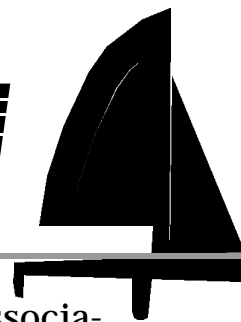


# BOW DOWN



The Official Newsletter of the Vanguard 15 Class Associa-

## The Old Bay Inter-Galactic Regatta

The Old Bay Inter-Galactic Regatta was a complete success. It turned out to be the best conditions for sailing Vanguard 15's that I have seen in a while. Hosted by the Severn Sailing Association of Annapolis, Maryland, and sponsored by North Sails, Annapolis Performance Sailing, Martimus Fleece, and Sailing World, 9 Vanguard 15s travelled from Virginia, New Jersey, North Carolina, New York, and Boston, and two local fleet boats. Not to mention that out of the 11 boats, we had three female skippers battling for position throughout the two days.

Saturday morning, the breeze was cranking from the Bay Bridge at a solid 12-15 knots with some nuclear puffs when least expected! We planed out of control the whole way out to the race course and started the morning with Windward/Leewards 6 legs—I wish I had 6 legs after the amount of hiking that was going on! After the first race, Jim Weber/crew, Ted Ferrone/Katie McDowell, and Dave Reynolds/ Brandon Prior had set the fast pace with the rest of the fleet close behind. The breeze started to die down after the third race and people raised their pins.

After a night of drinking and eating at the Clipper Cantina, Sunday morning brought even more breeze across the Chesapeake Bay. It seemed that while the Laser Sailors were looking out across the bay with a look of exhaustion before launching, the V15 sailors could not have looked more exhilarated. Big breeze, waves, and three more races

to go we were jazzed for some excellent racing conditions. We sailed a triangle, a windward/leeward 6 legs, and a windward/leeward 5 legs to finish the series. Planing on the reaches, surfing upwind, flying wing on wing, a beautiful lefty that would come down the course and mix things up a bit. It could not have been more fun!

Ward Cromwell/crew (4th) stepped up the pace a bit and came back with a 5-3-4 but could not reel back the lead that Weber/crew (1st), Ferronne/McDowell (2nd), and Reynolds/Prior (3rd) had already gained from Saturday. Matt Cottrell (5th) finished one point behind Cromwell/crew. Jessica Deutchman/Liz Potter, Tina Hazard/crew, and Polly Gibbons-Neff/Heidi Johnson contenders but Deutchman/Potter were able to take 6th place with a bit more consistency between the two days and were awarded the top women's trophy donated by Martimus Sport of Annapolis.

As one of the only local Annapolis fleet V15s, I would really like to see this event grow. As this weekend has proven, Annapolis in the springtime offers an amazing venue, incredible breeze and an all around fun town (and fun people!). Diane Burton and her team of race committee were excellent and seemed happy to have us as a part of their event. This year we had 9 V15s travel a good distance to come and sail in the Old Bay Inter-Galactic and we would love to get many more for next year—Just keep that in mind!—Polly Gibbons-Neff

To subscribe to the [V15 e-mail list](mailto:v15@mit.edu) (v15@mit.edu), all you need to do is send an e-mail to Kyle Welch (kwelch@mit.edu) thanking him for running the list and asking him to subscribe you to the V15 list. Importantly, you do not subscribe by sending an e-mail to the list itself.

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# News From The President

COUPONS FOR FREE STUFF in this issue of Bowdown! Made you look! Actually, it contains some important information on class rules, specifically, changes to the length of the spreaders, so read up.

On another note, Nationals. As you all know, Nationals will be in Chicago this fall. However, no location has been chosen for the year 2000. There has been some interest from various clubs and fleets but no concrete decisions have been made. So.....any V15 sailor reading this who thinks their home yacht club or area should host this event needs to let us know. What we would like is a proposal stating the dates, location, and way in which you propose to run the regatta. It would be beneficial to know what the housing situation is in the area, and how far the site is from major towns/airports. The Class' main priorities are good race management and fun social activities. Please have your submissions sent to the V15 Class before September 30, 1999.

