



ROAD TO THE CUP – WEEK 6

6/28/26

What You Need To Know

- **Twilight 1-6** will be Thursday evening July 2nd, first gun at 7pm.
- **No MRA Racing on July 4th** – The next MRA race day will be MRA 2-3 on Saturday July 11th.

Last Week's Racing

Six teams showed up for the Twilight on Thursday night, which proved to be a light air affair. We hear there was a seventh – **Jim Taylor**, who we suspect looked at the light conditions and decided a drink on the porch would be more fun. Here is a summary from His Eminence, **John Casler**.

“The wind just prior to the start was fickle, feeble, and, to the extent that it had a direction, it was north-ish. There are no close-by marks in that direction, so the RC’s best option was to the nun off the fort, twice around. With that as the windward mark, starting at the pin was the only real option. In air which barely kept us moving, the technical term for that kind of start is ‘crap shoot.’

*“I was single-handing 1775, and lucked out. Three quarters of the way out to the nun, the light air held for starboard tack, and I led. Then the air totally died. The lead boats flipped onto port, made some slow progress, but then, with an incoming tide, had the impossible decision of when to tack back for the mark. **Walter Colzman** in 1210, tacked first, but significantly understood the nun. 1775 tacked next and made the mark, but limped up to it at a snail’s pace. Distance wise, **Anne Marije Veenland** somewhat over stood, but came into the rounding with momentum, which enabled her to overtake me within a few boat lengths.*

“With the course shortened to once around, we all drifted back into the harbor at about the same speed on the same still-incoming tide. Anne Marije took the race with that beautifully gauged tack, I finished 2nd and Walter took 3rd.”

Thanks John. Sounds like a thriller. We also got this postscript from **Walter Colzman**. *“I could add more commentary about wind, lots of motorboats and obstructions, but it would come across as complaining about a beautiful evening. Glad to see seven boats out.”*

So for the record, congratulations to **AMV** with the bullet, **John Casler** in 2nd and **Walter Colzman** in 3rd. Honorable mentions to **Team Martini** in 4th and **Team Dittrich** in 5th. Below are the Series 1 standings with two races left in the series.

Twilight Series 1

<u>Rank</u>	<u>Team</u>	<u>Sail #</u>	<u>Points</u>
1st	John Casler	1775	7.00
2nd	Team Colzman / Lane	1210	9.00
3rd	Team Martini	1466	9.00
4th	Team Lane / Heffernan	2623	13.00
5th	Anne Marije Veenland	2651	13.00
6th	Shoreman / Reynolds	722	15.00
7th	Team Dittrich	1217	16.00
8th	Jay Wager	1219	18.00

Out on the MRA line, you’ll recall, this was an unscored day to support East Coasts, so a few regulars used the occasion to take the day off. Still, seven teams made it out, including season MRA debuts by **Teams Ehrhardt, Hooks / Pascal, Jim Taylor** (sailing with **Yati McMahon**), **Regnault** and **Rubin**. **Team Hooks / Pascal** was one of just two Fleet 5 boats registered for East Coasts, so not sure what happened there, but we’re glad they joined us.

This was scheduled to be a short course day on Brimbles for Rhodes, Vipers and Townies. The forecast of east 5-8 had sea breeze written all over it. PRO **Jim McCully** and the EYC RC set up just north of Satan’s, which I suppose is still officially Brimbles but perhaps a bit further out than we needed to go. We sailed out under sunny skies to a light easterly, promising – finally – a full day of racing, though with an ominous fog bank just a few miles out.

As we neared game time, the wind picked up to the 10-12 range, though it didn’t really have the look or feel of a sea breeze. While that made for a nice, two-butts-on-the-rail race, it also pushed in the fog, which by our second lap enveloped the course and made finding the weather mark a challenge. After finishing, we were asked to hang around for a bit to see if the fog was temporary. It was not. **Jim McCully** called it within ten minutes of our finish, after which the RC kindly shepherded most of us safely back to the harbor. One boat that went missing was **Marine Regnault**, who retired during the 2nd lap when the fog rolled in and started back to the harbor on her own. The RC continued trying unsuccessfully to raise her on VHF, which had to have taken a year off Jim’s life, but thankfully she made it back safely. Her account is in the Mail Bag below.

