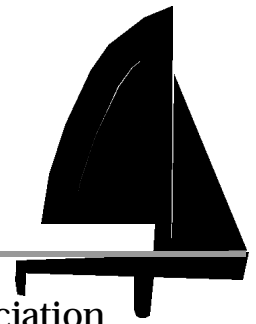


BO W D O W N



The Official Newsletter of the Vanguard 15 Class Association

Let Loose and Plane Upwind

One of the most thrilling things about the Vanguard 15 is how it loves to go fast all around the course. Although planing is usually associated with sailing off the wind, it is a technique that can be very useful upwind as well. When mastered, planing upwind will get you to the top of the course faster while having way more fun than fighting with boring old displacement mode.

In order to achieve efficient planing upwind you need the following conditions. The breeze must be above 12 knots in flat water and closer to 15 in chop. Below this wind range you will have to reach to get planning and then you won't be making much headway upwind. You will also need a few pairs of strong legs, because you can't stop hiking once you're planing. Your rig set up, boat trim, sail trim, and weight placement will also define your upwind planing speed.

- **RIG SET-UP:** When it is windy your boat will get overpowered and in order to keep the boat flat you must depower. On the other hand, to plane upwind you want power. If you rake (depower) too much you won't be able to get enough power out of your sails to plane, and if you rake to little you won't be able to depower your sails enough to keep the boat flat and on the plane. Once your vang, cunningham and outhaul are max on and you are still easing your main more than 6 inches it is time to drop pins. I usually start by dropping a full pin, then sailing upwind to see how it feels. The boat should be able to sail upwind without huge amounts of main ease. It may be necessary to ease the sail controls (vang, outhaul, cunningham) to gain a little power in your setup. You want to be powered-up enough to be able to plane without easing your main more than 6 inches and your jib about 1 1/2 inches. In order to find your specific rig settings to optimize your speed in different conditions you will need to experiment with your settings and sail trim.

- **SAIL AND BOAT TRIM:** Once you have your rig set up and your sail controls in the ball-park it is time to play with speed! To start accelerating when going upwind bear down 2-5 degrees. While bearing away, the boat must stay perfectly flat. If the boat heels at all you will begin to feel windward helm. Once you have windward helm the boat will slow down and risk the rudder stalling. As the boat bears away, ease the jib about 2 inches—this opens the slot

between the main and the jib and allows more air to pass through the slot. If you look up through the main sail spreader window you will see the leech of the jib open up. The main should be eased simultaneously, about 6 inches. Once the boat gets planing, slowly trim the jib and main back in while heading up slightly. As the boat comes closer to the wind it will slow down. In order to achieve optimum upwind efficiency, the boat must stay on a plane while sailing as close to the wind as possible. The boat must also stay perfectly flat the entire time you are planing. This will keep the rudder balanced and the boat fast. If you need to steer for a big wave or a starboard tack boat remember to use your sails to do most of the steering (main in to head up, main out to bear away).

- **WEIGHT PLACEMENT:** Skipper and crew weight placement is often overlooked as an important factor in speed. It is just as crucial as trimming your sails correctly and needs to be thought about frequently. The flatter the water, the further forward you should place your weight and inversely the wavier it is the further aft you must move. The best indicator for weight placement is the knuckle on the bow. (corner where bow becomes bottom) When planning you want the knuckle as close to the water as possible without it touching. This will provide the boat with the least drag while still allowing for you to plane upwind. Experiment by moving your weight radically aft and forward to see the effects it has on your boat. Finally, it is important to keep the weight of the skipper and crew together. This will allow the boat to react better to the waves and thus go faster.

Finding the groove of planing upwind can be difficult at first, but with practice a V15 can make it to the top faster when planing. Good luck, and see you all on the race course this summer.

—Pete Spaulding, Dartmouth Sailing Coach

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News From The President

Now that the weather is starting to improve, and the days are getting longer, it is time to start thinking about pulling the Vanguard out from winter storage, dusting off the sails, and working on those hiking muscles! This issue of BowDown is a little different than usual; instead of highlighting regattas and scores, the newsletter's focus is on getting the class up to speed and ready for summer.

