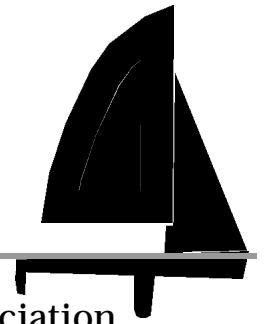


BOWDOWN



The Official Newsletter of the Vanguard 15 Class Association

ICYRA Nationals in Vanguard 15s



Some college sailors may have an easier time transitioning from college sailing to summer sailing this year, having just competed in the ICYRA North Americans in V-15s at Kings Point. This past winter, Kings Point made a landmark decision to purchase a fleet of 20 new Vanguard 15s. Although it hasn't been determined how this will change the face of college sailing, there has been a fair amount of support (and debate) about the V-15's collegiate-sailing debut and its future.

Since the boat's inception in the early 1990s, college sailors, recent grads, and dedicated team racers have embraced the V-15. Fleets have cropped up throughout the country with the Midwest, the Northeast, and the San Francisco Bay areas all boasting strong, competitive fleets. It is the boat's winning formula—low cost, high performance, accessibility, and durability—that has lured sailors to these boats.

It is hard to imagine that the fleet's growing popularity will stop any time soon, especially given its new niche. College sailors have increasingly flocked to the class during the off-season. In fact, three of the top four teams atop the 1999 Mid-winters' scoreboard are current college sailors, and many other ICYRA competitors are V-15 aficionados. The boat is becoming more accessible to sailors young and old. Yacht club fleets, such as Sewanakah and Larchmont, have also

helped to increase the popularity of the boat. Just this weekend, I sailed in the Larchmont Spring regatta where several college sailors, on their lay day, came to tune up for the ICYRA North Americans. It is this versatility and accessibility that will secure the V-15's position in college sailing.

As all post and present college sailors know, weight is a critical variable when competing on any level. It is clear that these boats offer a diverse weight range (read, you won't need to recruit the nearly impossible to find 85-pound crew, like in an FJ). This means that more-averaged-size men and women can sail the boats competitively. Spreading the weight range, especially in collegiate-style racing, will enable more people to sail, which for the first time in many years could help to grow the sport.

The boats are also more physically demanding, requiring a greater degree of skill, strength, and commitment to come out on top. The higher degree of athleticism and skill is another great appeal to some of the top sailors and coaches. However, this does not mean that beginners are barred from these high-performance vehicles. Quite to the contrary, these boats supply more bang for the buck for begin-

ning sailors. Teams such as Old Dominion and Kings Point use their waterfronts to promote sailing as an extracurricular activity.

The V-15 will only help to foster novices' interest and enthusiasm for the sport with much more reward. We all love to go for a speedy ride.

The integration of the V-15 into college sailing will only help spread the word that this is the boat for any and all types of dinghy sailors. As the sport continues to grow on both a national and regional level, look to see more young sailors getting into the boats. I think we all know that we got a good thing goin' on here!—Katie McDowell

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News From The President

Greetings from England. Sitting in London on a not-so-sunny day, I am thinking of all of you getting ready for a summer of sailing and wishing that I was not upto my eyeballs in course readings.

For all of you who are not on the list serve, Tim Fallon, our Treasurer has set up an intranet discussion group for V-15 sailors. By joining in you can participate in discussions that will help the class officers and technical committee better serve you, the sailor. Here's how to join: (1) Go to http://v15.intranets.com/register_member.asp; (2) Fill out the information on the new-member form using the Registration Code: Bowdown; (3) That's it!

Just make sure that when you enter the Registration Code, you type it just like it's shown above because it is case-sensitive. Also, be sure to keep the Registration Code private because anyone who knows it can join the intranet.

Many of you have mentioned to me that there are some recurring problems with your boats, specifically the mainsheet block and the stringers forward of the cockpit. I wrote a letter to Vanguard about these concerns and here is what I found out:

1. Mainsheet block: Starting with the boats that were built last summer, a new method was employed for attaching the block to the cockpit. The new construction consists of an aluminum backing plate underneath the cockpit floor, into which F-point fasteners are tapped, fastening the eyestay in place. An F-point fastener is in principle similar to a self-tapping screw, but it does a better job. The tip of an F-point is exactly the same as a tap, and it creates a very solid thread for the fastener to grab. As a bonus, should the fastener become loose for any reason, all that is required is to screw it back down. For information on how to repair older hulls, see the instructions (pages 6-7).

