



## Fleet 5 Newsletter

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January 2018

# R h o d e s 19

## GREETINGS FROM THE (NEW) PREZ

First up, we all owe another enormous Thank You to **Team Pandapas** for all their years of hard work on behalf of Fleet 5. Rest assured, they aren't going anywhere, as evidenced by their hosting (yet again!) our January 6 winter party, continuing as scorers, and promising another season of *Rhode(s) to the Cup* from Kim. Here's hoping that their step back doesn't translate into more energy on the race course; they're tough enough already!

Next up, it was great to have +/-35 friends turn out for the chez Pandapas party! The fact that so many ventured out on what was the coldest night of the year (so far!) suggests that numbers that were on the light side at some recent events were more happenstance than trend. The cold did discourage some from the even more frozen north (**Ken Cormier** and **Chris & Deb Schrieber**), but lots of others (**Heffernons**, **Rubins**, **Hooks**, and **Small** come to mind) covered a lot of cold, hard miles in making the trek. It was fun to catch up.

This year Santa, (with assistance from Nat), brought me a thought provoking book titled Bowling Alone. It runs over 400 data filled, footnoted, and skim able pages, but it solidly supports its central premise that investing in 'social capital' is critical to any organization's success, be it a political party, a religious congregation, or a local Rhodes 19 fleet. The currency of this 'social capital' boils down to the interpersonal connections between an organization's members, as evidenced by quantifiable things like the amount of time that members volunteer, and the number of functions that they attend. The example of the book title is a member's willingness to bowl regularly as part of a team, as opposed to bowling occasionally as an individual. Since everything of real significance in life leads inevitably back to **Rhodes 19's**, I was struck by several ways in which 'social capital' has been invested (or not) in **Fleet 5** over the years.

The most obvious such investments have been made by a long and distinguished list of Fleet 5 members, starting roughly a half century ago with the likes of **Fred Brehob**, and **Dick Welch** (both departed) and **Norm Cressy** (retired, but very much NOT departed). In more recent years, people like **Doug Trees**, **Tom Despres**, **Steve Uhl**, **Charlie Pendleton** (moved on, but forgiven), **Mike Lane**, **John Casler**, and of course **Team Pandapas** have all made similar efforts, all of them essential, and all very much appreciated.

A second Bowling Alone connection is the personal realization that although I have sailed in Fleet 5 for decades, (hardly a man is now alive who remembers that day in '75 (actually '79) when #892 won Race Week), in many ways I have 'bowled alone'. I have made it to the line when it was convenient, and while I have had good excuses for some no-shows (lots of command big boat performances), for others, not so much... Fleet 5 is stronger and our racing is fun when more of us make the effort to get to the line more often. Hat's off to folks like the **Heffernon's** (see above!), who make their weekly trek from Dover, to **Team Felton** (by land or by sea from Manchester), and to the **Fava's** (for fitting in hall passes for Joe with the needs of three young kids). My plan is to get in the water early this year, and to make the arduous 8 minute trek to the club more often. If one is short on crew, the clubs are where the sailors are, after all!

A third connection between Bowling Alone and Fleet 5 is the author's implied warning that American's are investing less and less in 'social capital' over time, to the long-term detriment to our social fabric. In Fleet 5, let's buck that trend by making a point to enjoy both connecting with friends at the fleet bar, and duking it out with them at the finish line. Here's to a great 2018 season, and Happy New year to all!

## UPCOMING EVENTS

**Spring Clinic** –Fleet 5 will host a Rules clinic in April or May, lead by experts Matt Linblad and Greg Wilerson. Data TBA.