This upcoming season is packed with both local and Grand Prix regattas. Whatever the event, I encourage people to get out on the water, sail, and have fun. One of the best ways to promote V15 class growth is for other sailors to see us out on the race course. Also a number of fleets have a Saturday night series for more casual racing. If your area does not have something along those lines, give your contact person a call, or see if your local yacht club will host some races. Series racing is an excellent way to improve boathandling, work with a new skipper/crew, or get your brain thinking about tactics. And you can also throw in a BBQ afterward to talk over different techniques or to discuss how leaders tuned their boats.

Tim Fallon's article in this issue proposes a new regatta format originally thought up by Mark Powell. I would be interested in hearing the class's opinions. So please, email the v15 list your thoughts.

I look forward to seeing you all in the upcoming months.—Martha Carleton

Bridging the Gap

A major obstacle to growth in the Vanguard 15 class is too much competition. Entertaining a huge percentage of the best dinghy sailors in the country, our class is intimidating to even veteran racers. Imagine yourself trying to play in a basketball league where 50% of the players had been to the sweet sixteen. How many times would you touch the ball?

Granted sailors have more fun off the court, but people are attracted to sports and activities for reasons other than the party. In fact, the human mind desires improvement and loves to be able to gauge it. Racing in the most competitive fleet around can certainly improve your game, but discouragement ensues when you continually finish in the bottom half and never get the chance to measure your development.

A couple of years ago, Mark Powell introduced the concept of Big Dogs to the Vanguard 15 fleet. The idea is to separate the fleet into two categories, Big Dogs and Players. Big Dog status is achieved by placing top ten at a V15 grand-prix event or by being honored as a collegiate All-American. At regattas, the Big Dogs and the Players still race together. The only difference is that the top Big Dogs are awarded trophies as well as the top Players. Recognition is also given to those who achieve Big Dog status.

The idea is that people entering the fleet for the first time can score themselves against others close to their own skill level but sail against the best sailors in the country!

The Big Dog/Player format will help to bring more sailors to our class by decreasing the intimidation factor. But even simpler, if everyone in the class were to simply lend their experience to newcomers, new sailors will feel welcome and enjoy racing V15's, no matter how good they are at basketball.—Tim Fallon

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1999 Schedule

March

- 7 Richmond Midwinters, CA; Nick Adamson—jnadamson@earthlink.net
7 CGSC Sunday Dinghy Series #2, FL; Mark Powell—305-856-0039; powell@aoml.noaa.gov
13-14 Spring dinghy regatta at St. Francis Y.C. High point regatta #2, CA; Nick Adamson—jnadamson@earthlink.net
19-21 Sarasota Sailing Squad One Design Regatta, FL; Mark Powell—305-856-0039; powell@aoml.noaa.gov
27 FRAC, Bristol Y.C., Bristol, RI
27-28 Florida State V 15 Championship, Coconut Grove, FL; Mark Powell—305-856-0039; powell@aoml.noaa.gov

April

- 9 Friday night series begins 6:30 pm 1st start, Galveston Bay, TX; Ed Furry—281-471-3743; gosail@earthlink.net
11 Castle Harbor Regatta at Matheson Hammock Park, FL; Mark Powell—305-856-0039; powell@aoml.noaa.gov
17-18 Atlantic Coast Champs, New Bern, NC; Julie Scope—252-726-0218; jscope@hotmail.com
17-18 Sail Expo, Alameda, CA; Nick Adamson—jnadamson@earthlink.net
24th BBYC Sunburn regatta, FL; Mark Powell—305-856-0039; powell@aoml.noaa.gov
25th CGSC Sunday Series #4, FL; Mark Powell—305-856-0039; powell@aoml.noaa.gov
24-25 Elissa Regatta, Galveston Bay, TX; Ed Furry—281-471-3743; gosail@earthlink.net
24-25 V15 Clinic Hampton, VA; Tina Hazard—757-728-9739; thazard@sy.nnsy.navy.mil
24-25 Ski/Sail at Tahoe, CA; Nick Adamson—jnadamson@earthlink.net