2. Stringers: This is a problem many V-15 sailors are encountering. Part of the problem is that we are all such diehard sailors that we sail in rough conditions day after day. Other factors that contribute to breaking stringers relate to the material, Plexus, used to bond the hull. Vanguard had an initial problem with this material and has worked with the manufacturer to create a solution. Vanguard also contacted boat owners whom this problem affected. For those of you contemplating fixing your stringers see pages 6-7. If you still have not shortened your spreaders—doing so should reduce the chance of breaking your stringers. Shorter spreaders reduce the amount of load transferred to the hull, and therefore your stringers. So in addition to being a class rule, shortening your spreaders will actually prolong the life of your boat

I hope this is helpful. Please let me know if there are any other issues you would like me to address. marthacarleton@hotmail.com —Martha Carleton, Class President

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2000 Calendar

JUNE

- 3-4 **LYC Spring Regatta**, Larchmont YC, New York; Ted Ferrarone, Ted_Ferrarone@gmaccm.com
- 3-4 **Clark Cup**, BBSC, New Bern, NC; Ken Gurganus, 252-355-6974
- 10-11 **RIISA**, Barrington YC, Barrington, RI; Marshall Lawson, 401-884-1122, marshall@pojac.com
- 10-11 **Larchmont Spring Regatta**, Larchmont YC, New York; Peter Kelly, 4monroe@email.msn.com
- 15 **Summer Fleet Racing**, Treasure Island YC, CA; Kara Forman, kforman@pirnie.com
- 17-18 **Pacific Coast Champs**, Treasure Island YC, CA; Kara Forman, kforman@pirnie.com
- 18 **Sunday Summer Series**, Severn Sailing Association, Annapolis, MD; Polly Gibbons-Neff, tscannapolis@worldnett.att.net
- 22 **Summer Team Racing**, Treasure Island YC, CA; Forman, kforman@pirnie.com
- 24-25 **Buzzards Bay Bash—BBB2k**, Wild Harbor, YC, Falmouth, MA; Tim Fallon, tfallon@imagetherm.com

JULY

- 1-2 **HYC Annual One Design Regatta**, Hampton YC, Hampton, VA; Tina Hazard, thazard@worldnet.att.net
- 1-2 **4th of July Pacific Coast Regatta**, Lake Tahoe YC, Lake Tahoe, CA/NV; Kara Forman, kforman@pirnie.com
- 4 **D.G. Bell Regatta**, MBC, Morehead City, NC; Peter Crumley, 252-247-4400
- 8-9 **Super Sail**, Winnetka YC, Winnetka, IL; Andrew Yeager, andrew.yeager@ctw.org
- 8-9 **Sail Newport Regatta**, Newport, RI; TBA
- 15-16 **Lipton Cup**, Squantum YC; Dick Casey, 617-472-0502
- 15-16 **Oriental Sailing Social**, ODC, Oriental, NC; tel. 252-249-2512, www.pamilconc.com/odc/index.htm
- 20 **Summer Fleet Racing**, Treasure Island YC, CA; Kara Forman, kforman@pirnie.com
- 22-23 **USTRA Midsummas Bash**, Falmouth YC, Falmouth, MA; Robbie Richards rrichards@amica.com
- 22-23 **High Sierra Regatta**, Huntington Lake, CA; Kara Forman, kforman@pirnie.com
- 10-11 **Larchmont Raceweek**, Larchmont YC, New York; Peter Kelly, 4monroe@email.msn.com
- 29-30 **Hyannis V15 Regatta**, Hyannis YC, Hyannis, MA
- 30 **Sunday Summer Series**, SSA, Annapolis, MD; Polly Gibbons-Neff, tscannapolis@worldnett.att.net

AUGUST

- 3 **Summer Team Racing**, Treasure Island YC, CA; Kara Forman, kforman@pirnie.com
- 4-6 **Buzzards Bay Regatta**, Beverly YC, Marion, MA; tel. 508-748-0540 Buzzardsbayregatta.com
- 5-6 **Bay Champs**, Stanford YC, Stanford, CA; Kara Forman, kforman@pirnie.com
- 12-13 **SAYRA Invitational**, CCYC, Wrightsville Beach, NC; www.sayra-sailing.org/index.html
- 12-13 **Verve Race Week**, Chicago YC at Belmont Harbor, Chicago, IL; Mel Levy, Breezemel@aol.com
- 17 **Summer Fleet Racing**, Treasure Island YC, CA; Kara Forman, kforman@pirnie.com
- 18-20 **North Americans**, Treasure Island, San Francisco, CA; Sean Svendsen, 510-864-8403
- 19-20 **Hoop Pole Regatta**, MBYC, Beaufort, NC; Brent Creelman, 252-728-3196

SEPTEMBER

- 4 **Gibb Arthur Regatta**, MBC, Morehead City, NC; Peter Crumley, 252-247-4400, peter.crumley@noaa.gov
- 9-10 **Blackbear d Invitational**, BBSC, New Bern, NC; Ken Gurganus, 252-355-6974
- 9-10 **Team Race Regatta**, Treasure Island YC, CA; Kara Forman, kforman@pirnie.com
- 23-24 **RYC Fall Dinghy Invite**, Richmond YC, California; Kara Forman, kforman@pirnie.com
- 23-24 **SSA Fall Series**, Severn Sailing Association, Annapolis, MD; Polly Gibbons-Neff, tscannapolis@worldnett.att.net
- 24 **Mullet Blow**, MBC, Morehead City, NC; Peter Crumley, 252-247-4400, peter.crumley@noaa.gov
- 30-Oct.1 **V15 National Championship**, Larchmont YC, Larchmont, NY; Peter Kelly, 4monroe@email.msn.com
- 30-Oct 1 **Jimmy Talbot Regatta**, Chicago YC at Belmont Harbor, Chicago, IL; Ben Marden, bmarden@lucent.com

