



Fleet 5 Newsletter

June 2004

National Class: www.rhodes19.org
 Fleet 5: www.r19fleet5.org

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Greetings

I applaud all of you who have been out racing this season. The weather has been beautiful and the racing great. For the rest of you -- I hope to see you out soon.

On Saturday, July 3rd, Fleet 5 will be having a steak cookout at Jane & John Casler's home at 199 Washington Street. I hope you'll all make it. A flyer about the party is enclosed.

We're several weeks into the season sailing from the new "Midway" line. All in all, I think the race committees have done a pretty good job in running good racing. However, this is all an experiment and we have the opportunity to provide feedback via our MRA Fleet Rep **Kim Pandapas**. So feel free to give him your comments. Most importantly, keep in mind that our ability to influence race management is directly proportional to the number of boats we have on the starting line. This year, so far, our numbers have been underwhelming. So the biggest contribution you can make is....get out there!

Take a look at the "guest column" this issue by **Al Clapp**. I invite (plead) for you to submit ideas and articles for future editions, Al has blazed the trail!

Many of you will have received a mailing from Sailing World NOOD for Marblehead Race Week. If you are registered for MRA, then you do not need to pay any additional fee. You do, however, still need to register. You can do it by mail or online. Since it costs nothing, please register even if you are in doubt about your participation.

I've recently had the pleasure of racing model CR-914 remote controlled sailboats at Redd's Pond. It's great fun, but even more it reinforced some lessons applicable to Rhodes racing, as fellow R19er **Marcel Nyffenegger** would surely attest. It is a great learning experience to see how things unfold in a 5-minute race on Redd's pond. With the model boats, the keys to success (at least as far as I have determined so far) are:

- 1) Always keep the boat moving. Never pinch or stop the boat. Slamming the rudder hard is the equivalent to putting on the brake. Keep the helm balanced downwind.
- 2) Get a decent start. It doesn't have to be perfect, but don't start in the back. And most importantly, start with some momentum.
- 3) Don't sail on a headed tack. Granted, the shifts are exaggerated on Redd's Pond, but the lesson is still valid
- 4) Don't give up. There is always the chance to come back and beat at least a few boats.



Upcoming Events

2004 East Coasts

Cottage Park Yacht Club in Winthrop will be hosting the 2004 East Coasts on June 25-27th.

July 3rd Steak Cookout

After Saturday racing, at John Casler's house, 199 Washington Street

July 11th Measurement

Pre-measurement for boats attending Nationals, CYC at 8AM

July 22-25 Race Week

Rhodes 19 Nationals

August 17-20th in Chicago, hosted by Fleet 12



Spring Series - Final

1st - 1680 (McAdoo/Trees)
 2nd - 982 (Pandapas)
 3rd - 892 (Savage)
 4th - 3272 (Coffin)

MRA 1st Series (thru July 12)

1st - Pandapas (3.75 points)
 2nd - McAdoo/Trees (14)
 3rd - Mike Lane (21)
 4th - Braese, Coyle (27)
 5th - Andrew Savage (30)
 6th - Cormier, Warrick (32.75)
 7th - Steve Uhl (33)
 8th - Renny, Kaznoski (33)
 9th - Beckett, Hallawell (36)
 10th - Joan Wheeler (39)



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Notice Board

If you wish to post a notice in the next newsletter, contact Steve Uhl.

Shan McAdoo, our Fleet 5 webmaster, is embarked on a project to upgrade the photo section of our web site. If you have good photos, let him know.

Mike Lane is looking for regular crew for the season.

Do you want to be added, or deleted from the Fleet 5 mailing list (or from the Fleet 5 email distribution list)? Just let me know at steve@macwayuhl.com or 781-631-4430.

Racer's Resource Board

Waterline Systems, Inc. in Bristol, RI provides a complete range of go-fast services, including ribs, bottoms and keels. Call at 401-254-0690

Etchells sailor **Pat Stadel** operates Marblehead Rigging, and specializes in fast turn-around on rigging jobs. If you need rigging work, give her a call at either 781-631-2642.