May

- 2 CGSC Sunday Series #5, FL; Mark Powell—305-856-0039; powell@aoml.noaa.gov
1-2 Mid Atlantic Coasts, Severn Sailing Association, Annapolis, MD; Bob Ames—410-290-5175; bobames@bona.com
16 CGSC Sunday Series #6, FL; Mark Powell—305-856-0039; powell@aoml.noaa.gov
15 Cooper River Yacht Club, NJ; John Burnham—609-854-1851
15-16 A/B Division Prospect regatta, Stanford, CA; Nick Adamson—jnadamson@earthlink.net
15-16 Vlad Cup, Chicago Y.C., Chicago, IL; Mel Levy—BreezeMel@aol.com
23 Winnetka Y.C., Chicago, IL; Andrew Yeager—847-251-8021; andrew.yeager@ctw.org
29-31 Memorial Day Weekend Regatta, Galveston Bay, TX; Ed Furry—81-471-3743; gosail@earthlink.net
30th CGSC Goombay Sunday, FL; Mark Powell—305-856-0039; powell@aoml.noaa.gov

June

- 5-6 Lake Geneva Y.C., Chicago, IL; Ed Libby—708-544-7970
5-6 Larchmont second annual spring regatta, Larchmont, NY; Peter Kelly—914-834-6590; 4monroe@email.msn.com
12-13 RIISA, Barrington Yacht Club, Rhode Island
12-13 Pacific Coast Champs at Treasure Island High point regatta #3, CA; Nick Adamson—jnadamson@earthlink.net
26-27 Buzzards Bay Bash, Wild Harbor Y.C., MA (1st fleet/2nd teamracing); Tim Fallon—tfallon@emerald.tufts.edu
3-4 Hampton Regatta, VA; Tina Hazard—757-728-9739; thazard@sy.nnsy.navy.mil

July

- 3-4 4th of July regatta at Tahoe High point regatta #4, CA; Nick Adamson—jnadamson@earthlink.net
3-4 4th of July regatta at Galveston Bay, TX; Ed Furry—281-471-3743; gosail@earthlink.net
24-25 Falmouth Team Race, Mid Summas' Bash, Falmouth, MA; Robbie Richards—617-787-8081; rrichards@polyfoamcorp.com
24-25 Larchmont Raceweek, Larchmont, NY; Peter Kelly—914-834-6590; 4monroe@email.msn.com
24-25 Winnetka Y.C. Supper Sail, Chicago, IL; Andrew Yeager—847-251-8021; andrew.yeager@ctw.org

August

- 7-8 The Verve Cup Chicago Y.C., Chicago, IL; Mel Levy—BreezeMel@aol.com
6-8 Buzzards Bay Regatta, V15 North Americans, New Bedford Y.C., MA; Chip Johns—chipj@ici.net
14-15 Fleet invite at Stanford High point regatta #5, CA; Nick Adamson—jnadamson@earthlink.net
27-29 Hinman Trophy, American Y.C., Rye, NY; Brad Dellenbaugh—dellenbaugh@compuserve.com

September

- 4-6 Labor Day Regatta, Galveston Bay, TX; Ed Furry—281-471-3743; gosail@earthlink.net
11 Noroton Y.C., CT; Gavin Watson—203-857-4417; watson.gavin@worldnet.att.net
11-12 Stanford Team Race regatta, CA; Nick Adamson—jnadamson@earthlink.net
25-26 Long Island Sound Championships, Larchmont Y.C., NY; Peter Kelly—914-834-6590; 4monroe@email.msn.com
25-26 Fleet TBA, CA; Nick Adamson—jnadamson@earthlink.net
26 Chicago Tune up for Nationals, Chicago Y.C., Chicago, IL; Mel Levy—BreezeMel@aol.com