OCTOBER

- 7 **NC Seafood Festival**, (Fleet 11) Morehead City, NC; Roger Mays, 252-222-0434
- 7-8 **Long Island Sound Champs**, Cedar Point YC, Westport, CT; Michael Colnes, 203-454-0070
- 14 **Greens Creek**, ODC, Oriental, NC; tel. 252-249-2512, www.pamilconc.com/odc/index.htm
- 14-15 **Stoneyburke Regatta**, Cal Sailing Club, California; Kara Forman, kforman@pirnie.com
- 21 **NYRA One Design Regatta**, NYRA, New Bern, NC; Mike Harrison, 252-638-1803, mkharrison@cconnect.com
- 28 **Hairy Scary Team Race**, Chicago YC at Belmont Harbor, Chicago, IL; Ben Marden, bmarden@lucent.com
- 28-29 **St. Francis YC Fall Dinghy**, St Francis YC, San Francisco, CA; Kara Forman, kforman@pirnie.com

NOVEMBER

- 4 **HYC One Design Regatta**, Hampton YC, Hampton, VA; Tina Hazard, thazard@worldnet.att.net
- 4-5 **Jean Schenke Invite**, Newport Harbor YC, California; Kara Forman, kforman@pirnie.com

DECEMBER

- 9 **Christmas Classic Regatta**, Treasure Island YC, CA; Kara Forman, kforman@pirnie.com
- 26-28 **Midwinters**, U.S. Sailing Center, Stuart, FL, Polly Gibbons-Neff, tscannapolis@worldnett.att.net



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 617-739-1029

- Fleet 1** Buzzards Bay, MA Chip Johns 401-683-0960, chip@teamvanguard.com
Fleet 3 Bristol, RI PJ Schaffer 401-254-8959
Fleet 8 Miami, FL Mark Powell 305-856-0039, powell@aoml.noaa.gov
Fleet 11 Morehead City, NC Roger Mays 252-222-0434, roger.mays@noaa.gov
Fleet 13 Cleveland, OH Doug Shilladay 330-929-1887
Fleet 18 Manhasset Bay, NY Jerry Morea 516-944-9760
Fleet 19 Noroton, CT Gavin Watson 203-866-4581
Fleet 20 Cedar Point, CT Michael Colnes 203-531-8731 mcolnes@optonline.net
Fleet 39 West Yarmouth, MA Barry Sturgis 508-778-9187
Fleet 43 Chicago, IL Mel Levy, 312-860-1710 breezemel@aol.com
Fleet 45 Boston, MA Francis Blesso 617-787-8793 blesso@ix.netcom.com
Fleet 47 Falmouth, MA Rob Richards rrichards@polyfoamcorp.com
Fleet 48 Hampton/Virginia Beach, VA Tina Hazard 757-728-9739, thazard@sy.ssnv.navy.mil
Fleet 49 Houston, TX John Goddard 281-471-3103 jongoddard@worldnet.att.net
Fleet 50 Larchmont, NY Peter Kelly 914-834-6590,

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- Fleet 51** Oyster Bay, NY Peter Johnson 516-922-4829
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Fleet 58 Tampa, FL Bill Edgar 813-286-7767 RacinSailr@aol.com
Fleet 59 Annapolis, MD Polly Gibbons-Neff 410-263-2484 tscannapolis@worldnet.att.net

Fleet News

The San Francisco Bay is known for big breeze, big waves, and lots of current. Big fun in a 505, brutal in a V-15. Enter Clipper Cove, a jewel on the lee side of Treasure Island, offering flat water, filtered (but still strong) breeze, and a welcome escape from the 5-knot flood tide on San Francisco's Cityfront. The SF V-15 fleet, now over 30-boats strong, calls Clipper Cove (actually, the Treasure Island Sailing Center, a nonprofit community sailing center supported by members of the St. Francis Yacht Club) home.

In its inaugural year (1999), TISC hosted several top caliber regattas, including the Soling and Star Pretrials, the



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Vanguard 15 Pacific Coast Championships, and the Pacific Coast Team Racing Championships (hosted by the SF V-15 fleet). In 2000, the Solings and Stars return for their Olympic Trials, and TISC plays host to several top V-15 regattas, including the 2000 North Americans on August eighteenth through twentieth.

With professional race management by the St. Francis Yacht Club, a plethora of charter boats, and a fantastic racing venue, the V-15 NAs could be the premier dinghy-sailing event this year. Throw in a social calendar reminiscent of your college sailing days (okay, maybe a little more high brow than that), and you definitely don't want to miss out.

For a complete schedule of events and registration information, check out www.vanguard15.org (hey, it's Silicon Valley; you knew there was going to be a Web site, right?). For more information about TISC, check out www.tisailing.org.

