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WE'LL BE SAILING SOON. SERIOUSLY!

I am on record as liking rotten weather, but not even I like the sleet, drizzle and mud season that passes for 'spring' here. Mark Twain wrote that we New Englanders kill poets who have the gall to write about "*Beautiful Spring*", and who can blame us? I have now lived here in the 'hood for 44 years, but I grew up in New Jersey, and I spent a few years in Washington, DC and Charlottesville, VA. While my memories of springs there may be better than they actually were, by any definition, they were (and still are!) glorious. It may be hotter than Hades there in the summer, and you have to go some to find a sailboat, but flowers start blooming in February, and they keep right on doing it for months. Here, after the March equinox, a 'young man's fancy (with apologies to Lord Tennyson!) might lightly turn to' ... boat preparation, but snow showers can put a serious damper on things. Even worse, the sea breezes that we live for in summer can roll in off the frigid water in May and prevent the epoxy from curing. And then, every year, sometime in late May or early June, **BAM!!** It's summer, and we get payback for that crummy excuse for 'spring'!

The odd thing is that this sudden flip of the seasonal switch always takes me by surprise. Over the years, a combination of lack of planning, procrastination, and big boat racing obligations has often left #1926 in the driveway until late June (after Block Island Race Week), and some years I have barely launched in time for our Race Week. And then it's August, and I'll be shocked that the best part of the season is over, that the days are getting shorter, and that I'll have to go back to school soon. OK, I'm more that a few years past having to worry about the going back to school part, (although the psychic scars clearly remain!), but there is no getting around the fact that the R-19 season is winding down by that time and that I should have started sooner.

All of the above droning on is important only as a reminder that the time is *NOW* for us all to get boats ready and schedules cleared so we can make the most of our Rhodes 19 racing opportunities! Our season is short and the August lull looms, so we all need to get our ducks in a row so we can make the most of it by hitting the starting line early and often. Be forewarned that any early season stragglers will be seriously trolled for not showing up! Just kidding (sort of) and I look forward to seeing you all out there!

UPCOMING EVENTS

Spring Clinic –Fleet 5 will host a Rules clinic on May 3 at 7:30, at CYC. The discussion will be lead by experts Matt Lindblad and Greg Wilkinson, sailing coaches at MIT and BC.

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

Twilights –Start May31

Fleet party - June 2:
Rebecca and Larry Ehrhardt will host at their home on Ballast Lane

MRA 1st Series: Four race days, June 2, 9, 16 & 23

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

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

* * *

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Important Stuff That Can't Be Repeated Often Enough!

2018 MRA 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 (Control click on this link):

www.regattaman.com

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

RACING HERE IN THE 'HOOD:

- **MRA Spring Series (RIP)**
- **Spring One-Design Regatta;** Memorial Day weekend, May 26-27
- **MRA 1st Series;** 4 race days, June 2, 9, 16 & 23
- **Twilight Series;** Starts Thursday, May 31
- **MRA 2nd Series;** 4 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;** 3 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

RACING w/o HOME COURT

ADVANTAGE:

- **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. Control click on the following link to register:

<http://www.regattanetwork.com/event/16243>

- **R-19 Nationals;** October 4-7, Southern Yacht Club, New Orleans (Details to follow)

SOCIAL EVENTS:

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 managing 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. Venue now TBD, so we are looking for volunteers. (**Elise and Mike Nash** are expecting some other priorities, and have had to bow out this year; see below)

CLINICS; RULES & ON WATER:

Thursday, May 3, at 7:30 PM At (or near) the new CYC Harbor Bar. Come a bit early to try it out, but not so early that you become less able to absorb the discussion. College sailing coaches Matt Lindblad (MIT) and Greg Wilkinson (BC), will concentrate on the rules situations that we deal with most often, namely at the starts, near weather marks (*including port tack approaches inside the Zone!!*), overlaps and room at leeward marks, etc.

