



ROAD TO THE CUP – WEEK 5 6/21/26

What You Need To Know

- **Twilight 1-5** will be Thursday evening June 25th, first gun at 7pm.
- **East Coasts** will be in Padanaram this weekend. Register [here](#).
- **MRA 2-2** will be on Saturday June 27th during the ECs. Racing will take place as usual, but will not be scored, either for MRA or Fleet 5. To foster bragging rights, we'll post the results here anyway.

Last Week's Racing

Thursday was a washout, driven by a particularly sporty southerly and the threat of thunderstorms associated with a cold front passing through around game time. **PRO David Graham** pulled the plug at about 5pm, sending this out. *“Winds at the “B” Bouy near the entrance to Boston Harbor, are southerly at almost 20, gusting to nearly 30, with fairly short and steep 4.5 seas. With the front coming through at around 6:45 PM containing its ‘nasties,’ it will be a good evening for staying snug on one’s moorings in the harbor!!!”*

Congratulations to everyone who held off launching and rigging. The Twilight standings remain unchanged from last week.

Twilight Series 1

<u>Rank</u>	<u>Team</u>	<u>Sail #</u>	<u>Points</u>
1st	Team Casler	1775	5.00
2nd	Team Martini	1466	5.00
3rd	Team Lane / Heffernan	2623	6.00
4th	Team Colzman / Lane	1210	6.00
5th	Shoreman / Reynolds	722	8.00
6th	Team Dittrich	1217	11.00

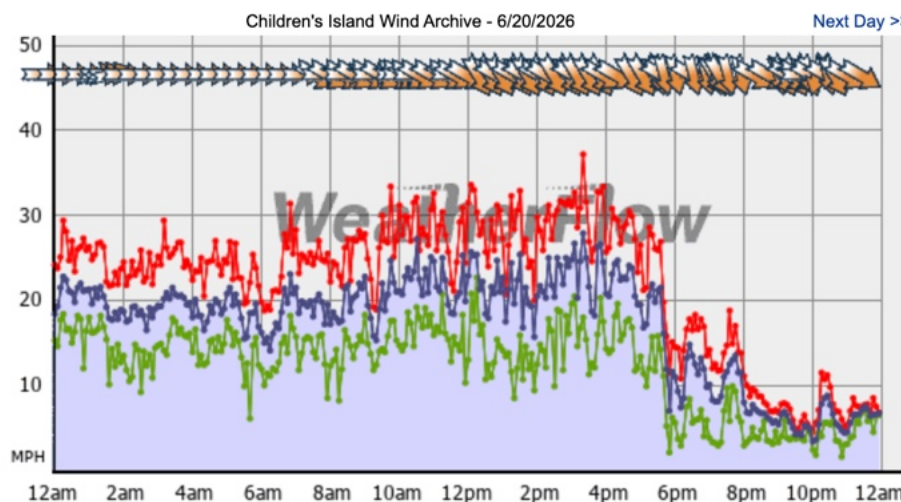
Out on the MRA line, Saturday was forecast to be sporty, and sporty it was – so much so that virtually every Fleet 5er decided to spend the day gardening or cleaning out their garage. Here was the forecast.

Detailed Forecast

...SMALL CRAFT ADVISORY IN EFFECT UNTIL 4 PM EDT THIS AFTERNOON...

Today W wind 15 to 17 kt becoming WNW in the afternoon. Winds could gust as high as 25 kt. A slight chance of showers between 3pm and 5pm, then a slight chance of showers and thunderstorms after 5pm. Seas around 3 ft.

But it actually blew harder than that, with consistent mid-20s and puffs in the 30s. Below are the readings from Children’s Island, right next to the Archers line where the racing was held.



Four fleets showed up, including ten Etchells, four Vipers, three IODs and two Rhodes. And on a day with multiple DNFs, knockdowns and spinouts, two performances really stood out, both in the Etchells class. Old Friend **Tomas Hornos** showed us all how it’s done, rolling a 2-1 for three points, to win the day (and my continuing admiration). The other is **Andrew Kingston**, sailing with our own **Joe Fava**, who pulled a 1-3 for 2nd on the day in that class. Both really impressive performances.