Fleet Development Tips

Before embarking on an effort to develop a fleet in your area, you need to ask two questions: (1) Is there a void (no strong double-handed dinghy fleet to compete against) in your area's double-handed dinghy scene? And (2) are there a suitable number of people interested in that type of sailing to make it worthwhile? These are two very good questions to answer prior to spending money on a boat and a lot of time (which is the real key) trying to make a fleet successful. Luckily (at least for people interested in Vanguard 15 sailing), for most of us the answer is yes. Here are a few key points to successful fleet development

- **Seeding the Fleet:**

If you have no boats or very few boats in your area, it's time to start talking-up the concept. It's important to seed a new fleet with about 8 to 10 boats to really have a good chance of long-term success. Call your sailing buddies and other experienced sailors in the area that might enjoy a new challenge. Post messages on the bulletin boards of area Yacht Clubs or in Sailing Associations. Talk it up at local dinghy or keelboat regattas. You'll be surprised how many interested people are out there. They just won't move without a group effort.

- **A Place to Call Home:**

A central location with a good sailing venue goes a long way in helping a fleet establish itself and grow. In general, most people would rather leave their boats at a sailing site for quick access and low transportation hassle. By negotiating a deal with a local Yacht Club, community sailing center, or other type of water-access entity early on, you can help solve the storage and transportation problems some fleet members would experience and in doing so help to eliminate another barrier to joining the fleet.

- **Fleet Hierarchy—Spreading the Load:**

Establishing a fleet hierarchy early on goes a long way in helping a fleet develop as quickly as possible. Just like a well-run business or nonprofit organization, a well-organized fleet structure helps distribute responsibilities and keeps things running smoothly. Identify areas such as regatta organization, fleet funding, social activities, and recruiting prospects, and assign people to make sure each



is proactively taken care of. Make sure no one individual is saddled with an undue load, or the motivation factor will slip pretty quickly. The key is to distribute the load fairly and hold each party accountable for timely results (within reason of course).

- **Communication is the Key:**

I hate to sound like a broken record, but the web has definitely made it a lot easier to communicate. Every fleet should have a web site set up that details its schedule, fleet contacts, helpful information, regatta information, and so on. This can be used as a central information resource, accessible by all, and will save everyone a lot of time in the long run. A list server is another great tool that facilitates communication and the spread of information. Set these tools up early and use them often.

- **Regatta Schedule—Mix It Up:**

The Vanguard 15 is fun, versatile, and easy to transport. Keep these things in mind when you set up your regatta schedule. Varying the racing format is an easy way to keep things interesting for the fleet. Fleet racing, team racing, long-course racing, and short-course racing are just a few options you have when putting a schedule together. Selecting different venues is another great way to mix up the schedule. While it is great to have a central location for the majority of events, travelling to different venues definitely adds some spice. Last but not least, try doing something completely different like camping regattas or mixed sport events. Be creative!

- **Everyone is a Recruiter:**

Fleet development is an ongoing process that really never ends. A fleet that stops proactively trying to grow will quickly stagnate and begin to shrink. Once the shrinking starts, it is very hard to stop. To make sure that the fleet continues to grow, everyone in the fleet should act as a recruiter. Make it a fleet policy that you give up your boat to a prospect if you can't sail it in an event. Hold A/B division prospect regattas where every owner brings someone new to sail opposite them. Above all, never be satisfied with the status quo, it will change before you know it.

—Nick Adamson, Fleet 53

Maintenance Issues

Vanguard 15 Hull Reinforcements

The following reinforcements are sometimes made to Vanguard 15's that have been in use for several seasons.

The construction of V-15s has evolved in order to make the boats more durable. Examples of this are the use of Plexus for all structural bonds in the boat, the use of a metal backing plate and tapped fasteners for the mainsheet ratchet eye-strap, and the addition of reinforcements in the hull stringers. Another major change has been the shortening of the spreader length. The class rule that shortens the spreaders to 14" from 16" decreases the rig's ability to deliver punishing loads to the hull, and reduces the benefit of sailing with extreme rig tension.

As always, if you suspect that you have a warranty matter with your boat, please contact your V-15 dealer. This will allow the fastest and best resolution to all warranty matters.

Vanguard 15 Floor-Stringer and Mast-Knee Reinforcement

Many Vanguard 15 owners have expressed an interest in reinforcing the floor stringer and mast knee in their boats. Here's how to do it.

You will need:

- Epoxy
- Small paint brushes
- Acetone
- Vacuum cleaner with hose
- Masking tape
- Something to cut inspection port hole (router, hole saw, jigsaw, Dremel tool, etc.)
- 5-inch inspection port
- 60-grit sandpaper
- 1 square yard of fiberglass cloth

Inspection-port installation

Cut the inspection port hole into front of cockpit wall as shown on the diagram. This hole gives you access to all the areas of the repair. Clean the area around the hole and mask off the area to prevent epoxy from spilling or dripping onto your cockpit. Leaving the installation of the port to the end, after all repairs are done, will give you more room and prevent you from damaging your port.

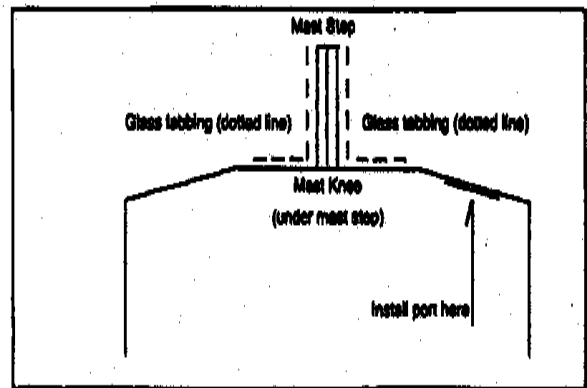
Mast knee repair/reinforcement

Inspect the mast knee located under the maststep. If it is intact but poorly bonded to the hull, leave it where it is. If it is delaminated or in any way structurally unsound, remove it. You will need to get a piece of marine plywood and make a new knee of the same dimensions.

