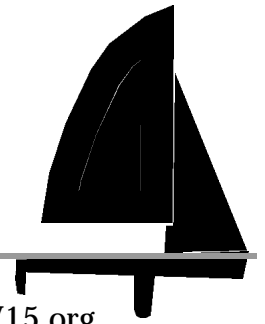


BOWDOWN



The Official Newsletter of the Vanguard 15 Class Association, www.V15.org

Mainsail Twist and the Vanguard 15

By Ramsay Key



Twist is fast. Twist is the reason behind the phrase “When it doubt, let it out.” There are lots of theories behind twist, but the best explanation is in *High Performance Sailing* by Frank Bethwaite. Unfortunately, you can’t twist the sail off without compromising some pointing ability; to do well you need to set the mainsail twist so as to achieve a balance between pointing and speed. While other sailboats have more glamorous controls to achieve this balance, the V15 has four: vang, cunningham, mainsheet, and mainsheet bridle. Getting the right amount of twist in the V15 is made difficult by two stock V15 parts: the mainsheet and the bungee cord that pulls the mainsheet out of the aft boom block. Replacing the mainsheet and removing the bungee cord is the first step toward getting the right amount of twist in the V15 mainsail (more on this later). After these modifications are made, fine-tuning the other controls to obtain the correct amount of twist is much easier. This fine-tuning will give you the extra edge out on the racecourse.

Basics of V15 Twist

The basic principles of twist apply to the V15: (1) The more cunningham that is pulled on, the more the leech (particularly the upper leech) will open/twist off. (2) The more vang that is pulled on, the more the leech will close/hook to windward. The mainsheet, in principle, does not control the twist of the sail but rather the “angle-of-attack” (i.e. the side-to-side angle of the boom). However, in a V15, depending on how the mainsheet bridle is tied, the mainsheet can also control twist to some degree. There are two distinct phases of mainsheet trim in the V15. Imagine the boom let out all the way to the shrouds. As the mainsheet is trimmed in, the boom moves in laterally (but the mainsheet does not exert any downward force on the leech). Eventually the boom will reach a point where the mainsheet begins to exert a downward force on the leech; this is the start of the second phase. The length of the bridle controls when and where this phase “transition” occurs. The tighter the bridle, the earlier the transition. Why should we care about this? If the transition happens early, then any extra trim will pull down on the boom which, in turn, will close off the leech. Thus, the mainsheet now also controls twist. This is not necessarily a good thing (or bad thing) but rather depends on your situation. Similarly, a loose bridle means the transition occurs later and, as a consequence, the leech will remain open longer for a given amount of trim. Because the transition occurs later, a loose bridle allows the boom to be centerlined with little or no leech tension. With a tight bridle it is much more difficult to centerline the boom, if not impossible. Note that once the bridle joint runs completely through the aft boom block, loosening the bridle any more has no additional effect.

Problems with Setting the Twist

The bridle joint on the stock V15 mainsheet is too thick to run through the aft boom block. This frequently causes the mainsheet to jam in the aft boom block (even with the bungee cord attached). This jamming has driven V15 sailors to tie their mainsheet bridles so that the bridle joint never enters the aft boom block (it just kisses it). This is a relatively tight

Continued on page 3

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From the desk of the Old Guard

Fellow V15 Sailors,

Do you like sailing V15s?

Do you like the national schedule?

Do you want to grow your local fleet?

Do you think our newsletter needs more people to be involved?

It seems that there has been increasing lack of participation in the V15 Class overall. We need to hear from you. We need you, as a member of one of the greatest classes, to give back.

We need help updating our database, keeping our advertisers to keep the newsletter going, giving Gaelen articles for the newsletter to make it worth her while to put together, getting more class members and keeping current members, keeping the Web site up to date with schedules, regatta notices of race and bulletin boards, and running great events.

There have been individuals like Mike Zani, Kyle Welch, Rob Richards, Tim Fallon, Charlie Siegal, Senate Bischoff, Nick Adamson, Zack Leonard, Josh Adams, Martha Carleton, Jim Weber, and many, many more...who have devoted time and energy to make this a great class over the last six years. They don't want to see it fall apart. And nor do I. This class has special members who are critical components in competitive dinghy racing and growing this sport that we all cherish so much.