Sunday, July 8: David Smith Trophy - A 'clinigatta' lead by all-world Jud Smith. On a day that honors his Dad, Jud plans a combination of coaching and racing, just in time for our annual ramp-up to Race Week.



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Winter Covers: Coming off Soon!

- Who plans to get theirs off first?
- Who will actually get theirs off first?
- Whose is most slovenly and/or untended?

(See below for contest rules and regulations)



The long and winding road to the Bloxham's EVER getting their new/old boat to the starting line...



Mystery boat #1 at CYC



Shot undercover, from the weeds



Mystery Boat #2 at CYC



Anyone interested in a V-15 lawn ornament?



The EYC dry sail line up. (Out of sight, out of mind?)



Unintended 'first off' does not qualify.



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Winter Cover Pools and Polls:

Who plans to get theirs off first?

Recognition will be given only to those who provide some justification for their plan beyond 'irrational exuberance', e.g. an actual 'to do list'.

Who will actually get theirs off first?

Any responses submitted without photo evidence of the cover having been intentionally removed, (as opposed to having just collapsed or slipped off via neglect) will not be eligible for prizes.

Whose is most slovenly and/or neglected?

Winners (losers?) can be selected from the candidates shown above, or from others identified by photos accompanying the submission. Boat name, owner name, or sail number of designated troll-ee must be supplied for entries to be eligible for prizes.

Winners may (or may not) receive awards custom crafted from Fleet 5's *Alex Felton Lumber Inventory*, (shown below with accompanying bulkhead hatch cover).



(Note that one 'first cover off' claim has already been made, but it came without the required photo documentation, and it very definitely shows evidence of 'irrational exuberance'. As a result, it has been ruled ineligible by the contest rules cmte).

New! Sunday AM Racing in '18:

Our Saturday afternoon MRA spinnaker racing is what most of us can't wait to get back to, and some of us who can't get enough on Saturdays do Thursday evening races as well. Others actually prefer the lower key Twilight races (some Tuesdays in addition to Thursdays) to the Saturday afternoon scene, no doubt at least partly because the no spinnaker format opens things up to a different crew pool. The evening start times work great for those of us who live and/or work here in the 'hood, but those who work in the city or live further away have a much harder time getting to the launch (and the kids home to bed) in time.

With all this in mind, **Ken Cormier** broached the idea last fall for racing on Sunday mornings for those that like the low key, no chute Twilight format but not the evening start times. The Townie's have been enjoying Sunday AM racing for years, and they are fine (we did check) with Rhodes 19's joining the fun. Just like for Twilight races, R-19's will get their own start, the start/finish line will be off the CYC lower deck, and the courses will be around government marks. This might be a great way for us to get non-racing significant others, kids, grandkids, crew trainees, etc. involved in some short course, low impact racing. It might prove to be a perfect 'next step' for the CYC's Sunday morning 'Family Sail' activity that our own **Joe Fava** has championed, and that has given such a delightful, kid centered late morning 'buzz' to the CYC porch. Ed is very much looking forward to another way that we can make the most of our short season.



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Fleet 5 Bar:

We've enjoyed it for years, it makes our Social Chair our most important officer, (Thank You **Dave Reynolds!**), and whoever thought up the concept is/was an unrecognized genius who deserves a statue.

Fleet 5 Lumber Inventory:

We are forever indebted to Alex Felton for the generous gift of his original, official size and weight R19 stern floorboards. Our high quality (seriously!) mahogany is nearly all 1/2" thick, mostly 5 4/3" wide, and is available in various lengths. Anyone seeking something similar for a project should contact the Fleet 5 lumber archivist regarding availability.

Fleet 5 Historian?!

Fred Brehob's family has unearthed a treasure trove of Rhodes 19 history in cleaning up his effects, *Kim Pandapas* and *Steve Uhl* have more, and Ed has a number of original Phil Rhodes and later R19 drawings. Maybe we should have a Fleet Historian? Any ideas on how me might best consolidate and preserve these materials?