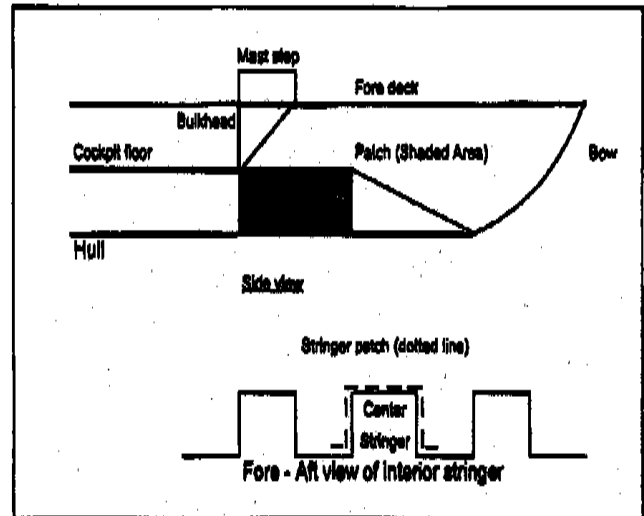
If you are replacing the knee, sand the old bonding area with 60 grit sandpaper and clean the area with acetone and a rag. To install the replacement knee, mix some epoxy with a thickening agent (microballoons, fileting blend) to the consistency of peanut butter. Bond the new knee into place with this thickened epoxy. Let the epoxy cure for 5 to 6 hours.

To reinforce the tabbing of the knee, first lightly sand the

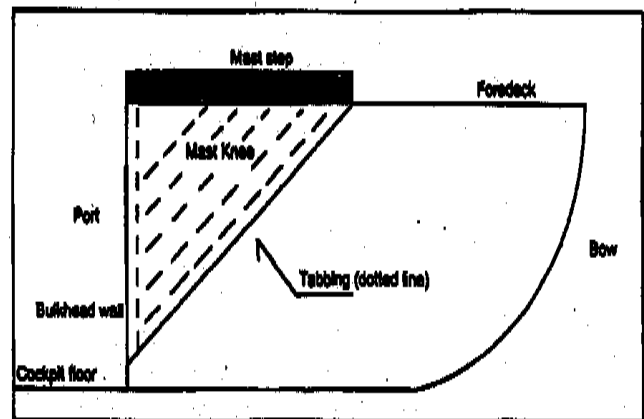
V15 Floor Stringer & Mast Knee Repair Diagram



Top view of cockpit



Detail of Stringer Repair



Detail of Knee Repair

bonding area with some 60 grit paper and clean the surfaces with acetone. Cut 4 strips of 3-inch-by-6-inch fiberglass. These are your tabs.

Mix some epoxy and paint it onto the knee and the fiberglass areas around the knee. Wet out one of the fiberglass tabs and install it in one of the corners between the knee and the hull. The corner should bisect the width of the cloth 1½ inches on either side of the corner. Be sure to roll the cloth out to get rid of air bubbles. Repeat this process at each hull/knee corner. Allow this area to cure for 5 or 6 hours.

Floor stringer repair

Prepare the floor stringer area by lightly sanding it with 60 grit paper, then vacuum the area and clean it with acetone.

Cut three pieces of fiberglass cloth. One is 20 inches wide by 6 inches long, one is 22 inches wide by 7 inches long, one is 24 inches wide by 8 inches long.

Mix about 1 cup of epoxy. Wet out the area on the hull stringers where you are going to install the fiberglass support. This area is wider than it is long.

Wet out each piece of fiberglass and install them one on top of the other. The smallest piece goes on the bottom, the largest on top. Make sure to roll out any air bubbles after installing each piece.

Allow 5 to 6 hours of cure time, install the inspection port and go sailing.

Vanguard 15 Mainsheet Ratchet Eyestraps Repair

Making an effective repair to a loose Vanguard 15 mainsheet ratchet eyestraps is fairly easy.

First it is helpful to understand the biology of this area of the boat. The cockpit floor is foam-sandwich construction. In boats built prior to the fall of 1999, there is a wooden backing plate on the inside of the boat in the area underneath the eyestraps. The eyestraps themselves are through-bolted through this block. The reason you are reading this now is probably that water has infiltrated the wooden block and it has become soft, allowing the washer and nut on the inside of the boat to press into the block, causing the eyestraps to be wobbly. Fortunately the solution to this is simple.

You will need the following materials:

- Drill with ½-inch and countersink bits
- Hair dryer or heat gun
- Epoxy
- High-density filler
- Syringe for epoxy
- 2 x #10 x 1.5 inch pan-head self-tapping screws
- Screwdriver to fit above screws
- Acetone

If you don't have any epoxy supplies on hand, I recommend the West System Maxi Repair Kit. This includes easy to mix packets of epoxy, the filler and syringe mentioned above, along with other accessories which are useful in maintaining your boat.