One last, quick, thing. I want to thank all the people who have worked on organizing the regattas that have been held so far this spring. By all accounts, they have been a huge success. In order to make these awesome weekends happen we need people behind the scenes planning, and stressing, for us. At your next regatta make a point of thanking the organizers. After all, you never know when you might need a tow. I hope you are all looking forward to a sunny summer, with lots of wind and fun people.—Martha Carleton

# Nationals Update

**Place:** Chicago Yacht Club, Chicago, IL

**Date:** October 2-3, 1999

**Tune-up:** There will be a Nationals Invitational Tune-up regatta on Sunday, September 26, 1999. All are invited.

**Housing:** Every attempt will be made to house out-of-town sailors with local sailors. Housing will be assigned on a first come first serve basis.

**Party:** YES! Saturday night, there will be a big party for both Vanguard 15 and Laser fleets with dinner and a band.

**Weather:** October in Chicago will be windy and could be cold.

**Lasers:** The V15 Nationals will be sailed in conjunction with the Laser Jimmy Talbot Memorial Regatta. However, there will be a separate course for Lasers. If you have a friend who sails Lasers, bring them along.

**More Information?** See our web site at [www.chicagoyachtclub.com/v15/1999.htm](http://www.chicagoyachtclub.com/v15/1999.htm) or contact Elizabeth McCance at 773-477-1346 or [ezmcc@aol.com](mailto:ezmcc@aol.com). The regatta web site contains lots of information, such as weather, directions to the Yacht Club, etc.

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# 1999 Schedule

## 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  
 3-4 HYC Annual Hampton, VA Regatta; Tina Hazard 757-728-9739 thazard@sy.nnsy.navy.mil  
 16-18 Newport Regatta / www.sailnewport.org / 401-846-1983  
 17 BBSA Regatta Hampton Regatta; Tina Hazard 757-728-9739 thazard@sy.nnsy.navy.mil  
 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 FBYC Annual Regatta Hampton Regatta; Tina Hazard 757-728-9739 thazard@sy.nnsy.navy.mil  
 14-15 Fleet invite at Stanford High point regatta #5, CA; Nick Adamson—jnadamson@earthlink.net  
 14-15 One Design Regatta ~ Duck Island Yacht Club, Westbrook, CT; Tom Carse (860)399-4319/tcarse@lewmarusa.com  
 21 Vanguard 15 Clinic Hampton, VA; Tina Hazard 757-728-9739 thazard@sy.nnsy.navy.mil  
 27-29 Hinman Trophy, American Y.C., Rye, NY; Brad Dellenbaugh—dellenbaugh@compuserve.com  
 28 One Design Summer Regatta Hampton, VA; Tina Hazard 757-728-9739 thazard@sy.nnsy.navy.mil

## September

- 4-5 NYCC Annual Regatta Hampton, VA; Tina Hazard 757-728-9739 / thazard@sy.nnsy.navy.mil  
 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  
 19 FBYCFall Series #1 Hampton, VA; Tina Hazard / 757-728-9739 / thazard@sy.nnsy.navy.mil  
 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  
 25 FBYC Fall Series #2 Hampton, VA; Tina Hazard 757-728-9739 thazard@sy.nnsy.navy.mil  
 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  
 9-10 FBYC Indian Summer Regatta Hampton, VA; Tina Hazard 757-728-9739 thazard@sy.nnsy.navy.mil  
 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

- 6 One Design Fall Regatta Hampton, VA; Tina Hazard 757-728-9739 thazard@sy.nnsy.navy.mil  
 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

Below you will find the **Grand Prix Standings** which include results from Midwinters, Florida State Champs, Mid-Atlantic Coast Champs (Old Bay Inter-Galactic) and ACC's. But there are still four more Grand Prix events to attend this year! RIISA June 12/13, Barrington YC, RI North Americans (BBR) - August 6-8, New Bedford YC, MA Long Island Sound Champs - September 25/26, Larchmont YC, NY Nationals - October 3/4, Chicago YC, IL

Look for new class info to appear soon on the Vanguard website (<http://teamvanguard.com/vanguard15/>)

