLEBUTT

Got News? Let's hear from you. Send your gossip, rumors and embarrassing tidbits to kpandapas@comcast.net.

Dave Read Interviews Pendleton/Raisides – For anyone who doesn't routinely troll Facebook, Charlie posted an interview he and Jim did with **Dave Reed** back in July. You can find it at www.facebook.com/cpendleton/posts/10154557938338604.

Hail to the Chief In case you missed it, **Jeff Shoreman** was recently named CEO of Eze Software Group. **Mike Lane**, who apparently likes to stay on top of these things, sent in this link. <http://finance.yahoo.com/news/eze-software-names-jeffrey-shoreman-170000581.html>.

Number Three! Congratulations to **Marissa & Joe Fava**, who are expecting their 3rd child later this spring.

New Rules The new Racing Rules of Sailing for 2017-2020 are available at www.ussailing.org/race-officials/rules.

Elise Nash sent in this link (www.spinsheet.com/team-racing), which is an article about Marblehead's inter-harbor collaboration. *"This is written by **Trevor Perkins**, a guy Joe and I sailed against in college, about what a great event the 2v2 is and how they are inspired by our inter-club harbor collaboration. It's a pretty great thing we have going here and are lucky to be able to work together for the collective benefit of all. Between Jackson Cup, the 2v2 and the Halloween Team Race, all three clubs work together to support each others events and the maintenance of the harbor sonars. Pretty awesome."*

Awards Pick-Up The folks listed below for some inexplicable reason missed the awards party, which of course, is their loss. They can make arrangements to collect their booty by emailing kpandapas@comcast.net.

Dru Slattery	2013 MRA Series 2, 2nd place
Kazoski/Cooke	2014 Season Overall – 4th place
Jamie Holley	2015 Race Week – 1st place
Walter Colsman	2016 – Twilight 1 2 nd place
	2016 Twilight 2 2 nd place
	2016 Twilight Season 2 nd place
Steve Uhl	2016 Twilight 1 1 st place
	2016 Twilight 2 2 nd place
Dave Nelson	2016 MRA Series 2 2 nd place
	2016 MRA series 4 2 nd place

Team Taylor Hijinks In a reflective moment, **Jim Taylor** share a sliver of Team Taylor's storied past. The story includes important lessons about trust and the need for skippers to take a glance over their shoulders before pushing down the helm.

So here's the scene: Nat and Jim are frostbiting at Courageous. We have chipped the ice out of the bilge, raised the bedsheets

that serve as sails, and are prepping for a start in the normal cold, grey drizzle. During the sequence, the wind goes hard left, making the pin hugely favored. We are pin third, so life is good.

What Jim said: 'No guts, no glory.'

What Jim meant: 'There are only seconds to go, I can't see the race cmte (so the cmte can't see us), we can just harden up and hit the line full bore.'

What Nat THOUGHT Jim meant: 'We're heros, we can port tack the rest of the fleet from here.'

Error #1: The driver trusted his crew's vision and judgment implicitly (very bad move).

Error #2: The driver put the helm over smartly without looking (or asking for any possibly relevant situational context).

What happened next: Driver put the helm over, only to find a lot of traffic on our hip. Very big eyes on the helmsperson. 'What the bleep did you do that for?!' left unspoken by the crew. Chaos ensued."

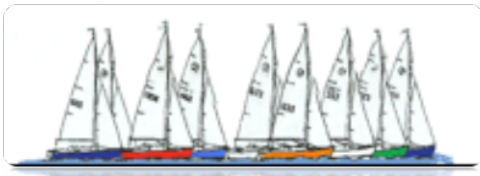
There was no contact, and I don't remember if there were any obvious fouls. What I do remember is that it was really hard to recover because we were both rolling in the bilge laughing hysterically.

'No guts, no glory' still elicits an automatic belly laugh years later.

Trophy Drinking Finally, an unnamed source sent in these amusing (though slightly disturbing) shots of CYC sailors enjoying their victory after the Halloween Team Race.