**MRA Schedule:** (TBA)

**Twilights Series** –Expected to start May 31<sup>st</sup>, the first Thursday after Memorial Day.

**East Coasts – June 22-24**  
Hosted by the New Bedford Yacht Club, in Padanaram (Buzzards Bay)

**David Smith Trophy-** A 'clinigatta' lead by all-world Jud Smith. July 8

**Race Week-** July 26-29

\* \* \*

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### **Fleet 5 Fall Planning Meeting:**

Items discussed at our November 28 meeting:

#### **1. Recruiting:**

- We agreed that young adult sailors should be top new member priority, but that not many of them will be buying boats anytime soon. That suggests a need to connect candidate sailors with available crew slots and/or boats on an ongoing, weekly basis. We need to build a structure for this.
- We agreed that we need to add new members annually in order keep total membership constant, since some attrition among existing members is expected and inevitable.
- We agreed to invite out of town RW and Nationals competitors to join MRA and to sail with us more often.

#### **2. Budget:**

- Our account shows a balance that is down about \$1,500 from 2016, partly due to unexpected Nationals costs, and partly to fewer dues paying members.
- This deficit continues a downward trend of +/- \$1,000/yr over the past four years, which has been about as planned. We hope to stop this slide via modest dues increases each year until a reasonable and stable balance is reached.
- We agreed to a \$5 dues increase for 2018, going from \$60 to \$65. Similar increases can be expected to be routine going forward.

#### **4. Party planning:**

*Spring:* June 9, likely hosted by Jim & Annie Taylor  
July 'Club Days'; July 14 & 21 at CYC and EYC; gatherings on the porch after racing. Details to be confirmed.  
*RaceWeek;* Probably Uhl's, but to be confirmed  
Labor Day; Probably Raisides, To be confirmed.  
*Awards:* November 3, hosted by Elise & Mike Nash

#### **5. Clinics:**

*Pre-season rules seminar* w/Matt Linblad and Greg Wilkerson on a Thurs night in May?, date to be confirmed.

*David Smith Trophy 'clini-gatta'*, July 8, lead by Jud Smith

#### **6. Registration and Membership:**

- We agreed that the all e-mail approach has worked well.
- It has been suggested that even if not needed for registration, the spring party was useful as a pre-season energizer for our tribe.
- We will track dues paid vs boats sailing more carefully.
- We agreed that only dues paying Fleet 5 members should be included in RTTC scoring.

### **Member Feedback:**

***This just in:*** Rants on the porch or raves at the bar don't necessarily get through to the folks who might actually be able to resolve the rants or respond to the raves. Some weeks ago your fearless leaders asked for member feedback in advance of an MRA Fleet Rep meeting, and we got some really helpful responses:

From **Rick Berliner:**

*Concerning down participation, Jess & I's opinion was that this was just a really lousily unlucky Saturday weather year. Seems like there were more RC cancellations (justified) than I recalled in recent years. We were scarce this year for a number of conflicts that have nothing to do with RC, but we easily had a good handful of race days where we either balked at the dock or an hour earlier in the kitchen. As a result, we had a lot of Sunday cruises. .*

From **Alex Felton:**

*Weekend racing*

- *Like the new (North Course) location!*
- *Occasional upwind finish would be nice change. (Understanding that moving RC boat would be challenging).*
- *DO agree with cancellations. Stormy conditions are much more challenging as the years tick by.*
- *My compliments to the idea of a pink mark! (Although it was not always in place on time)*
- *In general the RCs do a great job!*
- *Spring clinic: Would like to hear more discussion on sail shape. Pictures would be very helpful for upwind and downwind. (The planned Jud Smith 'clini-gatta' on July 8 should be a huge help with this; Ed)*

From **Elise Mazareas Nash:**

- I like the new line location (though personally I still seem unable to figure out "the current play" as Jud calls it)
- I think there has been a general improvement in RC work across the board and much thanks to all of those who are out there volunteering so we can race
- I would love to see an 'RC Bye' option for those who choose to do Race Committee for a day instead.
- I would vote no for a later start time, esp with the (longer sail to the North Line). Three races already make for a long day (esp with a spouse and/or children waiting on shore) and delaying the start will likely make for an even later day, or less races - neither of which seem like a good alternative to me.