Hope to see you all out on the water!—Tim Fallon, V15 Secretary/Treasurer

1	Tim Fallon	54	20	Mark Denatale	37	39	Mark Powell	20.5	58	Jessica Deutchmann	9
2	Rob Richards	53	21	Ezra Smith	37	40	Holt Condon	20	59	Adrian Irving	8
3	Andy Horton	52	22	John Baxter	36	41	Todd Hudgins	19.5	60	Barr Batzer	7.5
4	Kyle Welch	51	23	Drew Buttner	35	42	Matt Cassidy	18	61	Todd Spear	7.5
5	Bill Smith	50	24	Hans Pusch	34	43	Paul Wurtzebach	17	62	Chris Crane	7
6	Tim Wadlow	49	25	Joe Pitcavage	34	44	Ted Ferrarone	15	63	Keith Church	6
7	Tracy Hayley	48	26	Ed Lalanne	33	45	Shannon Galway	14	64	Barden	6
8	Jon Baker	47	27	Ramsay Key	32	46	Dave Reynolds	13.5	65	Tony Bordingnon	5
9	Park Benjamin	46	28	Forbes Durdin	31	47	Stanley Hassinger	13.5	66	Jennifer Dewey	4.5
10	Kyle Shattuck	45	29	W Mason	31	48	Joe Harris	12	67	Kurt Martin	4
11	Mason Woodworth	44	30	Jane O'Connor	30	49	Mac McDevett	12	68	Peranne	3
12	Charlie Siegal	43	31	Brad Funk	29	50	Ward Cromwell	12	69	Doug Shilliday	3
13	Dan Herlihy	42	32	Polly Gibbons-Neff	29	51	Dave Gross	12	70	Scott Huyskens	2
14	Mark Bellerman	41	33	Adam Deermount	27	52	Ed Furry	11	71	Dean Whitman	1.5
15	Scott Sellers	40	34	Chris Gaffney	26	53	Matt Cottrell	10.5	72	Peter Crumley	1.5
16	Colin Merrick	39	35	Karl Ziegler	25	54	Roger Mays	10.5	73	Shan Mohluddin	1
17	Tina Hazard	39	36	Rick Thompson	24	55	Brent Creelman	10.5			
18	John Edenbach	38	37	Mel Levy	22	56	Brian Brennan	10			
19	Jim Weber	37.5	38	Perkins	21	57	Wes McMichael	9			

## 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, cjohns@ici.net

**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 Julie Scope 252-726-0218, jscope@hotmail.com

**Fleet 13** Cleveland, OH Doug Shilladay 330-929-1887

**Fleet 18** Manhasset Bay, NY Jerry Morea 516-944-9760

**Fleet 19** Noroton, CT Warren Costikyan 203-866-4581

**Fleet 39** West Yarmouth, MA Barry Sturgis 508-778-9187

**Fleet 43** Chicago, IL Mel Levy, breezemel@aol.com

**Fleet 47** Falmouth, MA Rob Richards rrichards@polyfoamcorp.com

**Fleet 48** Hampton/Va Bch, VA Tina Hazard 757-728-9739, thazard@sy.ssnynavy.mil

**Fleet 49** Houston, TX John Goddard 281-471-3103

**Fleet 50** Larchmont, NY Peter Kelly 914-834-6590, 4monroe@email.msn.com

**Fleet 51** Oyster Bay, NY Peter Johnson 516-922-4829

**Fleet 52** Winnetka, IL Andrew Yeager 847-251-8021, andrew.yeager@ctw.org

**Fleet 53** San Francisco, CA Nick Adamson 415-387-3243, jnadamson@earthlink.net

**Fleet 55** Columbia YC, IL Allan Teske 773-233-1336

**Fleet 56** Lake Geneva, WI Ed Libby 708-544-7970

## 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, Lake Geneva, WI:

A nice guy, Ed Libby, who Summer weekends on Lake Geneva, WI and has started a V15 fleet in the land of Scows! It would be a great weekend trip and not a long drive, especially you guys in Lincolnshire and Gurnee—Andrew Yeager, WYC Vanguard 15 Fleet #52

### Marion, Buzzards Bay Summer Series

The Marion / Buzzard's Bay evening V15 series will start on June 29th and run through Aug 3. There will be 6 weeks of racing. prizes will be awarded for each evening and for the series.