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MAIL

Several folks wrote in about the November newsletter. **Peter Frisch** wrote "Once again, Fleet 5 owes you, your lovely wife, and Fleet 5 officers a load of thanks for taking the time and care to generate these monthly newsletters. Such communication maintains an important thread in our sailing community and allows one and all to feel proud. Moreover, I cannot tell how many times I have heard from sailors in other fleets how much they enjoy reading your prose." **Alex Felton** wrote, "Thanks for all your weekly 'Road to the Cup' and newsletters. Always a good read!!" And this from **Peter Sorlien**, "The newsletter is a key ingredient to Fleet 5's success. Like Jim, I read it through eagerly, and every single time find it entertaining, informative and inspiring. Thanks for doing it, please keep it up!"

A few also commented on the Holiday Edition of the RTTC. This from **Elise Nash**, "Loved the part about giving Seamus a hug." Actually the hug was for Peter, but no matter. **Joan Thayer** wrote, "Thanks for the continued reports. That's why Fleet 5 is such a great fleet." We also heard from old friend **Justin Scott**, who wrote "Chuckle... I always enjoy your Xmas email. I don't know where you find the time to do it." **Yati Harsono** weighed in with this, "Great write up!! I truly enjoyed it. Looking forward to the Winter Party!" And **Tommy Tompkins** lobbed this in, "I would think a package thrown onto the top deck of Peg could help distract the PRO from correctly sighting the line." Finally, we got this very warm and generous message from **Judy Adam**, "Love Road to the Cup! You do a really good job. If the East Coasts are not pinned down for 2017, you know CYC would love to do it. I know EYC is doing your Nationals and you may not want to do East Coasts in Marblehead, but we are here..." Thank you Judy and CYC!!

We received three emails in response to the *We Need Your Feedback* piece, condensed below in the interest of brevity. The first from **Peter Sorlien**. "Tinkers is a poor location for racing - too much powerboat traffic. Well outside Tinkers gong or Halfway Rock would be much better. * WL courses are more challenging. * Wind: upper limit of 20, lower limit of... zephyr. * RW: Four days, it's a good workout. * Fall sailing: I definitely will be there with #41. Fall is the best sailing of the year. * Spring Clinic: New rules review / old rules refresher mixed with tactics could be a mainstay. * Social: Great schedule and locations, I am amazed and grateful that the same hosts continue to be so generous."

The second was from **Alex Felton**, who wrote, "A vote for Halfway. It was an easy sail from Manchester so if we relocate there, will recruit some Manchester boats. * Vote for 3 days of Race Week as per my 'mail bag email'. Might get some more

out of towners by taking only one vacation day especially with nationals in Aug. * Wind: Max 20 and Min of 5. Seen enough heavy stuff over the years. * Pre season clinic was great! Go fast tips and pics of boat set up."

And the third was from **Joe Fava**. "I'm in favor of keeping race week at 4 days. I like the tradition of sailing 4 days. * End time: I'd like to see us on a normal Saturday get in a little earlier. At a regatta like nationals, ECs or RW, I'm fine to stay out as long as necessary. * Sailing area: Love to sail more in the halfway rock area. And on days when we can, sail closer in, weather and boat traffic permitting. * MRA: I like the fact that there is sailing every weekend. I've heard thoughts of condensing the schedule and don't like that."

We also got this from Sandy Bay's **Rob Paterson**. "I appreciate remaining on the Fleet 5 newsletter list. I would be very interested in seeing the answers you receive to the questions you posted in the fall newsletter." Consider it done.

We asked **John Casler** to comment on the proposed 2017 Twilight split but apparently he was on walkabout and a bit distracted by beer and old friends. "Tough to focus on this from here amidst the German Christmas markets. I'm putting more thought, frankly, into whether to have some sort of limited Fleet 5 gluhwein tasting at 199 Washington at some date separated by a few weeks from your party. Frohliche Weinacht!"



In response to our request to be interviewed for the profile, **Tom Dailey** sent this. "Thanks, but I figured I would have accomplished something in the class before meriting a profile. At this point the only thing I've done consistently is yell at pretty much every single boat. I guess I'm a little reluctant to leave the dark periphery of this fleet where I've been lurking on and off without much notice!"

Finally, lots of mail about the awards party, all raves - **Elise & Mike Nash** won't be getting out of hosting that anytime soon. We won't bother reprinting all those, but include this from our hostess herself, who won the award for most texts to the Fleet Captain in 2016 (KP stopped counting at 100), "Ok, for text number 101, I would like to nominate 1210, in addition to all of their other awards, for the 'Late Night' award. Two years in a row 'til I am. Rock stars." Rock stars indeed!