To start, drill through the heads of the bolts which hold the mainsheet ratchet eyestraps to the boat. You may need to grip the heads of the bolts with needle nose pliers while you are

drilling them, to prevent the heads from spinning. When the head is drilled through, pull the eyestraps up off the bolts. The bolts should drop into the inside of the boat, where you can retrieve them through one of the inspection ports later. If you grind your eyestraps down in this process and find that you want to replace it, it is a Harken eyestraps, Vanguard part #10137, Harken part #137—available at your Vanguard dealer.

After the bolts are through, use the countersink bit to enlarge the hole into an inverted-cone shape. This will provide more surface area for quicker drying of the area and better bonding for the epoxy repair.

Next, take the hair dryer or heat gun and dry the area around the now-exposed holes thoroughly. If in doubt, keep drying. There is no such thing as too dry, but there is such a thing as too hot. Be patient and don't let the boat's surface temperature get above 100 degrees.

After the holes are completely dry, fill them with thickened epoxy. First, mask the cockpit floor around the area so you don't wind up with a messy repair. Mix some epoxy, adding high-density filler as you mix. The final consistency should be somewhat thinner than peanut butter—just thick enough to prevent running and dripping. Pour some epoxy into the syringe, and push the epoxy into the two holes left from the bolts. A little extra epoxy coming out of the holes is fine.

After that epoxy is set (leave 5 to 6 hours for a full cure), lightly sand down any epoxy hills. Drill a ⅛-inch pilot hole into each of the newly filled holes. Have your eyestraps, screws, and screwdriver standing by. Mix up some epoxy without any thickeners. Drip a small bit of epoxy into each pilot hole. Dip each screw into the epoxy to coat it, then put the eyestraps in position and fasten it by screwing the screws into the holes. There will be some excess epoxy around the screw heads, which you can clean up with some epoxy and a rag.

Wait 5 or 6 hours for the epoxy to set, test the eyestraps by pulling up on it to make sure that nothing unexpected has happened, reattach your ratchet block, and go sailing.

V-15 Stuff

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Regatta Results

Olympians Win V15 Florida State Championships

Coconut Grove, Florida, April 8-9, 2000. Husband-wife team Louise and Morgan Reeser put together four wins and a pair of deuces to win the third annual Florida State Championship by 7 points over former University of Florida sailor Jeff Duval, sailing with Ed Kelly of Coconut Grove. Louise Reeser, a 1996 Olympian (Ireland, 470 class) wouldn't allow a fractured wrist from a roller blading spill to slow her down: "I just took the cast off, bandaged it up, and filled my smock pocket with ibuprofen tablets"...Morgan became concerned when the water and tablets mixed it looked like I was bleeding!" Racing on Biscayne Bay was extremely close with several boats overlapped at the weather- and leeward-mark roundings. Conditions varied all over on Saturday from 5 to 10 knots the first three races to 20 to 30 knots in the wild fourth race—in which a thunderstorm outflow dragged the R/C boat's anchor line within 1 min to the start, resulting in an expanding gate start. Subsequent gusts at the weather mark (which also picked up its anchor and was dragging downwind) capsized over half the fleet. Somehow the committee boat managed to remain on station to finish all but two starters. Saturday night's activities, organized by Cherie Branning, included a keg and sodas with hor's d'oervers followed by Jambalaya, Bourbon Chicken, and Blackened fish catered by the Cajun Grill. On Sunday race managers Art Auwaerter and Charlie Branning ran three races on a modified olympic course in a rapidly building northerly following a cold

front. The triangles made for full-on planing on the reaches and the winds were strong enough to make hiking and upwind planing a premium with daggerboards up nearly halfway by the last race. Sail One Design, South Florida's premium Vanguard and Gill dealer, donated prizes and was on hand to outfit the competitors. The Vanguard 15 sailors of Florida presented awards to Coconut Grove Sailing Club and Sail One Design to recognize their support of one design dinghy racing on Biscayne Bay.

Results:

1. Morgan Reeser/Louise Reeser 8; 2. Jeff Duval/Ed Kelly 15; 3. Matt Rogers/K.C. Coxe 20; 4. Mark Powell/Linda Powell 24; 5. Barr Batzer/Pam Kelly 24; 6. Dick Tillman/Linda Tillman 28; 7. Kurt Martin/Jason Kurtz 37; 6 7 (7) 5 7 7 5 8. Geoff Lawson/Dolores Lawson 46; 9. Dean Whitman/Juana Montane 57; 10. Bill Edgar/John Murch 60

V15 Atlantic Coast Championship

New Bern, North Carolina, The new venue for this regatta proved to be a hit. Fourteen boats representing North Carolina, Ohio, Virginia, Maryland, and South Carolina sailed in extremely shifty breezes that ranged from 5 to 18 kts.

Sailors started rolling in Friday night, pitched tents and awoke Sat. to overcast, slightly chilly conditions. The typical big breezes were definitely present for the sixth year in a row however! The race committee ran 7 great races that day, and when we hit the shore the sun came out, the keg was tapped, and the Pig Pickin' "made for good eats" as we say in the South! Sailors then settled in to the warm clubhouse for some party (assume drinking) games, which included Admirals...QuarterHorse was *not* played this year, I think Bill Smith still has the quarter from last year....