October

- 2-3 U.S. Nationals at Chicago Y.C., Chicago, IL; Mel Levy—BreezeMel@aol.com
9 Cooper River Y.C. Vanguard Regatta, NJ; John Burnham—609-854-1851
23-24 Fall dinghy at St. Francis Y.C., CA; Nick Adamson—jnadamson@earthlink.net
30-31 Spookfest Regatta, Bristol, RI; Lars Guck—401-254-5090

November

- 20-21 Turkey Bowl at ABYC High point regatta #6, CA; Nick Adamson—jnadamson@earthlink.net

December

- 11-12 Holiday Classic/Fleet meeting at Stanford, CA; Nick Adamson—jnadamson@earthlink.net
27-Jan 2 East Coast Midwinters for Fleet/Team Racing, FL; Heather Melanson—hmelanson@harpoonbrewery.com

Fleet Contacts

If you are still the rep and have changed telephone numbers or are interested in taking over the fleet, please email Martha Carleton at marthacarleton@hotmail.com or call 617-625-9789 (h) or 617-314-3118 (w)

- Fleet 1 Buzzards Bay, MA Chip Johns 401-683-0960
- Fleet 3 Bristol, RI PJ Schaffer 401-254-8959
- Fleet 6 New London, CT ????????????????
- Fleet 8 Miami, FL Mark Powell 305-856-0039
- Fleet 11 Morehead City, NC Julie Scope 252-726-0218
- Fleet 13 Cleveland, OH ????????????????
- Fleet 14 Portland, ME ????????????????
- Fleet 18 Manhasset Bay, NY Jerry Morea 516-944-9760
- Fleet 19 Noroton, CT ????????????????
- Fleet 20 Cedar Point, CT Michael Colnes 203-866-4581.
- Fleet 26 Sarasota, FL ????????????????
- Fleet 27 Amityville, NY ????????????????
- Fleet 29 Mentor Harbor, OH ????????????????
- Fleet 32 Scituate, MA ????????????????
- Fleet 33 Annapolis, MD ????????????????
- Fleet 34 Guilford, CT ????????????????
- Fleet 35 Cooper River, NJ John Burnham 609-854-1851
- Fleet 37 Madison, CT ????????????????
- Fleet 39 West Yarmouth, MA Barry Sturgis 508-778-9187
- Fleet 40 Skaneateles, NY ????????????????
- Fleet 42 Ft. Myers, FL ????????????????
- Fleet 43 Chicago, IL Mel Levy 312-860-1710
- Fleet 44 Ft. Lauderdale, FL ????????????????
- Fleet 45 Boston, MA Francis Blesso 617-739-0274
- Fleet 46 Long Beach, CA ????????????????

- Fleet 47 Falmouth, MA Rob Richards 617-787-8793
- Fleet 48 Hampton/Va Bch, VA Tina Hazard 757-728-9739
- Fleet 49 Houston, TX Ed Furry 281-474-4137
- Fleet 50 Larchmont, NY Peter Kelly 914-834-6590
- Fleet 51 Oyster Bay, NY Roger Hahn ????????
- Fleet 52 Winnetka, IL Andrew Yeager 847-251-8021
- Fleet 53 San Francisco, CA Nick Adamson ????????
- Fleet 54 Columbia YC, IL Allan Teske 773-233-1336
- Fleet 55 Rye, NY ????????

Fleet News

Fleet Captains: If your fleet is up to something special, or you want to put some local news in the upcoming newsletter, email marthacarleton@hotmail.com or send your information/pictures to Vanguard 15 Class Association, P.O. Box 425609, Cambridge, MA 02141

New Fleet: #55, Columbia Y.C., IL


Allan Teske and eight other members of the Columbia Y.C. in Chicago are buying boats, and are organizing themselves along with some others from the area into a fleet. By summer, they hope to have 15 boats.

Saturday Series: Fleet 18, Manhasset, NY

Jerry Morea fleet captain is hoping to get a Saturday series going in the Manhasset, NY area. Those interested should call him at 516-944-9790.

Fleets 23 & 52, Winnetka, IL, combined

Fleet 23, Highland Park, IL, has disbanded, but the remaining sailors have joined fleet 52, Winnetka, IL. Please call Andrew Yeager for details.