The two hardy Fleet 5 teams who chose to venture out included **Team Lane** and **Team Colsman**, and I’m thinking we may have to introduce an Iron Man award to acknowledge them. Sailing with **Mike Lane** was **Yati Harsono** and Mike’s sister **Shannon Lane**, and sailing with **Walter Colsman** was **Kathleen Lane** and his daughter **Grace Colsman**. Worth acknowledging, of course, is that three of the six Rhodes sailors out on this day were named Lane, so a tip of the cap to them.

PRO **Ken Adam** ran just one race, and then “excused” them when he started seeing consistent 25s. Ken, a former Rhodes sailor himself, rightly recognized that mid-20s is break-it conditions for these 60-year-old boats, so sent them in before any carnage, and I’m pretty sure neither team objected. **Mike Lane**, who holds the distinction of actually having capsized a Rhodes, said that

some of those puffs were the most air he's ever sailed a Rhodes in, and for a guy who's being doing it for 35+ years, that's saying something. For the record, neither team flew a chute.

So taking 1st on the day was **Team Colzman**, who was able to dodge the gaggle of downwind Etchells barreling into the leeward gates at 12 knots during the Rhodes start, and sail off to the favored left. Well done. Taking 2nd was **Team Lane**, who smartly tacked out of there to avoid getting skewered by one of those Etchells, and that was pretty much the ball game. Congratulations to all.

So in Cup competition, with so few competitors and so few races sailed, things are moving along at a glacial pace. At this time last year, we had sailed 11 races versus 8, with several more teams competing. At this pace, race week could dominate the scoring even more than it already does. The top 10 are listed below.

Top 10

<u>Rank</u>	<u>Team</u>	<u>Sail #</u>	<u>Points</u>
1st	Team Lane / Heffernan	2623	20.00
2nd	Team Colzman / Lane	1210	24.00
3rd	Team Pandapas	982	27.00
4th	Team Martini	1466	27.00
5th	Team Pendleton / Raisides	1680	29.00
6th	Shoreman / Reynolds	722	30.00
7th	John Casler	1775	34.00
8th	Team Uhl / Uhl	2585	34.00
9th	Team Dittrich	1217	39.00
10th	Team Cooke / Kaznoski	2648	39.00

Week 6 racing will include Twilight 1-5 on Thursday evening June 25th - first gun at 7pm, and the 2-3 races of MRA Series 2 Day 2 this Saturday June 27th. A reminder that to support East Coasts, Saturday's MRA racing will not be scored, but we will race.

If You Spin, Send It In – We got late word of a spin last week. This from **Josh Wheeler**. “1217 did circles at the start of the 6/11 Twilight race. I think it was for fouling **John Casler**, but it was definitely for a port/starboard violation.” Thank you to **Team Dittrich** for leaving it on the course. If you spin, please send an email after racing to kpandapas@comcast.net and let me know how many fouls you committed for which you exonerated yourself.

2026 Spin Tracker

<u>Team</u>	<u>Foul</u>	<u>Hit Mark</u>	<u>Resigned</u>	<u>Totals</u>
Team Martini		1		1
Team Dittrich	1			1
	1	1	0	2

The G.O.A.T. - The G.O.A.T. (Goes Out All the Time) tracks the number of race days each team sails over the course of the season, including MRA, Race Week and Twilights. The winner will be appropriately recognized at our year-end awards. As of June 20th, of ten scheduled race days (six MRA, four Twilight), the top 5 are listed below. Who will be the Goat?



The G.O.A.T.

<u>Rank</u>	<u>Team</u>	<u>Sail #</u>	<u>Race Days</u>
1	Team Colzman / Lane	1210	6
2	Team Lane / Heffernan	2623	6
3	Team Martini	1466	4
4	Shoreman / Reynolds	722	3
5	Several teams		2

Other News, Notices & Miscellaneous Scuttlebutt

Fall Classic Nominations – New this year on September 19 will be a Marblehead Harbor sailing championship, which will bring together the top finishers from each of the MRA fleets for a day of fleet racing in Sonars. The notice of race is [here](#). Fleets are asked to nominate two teams to compete in the event, and nominations are due by July 27th.

After a healthy amount of input, we’ve arrived at an objective mechanism for nominating two team to represent Fleet 5 in the Fall Classic. Here are the basics.

