



Fleet 5 Newsletter

www.r19fleet5.org / www.rhodes19.org / www.facebook.com/r19fleet5

March 2018

R h o d e s 19

Fleet President
Jim Taylor
ajtaylor8@verizon.net

Vice President:
Elise Mazareas Nash
elise.mazareas@gmail.com

Treasurer:
Joe Fava
joseph.c.fava@gmail.com

Secretary:
Jeff Shoreman
jshoreman@gmail.com

Scorer:
Kim Pandapas
kpandapas@comcast.net

Social:
David Reynolds
reynolds.davidcs@gmail.com

Web Site:
Nat Taylor
nattaylor@gmail.com

MRA Rep
Jim Taylor
jtyd@shore.net

Measurer
Peter Sorlien
psorlien@gmail.com

PREPARING TO SPRING AHEAD!

I accept that I am not a normal human being. Exhibit 1 is that I have never had a real job, but have made a living designing sailboats instead. Exhibit 2 may be the fact that I enjoy rotten weather. I'm good with a nice summer sea breeze, of course, but I also like blizzards, thunder squalls, and a good ripping northeaster. After my 18 month sabbatical in San Diego for the 1992 America's Cup, one of the many reasons that I couldn't wait to get back home was the weather: it was always perfect there, bright sun and 68-69 degrees (OK, maybe into the 70's in summer), and it would only drop into the 50's at night. It got a little hazy in the spring and the locals complained bitterly about 'June Gloom'. Please. Here our TV weather forecasters are live on camera twice in a half hour newscast and they get about 10 minutes of air time. In San Diego they got about 20 seconds on tape, because it doesn't take long to say 'sunny with temps in the high 60's'. I declined a free trip to Hawaii for a team victory celebration/bacchanal, partly because I needed to see clouds, a chilly easterly, drizzle, anything!

Everything that matters in life always loops back to sailing, and a related memory from San Diego was its astonishingly large fleet of sailboats. Row after row after row of them were tied up in slips, but few of them ever seemed to actually go sailing. My guess is that this is because the SoCal sailing season is twelve months long, with +/-345 days perfect for sailing. Each day is just like the one before and the one after, it's too much of a good thing, and the sailing is always the same. It's 'been there and done that', and they leave early on Friday to do something else.

Here in New England, it's obviously a very different deal. Winter is out for sailing, except for a few hardy frostbiters and those few that go to 'away' events in warm places. We don't really do 'Spring', so our regrettable 'sleet, drizzle and mud season' is our bridge between winter and sailing. The water is still pretty cold in May, and life seems to get too busy for us now in September/October, (despite a lot of picture perfect sailing days), and before we know it, it's winter again. The result of all this is that most of us cram our whole year of sailing fun into just three short summer months. Since we don't have the luxury of a lot of good sailing days, we understand that we need to make the best of those that we do get.

We all know that it takes careful pre-season preparation to take full advantage of our short sailing season. This Newsletter is here to help prioritize this preparation process:

- The newly released MRA schedule is summarized on page 2.
- Kim Pandapas has written a great piece on boat preparation (see p 3).
- We offer some suggestions for dealing with other preseason prep issues (page 2)
- We note some of the ways in which various Fleet 5'ers have gotten away to recharge/reenergize themselves in preparation for the 2018 season.

UPCOMING EVENTS

Spring Clinic –Fleet 5 will host a Rules clinic in April or May, lead by experts Matt Lindblad and Greg Wilkerson. Date TBA.

MRA: Debuts with Spring OD Reg, May 26-27

Twilights –Start May31

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

* * *



March 2018

www.r19fleet5.org / www.rhodes19.org / www.facebook.com/r19fleet5

Page 2

Preparing for the 2018 Sailing Season

As Mr. Obvious points out on Page 1, our Marblehead sailing season is short, so it is important to make the most of what time we have. Following is a list of milestones on the critical path towards making the most of another great summer:

- I. **Mark up your calendars:** The 2018 MRA schedule is out. We accept that otherwise well-intentioned sailors sometimes choose to sail other events in boats other than Rhodes 19's, but those other events can obscure the important ones that involve Fleet 5. These are cherry picked below:

Home events: 22 race days x 3 = 66 possible MRA races, + 12 Thursday Twilights = +/- 78 total! Be aware that when it comes to 'Rhodes to the Cup' scores, the old adage '90% of success is just showing up' could not be more apt.