Trophies Still in Inventory:



The 'Shelf of Shame' is less full, but if you squint you can read the names of those who have not yet picked up their swag.

Fleet 5 News & Notes:

Elise and *Mike Nash* have gone all in on minimum crew weight for *Dinner Out*, as if Elise and Joe aren't light enough already. Their new candidate is expected in September. Congratulations to them! The bad news is that Elise is ruled off the race course this summer :-)

Matt Hooks was amused to have Ed include him among Fleet 5's 'recent college sailors', as he just went to his 15th reunion. For a guy who recently passed on his 45th, that's still 'recent'.

Clark Uhl is a CURRENT college sailor (and star, if occasional, member of *Team Woodstock*), and he is on his way to the collegiate Team Race National Championships! This will be the first time that Cornell has ever qualified for this event. Congratulations to Clark for qualifying, it's a big deal, and good luck to the Big Red at Nationals!



No, do not adjust your set, Clark et all qualified in a serious snowstorm! In April.



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Fleet Profile: Joe Fava



He started sailing before he could walk and his passion for the sport seems to have only gotten stronger through the years. Joe Fava got his start in Fleet 5 racing with Mike Carpenter and BJ Mansfield and was pretty much hooked. He co-owns “Dinner Out” (#1316) with Elise Nash, and has been a driving force in growing the Corinthian Y.C.’s team- and match-racing programs. Where the father-of-three finds the time and energy remains a mystery, but we were able to glean some insight into what keeps him coming back for more.

What was the first boat you ever sailed?

My parents started me sailing quite young. I was born in February and that summer, I'm told by my parents, I was cruising on our family's cruising boat. The first boat that I can say I actually sailed is an El Toro. It's pretty similar to an Optimist, but has a slightly bigger sail.

How long have you been sailing a Rhodes?

I had the great pleasure of sailing Rhodes with Michael Carpenter and BJ Mansfield on “You Sexy Thing” starting around 2002 through 2008. I loved sailing with Michael and BJ. They are such great sailors, really know how to sail in Marblehead and make the boat go fast. They had a knack for being

able to make the smallest adjustments to make us go just a little faster. We had some good results in those years. They are both also such great people that it made me want to keep sailing with them and be part of the fleet and the Corinthian. Work took my wife and me to London from 2008 to 2010 so I had a break in all things sailing for those years, but got right back to sailing when we moved back to Boston by buying a boat with Elise.

Why did you start sailing Rhodes?

After graduating from BC in 2001, I think I was like a lot of college graduates who were trying to figure out how to keep sailing. I bought an Inter-club and did some frostbiting on the South Shore for a few years which was fun - but it was also really, really cold and kind of crazy. Looking back on it, I'm not sure any boat that you need to pump out if you flip over is a great design, especially for winter sailing. Having not grown up in Boston, I didn't have much of an adult sailing network to link into to get on the water. Elise connected me with Michael and BJ.

How long have you and Elise sailed together?

Elise and I were in the same class at BC, so that puts us first sailing together in 1997. She was my crew for much of our sophomore and junior years. She's an outstanding crew - incredibly competitive and dedicated. We've been able to keep sailing together in the Inter-club fleet and in the keelboat team racing that we do at CYC - in addition to the Rhodes.

Where did the name “Dinner Out” come from?

“Dinner Out” is a reference to one of my favorite movies – “Spy Game.” The film is about the CIA with Robert Redford playing an old school CIA agent who trains Brad Pitt in all things espionage. Much of the movie takes place on



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Redford's last day at the CIA where he pulls off a mission - called Operation Dinner Out - to rescue Pitt without his superiors knowing about it. I always thought it would be a clever boat name and went with it when I had the chance. If you haven't seen the movie, check it out the next time you need a good one!

What is your favorite non-sailing activity?

I am the proud dad of three great kids - Ben (age 6), Annabel (age 4) and Charlotte (10 months). We've been able to get the older two skiing the past two winters and its been a blast to be outside, active and together as a family during the winter when we might otherwise be cooped up inside.