I have grown a fleet down here in Annapolis from 4 to 18 boats over the last four years. It has been so rewarding to see the increased participation, great regattas, and other fleet members wanting to help in the daily things that need to happen to make a fleet work. Everyone needs to do that for their own fleets. Fleets—like San Francisco, Chicago, Texas, and some fleets in New York and Connecticut—have done fantastic jobs in making these fleets solid in every aspect. They are volunteering their valuable spare time to do it.

Please take a moment and see what you can do on a local and national level to give back to this class. I know that everyone is busy with work and extracurricular activities but the time is now. We need to elect a new president, vice president, and treasurer this year. Please think about who would do a good job in those rolls (including yourselves) and contact Charlie Siegal with any nominations.

—Thanks, Polly Gibbons-Neff and Gaelen Phyfe

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Fleet 18 Manhasset Bay, NY; Jerry Morea 516-944-9790

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setting and, thus, has the side-effect of causing the mainsheet to transition from lateral mode to downward mode earlier. As noted above, an earlier transition turns the mainsheet into more of a twist control. As noted above, the problem with this setup is that the stock mainsheet forces the bridle to be tied relatively tight and makes it hard to centerline the boom. The solution to this is to build (or buy) yourself a new mainsheet with a bridle joint that is thin enough to roll freely through the aft boom block (see sidebar, page 5).

Vanguard supplies stock V15s with bungee cord to pull the mainsheet out of the aft boom block and minimize this jamming, but the bungee cord creates more problems than it solves. The main problem the bungee cord creates is that it effectively tightens the bridle because the stock bungee cord "bottoms-out." This creates premature closing of the leech in light-to-medium breezes. Another problem is that it adds a random variable to your setup; you never know exactly when and how badly the bungee cord will bottom-out. This, in turn, makes your bridle length a random variable, and it is much harder to control twist settings across racing days and conditions. Unfortunately, if you add longer bungee cord to fix this problem, it will no longer have the power to pull the mainsheet out of the block. Add to this the fact that the bungee cord is always working against you (by pulling back on the mainsheet) and it is time to remove the bungee cord.

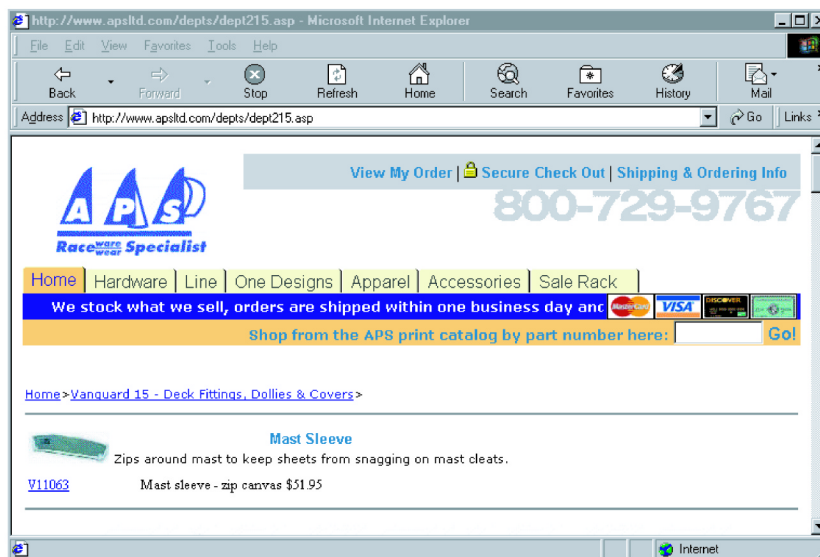
Choose Your Program

There are several ways to approach V15 twist depending on what program you want to be on. These programs are as fol-