- **MRA Spring Series** (RIP)
- **Spring One-Design Regatta;** Memorial Day weekend, May 26-27
- **MRA 1st Series;** Four race days, June 2, 9, 16 & 23
- **Twilight Series;** Starts Thursday, May 31
- **MRA 2nd Series;** Four race days, June 30, & July 7, 14 & 21
- **Race Week,** Our toughest event of any year; Thurs July 26- Sunday July 29
- **MRA 3rd Series;** Three race days, August 4, 11 & 18
- **MRA 4th Series** (Labor Day Regatta); Sept 1-2
- **MRA Fall Series;** Three race days, Sept 8, 22, 29

Away Events: More advance planning (housing, trailers, etc.) required, so start on it now!

- **R-19 East Coasts;** June 22-24, New Bedford Yacht Club, Padanaram, MA. Buzzards Bay is a great sailing venue. MRA scoring byes available for boats that choose to go.
- **R-19 Nationals;** October 4-7, Southern Yacht Club, New Orleans (Details to follow). Rocky Sanchez, of Host Fleet 7, says that the Big Easy will be celebrating its 300th anniversary in 2018. Even if they started partying back in January, in New Orleans it could still be going strong in October.

- II. **Start Negotiating Hall Passes:** It's never too early to start trying out excuses for missing things like weddings that are unfathomably scheduled during sailing season.

- **Full Season Hall Passes;** Those with significant others that are mystified by this boat racing thing could try the following: "We don't gamble, we don't do drugs, we don't hang out in bars until all hours, we're just hard to find on Saturday afternoons for three short months". (This typically results in an eye roll from my bride, and a rueful acknowledgment that she chose to marry a crazy person); NB that for those who actually race *with* their significant others, hall passes are not needed, but counseling can be.
- **Individual Weekend Hall Passes;** Management (both business and home) may forget or not fully understand that one weekday off in June (East Coasts), two in July (Race Week), and possibly an entire extra week off in October (Nationals) may be vital for your mental health. It might be helpful to mention to your boss or partner that you are only asking for the extra days because you feel a responsibility to the rest of your team. Unless you tried the same play last year...

- III. **Prepare Boat:**



March 2018

www.r19fleet5.org / www.rhodes19.org / www.facebook.com/r19fleet5

Page 3

- **Read Kim's article** (below) over and over and over again. It covers all sorts of maintenance and repair issues that we may have forgotten from last year, or (even worse) have chosen to ignore. It also touches on a number of areas of potential concern that may not have even occurred to most of us.
- **Prioritize your own prep list.** You may not get to everything on Kim's list, so it is critical to start with the absolutely essential, and work down to the merely important. A smooth bottom should be at the top of any list, and 'fresh' sails should certainly be close behind. New sails are always fastest, and our Class Rules allow us one new suit (one each, main, jib and chute) per year. However, while it is true that jibs are only fast for one full season of use, mains can be OK for 2-3 years, and who knows with spinnakers? They are big and round and their shape is hard (at least for me) to judge. Old chutes definitely get porous, however, which can't be fast. Kim is certainly on point with his pro-active approach to checking and replacing aging lines and hardware. Many of our boats are +/-40 years old, and our fleet is famous (infamous) for breakdowns when (if!) the wind gets over 12 kts. Some of our standing rigging is as old as our boats (see below photo!), and our booms, goosenecks, and rudder pintles are notorious trouble spots. Can anyone remember the last time Team Pandapas had a breakdown? Read Kim's article carefully to see why.

* * *

Spring Boat Prep

by Kim Pandapas

There is *never* nothing to do on a Rhodes 19, so if you have a hard time prioritizing boat prep, don't expect great results.

I know I probably spend more time thinking about prep than most. In fact, a lot of people call me anal, and think I've gone around the bend when I drone on about things like preparation, rig tuning and stupid speed. And while I may very well be headed around that bend, I'm still right about this.

Everything in sailboat racing matters – the lines, sails, hardware, rigging, weight, bottom – everything. Optimizing just one or two of those doesn't accomplish diddly. Half measures avail you of nothing. You have to do it all, and when you do, everything works, the boat is easy to sail, things don't break, you're not distracted during races, and who knows, you might even have that little speed edge off the line. Preparing your boat matters.

I keep a standing work list during the season and add items in the fall when I pull the boat apart. Making that list in the fall is one key to a successful

spring. The goal is to have a work plan, and to identify problems and the parts you'll need in advance so you can get at it as soon as the weather breaks.