#### **Details:**

- 6 PM start time in Marion Outer Hbr
- Multiple races per night (5 +)
- \$50 entry fee for the series for non members
- Boats can be launched each night at the BYC, but cannot be left there after racing

**Contact:** Chip Johns, President, Vanguard Sailboats



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## Spotlight Fleet:

### Fleet 8, Miami

As anyone who has visited can tell you, Miami is an unusual place. With a diverse population, a latin flavor, great weather from October to May, one of the best sailing areas in the world, the only U.S. Olympic training center officially endorsed for sailing, and so many other things to do on any given weekend. We are spoiled rotten.

I've lived here over 20 years after having grown up sailing Bluejays and Finns on the Great South Bay of Long Island. There we raced every weekend from Memorial Day to Labor Day, like I suppose most of the Atlantic seaboard does. Here there is usually one race day per month sanctioned by the local yacht racing association.

As in most of the US, sailing participation, especially in dinghies, is down. In the summer of 1996 when my wife and I purchased our V15, I was very excited about getting a fleet going here. I admired the V15 for years and finally could afford a new boat and our fleet restarted (an earlier effort never really got going) with 2 boats. Now we are up to 11 boats in the Miami-Ft. Lauderdale

area. Slow steady growth with a mixture of very good and intermediate sailors.

We need a critical mass of probably 20 boats in order to help people decide to sail the V15 rather than stroll South Beach, sail a Mistral, Lightning, Melges 24, J24, mountain bike, kayak, go to a festival, or work on the house or yard that weekend. We are grass roots. Nobody has much time to promote a fleet. It's all I can do to send out an email newsletter, remind people of events by email, and call people up before events. Sometimes I can meet with people to let them try out my boat.

We now have a dedicated local dealer, Sail One Design, so at least there is someone who I can refer potential fleet members to. Most of us do not keep our boats at a yacht club so its tough to gain converts there.

The snipe class is well entrenched, has a large, talented, and active fleet of around 25 boats, and the V15 is not for everyone (you can get pretty tired righting one after a capsized). Though I actually recommend the snipe to many people who ask about the V15, I enthusiastically push the V15 to anyone who wants a simple, inexpensive, and relatively high performance boat

that is fairly athletic to sail and can plane upwind. The V15 connects me to my roots in sailing.

We offer a thursday evening spring-summer series at our main base (U.S. Sailing Center) with fees charged to cover gas and refreshments and endeavour to sail in a few BBYRA events that are open to non members.

Occasionally, we get together and travel to the Keys for some racing on Florida Bay at Upper Keys Sailing Club or join up with Castle Harbor Sailing School's series or Coconut Grove Sailing Clubs new dinghy series. Our fleet has the V15 Florida State Championships in the late Winter, which is a Grand Prix event and has had mixed success: 18 boats when held just before the 1998 Team Race Worlds ( the New Zealanders raced with us!) but only 5 boats when held during spring break the weekend before Easter.

We're in for the long haul. We'll keep trying and will keep gradually building our fleet up. We keep a really nice bulletin board at the sailing center with our schedule and information on the boat. If any of you are down our way we'd, drop by and reserve your spring break to come down for our State Championships on the weekend before Easter.



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# Regatta Results

## Ski/Sail National Championship

18 Vanguard 15's competed in the 6th annual Ski/Sail National Championship held in Tahoe, CA. The very competitive fleet sailed five races with one throw out on Saturday and skied four runs with one throwout on Sunday. Each event's finish was combined and an overall place was determined. The weather was amazing both days. The breeze never picked a steady direction or velocity, but it was sunny lake sailing at its best. Sunday was much of the same -warm and sunny.

Vanguard President Chip Johns and wife were beaten out by Bruce Stephens of New Zealand for the Travel award. There will be charter boats available for next year and Chip can attest to the fact that the parties alone are worth the airfare. Hope to see more V15 sailors from around the country attend next year. Check out [www.skisail.com](http://www.skisail.com).