What do you do for work?

I'm a senior manager in the Audit practice for PricewaterhouseCoopers in Boston. Most of my clients are in the asset-management industry, including investment advisors and the products that they sponsor.

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

I've had two instances where my crew has fallen out of the boat. One was in a Rhodes race where Elise fell overboard and a second in a Harbor Challenge Team Race where Forbes Barber came across the boat a little too fast in a roll tack and went straight into the water. In both instances though we won the race (and in the Harbor Challenge instance the regatta). For this reason, on "Dinner Out," we believe that falling in can be fast, though still to be avoided.

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

There are a lot of options to pick from here. I'm going to go with the time in a college team race that I decided to try a 'dip finish'. Due to the nature of

team racing, we ended up somewhat above the layline to the finish and when coming back down, I thought we could just dip the line and come back up to finish. Needless to say that while you can dip start, you can't dip finish. I won't make that mistake again.

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

There is so much institutional knowledge in the Rhodes fleet. The best advice I can give is to go sailing with and get advice from those who have been sailing the boat for a while. The boat, while not particularly fast, is really sensitive to small adjustments. I remember back to sailing with Michael and BJ when Michael would trim the main just a click or two more and the boat would take off. Getting advice from others is a great way to get up the learning curve. We're fortunate too that this is a class and fleet where everyone is really willing and open to share ideas and help everyone out.

What book are you reading?

I've got a pile of client financial statements on my desk right now - but when I get through those I hope to get back to a book called 'Black Edge.' It's about hedge-fund manager Stevie Cohen and the FBI and SEC's efforts to bring a case against him. The inside view into what happened and all of the personalities involved are pretty interesting to me.

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

I think the best I can come up with is that I share a birthday with Axl Rose and my dad - both pretty cool people in my mind.

(A HUGE Thank You to Christina Pandapas for all her work in supplying years of these Fleet Profiles!)



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Prepping To Travel

by Kim Pandapas

I love away-games. Sailing outside your home water is always a treat, for a lot of reasons. First, it's kind of an adventure, right? Road trips are always fun, and when the destination is some beautiful sailing venue, there's not a lot wrong with that. Second, you get to sail against and socialize with sailors you don't see every weekend, which has a kind of 'cheating on your girlfriend' quality to it – you know, new faces, different tendencies, etc. (better not take that one too far). And third, it forces you out of your comfort zone because you can't rely on the usual pattern recognition and local knowledge. It ain't always left in the morning and right in the afternoon in Chicago, so you have to get back to basics, read up, buy people beers and figure it out. I won the first race of a Boston Harbor East Coasts one year, purely on the basis of a local knowledge tip I got from **Jud Smith** (and I'm not telling).

But before you enjoy all of that, you have to get there, and that's what this article is about. We have two road trips this year: **East Coasts** in Padanaram and **Nationals** in New Orleans. What steps do you need to take to get your boat ready to travel and to assure that you and your boat get there and back safely and intact?

Let's start with the trailer; it's nice to have good one. I'm not suggesting that you go out and replace your trailer just for a quick trip to Padanaram, but if you're using one of those rickety old jobs with a cradle lashed to it (like my first one), you might consider upgrading. Whether you're going to Padanaram or New Orleans, the trip is going to involve 70 mph on the highway, possibly in wet conditions, and knowing your trailer is up to the task is key. So what are the characteristics of a good trailer? First, like your boat, stiffness matters. Light

weight trailers with teeny little wheels are great to horse around a dry sailing spot, but can be unstable at speed. Some of the lighter weight trailers can flex when you're going over bumps, which can create space between the poppets and the boat, no matter how tightly it's lashed down. I like trailers with either a cradle or three sets of poppets, which support the boat and assure it stays where you put it. Two sets of poppets will get you there, but three is better. Some trailers also have surge brakes, which is a nice feature.