A good Spring prep effort starts with consulting your calendar and carving out adequate time. I start by circling the date of my first sail, which is typically the Spring Series, and then work backwards from there. The boat goes to the club the weekend before the first sail, so I need to be done for that. It's also good to factor in a weekend day or two of bad weather and other commitments like Mother's Day, so if you think you'll need two days, give yourself four.

I start with the mast and boom. I take my mast apart every fall and replace the halyards with messengers, so in the spring I start with a bare pole. First I clean it using aluminum cleaner. Then I lubricate all of the sheaves (no squeaky main hoists on my boat), and re-check each of the halyards for wear. If they're good, I put them in. Rarely does a



March 2018

www.r19fleet5.org / www.rhodes19.org / www.facebook.com/r19fleet5

Page 4

halyard stay on my boat for more than three seasons. Replacing them ensures they won't break, and also gives you the chance to try the next, even stronger, lower stretch and lighter line. Next I attach the spreaders and standing rigging, checking each shroud for wear and meat hooks. There is no reason anyone should ever break a stay. My approach is to replace standing rigging every 5-6 years, whether it needs it or not. Next is the boom. While I don't take the boom apart every year, I do check it for wear, check the control lines and *always* check the gooseneck and replace it if necessary. If something is going to fail on your boom, it's likely going to be that gooseneck.

Once that's done, I move on to the boat. I start by scrubbing the bilge - grubby work, I know, but dirt and grime add weight. It's also affords you an opportunity to check the ribs, the mast step, and so on. While you're down there, check that the hiking straps are still secure. Next is to give the hull a good washing. My typical spring usually involves a once-over the bottom with Teflon glaze, which cleans off the crap and leaves the bottom baby smooth. I give the rudder a once-over too.

Next is hardware. There is always a block that doesn't turn or cleat that doesn't hold. You also might have some piece of 20 year old hardware that, for some inexplicable reason you're attached to. Replace it! Like I said, if you make a list in the fall, you can order the parts online in advance so you're ready to go when the cover comes off. It's a good idea to get the fasteners in advance too. Finally, pull out all the control lines, check them and replace if necessary. (This is actually a Fall thing, but better late than never.) By the way, I keep a database of my line lengths and the last line type I bought and when. That makes it easier to be systematic about replacing them and easier to order online.

After all of this is done, I put the mast on the boat and prepare it to travel. By the way, as you're doing all of this, adopt the mindset of always being on a weight witch hunt. If a halyard is heavy relative to a lighter weight option, get the lighter one. If the new blocks are lighter, get them. **Joe Duplin** used to say that if you pay attention to the ounces, the pounds take care of themselves, and that's great advice.

See you at Spring Series.

* * *



Preventative maintenance case in point:

Team Taylor had to pull the plug on their season early last year. Our rig was lying on the CYC crane pier as Mike Lane walked by and said 'Hey have you guys looked at your backstay?' Our reply was 'Um, no,' or words to that effect. Our original equipment +/-40 year old backstay had 4 of its 19 strands left intact. Since our backstay flaps in the breeze upwind and it doesn't have a toggle at the masthead, fatigue failure was just a matter of time. 40 years is a lot of time, but still...



March 2018

www.r19fleet5.org / www.rhodes19.org / www.facebook.com/r19fleet5

Page 5

2018 Fleet 5 Party Schedule:

Spring Registration Party (RIP)

We stopped doing one when we went to on line registration, but there is some sentiment for bringing it back, as it seemed to help bring the group back together and psyched for the season. Any thoughts for 2019?

Saturday June 2; Rebecca and Larry Ehrhardt have generously offered to host this year, at their home right up Ballast Lane from the EYC. **David Reynolds** will be head manning our Fleet Bar this year.

Thursday, July 26; Race Week Party. Jennifer and **Steve Uhl** will host yet again. Their Front Street view of the harbor in summer evening light is not to be missed.

Saturday September 1; Labor Day Party. Annie and Jim Taylor will host this year

Saturday, November 1; Awards Party. Elise and Mike Nash have agreed to host again this year.

2018 REGISTRATION:

Avoid the early May rush, not to mention the \$75 May 5 late fee! Easy one stop sign-up for Fleet 5 membership, national Rhodes 19 Class Association membership, and the 2018 MRA season is now up and running at the following site:

www.regattaman.com

NB that this year, only dues paying members of Fleet 5 will be counted in the 'Rhodes to the Cup' scoring.

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.