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Sunday was beautiful—sunny, warmer, and lighter breeze. (Thank goodness, we were sore and bruised from Saturday!) The race committee popped off 5 more races to finish the regatta; awards—for first, second, third, top local skipper, most time spent in the mud (4 boats had black-tipped mains!), novice sailor, and hard luck (Crumley lost his rig Saturday, when the shroud pulled out of the deck: Bummer)—were presented at 1:30 pm. Results are as follows, thanks to everyone who participated!

—Julie Scope

Results:

1. Tim Wadlow/Erin Largay 23; 2. David Dabney/Mandy McClelland 26; 3. Mason Woodworth/Karen Renzell 33 4. Tim Fallon/Carlos Lenz 40; 5. Matt Cassidy/Meaghan McQueen 50.5; 6. Stan Hassinger/Peyton Hassinger 71.5; 7. Joe Pitcavage/MaryAnn Horton 75.5; 8. Tina Hazard/Mike Park 79; 9. Mac McDevette/Julie Scope 89; 10. Todd Spear/Jonathon Bean 103; 11. Tim Crowder/Mary Crowder 122; 12. Roger Mays/Gini Mays 122; 13. Bill Wiggins/Christopher Altonen 128.5; 14. Brent Creelman/Patrick Moore 130; 15. Dave Gross/Barbara Moore 139; 16. John Worcester/Cristy Campbell 151; 17. Peter Crumley/John O'Conner 170; 18. Doug Shilladay/Michelle Shilladay 170

Old Bay Mid-Atlantic Coast Champs

Severn Sailing Association, May 6-7, 2000. Sixteen Vanguard 15s showed up for the Mid Atlantic Coast Champs, hosted by SSA and sponsored by Gill North America, Annapolis Performance Sailing, and Team Vanguard.

Honestly, I was not sure that there actually was going to be an Old Bay Mid-Atlantic Coast Championships by the looks of things at 1400 on Saturday. No signs of a sea breeze, 90-degree weather, Chesapeake chop, and the St Mary's boys had already broken into their stash of Shaeffers.

We headed in around 1500 without a race completed; we had to check on the Keg and make sure that it tasted okay! According to some of the Laser sailors, it tasted great all the way down to the last drop!

Sunday morning, things still looked pretty awful. Right when I was about to climb under a rock for promoting this regatta as much as I did, SSA's excellent race committee made everyone head out around 1100 and successfully completed four races. Although the chop continued and it wasn't honkin', Sunday turned out to be fun racing in 5 to 8 knots of breeze. The top five boats had some pretty tight racing but Anthony Kotoun and crew Rob Kotler finished 3, 1, 3, 1 to win the regatta with 8 points.

Thanks to Gill, NA for providing gear for the top-five finishers. Also thanks to Annapolis Performance Sailing and Team Vanguard. Special thanks the Severn Sailing Associations' stellar race committee and Michael Higgins for helping me get the Annapolis V-15s started again!

—Polly Gibbons-Neff

Results:

1. Anthony Kotoun/Rob Kotler 8; 2. Jim Weber/Rob Ragsdale 12; 3. Ty Reed/Molly Curtiss 13; 4. Alan Uram/Kippy Chamberlain 17; 5. Grant Garcia/Maria McGovern 19; 6. Troy Treacarr/Lindsey Bartel 29; 7. Chris Gaffney/Erin Sheridan 37; 8. Jessica Mohler/Liz Potter 38; 9. Dave Perkowski/Hildreth Penman 39; 10. Paul Wurtzbach/Bonnie Hawkins 40; 11. Brent Jensen/Katie Dutton 43; 12. Tina Hazard/Gregory Petrie 43; 13. Tucker Thompson/Trish Kreh 45; 14. Matt Cottrel/Cecily Naturewicz 45; 15. Seth Cooper/Anna Willard 57; 16. Stephen Kabler/Susan Cox 61

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Team Race Pacific Coast Champs

San Francisco, May 21–22, 2000. The Treasure Island Sailing center hosted 11 teams this past weekend for the 2000 Team Race P.C.C.s. 68 Races were completed in 12 Vanguard 15s. Breeze ranged from 5 to 12 knots with temperatures hitting the upper 80s. A single round robin was completed with the top three teams receiving automatic bids to the final four. The remaining 8 teams squared off in a single elimination bracket competing for the final spot in the final four.

The event, which was sponsored by H.B.I. builder, ProtectorUSA.com, was won by the USC Trojans.—For more information regarding the T.I. Sailing Center please visit www.tisailing.org & West Coast Vanguard 15 Fleet visit www.vanguard15.org. —Shane Wells

Results:

1. Dalton Bergan/Katie Clausen & Daniel Meade/Jessica Amen & Colin Campbell/Lucas Floetta; 2. Nick Adamson/Chelsie Wheeler & Dave Houser/Louise Sherman & Charles Meade/Linda Fousek; 3. Scott Sellers/Jill Norris & Mike Zani/Mike Huang & Shane Wells/Melissa Purdy; 4. John A. Meade/Betsy Carmichael & Daniel Zimbaldi/Adrienne Stoltz & Steve Kleha/Katie Gregg; 5. Jesse Andrews/Jordan Korss & Jimmy Wadsworth/Gillian Jayson & Dana Moore/Alex Silverman

Third Annual Larchmont Spring Regatta

Another great event at LYC! Those who made the trip to Larchmont for the third annual Larchmont Spring Regatta were treated to an extremely tight 11-race series, perfect weather, a wide variety of conditions, and all the free beer and hotdogs they could consume.