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### **MRA Fleet Rep Report:**

Fleet 5 was well represented, by **Mike Lane** (MRA board) and **Kim Pandapas** and **Jim Taylor** (as co-fleet reps). NB that there is a nice correlation between the feedback from our own members and the issues discussed at the meeting. It does help to be pro-active and speak up!

#### **General:**

- Generally positive. 'MRA does a really good job'.
- General improvement in RC work thanks to many volunteers
- Unlucky year weather wise, lots of cancellations. Most were good decisions suiting most sailors.
- Meeting called 'more productive than most'
- Angst expressed over continuing trend towards fewer MRA members and participants
- Helpful feedback from Fleet 5 members acknowledged

#### **Schedule and Race Management:**

- North Line (Halfway) well received. No push back on shift away from Tinkers; most very positive wrt move.
- Common sense distance from Satan's Rock suggested
- In typical sea breeze, avoiding longer legs that get further into stronger currents near Halfway Rock suggested.
- There can be too much of a good thing; three race days acknowledged to be more than enough for older sailors.
- A later starting time seen as undesirable as it could result in later finishes, with impact on dinner hour and evening plans
- Fewer race dates NOT favored, especially if combined with expected MRA dues increase
- Coping with a skewed starting line seen as preferable to long waits while trying to set a perfect one.
- Pink change mark a nice step forward.
- Another 'bye' suggested to encourage racers to volunteer w/RC's
- Some interest expressed in course variety beyond 'C'. Some windward finishes in a westerly? Even on 'O'?

## **R-19 Fleet 5 2017 Season Results**

*When looking forward to the coming season, it often helps to recall how much fun we had last season!*

### **Spring Series - Final**

Name	Boat #	Points	Finish
Larry Ehrhardt	2435	13	1
Team Lane / Heffernan	2623	14	2
Steve Uhl	2585	15	3

### **MRA 1 - Final**

Name	Boat #	Points	Finish
Team Frisch / Hourihan	1210	25.00	1
Dave Nelson	3172	30.00	2
Team Lane / Heffernan	2623	34.00	3

### **MRA 2 - Final**

Name	Boat #	Points	Finish
Team Fava / Nash	1316	21.00	1
Team Pandapas	982	27.00	2
Team Frisch / Hourihan	1210	28.00	3

### **MRA 3 - Final**

Name	Boat #	Points	Finish
Team Frisch / Hourihan	1210	6.00	1
Team Pandapas	982	10.00	2
Steve Uhl	2585	10.00	3

### **MRA 4 (LD Series) - Final**

Name	Boat #	Points	Finish
Team Frisch / Hourihan	1210	8.00	1
Matt Hooks	1683	8.00	2
Team Heffernan / Harsono	2692	11.00	3



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**MRA Overall -  
Final**

Name	Boat #	Points	Finish
Team Frisch / Hourihan	1210	67.00	1
Team Lane / Heffernan	2623	91.50	2
Team Heffernan / Harsono	2692	102.00	3
Team Pandapas	982	112.00	4
Dave Nelson	3172	140.00	5

**Raceweek - Final**

Name	Boat #	Points	Finish
Ben Richardson	1343	24.00	1
Dave Nelson	3172	27.00	2
Team Cooke / Kazoski	2648	38.00	3

**Twilight Series 1 -  
Final**

Name	Boat #	Points	Finish
Team Martini	1466	7.00	1
Team Heffernan	2561	8.00	2
Team Colman	2692	8.00	3

**Twilight Series 2 -  
Final**

Name	Boat #	Points	Finish
Steve Uhl	2585	3.00	1
Team Martini	1466	5.00	2
Team Heffernan	2692	10.00	3

**Twilight Series -  
Overall**

Name	Boat #	Points	Finish
Team Martini	1466	12.00	1
Steve Uhl	2585	16.00	2
Team Heffernan	2692	18.00	3