lows: (1) Stock Program. In this program, you stick with the stock parts that Vanguard gives you. In the Stock Program you don't have too much choice with respect to twist; you have to tie the bridle so the joint just barely enters the aft mainsheet block at the maximum trim. This generally means that the mainsheet will also act as a twist control (pulling down on the leech). You also need to leave the stock bungee cord on the mainsheet to pull it out of the aft boom block if it gets jammed. As mentioned above, this effectively tightens the bridle and creates premature closing of the leech in light-to-medium breezes. You must also keep in mind that when you adjust your rake or jib-halyard tension, this could affect where the joint enters the aft boom block and you will need to retie the bridle. Twist is controlled with the vang, cunningham, and mainsheet. (2) Custom Program. In this program, you make/buy your own mainsheet so that the bridle joint runs freely through the aft boom block. You also cut away the bungee cord on the mainsheet. You can leave the bridle in a single location so that the bridle joint is well inside the aft boom block. Twist is controlled with the cunningham and vang. Unless you are extremely strong, the mechanics of the bridle make it much more difficult to control twist with the mainsheet (as opposed to the Stock Program). To see this last point, trim in the mainsheet as hard as you can with both types of bridle settings and note the leech tension (mast bend is another good reference point). With a tight bridle it should be easier to achieve a given level of leech tension. (3) Half and Half Program. This program is a blend between the above two programs. You need a new mainsheet as in the Custom Program (and you need to remove the bungee cord). In this program, you constantly (in between races and depending on



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vang is a much more time-consuming process. The Half and Half Program allows for the best of both worlds.

Twist Selection

So, given all of the above considerations, how should you set up your boat for maximum performance? You can break down the twist modes into two broad categories and fine-tune from there. These categories are "Tight Leech Mode" and "Loose Leech Mode." In Tight Leech Mode the cunningham should be used only as a power control, coming on as the boat becomes overpowered. The vang can be used to close the leech, but if the mainsheet can control twist this is often the better choice as changes can be made more rapidly. Those on the Half and Half Program should retie their bridle to emulate the Stock Program. In this mode, it is common to see sailors with slack vangs (which is a signal that the mainsheet is being used to control leech tension). You might want the "Tight Leech Mode" in any of the following conditions: (1) Tight, short-course racing when the ability to point is crucial. Sometimes the extra pointing can mean the difference between crossing a line of twenty starboard tackers or having to duck them! (2) Any racing where your survival off the line is critical; if you get rolled right away you might not be able to recover. (3) Shifty racing where the extra leech tension may prevent you from falling out of shifts. (4) Team-racing; the ability to point is often critical in a team race. (5) medium-to-heavy breezes; the tight leech keeps the boat powered up and moving.

Twisty Leech Mode: In this mode, speed is the number one priority. Those on the Half and Half Program should retie their bridle to emulate the Custom Program. The cunning-

the conditions) retie your mainsheet bridle to switch between the Stock and Custom Programs. In the Stock Program, the bridle joint should just "kiss" the aft boom block when the main is trimmed in all the way and in the Custom Program, the bridle joint should be located several inches (3 to 4) inside the aft boom block when the main is fully trimmed. Note that the real difference between the Stock and Custom Programs is that the mainsheet is a more effective twist control in the Stock Program. One of the benefits to controlling twist with the mainsheet is that fine-tuning can occur rapidly; fine-tuning with just the cunningham and

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How to Make Your Own Split-Bridle Mainsheet

Having a nice mainsheet means having a mainsheet where the bridle joint never jams in the aft boom block. This usually means you have to build (or buy) a new mainsheet because the stock Vanguard mainsheet jams all the time (even with the bungee cord attached to it). Fortunately, it is very easy to make your own split-bridle mainsheet:

1. For your new mainsheet you want to find some line that is, what I call, a "cChinese finger trap." That is, you can take a section of the line in your hands, push your hands together, and the line will open-up so that you can see through the line (some lines might have cores, but this is okay). Spectron-12 is a line that has this characteristic. Note that your new mainsheet should be thin enough to accommodate an extra "bump" in it and still run freely through the aft boom block.

2. Next, find a thin piece of line that will act as one side of your new bridle. The length of this line should be the same as the length of an edge of your old bridle plus 2 to 3 feet.