Contact Doyle Sails at 781-639-1490 for fast Rhodes 19 sails and excellent service.

www.sailortailor.com for boat covers, rudder bags and any other marine stitching need.

RACE RAPS

Monday, May 31st (by Kim Pandapas)

The forecast Monday morning called for a persistent righty from E to SE, suggesting a strategy of protecting the right upwind. Additionally, the tide was going out all day, which we assumed would mean a current running from Boston Harbor to Cape Ann. That also suggested going right up and left down, allowing the current to push you back toward the middle of the course. So that was the plan. I think the wind shifted from 110 to about 120 just after the Etchells started, so with no course change, our course of 110 was slightly skewed, leaving starboard tack the long tack. Still, we decided to stick with the strategy and tacked off to the right, assuming there would be more. There wasn't, and Shan and Doug, who correctly stayed left, and who had been sailing the lifted board while we had been sailing the headed board, crossed ahead of us by several boat lengths, and rounded first. We managed to make up a little down wind, and rounded the leeward mark right behind them, immediately tacking away. That began a great upwind duel playing the small 3-5 degree oscillations. We lucked out getting ahead of him in the second half of the beat, and held on to win.

In the second race, there was lighter air, and seemingly more lump, making for challenging driving conditions. The race started with a course of 125, and that's about where the wind stayed, with those same 3-5 degree oscillations. It was tough to make any money on them, as they seemed to disappear before you could tack on them. So I guess it boiled down to a driving contest, with both Shan and Mike Lane doing a better job of it than I did. Our good fortune came about 100 yards from the weather mark. Approaching on port, with both Shan and Mike coming across on the starboard layline, we had a choice between taking at least one of their sterns or lee bowing and hoping for the best. So we lee bowed Shan & Doug, forcing them to tack, and they went out and did the same to Mike just above them. Somehow, we managed to stick it up and round without tacking, saving two tacks and the extra distance the other two boats sailed, giving us a cushion we managed to hold onto for the duration.

Saturday, June 5th (by Steve Uhl)

I'll give Kim a break from recapping the races (two bullets), and tell you what I saw from my vantage point. The breeze was very shifty, particularly before it filled in more solidly later in the afternoon. But it mostly started easterly, and with the current coming in it seemed to make sense to favor the left side. The starting line was also heavily pin favored, and it was surprising that there was not more congestion there. I won the pin, with Kim a bit to windward. We generally favored the left, where lefties came in with surprising regularity and pressure. Kim lead at the first mark, followed by myself and Mike Lane. We all followed Kim around the course, but both Mike & myself stayed close enough to Kim to keep him nervous & checking for weeds on his rudder constantly.

The second race was more of the same, again with the pin favored, but now going right was a viable option as well. Kim & I started near the pin and ended up going so far left that we overstood, Kim by a little and me by a painful amount. Kim still managed to lead, with Karl Renney, Mike Lane, Doug Trees, and myself all in the next pack back. In this race, however, the IOD fleet converged with the Rhodes at the leeward mark, adding a new tactical dimension to the race. Everyone rounded OK, but finding clear air as the IODs moved upwind in front of us was a bit frustrating at times. In the end, Kim won followed by Mike Lane and myself.

One of the main things I focused on, especially in the first race where the seas were lumpy and the breeze struggling to strengthen, was sailing fat and keeping the boat moving. I adjusted mainsheet tension a lot trying to keep the right amount of leech tension as the breeze strength changed. Later in the second race when the breeze picked up, my crew Tom King and I totally focused on keeping the boat flat at all times which I think helped us pick up a boat or two on the second beat.