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Spotlight Fleet:

Fleet 11, Morehead City, NC

Most V15 sailors have never sailed in North Carolina, but from all the stories, it sounds like not only a great place to sail, but also a great place to hang out. . Just ask Bill Smith (Sail #171) to tell you some stories—or ask one of the NC sailors what a Pig Pickin' is.

The Morehead fleet, founded in 1995, is comprised of mostly non-collegiate sailors. Even though the fleet is small (it's located deep in powerboat country), it has hosted the ACCs, a grand prix event, for the past 5 years. Most of the V15 sailing is out of the Morehead Beaufort Y.C. and the Blackbeard Y.C. in New Bern. This year the ACCs will be hosted in New Bern and word on the street is that they have camping, great bathhouses, beach launching, a two-minute sail to the course, and deep water.

In the past, the conditions for the ACCs have been ideal. Lots of wind (15 to 30 knots) and flat water pretty much assures planing both upwind and downwind. Jim Weber (Sail #311) says that he has never gone as fast in his Vanguard as he did at his first ACCs.

Essential Info: Fleet 11, Morehead City, NC

- Distance: 6 hours from Washington, DC
- Weather: Windy in the Spring
- Accommodations: Camping
- Social atmosphere: excellent

Contact: Julie Scope 252-726-0128

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The Weekly Wanderings of an Annapolis V15 Sailor

One of the great benefits of owning a Vanguard 15 is that it is so easy to travel. And with the class beginning to expand out of the northeast, we have all begun to experience the weekend road trip. However, few people travel so much and so far with their boats as Jim Weber and more recently Polly Gibbons-Neff. Here's an average weekend.

There is nothing like having two male roommates, who know nothing and want to know nothing about sailing—let alone help their “helpless” roommate put some “stupid little” boat on top of her car on a steamy Thursday night. So after bribing them with a gourmet dinner and a few Miller Lites, I get them to help me put the boat on the roof. Almost before the chainplates rest against the racks, they're back to the couch to catch the rest of Sports Center.

My dad always said, “if you don't know how to tie knots, tie lots.” Somehow, when I tie my boat down, it always ends up looking like spaghetti in the end. Once the boat is affixed to my car, I often have intentions of packing so that I will be totally organized for the trip right after work—never happens.

5pm: Let the games begin. I give my boss some excuse why I have to leave immediately, run home, grab my stuff, throw it in the car, pick up my crew, and fill the car to the brim. With no less than an 8-hour drive ahead of us, we stop at D&D (Dunkin' Donuts) on the highway, crank the tunes and off we go. Provided I don't get lost, we arrive sometime between 1 am and 3 am. Who said that four hours was not enough sleep.

At the crack of dawn, we pull into the yacht club with our eyes peeled for someone who has just pulled in, whom we can approach with “if we help you pull your boat off, will you help us?” I always try to find the two tallest guys—not that we aren't as strong as the guys, but they seem better suited for lifting our boat off the top of our car. Mast up (thank God again for quick pins), dress, water bottles and power bars, and we're off to the starting line—finally sailing!

This is when the weekend gets good. Helpful class members, (and some bent on dismasting us), and the ability to blame bad finishes on the hardships of travel, or partying too hard Saturday night, or whatever, make most v regattas fun even for us less experienced skippers. Then Sunday is over and is time to do it all over again. But this time, it's getting dark, we're exhausted, and it's usually cold and raining. So we rush to get packed up, change, watch the awards, say

good by (which usually takes longer than all of the above), jump in the car and head home to Annapolis, where Vanguarders are too seldom seen.

All in all I have never had a bad experience racing in the Vanguard fleet. The regattas are some of the best I've seen in race committee, level of competition, and camaraderie. I would never give up my interesting adventures for any other class of racing.—Polly Gibbons-Neff

Building a rack

When I bought my boat, I opted not to buy a trailer as well. So I took my parents' old Thule racks out of the garage, bought some wood and hardware and in one Sunday afternoon modified the Thule racks to be relatively stable V15 racks.