1. Scott Sellers/Jeremy Hinman	4	
2. Morgan Larson/Tina Baylis	5	
3. Mellisa Purdy/Bruce Stephen	9	
4. Shane Wells/Ashley Richardson	15	
5. Carissa Harris/Alex Mehran		15
6. John Vince/Duncan Lewis	15	
7. Shawn/ Debbie Hall	16	
8. Nick Adamson/Chelsie Wheeler	17	
9. Lisa Flannery/Rolf Kaiser	18	
10. Kara Forman/Trevor Baylis		20
11. Paul/Eric Deeds	20	
12. Ken Turnbull/AnneMarie S		22
13. Chip/Colleen Johns	22	
14. Hugh Davis/Peter Thompson	23	
15. Frank Flannery/Andrea Beyer	26	
16. Jim/ Jenna Granger	28	
17. Shane/Mike O'Neil	32	
18. Bob Musor/Joan Garret	34	

## V15 Atlantic Coast Championship

The Atlantic Coast Championships were held this past weekend in New Bern, NC, a new venue for this regatta which proved to be a hit. Fourteen boats representing North Carolina, Ohio, Virginia, Maryland and South Carolina sailed in extremely shifty breezes that ranged from 5-18 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 6th year in a row however! The race committee ran seven 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. Sunday was beautiful - sunny, warmer, and lighter breeze (thank goodness, I know of at least 10 people who were sore and bruised from Sat.!) RC popped off 5 more races to

finish the regatta, awards were presented at 1:30 pm. Awards were presented for 1st, 2nd, 3rd, Top Local Skipper, most Time Spent in the Mud (4 boats had black-tipped Mains!), Novice Sailor, and Hard Luck (Crumley lost his rig Sat. when the shroud pulled out of the deck - bummer). Results are as follows, thanks to everyone who participated!—Julie Scope, Fleet 11

Thanks to Julie Scope, all the folks at Blackbeard Sailing Club, and all of the sailors from the North Carolina V15 fleet for putting on a GREAT EVENT (as always!!) - Jim Weber.

1 Weber/Brooks	13	
2 Hudgins/Hudgins	20	
3 Mason/Hollerbach	35	
4 Hazard/VanTassel	37	
5 Pitcavage/Tribble	44	
6 Hassinger/Hassinger	60	
7 Gross/Rickloff	73	
8 Creelman/Moore		78
9 McDevett/Scope	82	
10 Spear/Thomas	83	
11 Mays/Mays	87	
12 Dewey/Conte	99	
13 Shilliday/Bedo	126	
14 Crumley/Oconnor	136	

## Vanguard 15 Florida State Championships, March 27&28, 1999

What they lacked in numbers they made up in racing quality, quantity, and fun. Five boats joined in for the second annual V15 Florida state championship, the first grand prix event for the 1999 season, held at the U. S. Sailing Center in Coconut Grove. The U.S. Sailing Center was recently designated as an Official U.S. Olympic Training facility by the U. S. Olympic Committee. PRO and local Etchells ace Sid Doren and recent top ten Etchells worlds finisher Ken Batzer conducted 5 races per day in optimal conditions (a shifty northwest offshore breeze of 8-12 kts saturday and a breezy 10-15 kts easterly on Sunday) with temperatures in the low 80's. Each race was hotly contested with several lead changes throughout. Barr Batzer with crew Cee-Cee Imbrie sailed consistently to win a pair of Magic Marine starting watches donated by Thierry Huguenin of Sail One Design, the Miami Vanguard dealer. Only 3 points behind after a throwout was Ezra Smith and Jeremy Finer who won kevlar sailing gloves with 3 firsts and 3 seconds, a point behind in third were Mark and Linda Powell who won a pair of Gill Sailing caps with 4 firsts but too many 3rds and 4ths to win.

Hobart-William Smith College sailors Forbes Durdin and Gretchen Kinsey (on spring break) won the party followed by FIU geology professor Dean Whitman and Beth Schwartz / Marty Finn. The sailors were treated to USSC Tee shirts and a traditional Cuban dinner at Coconut Grove Sailing Club

Saturday nite. CGSC has offered to host the event at the same time next year to try to attract more college sailors on spring break.

1. Batzer/Imbrie 16
2. Smith / Finer 19
3. Powell/Powell 20

### St.Francis Spring Dinghy regatta.

We had 20 V15's on the line, the largest yet out on the left coast. Tons of current in SF Bay and between 8-15 knots of breeze and a cold rainy Sunday. There were three races on Saturday followed by a dockside keg sponsored by the V15 fleet for all fleets. We got in two more races on Sunday.