**Fall Series - Final**

Name	Boat #	Points	Finish
Seve Uhl	2585	4.00	1
Team Frisch / Hourihan	1210	5.00	2
Team Pandapas	982	5.00	3

**Rhodes 19 Overall -  
Final**

Name	Boat #	Points	Finish
Frisch / Hourihan	1210	167.00	1
Mike Lane	2623	180.50	2
Team Pandapas	982	211.00	3
Team Heffernan	2692	250.00	4
Dave Nelson	3172	264.00	5
Steve Uhl	2585	269.00	6
Kazoski / Cooke	2648	278.33	7
Matt Hooks	1683	291.00	8
Larry Ehrhardt	2435	294.00	9
Team Taylor	1926	310.00	10

<b>Charles T. Barr - Twilight Hallawell Family Trophy Rookie of the Year Most Improved Richie Santos Hacker Award President Trophy</b>	Team Martini
	Colman Family
	Bill Rothwell
	Matt Hooks
	Renee Heffernan
	Jeff Shoreman
	Elise Nash





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## Crew Weight and Downwind Speed

In trying (no doubt vainly) to produce a Fleet 5 newsletter that is as informative and fun to read as those turned out by Team Pandapas in recent years, I started by reviewing some of their earlier issues. One piece that caught my eye again was **Ben Richardson's** January, 2017 offering, headlined: *Downwind Speed*.

Ben does not sail with in Fleet 5 often, but when he does, he sails exceptionally well, as evidenced by his Race Week 1<sup>st</sup> and Nationals 2<sup>nd</sup> in 2017. Team Taylor is one of the boats that he (with crew **Chris Hofstader** and **Megan Watson**) routinely schools, and we are always impressed by his (their) careful, consistent, methodical, Patriot like 'all phases of the game' pre-race preparation. It is no accident that our results are a lot better in the 'big events' when we take the time to 'do a Ben' (get out early, sail the course, do a warm up hoist and a few jibes, etc). On typical MRA weekends, we tend to leave the mooring late, chat about life and work, check in, and go boat racing. And pay a price for that lax approach at the finish line!

Another thing that Ben and crew do exceptionally well is to routinely put themselves in the right place on the race course. If Nat's old, overweight crew spent less time doing science experiments intended to eke out a length or two against a few neighboring boats, and more time getting his head out of the boat and seeing that the other side of the course has more breeze, a lift, and has gained ten lengths, we would do better.

One thing that Ben does NOT do, interestingly enough, is blow people away with blazing boatspeed. Part of the reason for this may well be that Ben is a big guy. At least in the light air and lump that we see most often in Marblehead, high crew weight is a liability upwind. At +/-400 lbs with just two, Team Taylor struggles upwind in 8 TWS, is OK at 10, and lights up at 12. Downwind, light crew weight should always be faster, but Ben is plenty fast enough despite his bulk, and in recent years Team Taylor has also gone from 'whoa, is me, we're sooo heavy' downwind to making consistent gains. Two fat boy boats, both going well downwind in light air Marblehead; whudupwidat?

If you were expecting to learn some sure fire 'go fast' keys that we both use to get our heavyweight butts downwind fast enough to typically go plus numbers, you may be disappointed, because we approach some basics quite differently.

- Ben wrote that he sits aft and to leeward where he can trim the main directly for better feel, while we sit to windward, jammed forward against the cuddy in typical conditions, so we don't drag the transom. Only in more breeze when the bow wave sounds noisy do we gradually move our weight aft.
- Ben says that he likes to heel the boat to leeward so that the resulting weather helm can help him respond better to puffs. We heel to windward (I wedge myself against the cuddy with my outboard foot against the hull) for a neutral to lee helm, that we think helps us gain separation to leeward, and that uses gravity to rotate the chute out to windward for more projected area.
- One thing that we do agree on (beyond the obvious of staying in clear air and in the best breeze) is that we both work really hard on sailing deep angles, and we are both quite happy to see neighboring boats sail higher, presumably to keep their air clear on boats off their weather quarter. Those hot angles certainly feel good, and they do achieve higher boatspeeds, but they often result in lower downwind VMG.