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Guest Column

Rules Corner, by Al Clapp

Tactical Situation: You are heading downwind on starboard tack away from all marks and obstructions. Another boat on starboard tack comes up on you from behind on your starboard side. Since he is to windward he gradually overtakes you as he gets into your air. You try to come up to get cleaner air, but the other skipper is shouting "steer proper course!!!" What are your rights? What can you do?

Ruling: Since the overtaking boat is to windward you have rights. If the boat has gotten so close that his bow is now forward of your stern (overlapped) then rule 11 applies, he must keep clear of you. If no overlap has been established then rule 12 applies (clear astern), again he must keep clear of you. In either situation you do not have to sail proper course. You can come to windward creating a situation where the other boat must either jibe or come up with you. In fact, you have "luffing rights" if you want. With rights comes responsibility. If you are the right-of-way boat, then you must give the other boat room to keep clear (Rule 14). From a tactical viewpoint, the right-of-way boat is forcing the other boat to either jibe or come up to windward with her. If the other boat jibes, the overlap will be quickly broken unless you jibe with him. In that case, you are now back to rule 11/12 as in the beginning. And the whole scenario is repeated to port. By knowing the rules, and keeping the attacking boat to windward on the same tack I can defend my position.

Applicable Rules:

Rule 11 On Same Tack, Overlapped

When boats are on the same tack and overlapped, a windward boat shall keep clear of a leeward boat.

Rule 12 On Same Tack, Not Overlapped

When the boats are on the same tack and not overlapped, a boat clear astern shall keep clear of a boat clear ahead.

Rule 14. Avoiding Contact

A boat shall avoid contact with another boat if reasonably possible. However a right-of-way boat or one entitled to room (a) need to act to avoid contact until it is clear that the other boat is not keeping clear or keeping room, and (b) shall not be penalized under this rule unless there is contact that causes damage.

Definition: Overlap

There is no overlap if both boats are clear ahead and clear astern of each other, regardless of the distance.

RACE RAPS

Saturday, June 12th (Race 1, by Ken Cormier)

The wind had been moderating and clocking from the evening's Northeasterly and the whitecaps were disappearing as we approached start time.. We started near the boat above McAdoo/Trees and heard but did not see a recall, (Pandapas Team). There was plenty of lump left over especially on the starboard tack. Fortunately we had competitive speed, despite this being our first start this season. I worked the tiller a bit and rapped off when bad wave sequences came our way, otherwise we would get thrown back for a loss. I felt it was too early and the wind direction too far east to simply go right. We just read the compass (sporadically) and looked at the relative fleet position on what is a short beat. The fleet mixed it up pretty evenly on the beat and stayed reasonably close, with three boats rounding the weather mark overlapped, **Andy Savage**, Steve Uhl and Us. With the wind now clocking we would jibe on to port tack immediately after rounding for the faster more direct jibe. The downwind legs were interesting with an occasional wave to ride. We managed to position ourselves inside for the leeward rounding with McAdoo and Savage. We protected the right as the mark was moved from 120 degrees to 150 degrees. We let McAdoo breathe when trying to shake the cover that a Nonesuch 30 kept on us for 3 tacks and we paid the price. But we were once again quick to jibe around the second weather mark and got our nose back out in front and stayed in clear air 60 yards to weather of McAdoo. The Pandapas team did their usual top 3 recovery from a recall.

Saturday, June 12th (Race 2, by Kim Pandapas)

Race 2 conditions saw less pressure than race 1 as well as a bit of flood current flowing from Cape Ann to Boston. Both the first race and the forecast suggested right was the way to go, and everyone knew it, which caused quite a pile up at the boat despite the fact that the pin was favored by a lot. We started at the pin uncontested and at full speed, went off to the left for about 2-3 minutes and then tacked for the right, never getting the opportunity to cross anyone as everyone tacked below us. We were able to capitalize on that early advantage, playing the shifts up the beat and rounding first, and held on to win.