Saturday started (at the civilized time of 1300) in a breeze northerly, and saw a three-way tie for first after seven races. The majority of competitors were able to leave their boats on

the main docks, ensuring an easy morning on Sunday, and allowing quick access to the barbecue and keg. Sunday dawned windless, but the sea breeze filled in and we got off an additional four races. Jon & Jessie sailed a consistent second day to take the title, with the next five places separated by a mere three points. Awards and a barbecue followed, with great prizes supplied by the Boat Locker.

We hope to see you at our next two events, Larchmont Race Week (July 22–23), and the 2000 Vanguard 15 Nationals (September 30–October 1).—Ted Ferrarone

Results:

1. Jon Baker/Jessie Dimock: 26; 2. Andy Kaplan/Jay Lurie/Carrie Kaplan: 37; 3. Dave Dowd/Katie Bodkin/Lurie: 38; 4. Ned & Dorsey Roseberry: 38; 5. Ted Ferrarone/Katie McDowell: 39; 6. Dwyer-McNally/BUDS: 40; 7. Rob Dailley/Chris Clark: 75; 8. Cobie Packard/Ciara Knudsen: 80; 9. Ed Dumoulin/Steve O'Connor: 82; 10. David Owen: 97; 11. Jason Shell: 119; 12. Chad Corning: 126; 13. Tom Sanford: 131; 14. Sean Doyle/Margaret Gill: 137; 15. Bern Noack: 145; 16. Adam Glass: 160; 17. Jan Smeets: 180

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Grand Prix

The following Gill Grand Prix Standings reflect the first five events of the season (Mid-May). Check out the schedule below for events throughout the rest of the season. Congrats to Alan Uram who has taken the lead!

Alan Uram68.5
Chris Gaffney68
Ty Reed65
Peter Horsch62
Brian Stanford58
Brad Funk57
Colin Merrick56
Matt Cassidy55
Stu Colie55
Justin Morel54
Adam Deermount52
Jason Carroll51
John Edenbach50
Brian Zimmerman48
Michael Richards47
Ryan Costello46
Joel Hanneman45

Mark Teborek43
Sean Doyle42
Sam Lester41
Joe Pitcavage41
Charlie Siegal40
Carlos Lenz39
Holt Condon38
Dave Perkowski38
Ezra Smith37
Chip Baskerville36
Jane O'Connor35
Joseph Fava33
Steven Lowery33
Tim Herzog32
Liam Cavanaugh31
Steve Hayden31
Bora Gulari30
Brent Marsden29
Thomas Kent28.5
Dan Lawrence28
Rory Lewis27
Wes McMichael27
Tim Wadlow27
Ben Altman27
Paul Wurtzebach27
Mark Powell26.5
David Dabney25.5
Matt Rogers25.5
Mel Levy25.5
Brendon Dwyer-McNally25
Kara Forman24

Tina Hazard24
Mason Woodworth24
Anthony Kotoun24
Tim Fallon22.5
Peter Lhamon22.5
Jim Weber22.5
Ryan Dunn22
Trevor Perkins21
Brian Hutchinson21
Clay Bischoff20
Stanley Hassinger19.5
Brian Hill19.5
W Mason18
Grant Garcia18
Troy Treacarr16.5
Mark Bellerman15
Mac McDevett15
Morgan Reeser15
Kevin Funsch15
Brian Brennan15
Trevor Gaffney14
Jeff Duval13.5
Todd Spear13.5
Alan Teske13.5
Jessica Mohler13.5
Peter Kirk13
Timm Crowder12
Hans Pusch12
Art Kessler12
Fletcher Perkins11
Stephen Katz10.5

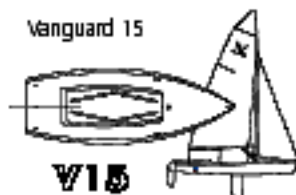
Roger Mays10.5
Marcus Maher10.5
William Green10
Barr Batzer9
Bill Wiggins9
Scott Diamond9
Wulf Focke9
Brent Jensen9
Kippy Bolz8
Brent Creelman7.5
Dick Tillman7.5
Carter Perrin7.5
Adam Rose7.5
Shannon Galway6
Dave Gross6
Kurt Martin6
Dean Whitman6
Tony Kerber6
Tucker Thompson6
Dean Whitman6
Matthew Cottrell4.5
John Goddard4.5
Chris Noll4
Seth Cooper3
Gregg Plunkett3
Brian Shores2
Bill Edgar1.5
Doug Shilladay1.5
Letha Broadhead1.5
StephenKabler1.5
Shane Vowels1



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