- The top two Fleet 5 skippers in Race Week will be nominated. If one of the top two defers or can’t do it, it will fall to the next best finisher.
- Participating skippers must assemble their crew entirely from active Fleet 5 sailors.
- As nominations are due July 27th (one day after Race Week), skippers must accept or defer by 5pm on Monday July 27th.

Notices

Need a Used Main – **Jay Wager** is looking for a Main. *“I plopped ‘Shake Your Buoy’ in the harbor yesterday and am seeking a new (to me) mainsail to replace my sad baggy one. Anyone looking to make a few bucks off their Rhodes 19 sails in the basement collecting dust?”* You can email Jay at jtwager@live.com, or call 781-576-9360.

For Sale - 1973 O’Day Rhodes 19 #2253 - Ribs & Rudder pintle reinforcement blocks replaced by Waterline with airex pensk & G10. **Chris Small** installed deck reinforcements and knees. Topsides Interlux Brightside. Keel was sandblasted and recoated with six coats of Interprotect 2000. Underwater is dark grey VC offshore. Chris Small installed control console for jib & spinnaker halyard, twings. New main halyard & cleat on floor. Aft main sheeting with barney post installed by Chris Small and Harvey Rigging. Tapered mast by Harvey Rigging (2010) and new (2023) standing rigging by North East Rigging. Original wooden rudder. Single point lifting system. Includes practice sails, spinnaker pole, whisker pole. Boat is in good condition

and ready to sail. Long shaft outboard motor available. 2003 “on the road” trailer new lights. Full title. Asking \$5000. Contact **Jack French** at ruddernose141@comcast.net.

MYC Club Rhodes Needs Sails – Marblehead Yacht Club has launched a club boat program with Rhodes 257 and needs sails (see mailbag below – more info [here](#)). If you have old sails to donate, contact **Eliot Shanabrook** at eliotshanabrook@gmail.com, or 617-653-8358.

Mail Bag

John Casler wrote in with additional color on last week’s port-starboard kerfuffle.

*“There were only 2 or 3 port tack boats near the pin. The other two boats were further back along the line and not involved in the situation. I did call “starboard” and **Tim D** apologized and did a circle. **Walter** said ‘hold your course”, but at that point I was in the process of trying to duck Tim. A third boat, which was there at some point before the start, must have either cleared or ducked before we got there. I don’t think Walter would have cleared me, but by then the point was moot to me. I just wanted to ooze past the pin and get out of that jam. As I came up the line toward the pin, the other boats had little speed and probably have had real difficulty tacking to avoid me, or doing anything else. I really did not want anyone to tack onto starboard, as I was happy to be clear of the mess and have starboard tack all to myself.”*

Well okay then. Thanks John. Not as egregious as I initially thought.

John also felt the need to respond to my thinly veiled insinuation that beer-can racing is the wild west with respect to rule observance. He begs to differ.

*“As to rule observance in beer can racing, in my opinion it has been excellent at least over the this century to date. Those of your younger followers will have no way to remember, but for a decade or so I was responsible for lining up CYC protest committees to be available after every race, so I got to judge a lot of situations with the guidance of **Pat Stadel** and **John Dieselman**, among others. With that as a background, I consider the level of beer can rules observance to be excellent. I would add the caveat that we start races often when there is only barely enough wind to move the boats. Those light winds are also unreliable. In those situations there is indeed a lot of “live and let live.” In this example, when we were 30 boat lengths away we could see that the guys on port were having problems. And yet I would have felt foolish yelling starboard at that distance. And yet as we closed, and they remained with little leeway, there would have come a point, probably fairly early, when they would have had little or no opportunity to get out of the way. I’m adding this para just because I do not want your younger readers to think that it is the “Wild West” out there, because it is not.”*

Charlie Pendleton provided this update. *“Name on - we’re official”*



Looking good, Charlie.

Old friend **Alex Felton** wrote in with this inquiry about the picture at the bottom of these scholarly publications. *“Kim, have you ever been asked to identify the two on the upper deck of ETO as your wonderful spinnaker is approaching the finish line?”* Well, no, I don’t think so. To me it’s always been obvious who they are, but maybe I’m wrong. Anyone out there want to weigh in? When it was taken and by whom, shouldn’t be too hard to figure out because that information is at the bottom of the picture, which, by the way, is a pretty substantial clue.

Complaints Department

Got Gripes? Don’t be shy. Unload at kpandapas@comcast.net. The buck stops here. -kp