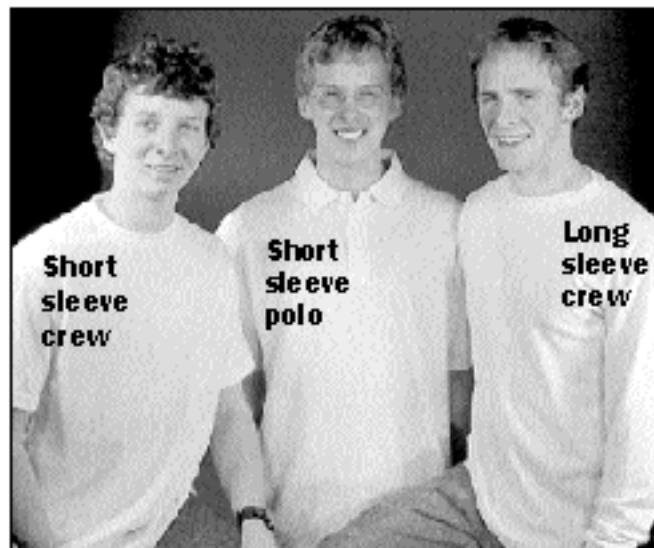
3. Measure where the bridle joint on your old mainsheet is located and "open-up" this location on your new mainsheet by compressing the new mainsheet together (as described in the first step).

4. Next, feed the thin piece of line into the new mainsheet through the holes created by the compression. Weave the line through the mainsheet for 2 to 3 feet.

5. You can then pull and decompress the mainsheet. This locks the Chinese finger trap mainsheet onto the new piece of line. It should be very difficult to pull the thin line out of the mainsheet (and the harder you pull, the tighter the finger trap should lock!).

6. Some people have been known to sail with the line as is, but for safety you should add a few whips to the mainsheet (two or three is fine) to lock the thin line in place for good.

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ham should be taken up to remove the wrinkles from the luff of the mainsail. A little extra cunningham in this mode will not hurt you. In puffy conditions, it often pays to "over-cunningham." The mainsheet should only be used to set the angle of attack for the mainsail. The vang (or lack of) should be the main tool to set the twist of the mainsail. Trim the mainsail to the centerline and adjust the vang until the top batten is parallel with the boom. The top batten telltale should be stalled no more than 50 percent of the time. Keep in mind that *no* vang might be the optimal setting, especially in light breezes. Use Twisty Leech Mode for (1) Long-course fleet racing; use speed to extend from the fleet. (2) Low-congestion fleet racing; there is no need to point, go fast instead. (3) Lighter breeze; keep the leech from being shut-off while keeping the boom centerlined for some pointing. (4) Big, big breeze. To keep the boat from being overpowered, over-twist the top of the mainsail and use the power in the bottom of the mainsail. (5) Waves and chop. In these conditions it is easy to hit chop and stall the boat; a twisty leech keeps the main from stalling and keeps the boat moving.

Thank you to Jon Baker, Drew Buttner, Tim Fallon, Charlie Siegal, and Kyle Welch for their review and comments.

Regatta Results

Spring One-Design regatta

Catawba Yacht Club Hosted our Best Ever One Design Regatta, April 27–28. The turnout of boats was not stellar. However, the competition was great in both the Lightning and V15 Fleets. The V15's sailed eight races. Ian Burman swept the event with eight bullets. Saturdays races had Winds from 5 to 15 knots and very flat water. The race committee did a great job of moving marks and keeping the races going. Sunday started off with 8 to 10 knots from the southwest. From the middle of the first race on, the wind built to 25-plus knots with gusts in the 30s. Both fleets had boats capsize in the second and third races. However, nobody and no boats were hurt in the process. It turned out to be a great day.

The Party on Saturday night was great. We had two full pigs and more side dishes than you could count. The nine-piece Bluegrass band performed to long sets for the 160 people in attendance.