1. Steve Bourdow/ Ki Mun 15
2. Luke Raymond/Jago Macleod 26
3. Nick Adamson/Mark Mantel 28
4. Tim Duffy/ Sean Svendsen 30
5. Ken Turnbull/??? 36
6. Scott Sellers/Eric Ryan 40
7. Shane Wells/Ashley Richardson 40
8. Alex Ascencios/Lauren Ellis 43
9. Kara Forman/Howie Shiebler 45
10. Peter Horsch/ L.Sherman 51
11. Ralph Silverman/Alex Mcosker 56
12. Paul & Sarah Deeds 57
13. Brandon Paine/???? 77
14. J. Granger/h. Samson 78
15. Matt Johnson/Jessica Lord 84
16. Rolf Kaiser/Lisa Flannery 87
17. Peter Thompson/Hugh Davis 88
18. John & Rachael Horsh 91
19. C.Harris/James Glockner 92
20. Bob Musor/Joan Garrett 105

Check out the west coast v15 website for a more detailed version at [www.express27.org/v15/](http://www.express27.org/v15/) There is a schedule posted and if anyone is going to be in the area and would like to sail a west coast event, let me know and I will try and get you a boat.—Shane

### LYC Second Annual Spring Regatta, June 5&6

What an event! Twenty boats from as far away as Hampton, Boston & Annapolis came up to LYC for two days of beautiful weather and tight racing. Each day saw a building south-west breeze, and with fourteen races, two barbecues, and a vast quantity of subsidized libations, everyone had a great time.

The Larchmont Yacht Club Race Committee, led by Stanley Bell, did a superior job, snapping off seven windward-leeward races per day. The line & course were adjusted for nearly every race, but the lightning fast mark boat fleet had everything running smoothly - I doubt if more than 30 seconds passed between the last place boat's finish & the beginning of the next sequence!

Racing began at the civilized hour of 1 PM on Saturday, enabling all competitors plenty of time to rig, register & talk trash before getting out on the water. After seven close races in a building seabreeze, competitors retired to the club, with nearly all boats able to stay the night on the LYC main floats. Those who couldn't stay on the docks used LYC's new dinghy ramp, commissioned for this event. A rock party & barbecue lasted well into the night as the college sailing contingent made the most of the seemingly

unlimited free beer (Schaefer - the one to have when you're having fun!).

Sunday turned out to be another beautiful day - plenty of breeze and another seven races. Four teams won a race on Sunday, including Ferrarone/McDowell, Snaith/Snaith, Demarest/Demarest, and Andy Kaplan. Racing was tight throughout the fleet, and after racing, the fleet met on the front lawn for a hot dog barbecue and a few for the road. The local team of Ted Ferrarone & Katie McDowell sailed a consistent series with only two races out of the top five, enabling them not only to emerge victoriously, but also, to get first dibs on the sweet apparel provided by Schaefer. Don't forget: LYC Race Week: July 25&26, and Long Island Sound Championships at LYC, 9/25-26 (Tune up for Nationals!)

1. Ferrarone/McDowell	339	LYC	25
2. Snaith/Snaith	215	CPYC	48
3. Demarest/Demarest	24		50
4. Kaplan/	422	LYC	73
5. Reynolds/Shoreman	278	DCYC	80
6. Reid/Reid	203	NYC	88
7. Hazard/	477	HYC	95
8. Ronan & Lurie	502	LYC/CPYC	98
9. Corning/	427	LYC	101
10. Stackhouse/Gilbert	451		112
11. Gibbons-Neff/Johnson	540	SSA	112
12. Packard/Knudsen, Reynolds		YCYC	139
13. Dailey/	431	LYC	143
14. Walters/	345		154
15. Brendel/	424	NYYC	183
16. Glass/DuMoulin	35	LYC	195

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# 1999 Class Rule Changes and Interpretations

The Technical committee has been at work. There were several proposed rule changes before the technical committee and a couple of interpretations. A complete set of 1999 V15 Class rules are included in this mailing. However, the changes and rulings are highlighted below.

## Issue #1 Spreader Length

Lars Guck and company initiated a study to determine the correct length for the Vanguard 15 spreader. There was a common feeling in the class that the current spreader was too long for the boat. In "hard" mainsheeting conditions the middle of the mast was poking to leeward. A common solution was to increase rig tension. It was believed that shortening the spreaders would enable people to keep their mast in column with lower rig tensions.