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

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

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

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@seacoastspecialtymarine.com, or call 978-255-2769



March 2018

www.r19fleet5.org / www.rhodes19.org / www.facebook.com/r19fleet5

Page 6

Wanna get away?



As noted above, Ed likes weather, and that includes winter. He used to ski, (he now snowshoes), he's fine with snow, ice, the whole bit. However, seven straight days of single digit temperatures back in January was more than enough for a whole winter, and the charm of icy sidewalks, frozen pipes, empty fuel oil tanks, and dead batteries wears off pretty quickly. Apparently a lot of other Fleet 5er's have also had enough, too, as evidenced by the following 'off island' exploits:

Hawaii; Mike and Elise Nash enjoyed the warm sun a lot, but the missile attack false alarm somewhat less.

Bahamas; Peter and Wendy Frisch had a family trip planned for later, but this unexpected opportunity came when a friend 'won' a charity auction bid. When opportunity knocks...

Sugarloaf; Team Pandapas spends a lot of time there, and have been joined on several weekends by Mike Lane and family. Recently they also connected up there with old friend Bill Dalton, as well as with Katie and Jeremy Bloxham, which made it an unofficial Fleet 5 party. Kim also ran into Tommy Tompkins (with Sally) on the slopes.

Sunday River; Dru and Jack Slattery, along with a good part of the population of Marblehead, do their 'not sailing' winter thing at what Kim calls 'that little intermediate hill' a bit further south. Apparently skiers like to trash talk about their ski area of choice. No doubt there are some similar stones to be thrown north towards Sugarloaf.

St Barth's; Jim and Annie Taylor will be there soon to help with handicapping superyachts and with on-shore logistics for the St Barth's Bucket regatta. Sailing is sailing, but things do look a bit different when the boats are all over 100 ft long. The fleet includes everything from race boats with T-keels and square head mains to what amount to cruise ships with sails.

Jackson Hole; Elise and Mike Nash got there this winter not too long after Hawaii. No grass to mow, snow to plow, or yards to landscape, so why not?

BVI's; Seamus Hourihan is catamaraning around in the northeast Caribbean. No, there are not 'Rhodes to the Cup' points awarded for sailing there.

Loon; It's closer to the 'hood, so Mike and Elise get there as often as they can.

Aspen; Amanda and Nat Taylor are just back from enjoying what amounted to a Pleion +/-15th reunion there. For their next winter vacation, the smart money is on somewhere warm.

Jamaica; This is the family trip that Peter and Wendy Frisch had actually planned for, and that is still to come.

Austin, TX; Mike and Elise Nash... come on, enough already!



March 2018

www.r19fleet5.org / www.rhodes19.org / www.facebook.com/r19fleet5

Page 7

St Thomas, USVI; Following the two back to back hurricanes that devastated the Caribbean this past fall, Dave Franzel of Marblehead's J70 Fleet 9 (and the Boston Sailing Center and the St Thomas Sailing Center) invited **Chris Small** down to St Thomas to help repair their fleet of IC-24s badly damaged in the storms. After a month of work, the boats are back in action looking just as good, if not better than before. If you get a chance to catch up with Chris about his time down there, be sure to do it. He's got some great stories about make shift beach bars and ceiling fans being blown through the sides of buildings.



STOP THE PRESSES! THIS JUST IN!

Ed does like rotten weather, but he (and others) got more than he bargained for late last week. Sustained winds of 40kts, hurricane force gusts, waves as high as 28 ft (at Boston Buoy), a 3 ft storm surge, and exceptionally high tides caused serious waterfront damage here in the 'hood.



Fort Beach across Front St from Chez Uhl on Sunday



Corinthian launch blown right off her cradle



Decking lifted off State St. pier by high tide and surge



March 2018

www.r19fleet5.org / www.rhodes19.org / www.facebook.com/r19fleet5

Page 8

NOTICE BOARD

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

For Sale: Rhodes 19 #1694 with trailer. Located in Marblehead, MA. Two sets of sails and equipped for racing. Asking \$2,500 Please contact Bill O'Conner (781) 631-7918 or at maryjeanneoc@verizon.net

* * *

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 if you are interested.

* * *

The next Fleet 5 Newsletter will be published on or about May1. Newsletters are distributed by email. To request being added to Fleet 5's distribution list, please contact Jeff Shoreman at jshoreman@gmail.com . To respond with comments, suggestions, news, and/or complaints, email Ed at ajtaylor8@verizon.net