So another truncated race day. As things stand going into the holiday weekend, after seven MRA race days, which should include around 20-25 races (including 3-5 races on short course days), we’ve sailed exactly six races (including this unscored race). Just six races before the 4th

of July. That's got to be some kind of record. I'd have to go back through the data to prove it, but that's crazy, right?

Anyway, for the record, taking first on day in mid-season form was **Team Ehrhardt**. Well done. Finishing 2nd was **Team Hooks / Pascal**, and taking 3rd was **Team Pendleton / Raisides**. Honorable mentions to **Team Taylor / McMahon** in 4th and **Team P.** in 5th.

By the way, speaking of East Coasts, at the end of day 1 with 4 races sailed, old friends **Dave Nelson & Ken Delpappa** hold a 4-point lead with a line of 1-2-1-4 for 8 points. **Team Shoreman / Reynolds** currently stand in 3rd with a 3-6-2-3 for 14 points. You'll find the complete results [here](#).

So in Cup competition, because the fleet voted at the spring meeting to support the ECs by not scoring Saturday, updates to the top-10 reflect only Thursday's Twilight scores. The top-10 are listed below.

Top 10

<u>Rank</u>	<u>Team</u>	<u>Sail #</u>	<u>Points</u>
1st	Team Colzman / Lane	1210	27.00
2nd	Team Lane / Heffernan	2623	27.00
3rd	Team Martini	1466	31.00
4th	Team Pandapas	982	34.00
5th	Team Pendleton / Raisides	1680	36.00
6th	John Casler	1775	36.00
7th	Shoreman / Reynolds	722	37.00
8th	Team Uhl / Uhl	2585	41.00
9th	Anne Marije Veenland	2651	42.00
10th	Team Dittrich	1217	44.00

Week 7 racing will include Twilight 1-6 on Thursday evening July 2nd - first gun at 7pm. There will be no MRA racing on Saturday July 4th.

If You Spin, Send It In – No spins this week, so no changes to the standings. 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. Although Saturday was not scored, it still counts towards the Goat. So as of June 28th, of twelve scheduled race days (seven MRA, five Twilight), things are starting to shape. **Team Colzman** holds a 1-point lead over **Team Lane / Heffernan**, who notched an uncharacteristic DNC on Saturday. The top 3 are listed below with a gaggle of teams tied for 4th.



The G.O.A.T.

<u>Rank</u>	<u>Team</u>	<u>Sail #</u>	<u>Race Days</u>
1	Team Colzman / Lane	1210	7
2	Team Lane / Heffernan	2623	6
3	Team Martini	1466	5
4	Shoreman / Reynolds	722	3
4	John Casler	1775	3
4	Team Dittrich	1217	3
4	Team Pandapas	982	3
4	Team Pendleton / Raisides	1680	3

Other News, Notices & Miscellaneous Scuttlebutt

Fall Classic Nominations – A final reminder that 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 have been asked to nominate two teams to compete in the event, and nominations by July 27th.

Here is how Fleet 5 will base its nominations.

- 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.

Just for the Zen – Sometimes, it’s good to remember why we love sailing. **Jim Taylor** reminds us.



Notices

Anyone Have an Old Mast Section – **Jeremy Bloxham** is building his mast and could use an old mast section. In his words, “*Do you know if there’s an old bit of R19 mast kicking around somewhere. I only need a bit from the mast step to just above the gooseneck. Will take some of the guess work out of rigging control lines.*” So if you happen to have an old mast section buried in your basement or garage, please contact Jeremy at jeremy_bloxham@mac.com.