Results

1. Stan and Peyton Hassinger 7; 2. Brent Creelman and Taylor 24; 3. Roger and Gini Mays 25; 4. John O'Connor and Bonnie Chang 32; 5. Patrick Moore and Erika Glander 55; 6. John Worcester and Marty Brown 57; 7. Bill Wiggins and Tommy Mercer 62; 8. Dave Gross and Courtney Whistler 73; 9. Geoff Handsfield and Billy Arrington 75; 10. Doug and Michell Shilladay 86; 11. Peter Crumley and Sarah Schoffler 89; 12. Tim Crowder and Hugh Smyth 95

V-15 Old Bay Mid-Atlantic Championship

SSA Annapolis, Maryland, May 25–26. Thanks to our Sponsors Annapolis Performance Sailing, Vanguard Sailboats, Sailing World Magazine and Peter Hale's excellent SSA Race Committee we had a successful MID ACCS over Memorial Day weekend.

We had 22 entries, including sailors from Massachusetts, Ireland, Philadelphia, New Jersey and North Carolina. We

completed five races over the two-day event and had a great dinner on the deck of SSA Saturday night compliments of FeedYourCrewLLC@aol.com.

Congratulations to Mike Buckley and Dan Rabin for winning the Grand Prix Mid Atlantic Coasts with 10 points. Following in second place were Patrick Ryne and Avi, and in third place Matthew Schubert and Lori Plumb. Thanks to all of those who came from other fleets to support ours, including Bill and Angela Wiggins from Charlotte North Carolina.

A special thanks to our new SSA V15 co-fleet Captain, Cassandra Carmichael who worked with Alon Finkelstein and Elyse Steiner to make this event possible.

You can find more photos from this event at www.hillmancapital.com/photoGray/ under the V15 MID ACCS, and the complete scores can be found at www.severnsailing.org under V15s MID ACCS.—*Polly Gibbons-Neff*

Results

1. Buckley, Mike 10; 2. Ryne, Patrick 15; 3. Schubert, Mathew 21; 4. Wojcik, Leah 27; 5. Renzy, Ann 39; 6. Robertson, Colin 41; 7. Howell, John 41; 8. Rhame, Jay 41; 9. Skuvarla/Carmichael 51; 10. Shattuck, Brendan 52; 11. Nunes, Sean 52; 12. Romey, Dustin 58; 13. Barritt, Bryce 60; 14. Janashaw, Ben 71; 15. Nunes, Mike 75; 16. Finkelstein, Alon 77; 17. Mehl, Renee 81; 18. Wiggins, Bill 84; 19. Cooper, Seth 86; 20. Coe, Michael 98; 21. Grotheer, Philip 104; 22. Ames, Bob 104

RIISA

June 15–16, Barrington Rhode Island. Saturday of RIISA dawned rainy and gray with temperatures hovering near 50 and a strong breeze promising a solid day of hiking. Seventeen boats were on the line for race one at 11 am. After a couple of general recalls, the fleet got in five races on in a northeasterly breeze at 15 knots with puffs to 20. Finishes were fairly consistent throughout the fleet with solid racing performance and typical clusters at the leeward mark. Sunday got off to a slow start as the sea breeze did not fill until close to 1pm. We got three more races off in near-perfect conditions, with an average of 10 knots—and the sun came out!—*Emily Kalkstein*

2002 New England Championship

June 22–23, Cedar Point YC in Westport, CT. Mike Buckley of West Hyannisport, Massachusetts, and crew, John Cline of Stuart, Florida, put on a virtual clinic for the 36 boats competing in the Vanguard 15 New England Championship at Cedar Point. Sitting out the last race, the team won the 11-race series by a commanding 24-point margin. Buckley, sailing the commemorative gold boat #1000, was over early in the first race but sailed back into fourth place in spite of suffering a shattered tiller extension. He tied a spare line to his tiller and proceeded to win the second race by a fair margin. Buckley and Cline won four races on their way to victory.

Ben Gent and crew, Liz Bancroft, managed an impressive three bullets in five races on Sunday to edge out new Cedar Point member, Christian Taubman, for second place by a single point. Taubman, sailing with Katie Lynden, finished the regatta with one first and four second-place finishes.

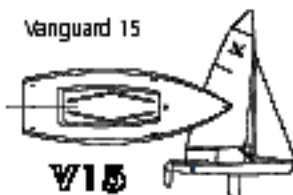




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Vanguard 15



Regatta Results

Typical summer conditions for Long Island Sound prevailed both days with hazy hot weather and a light southwesterly breeze ranging from 4 to 10 knots.