Different strokes for different folks. It's no wonder that Rhodes 19's are SUCH tricky boats to sail consistently fast...





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## WHUZZAT, YOU MIGHT ASK?!



Alex Felton (#1299) very kindly gifted the above to Fleet 5. It was displayed, in his careful wrapping, at our fall awards party.



A trained preservationist has now disassembled the floorboard unit that O'Day craftsmen had so elegantly *nailed* together. The lumber (whose quality is actually very high!) is now stockpiled in the Fleet 5 archives.



The depth of Alex's generosity was fully evident when his gift was unveiled some time later in Team Taylor's basement sail loft. The hatch cover was an entirely unexpected bonus. Some members may not even be aware that Rhodes 19's once featured not only a section of mahogany floorboards under the aft deck, but also a bulkhead (with two access hatches) just forward of the mast. Both weighed a ton and the Class Rules have allowed their removal long since, but the bulkhead did help support our notoriously spongy foredecks!



The first use of the Fleet 5 **Lumber Inventory** (a companion to our **Fleet Bar**) has been to create a custom designed and crafted keeper trophy for the vaunted Hacker's Award. Members will recall that this year's award went to Jeff Shoreman, (#799) whose award winning malfeasance was amusingly chronicled by his boat partner and erstwhile friend David Reynolds.

So thank you, Alex, Fleet 5 is forever in your debt for your generous contribution to our historical collection. One question: Would you like us to return the rope that completed your tasteful gift wrapping? Be assured that it is rope, not line, and while it is gray, it is definitely not Spectra. If you would like it back, we will be sure to hold it for you.





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## **Rhodes 19's, St. Croix, and Maria**

Beecher Higby was Chris and Deb Schreiber's 3<sup>rd</sup> at the Nationals here last year, when he was also a Team Taylor house guest. St. Croix is home to both Beecher and R-19 Fleet #40, and both took a devastating hit from Hurricane Maria on September 20. He and St. Croix are both still in recovery mode, but he found time to send us these photos:

\* \* \*



Dunno what John's steering, but it looks like fun, even if it is too big for a Twilight Race!



St Croix R-19's (presumably from Fleet 40) down but not out.



One of several St. Croix R-19's blown off their trailers by Maria. The Category 5 eye wall passed just south of St. Croix, but the storm still carried sustained winds of at least 100 mph, with gusts recoded at 137 mph. In a related note, Our own Chris Small spent a full month on nearby St. Thomas bringing their fleet of IC-24's (J-24's with different decks and cockpit) back to life.

**In case you think it's cold here in the 'hood...**



It's been on the nippy side at Chris and Deb Schreiber's gorgeous place on the water south of Thomaston, ME.



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## **MEET STEVE UHL**

*by Christina Pandapas*

A former class president, fleet president and 18-year Fleet 5 veteran, Steve Uhl knows a thing or two about getting a Rhodes around the racecourse. He also knows a lot about brewing beer and flying airplanes (separately, of course).

*What was the first boat you ever sailed?*

A Lightning, crewing for my father, who campaigned it pretty seriously in the 50s and 60s. Or so I'm told – they put me as a toddler in a box in the transom when they needed a 3<sup>rd</sup> to round out their crew. (Young parents out there – don't interpret that as a 'best practice' parenting technique). The first boat I ever drove myself was a Blue Jay (basically a miniature Lightning) on Long Island Sound.

*How long have you been sailing Rhodes?*

18 years now! That's a little scary. I'm quite sure that I've made the same mistakes, learned from them, forgotten them and made the same mistakes again at least three or four cycles now!

*Why did you start sailing Rhodes?*

I wanted to get back into racing after a multi-year hiatus. I met Bill and Kera Dalton at a neighbor's house and they turned us on to Fleet 5 and connected us with Kim Pandapas, who had just fortuitously rescued Woodstock from loneliness in a Gloucester parking lot.