Lars Guck, Zack Leonard, Peter Alarie and other Fleet 3 members conducted a study with three different lengths spreader sets. They came to a consensus that a 14 inch spreader was ideal. It made the boat easier to sail in windy conditions and it enable teams to sail with less rig tension in moderate air.

Given this new information, the Class Officers have voted to change the shaft length of the spreader to 14" from its current 16". We recognize that this rule change will affect all members of the class, and therefore we hope to make implementation of this rule as easy as possible. The rule will not go into effect until January 1, 2000. Until this date both spreader lengths will be legal. Current 16" spreaders may be replaced by a new factory issued 14" spreaders, which are available for \$25.50 as of 4/99, or class members may cut the outboard ends of the longer spreaders. Upon request, a cutting jig to help with cutting spreaders to the proper length can be supplied to fleets which set up their own spreader cutting session.

## Issue #2 Election of Officers

The Technical Committee felt that the election process needed a bit of clarification and modification. Specifically, the technical committee felt that officers should serve two year terms and that the terms of the officers and the technical committee should be staggered to provide some consistency in class leadership. Nominations for positions will be called for at the Nationals and up until November 15. Ballots will be sent in the December Newsletter and available at the Midwinters. It is important that the officers represent the diverse interests in the class, and therefore all fleets should think about nominations. Nominations may be self-nominations or made by others, but the individual must commit to the responsibilities before being put on a ballot.

## Issue # 3 Jib cleat risers

A class member asked about putting wedges under the jib cleats to raise them to make it easier for children and smaller people to cleat the jib. The Technical Committee felt that this was not allowed under the current rules nor that it warranted a rule change to legalize wedges, and therefore rejected this request. The technical committee felt: 1) That this would be an impossible rule to police, 2) It would require added cost and an equipment upgrade, and 3) It would not easily fit into the strict one-design nature of the class.

## Issue # 4 Ooching

During the last few years there has been much talk in the Vanguard 15 Class about legalizing ooching, and members have been on all sides of the debate. The technical committee felt that the Vanguard 15 sailors who are most troubled by ooching are those who don't want (or know how to) ooch. This is the basis for our ruling to keep ooching technically illegal. It is recognized, however, that many Vanguard 15 sailors would like ooching to be legal at their regattas. This can easily be done by making such a note in the notice of race and/or sailing instructions. When legal, ooching is only permitted in surfing and planing conditions.

## Issue #5 Jib Sheet Interpretation Request

The Technical Committee was asked if 2:1 jib sheeting was legal on the Vanguard 15. In the request, the member demonstrated that he was able to rig his jib sheets 2:1 without adding any fittings by tying the ends of the line to the recessed fairlead. The reason for this sheeting was to make it easier for a small crew to handle the jib in windy conditions.

The technical committee decided that 2:1 sheeting without the addition of any fittings was legal under the current rules, but the current rules were not very clear on this issue. Therefore, we reworded the rule to make it clear that jib sheets can be rigged in any manner provided that no additional line or fitting are used in the system to alter the friction or direction of the sheeting.

Specific recommendations on this sheeting from class member Paul-Jon Patinare: 2:1 sheeting works with 32' of 1/4 prestretch or the like. Tie the line to the leads. The key to best performance is maintaining the sheet "overhauled" and keeping the sheet in front of the crew on the windward side. (i.e. between the strap and shroud in front of the crew's legs.)

The above describes the most recent changes to the Class rules, however, Class members are encouraged to read the Class rules in their entirety. The complete rules are (will be) available on the web site and will be distributed with this newsletter. If you have any questions, please contact

Summer 1999

# Classifieds

## For Sale:

• The mighty "Mary Ann" is for sale. Hull #163 built in August 1995: Hull cover, Deck cover, Tent cover, Blade bag, Carbon tiller extension, Seitech dolly, 4 jibs (2 in race condition), 3 mains (1 freshy fresh), Fast pins. This boat has won 2 North American Championships. She has been meticulously maintained by GUCK Inc. and Vanguard Sailboats.