Need a Used Cover – **Alix Houldan** is looking for a used R19 cover. “*Does anyone have any leads on a spare Rhode 19 cover we could borrow for a bit or buy? Ours got really torn up with the recent high winds and The Sailor Tailor is looking like an 8-week lead time.*” If you have or know of an old cover that’s not being used, please let Alix know at alix.s.houldin@gmail.com.

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.

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

Marine Regnault wrote in with her account of Saturday’s fog fest.

“Hi Kim,
Hope you are well! Here is a quick write-up of yesterday's race from my perspective.

“With the wind forecast looking incredibly low, I invited two good friends visiting from New York out on the water, planning to finally show them how fun Saturday racing is in Marblehead. Since it was our first time out this season, we hopped in the boat and sailed out to Brimbles with a nice, unexpected breeze. Given that my friends have zero sailing experience, we took it easy during the start sequence. We still managed a pretty decent start, staying right with the fleet as we headed to the first windward mark.

“From there, things got interesting. The breeze kept building, and while my crew was doing ‘fine-ish,’ the boat was heeling way more than expected - especially since we had been anticipating a calm 5 knots. After rounding the mark, we wisely decided to wing it downwind instead of flying the spinnaker. It was an eventful but fun experience for my crew so far.

“Naturally, we were the last to round the leeward mark, but we made some good strides as we headed back upwind. Then, the fog rolled in. At a certain point, we lost all points of orientation- no boats, no marks, nothing. We called the Race Committee to abandon the race and head home.

“Almost immediately after setting a course for Marblehead Harbor, the fog became even denser. After some frantic fumbling with my Android phone, I tried to find my Navionics subscription. Pro tip: it doesn’t show up under "Navionics" or "Garmin" on the app store, but rather under ‘Boating,’ which I fortunately remembered just in time. Using the app, we were able to guide ourselves to the mouth of the harbor, occasionally confirming our course via government marks.

*“Between the heavy wind, zero visibility, a densely packed harbor, and an inexperienced crew, I was admittedly quite nervous about getting back to the EYC dock safely. Thank goodness **Debby Noble** called to check in and offered to help! After we made a vain attempt to moor the Rhodes at the mouth of the harbor, both Cindy (Lindsey & De) and Debby (Chris) arrived on the scene and towed us safely into the harbor.*

Next time my out-of-town friends visit, I think I’ll stick to a historical walking tour of Marblehead! A massive thank you to the EYC Race Committee and everyone who came to our rescue.”

Walter Colzman wrote in with some commentary on last Saturday’s racing conditions, which you’ll recall were a bit sporty.

*“Reflecting on yesterday a bit after looking at your Children's Island data, I'd have to agree with **Mike Lane** that it goes down as one of the windiest days on record. I'd estimate that I spent some 2-3 hours holding the main sheet un-cleated in my hand.*

“Looking at the Children's Island data and the high from the clubhouse of 37 knots, at about that time we were sailing home where the wind was gustier coming off of Castle Rock. There were some gusts that had main in ‘full luff’ and still heeling over - I think those were likely in excess of 40 knots. I had studied three different wind models ahead of time. None called for that and all suggested the wind would die down over the course of the afternoon - it did the opposite! The

one thing that could have been worse was the wave action - that probably would have finished us off.

*“I'm very grateful to have made it home in one piece. **Grace** had quite the return to the Rhodes after missing last year - learning a new position on board, Main Traveler Trimmer and hike-outer for dear lifer.”*

Mike Lane weighed in with his usual efficiency of words. *“It was fun!”*

We got a few responses to **Alex Felton's** inquiry about the identity of the two people atop ETO in the picture below. The first was from **Debbie Noble**, who correctly identified them. *“**Jud Smith** and **Lisa McNamara** on ETO in photo of 2025 R19 Nationals.”* Good job Debbie.

And the second was from **Lisa McNamara** herself, who wrote, *“Kim I know you know, but on the top deck of ETO in front of your spinnaker it is Jud and me during the Rhodes Nationals last year.”* There you have it – right from the source.

Complaints Department

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