Tying for fourth with 65 points each were local teams Chris Johannessen with crew Dona Menton and 14-year old skipper, Becca Dellenbaugh, of Pequot Yacht club, who displayed remarkable speed and smarts, sailing with her father, Dave Dellenbaugh. Johannessen and Menton won the tiebreaker to finish fourth overall and take top masters honors for the highest-placing team with a combined age exceeding eighty years, but we're still not sure how this can be. Becca Dellenbaugh finished fifth and took the top-woman award, while Cedar Point's Ian Gill and sister Madeline Gill, at a combined age of 27 years, were the regatta's top juniors. They had six top-ten finishes to wind up twelfth overall. New member Susan Kopstein was cited as best rookie skipper for the weekend.

A total of 36 boats took part in the two-day event with com-



petitors from every state in New England as well as New York, New Jersey, Maryland, and Florida. Half of the teams were from Cedar Point and included some of the fleet's charter members as well as a number of newer converts. RC Chairman Eric Robbins satisfied the crowd with a series of windward-leeward races that averaged 25 to 30 minutes. Eric was also instrumental in organizing the Friday night dinner at the club, featuring a terrific presentation by author, educator, sailing champion, and humorist, Dave Perry. It was a great kickoff for a weekend of high-performance dinghy racing. Event Chair Storm Snaith's obvious organizational skills were in full view to all over the course of the weekend. Participants, spectators, and race officials unanimously agreed that the regatta was a complete success.—*Harrison Gill*

Results

1. 1000 Buckley, Mike/Cline, John 27; 2. 1247 Gent, Ben/Bancroft, Liz 51; 3. 121 Taubman, Christian/Lynden, Katie 52; 4. 744 Johannessen, Chris/Menton, Dona 65; 5. 2 Dellenbaugh, Becca/Dellenbaugh, David 65; 6. 322 Carroll, Jason/Everett, Clemmie 72; 7. 1122 Ashley, Chris/Barrington, RI 72; 8. 481 Ehrhardt, Larry/Heller, Robin 73; 9. 1071 Palmisano, Christopher/Robbins, Avran 87; 10. 897 Siegler, Cary/Frank, Kate 95; 11. 429 Young, Ward/Negrini, Deirdre 106; 12. 1098 Gill, Ian/Gill, Madeline 107; 13.374 Murray, John/Duffield, Emily 111; 14. 1037 Shattuck, Brendan/Coyne, Justin 144; 15. 658 McBrier, David/McBrier, Heather 157; 16. 1072 Fear, Rob/Olea, Oliver 159; 17. 917 Bainton, John/Pope, Ellie 179; 18. 976 Karpow, Serge/Pfeifer, Linsey 182; 19. 427 Beardsley, Peter/Reardsley, Eric 188; 20. 1149 Goldman,

Josh/Hewitt, Allison 191; 21. 1076 Weyher, Harry/Weyher, Jesse 199; 22. 503 Colnes, Michael/Jamner, Josh 205; 23. 508 Lund, Chris/Smith, Alison 208; 24. 209 Passero, Eric/McManus, Eric 218; 25. 221 Rubins, Benjamin/Garovoy, Aaron 222; 26. 774 Rickard, Ed/Rickard, Jan 229; 27. 227 del Valle, Gabriel/Christianson, Lasa 248; 28. 398 Foster, Mark/Foster, Andrew 252; 29. 447 Haffenreffer, Adolf/Bogart, Kate 257; 30. 1233 Hults, Terry/Wagner, Elizabeth 261; 31. 827 Constant, Chris/Drumm, Laura 270; 32. 714 Charles, Ken/Charles, Mary 307; 33. 233 Kopstein, Susan/Solberg, Tom 313; 34. 228 Whitney, Ed/Whitney, Bryce 317; 35. 1194 Shell, Jason/Belonsky, Gail 325; 36. 1101 Gavin, Michael/Gavin, John 348