I thought there were three keys to the race. First was knowing that the line was pin biased, even though the signal boat was hanging in such a way as to suggest it was favored. My favorite approach to checking the line is a windshot at the boat, lining up the right side of my traveler with the line flag. At head to wind, if the left side of the traveler points below the pin, the pin is favored. If it points above it, the boat is favored. The second key was having a firm grasp on the numbers. Although the wind was trending right, it was also oscillating, so average course on each board kept getting a bit higher through the afternoon. Christina had an awesome day managing the compass and third was sail trim. Those conditions are a challenge and I was in constant fear of stopping the boat. So we trimmed the sails continuously through the constantly changing conditions, favoring speed over point.



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Boats For Sale



Rhodes #1454 Refit in 2001 and **Ready to Race.**

Ribs from Waterline Systems and Winthrop Marine. New gel coat – epoxy bottom – combins. Exclusively dry sailed and well maintained. Includes lightweight halyards, sheets & spinnaker pole, new traveler and sheeting system, new fittings, new rudder (Stuart), lifting bridle, 2 sets of sails (one used only for Race Week 2003), custom triad trailer and canvas cover. Contact Mitch Mitchell, 617-803-1269 or mitch@relayhealth.com. \$11000. (05/04)



Boat #1683 - Norm Cressy's old boat named "opera Aint Over" - very fast boat; includes all fittings, lines, shaped keel and rudder; mid-boom traveler; trailer in good condition; stored indoors; 3 sets of Doyle Sails (2 spinnakers) of which one set was used for Race week only; 2 spinnaker poles; mast easy read compass; bottom in great shape; drysail canvas cover; ready to go all you need to do is put together and sail; Asking \$12,000; contact Steve Braese @ sbraese@braese.com or call 781-933-3110 office or 781-938-0957 home. (02/04)

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 replacement parts.

Several boats are available in Burlington, Vermont – they have been rented for a number of seasons but are now available, probably at great prices. Contact Adam Cate at 802-865-7068

Rhodes 19 Hull # 938. Refurbished floorboard, minimally used Main and Jib (spring 2000), minimally use Spinnaker (?97), mast and boom rigged for racing and in-cockpit control, Harken mid-cockpit traveler, all necessary lines and hardware, new shrouds and backstay as of 2001, spinnaker pole and gear, Ronstan adjustable tiller and extension, anchor and line, tent cover (needs some repair), mooring and rode, extra Main and Jib (but old), refurbished trailer (sandblasted and triple-painted). Asking \$4000. Contact j.vermeulen@comcast.net. Hingham. (03/04)

O'day Rhodes 19 - hull number unknown. One of top boats in Fleet 46 (Hingham). White Hull, Black Bootstripe, Grey Deck & Rubrail. Tapered Mast. New trailer 2001. - Cradle Ride New Sails Mid Season 2003 - Spinnaker Never Used!!!! New Ribs Spring 2003 - Structural Foam, Glass & Epoxy. Keel Sandblasted & Faired Spring 2003. Bottom Faired Spring 2003. Custom Deck Layout Spring 2003 - Stern Traveler. Jib fine trim, etc.... New Running Rigging and Hardware Spring 2003. New Standing Rigging Spring 2003 - Jumpers Removed, T-Balls & Staymasters. Boat Located in Quincy, MA. \$9,000.00 Firm. rjdimattia 617-328-1100 bostonsails@hotmail.com

1986 Stuart Rhodes 19 hull # 3039, race ready in excellent condition. White hull with red boot stripe. Dry sailed, fresh water. New (2001) Zephyr non-tapered mast including standing rigging and (2003) boom. Numerous recent hardware and running rigging upgrades. Rigged with twings, jib halyard fine tune and adjustable backstay. New main and jib at 2002 New Orleans Nationals. Includes poppet-style trailer with new tires, bearings, jack, and tongue. Lying Chicago. \$8600. Contact John at phone: (708) 445.9061 or email: 4459061dur@comcast.net. (09/03)