As to prepping the trailer itself, you'll want to make sure the lights work, which means that your car will have to be properly wired and has the right connections. Don't leave that one to the last minute, as it can take time to get that service. And while you're at it, make sure the car has the right-sized ball. A 2-inch trailer hitch fits over a 1 7/8 ball, but that isn't a great idea. Be sure to check the tires are properly inflated, including the spare. It's also a good idea to make sure the lug nuts are tight. If you're heading on a long trip like New Orleans, you might also consider repacking your bearings. You don't want a breakdown at 5am on the side of the highway in Scranton Pennsylvania (I found out the hard way). Finally on the trailer, consider installing a boat box. You can buy big locking hard plastic boxes at Home Depot. Where you mount it depends on your trailer, but they're super useful for storing lines, fenders, rigging, boat cover, tie downs straps when you're not using them, etc.

So with the trailer ready to go, next is positioning the boat on the trailer. Getting the tongue weight right is important to a comfortable and stable ride. Too far forward or aft and the rig will flex and bounce over bumps. This may take a little trial and error, but a good rule of thumb is to balance the weight just over, or a hair forward of the axle. You'll want the majority of the weight on the keel, and then adjust the poppets to support it in place. Too much weight on the poppets can dent the hull.



(It's also a good idea to keep an adjustable wrench handy to occasionally tighten the poppets during your trip so they don't loosen and spin down.)

Keeping the boat where you put it is key, so a good tie-down system is a must. Most people use wooden tiedowns which distribute the pressure on the deck over the sides, without putting pressure on (and often cracking) the hull-deck joint. Use ratcheting straps instead of line. Line is fine to get from home to the club, but not for going 70 on the highway. You'll also want to fashion a system for keeping your boat in place fore-and-aft. Mine, for example, has the tendency to creep forward, so I plan to install a block on the keel support in front of the bulb.

The drill with the mast is to provide even support along its length and to keep it from bouncing. Mast supports are typically integrated into the wooden tiedown supports. But whatever you use, you'll want to support it so that it's straight, can't move and the skinny end won't bounce. Tie it down in multiple spots and don't forget to lash a red piece of cloth on the back.

As to the hull, I've read that a lot of folks cover their boat with soft soap, which protects the hull and absorbs the bulk of the road grime. I personally have never bothered with that. The hull is behind the car and a good height off the ground, so it's never really been an issue. I have, however, wrapped the keel (cardboard or bubble wrap with duct tape), but I'd regard that as optional, depending on the configuration of your trailer.

You can travel with the boom, pole and sails in the boat, but you'll want to make sure they can't slide around. Really, you can travel with whatever you want back there, but keep in mind that it will get wet if it rains and will be unprotected in a hotel parking lot. I like to keep the rudder in the car, and being the anal retentive that I am, I sometime keep the sails in the car too.

Finally, managing a road program requires that you be prepared to repair any and all variety of breakdowns. To that end, I bring two boxes; one for parts and the other for tools. (I even bring along my old boom, just in case.) I try to keep the parts box supplied with goosenecks, blocks, sheaves, fasteners, cotter pins, spare halyards, tiller extension universal, rigging tape, and so on. Interestingly, over the years I seem to have solved more problems for other people with that box than my own, but all good right? The tool box includes, screwdrivers, pliers, vice grips, adjustable wrenches, hack saw, rivet tool (and rivets), drill bits, cordless drill with extra battery and charger, extension cord, soap, Teflon bottom glaze, lube, rags – you get the idea. If you don't have it, someone else will, but it's great to be self-sufficient.

Finally, don't forget to bring along lifting straps, fenders, dock lines and whatever you use for mooring lines. You never know what the mooring situation will be and best to be prepared.



THIS MONTH'S TEASER: Can anyone identify a Fleet 5 member in this photo? And for extra credit, the place where it was taken, or the identity any of the other guys (all guys?! in the photo? (Ken Cormier and Christina Pandapas are both ineligible for any prizes)



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 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, 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.

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

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.

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The next Fleet 5 publication will be the first of Kim's 2018 Rhodes to the Cup missives. Along with our Newsletters, these 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