Buzzards Bay Bash

Wild Harbor Yacht Club June 29–30. In the seventh Buzzards Bay Bash, 96 sailors enjoyed a beautiful summer weekend on Cape Cod. A North-by-Northeast breeze pushed the boats out to the starting line on Saturday morning where PRO Dave Fallon had set up a large triangle course in view of both Old and New Silver Beach. At the end of the day, six races had been sailed in 10 to 15 knots of a shifty offshore breeze. Only veterans Ery Largay and Tim Wadlow finished the day without a double-digit score, and their consistency earned them first place. Close behind were BBB first timers, Ben Gent and Barbara Hall followed by WHYC coach David Siegal sailing with Megan Boardman.

The BBB format calls for team racing on Sunday where the teams are generated using a computer program that matches up even teams based on the fleet-racing results from Saturday. Sunday greeted us with ideal team-racing conditions, 10 knots out of the Southwest, all day long. A perfectly optimized rotation, two-minute rolling starts, and the proper course length combined with the weather to allow for a record 120 races to be completed in only four and a half hours. This provided for a full round-robin of all 16 teams. In the end, the team of Teddy Rave/Leslie Sandberg, Mike Richards/Amanda Dwelley, and Mason Woodworth/Katie Lyndon were victorious with an impressive 12-3 record. Also at 12-3, but losing their head-to-head match and the tiebreaker was the team of Chris Perriello/Laura Knoll, John Mollicone/Danny Rabin, and Sam Rogers/Amanda Callahan.

For those of you who still want to donate to LINK, please make checks payable to LINK, Incorporated and send to: Kim McManus, 16 Circle Drive, Ashland, NH 03217

As always, I would personally like to thank the volunteers who helped out all weekend long. This year we had four individuals who gave up their entire weekends to run races for us: Kiri Wilson, Megan Aleardi, David Fallon and Sarah. The level of race management was top-notch and we all sincerely appreciate your effort.

See everyone next year.—*Tim Fallon*

Results (fleet racing)

1. Tim Wadlow/Ery Largay; 2. Ben Gent/Barbara Hall; 3. David Siegal/Meg Boardman; 4. Tim Fallon/Karen Renzulli; 5. Rob Richards/Scott Leonard; 6. Pete Spaulding/Liz Spaulding; 7. Patrick Hogan/Josh Howland; 8. Mason Woodworth/Katie Lyndon; 9. Sam Rogers/Amanda Callahan; 10. Charlie Enright/Erin Morley; 11. Colin Merrick/John Cline; 12. Christian Taubman/Sarah Levin; 13. Francis Blesso/Alix Manley; 14. Clay Bischoff/David Darst; 15. Dan Herlihy/Alice; 16. Ramsay Key/Rich Bell; 17. John Mollicone/Danny Rabin; 18. John Winslow/Ryan Grabert; 19. Chris Gaffney/Mikaela King; 20. Jason Carroll/Gabe Dorfman; 21. Peter Fallon/Kim McManus; 22.

Regatta Results

Mike Buckley/Tom Loutrel; 23. Joey Aleardi/Chi Hae Kwan; 24. Nat Spencer/Liz Hall; 25. Aubrey Mayer/Liz Colley; 26. Chris Palmisano/Avi Robbins; 27. Gaelen Phylfe/Emlly Kalkstein; 28. Thatcher Spring/Dorothee Bergin; 29. Mike Richards/Amanda Dwellley; 30. Mike Welch/Julie B.; 31. Carlos Lenz/Ian Klein; 32. Jay Rhame/Kristina Sementilli; 33. Steve Street/Chris Gosselin; 34. Ted Robertson/Ilse Teeters-Trumpy; 35. John Stakes/Niko Kotsatos; 36. Teddy Rave/Leslie Sandberg; 37. Bridget Creney/Cassandra; 38. Justin Assad/Eric MacDonald; 39. Mike Curtin/Eliza Tubman; 40. Brendan Shattuck/Justin Coyne; 41. Scott Leppert/Kate Daley; 42. Peter Clark/Whitney Besse; 43. Eric Pontiff/Rob Meharg; 44. Tommy Miller/Beanie Eissner; 45. Sean Horrigan/Morisa Ihara; 46. GW/Spencer Powers; 47. Mike Carlson/Amy Kivax; 48. Alan Sun/Rob Reiser