What we used:

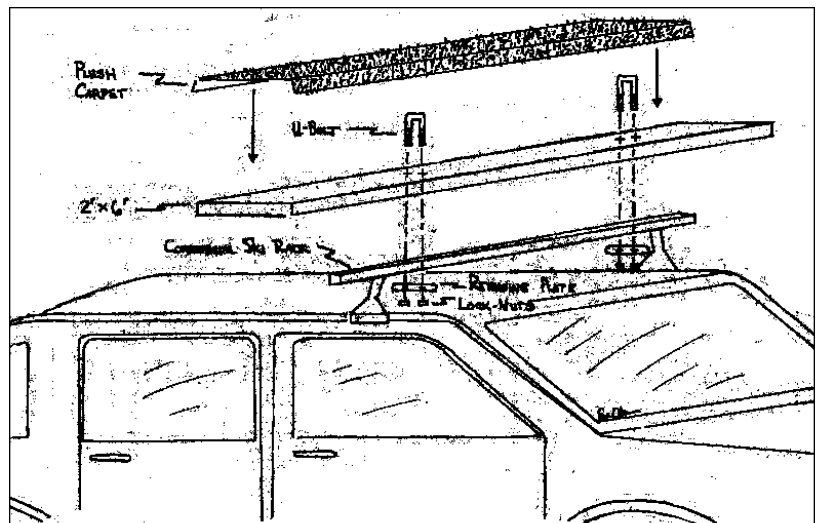
- 1 old Thule rack
- 2 6-foot lengths of 2-inch by 6-inch wood
- 4 u-rings wide enough to span the rack bar, with spanners that connect the sides of the u
- 8 locknuts
- 2 pieces of 6-foot by 1-foot carpet

- First we positioned the board on the rack and marked where the u-rings should go. We then drilled holes there and chiseled out between the holed so that the rings would lie below the surface of the board.

- We then inserted the u-rings and using carpet nails attached the carpet pieces to each board, making sure that the tops of the rings could not be felt through the carpet.

- After that, we set the rack to fit the car and attached the boards to the rack using the spanning washer and locknuts. We tightened it so that there was a tiny bow where the washer bent around the metal of the rack bar, then marked which rack fit forward on the car and which aft.

- This rack holds my boat, mast and boom comfortably on top, but does have the disadvantage of presenting a large head obstacle for anyone getting out of the car. If you put your mast underneath, as I have seen done, you can probably get away with shorter (than 6-foot) pieces. The other benefit is that I can go back to using my Thule rack (say for skis) easily by simply removing the locknuts and washer and slipping the boards off the top of the rack.—Gaelen Phye



Classifieds

For Sale:


- Vanguard #281 1995, reconditioned, good condition, used less than 20 times, includes sail bag, blade bag, and trailer. Asking \$3,900, Contact Emmet Logue 781-749-0967; elogue@erols.com
- Vanguard #155, excellent condition completes with Seitech Dolly Hunter green side deck, Price is only \$3200, Garaged in winter located in central Connecticut call 203-272-7053.
- V15 hull# 276 green. Used less than 30 times. In good condition. Includes trailer, hull cover, blade cover, one set of sails, summer storage at Sail Newport. Asking \$4000 firm. Contact Todd Carrico 401-847-2139 carrico@efortress.com
- 1995 V15. Sailed very little, Seitech dolly, bottom cover, always garage stored. Like new. Asking \$3900. Contact Jim Karalekas 781-941-2433 jim_karalekas@cw.com
- Hull # 411. White deck and hull. Includes Seitech dolly, deck cover, mast sleeve, vang swivel, and fast pins. Contact Daniel Feldman 847-433-0551
- Hull #26 (1998 National Champ!), cover, blade bag, 3 jibs (one brand new), dolly. Contact Zack at zleonard@lbccom.com or zleonard@lbcdesign.com

Looking to Buy:

- A deck-down V-15 trailer. Contact Sarah Skeie, 617-868-5241; sskeie@bostonmagazine.com

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