*Where did the name "Woodstock" come from?*

Sorry – no back story. Neither Jennifer nor I attended Woodstock, unfortunately. But if we had, we'd have been very groovy.

*What is your favorite non-sailing activity?*

Huh? What is a "non-sailing activity"? Just kidding. Outside of sailing - I guess flying. I'm in a flying club at Beverly Airport so I tool around the North Shore from above when I can. If a small plane ever buzzes low over MRA and 2585 is not on the racecourse, it could be me. Just don't report me to the FAA please.

*What do you do for work?*

With a partner, I consult to Oil & Gas companies on major capital projects, in particular their schedule and costs. It's interesting and takes me to a lot of funky places (Kazakhstan, Angola, Perth, Chengdu). It's a lot of travel typically – but when I'm home I can work out of my house (or not).

*What is your most memorable sailing moment?*

Hard to pick one. I won the "Novice Open" at age 11....have been waiting 44 years for another regatta victory. Two years ago I finished last in a Masters Laser race – but it was my best finish of the regatta because it was so windy only a small fraction of the fleet was able to finish. But probably I'd pick competing in several Nationals and East Coasts with my sons Thornton and Clark.

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

My son Thornton fell overboard while we were leading a race in Nationals. But we discovered it was boneheaded of me, not him. My hiking straps were not tied down fully. Anyway – we actually dragged him back onboard and still won the race!

*What is the biggest bonehead thing you've done during a race? (See above.)*

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

Sail it a lot. Tiller time is important.

*What book are you reading?*

Lots of history. Just finished "Killers of the Flower Moon" a true story about killings on early 20<sup>th</sup> century Indian reservation and the birth of the F.B.I.

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

I home brew beer every few weeks. Sometimes it's good and sometimes not so much. But my "Citra Session Pale Ale" usually is nice. Maybe I'll bring some to the next fleet party.







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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.

**Seacoast Specialty Marine** Call **Greg Dolan** at 978-255-2769, click on [seacoastsspecialtymarine.com](http://seacoastsspecialtymarine.com), or visit on Facebook [@seacoastsspecialtymarine](https://www.facebook.com/seacoastsspecialtymarine).

**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 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).

**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.

**Seacoast Specialty Marine** – Restorations, rigging and all variety of go fast work. Located in 5000 sq ft facility at 14 Graf Road, Newburyport. Email [info@seacoastsspecialtymarine.com](mailto:info@seacoastsspecialtymarine.com), or call 978-255-2769

### **NOTICE BOARD**

**Another Winter Storage Option** – Seacoast Specialty Marine in Newburyport is offering indoor winter storage. If you would like to reserve a spot, email [info@seacoastsspecialtymarine.com](mailto:info@seacoastsspecialtymarine.com) or call 978-255-2769.”

**For Sale** The price has dropped again on 892, a boat that has won Race Week, East Coasts and Nationals. **Rick Smyers** is now asking \$9k. You can reach him at [ricksmyers@gmail.com](mailto:ricksmyers@gmail.com).

**Donate Your Sails** The Nahant Sailing Program (NSP) has 6 Rhodes 19s that are used to teach kids and a twilight program for adults. The majority of funding comes from an annual fund raiser by The Friends of Nahant Sailing. The Rhodes sails need replacement, so if you have or are purchasing new sails, please consider donating your old ones to “The Friends of Nahant Sailing.” Not only will it help the program grow, but the donation is tax deductible. Please contact **Bob Cusack** at (781) 581-1159 or [rjcusack@verizon.net](mailto:rjcusack@verizon.net) if you are interested.

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*The next Fleet 5 Newsletter will be published on or about March 1.. Newsletters are 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) . To respond with comments, suggestions, news, and/or complaints, email Ed at [ajtaylor8@verizon.net](mailto:ajtaylor8@verizon.net)*