Results (team racing)

1. Team 8 (13 Wins): Teddy Rave/Leslie Sandberg, Mike Richards/Amanda Dwellley, Mason Woodworth/Katie Lyndon; 2. Team 9 (13 Wins): Alan Sun/Rob Reiser, John Mollicone/Danny Rabin, Sam Rogers/Amanda Callahan; 3. Team 6 (11 Wins): Mike Buckley/Tom Loutrel, Sean Horrigan/Morisa Ihara, Pete Spaulding/Liz Spaulding; 4. Team 11 (10 Wins): Jason Carroll/Gabe Dorfman, Eric Pontiff/Rob Meharg, Colin Merrick/John Cline; 5. Team 12 (9 Wins): Chris Palmisano/Avi Robbins, John Stakes/Niko Kotsatos, Christian Taubman/Sarah Levin; 6. Team 14 (9 Wins): Ted Robertson/Ilse Teeters-Trumpy, Aubrey Mayer/Liz Colley, Clay Bischoff/David Darst; 7. Team 4 (9 Wins): Thatcher Spring/Dorothee Bergin, Peter Clark/Whitney Besse, Tim Fallon/Karen Renzulli; 8. Team 15 (8 Wins): John Winslow/Ryan Grabert, Scott Leppert/Kate Daley, Dan Herlihy/Alice; 9. Team 10 (8 Wins): Ramsay Key/Rich Bell, Mike Carlson/Amy Kivax, Charlie Enright/Erin Morley; 10. Team 3 (6 Wins): Brendan Shattuck/Justin Coyne, Mike Welch/Julie B., David Siegal/Meg Boardman; 11. Team 7 (6 Wins): Tommy Miller/Beanie Eissner, Joey Aleardi/Chi Hae Kwan, Patricia Hogan/Josh Howland; 12. Team 1 (5 Wins): GW/Spencer Powers, Gaelen Phylfe/Emlly Kalkstein, Tim Wadlow.Ery Largay; 13. Team 13 (4 Wins) Nat Spencer/Liz Hall, Bridget Creney/Cassandra, Francis Blesso/Alix Manley; 14. Team 16 (4 Wins): Steve Street/Chris Gosselin, Peter Fallon/Kim McManus, Chris Gaffney/Mikaela King; 15. Team 5 (4 Wins): Justin Assad/Eric MacDonald, Carlos Lenz/Ian Klein, Rob Richards/Scott Leonard; 16. Team 2 (1 Win): Jay Rhame/Kristina Sementilli, Mike Curtin/Eliza Tubman, Ben Gent/Barbara Hall

2002 Nationals

St Francis Yacht Club, Treasure Island, San Francisco, CA. It was well-run event despite challenging conditions (who would have thought we'd have light air in the middle of August in San Francisco!). Great to see all of the out of town competitors who made the effort to compete in the event. Special thanks to those who helped make it all happen:

- Sean Svendsen and Svendsen's Boatworks for organizing the regatta and being the title sponsor—a huge amount of effort and support (what a raffle on Saturday night!). Fleet 53 owes Sean and Svendsen's a lot for their support of our activities since day one.
- St. Francis Yacht Club and their excellent crew of staff/volunteers lead by PRO John Craig and Fleet Representative Scott Sellers. StFYC continues to exemplify the very best in big regatta race management excellence.
- Treasure Island Sailing Center for it's continued support of Fleet 53's activities. TISC has made it possible for us to grow at the rate we have and provides an excellent, easy to reach venue for us to enjoy. Results at www.vanguard15.org
—Nick Adamson

More regatta results at www.V15.org

Midwinters

This is just a reminder that the 2003 Midwinters will be held in Stuart, Florida, from Jan. 4 to 8: Jan. 4 and 5 is V15 fleet racing and Jan. 6 to 8 is team racing. Check out www.usssc.org for more information (including pictures of the brand-new sailing center).—Ramsay Key



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