\$4,400 FOB Bristol, Rhode Island, Available immediately. Contact Mike Zani

• Vanguard 15 hull # 27. White hull with blue trim. Excellent condition, sailed mainly in fresh water. 2 sets of sails. One old style and one new. New sails only used for racing. Vanguard blade bag and hull cover. Galvanized trailer with custom Vanguard bridle This boat is in excellent condition and has not been sailed enough! Asking \$3,000 for entire package: Boat, trailer, 2 sets of sails, and covers. Contact: Brian Formato Alexandria, Virginia, 703-660-5909; brianf2@msn.com

• 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

• I'm looking for a trailer for a V-15 to ride upside down. Mike Collins Home: 508-758-2285 Work: 508-746-4242; mcollins@a2btracking.com

*To place a classified, please send the following information to Gaelen Phye, SAIL Magazine, 84 State St., Boston, MA 02109; fax 617-723-0912, e-mail sailmail@channel1.com: hull #, year, included options, asking price, your name, telephone number*



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# V15 Class Rules

## Fundamental Class Rule

The Vanguard 15 Class is intended to be a strict one-design class and shall be raced with hull, equipment, fittings, spars, standing rigging, sails and running rigging manufactured in accordance with Vanguard 15 design specifications.

### 2.0 **Builder**

Vanguard Racing Sailboats shall be the sole builder of the Vanguard 15.

### 3.0 **By-Laws**

#### 3.1 **Election of Officers**

Class officers and members of the technical committee will be elected for a term of two years. In order to provide consistency of class leadership, elections for the officers and the technical committee will be staggered, so that each year officers or the technical committee will be elected but not both. Nominations (including self-nominations) will be requested at the Nationals and may be submitted to the class association office by mail or e-mail up until December 1. Officers not wishing to complete their two-year term must notify the other officers by the first day of Nationals so that nominations for the position may be solicited. Elections will take place each year at the Midwinters. Class members who do not attend the Midwinters may submit their ballot for class officers to the class association office via mail by December 31. You must be a current class member in order to vote in these elections. The nominee who receives the most votes for a given office shall be declared the winner of the election. The top four technical committee nominees receiving the most votes shall form the new technical committee along with the factory representative.

#### 3.2 **Class Offices**

The following are the offices for the Vanguard 15 Class Association:

President

Vice President

Secretary/Treasurer

Newsletter Editor

Technical Committee (5 members including 1 appointed factory representative)

#### 3.3 **Class Membership**

Class membership shall be required in order to participate as a helmsperson in any Vanguard 15 Class Grand Prix or Championship event. Current class membership shall be required in order to register at any of these events. The Vanguard 15 Class will supply the regatta host with a list of current class members. Additionally, class membership will entitle the class member to a vote in the annual election of officers. Any class member in good standing will be eligible to hold a class office.

#### 3.4 **Class Dues**

Class Dues will be determined by the class association, and will be paid by members on a yearly basis. Membership must be renewed for each calendar year. Only fully-paid class members in good standing will be eligible to compete as a helmsperson in any Vanguard 15 Class Grand Prix or Championship event.

Fully-paid class members will have voting and helming privileges, and will receive the class newsletter.

Associate members will receive the class newsletter

The Mid-Winter Championship shall be considered the first regatta of the new calendar year. Therefore, class membership dues must be paid by each competing helmsperson at the Mid-Winters in December. This membership will be valid for one calendar year (until the next Mid-Winters regatta).

Any member not attending the Mid-Winters must join at the first Championship or Grand Prix Regatta in

which they compete. This membership will be valid up to but not including the Mid-Winter Championship of that year.

### **3.5 Class Rule Changes**

Proposed rule changes may be submitted in writing to the Vanguard 15 Class Association office by any class member in good standing. All proposed rule changes will be reviewed by the Technical Committee. After seeking consultation from Class members and others that may be knowledgeable on the topic, the Technical Committee will determine if the proposed rule change should be recommended for adoption. If the Technical Committee recommends a proposed rule change for adoption it will draft the new rule and then submit it to the full slate of officers for a vote. Proposed rule changes must be approved by seven officers to be adopted.

The Technical Committee shall include five class members, one of whom is an appointed representative of the manufacturer. The other four shall be elected by the Class along with the other officers. The Committee should be representative of the entire Class and include members from at least three regional districts.

### **3.6 Class Meetings**

Bi-annual class meetings shall be held (at the National Championship and at the Mid-Winter Championship) for the purpose of discussion and review of class rules, general promotion of the Vanguard 15 Class, and discussion of general class issues or topics.

### **3.7 Class Rule Interpretations**

In any case where the wording or intent of a V15 Class rule is found to be unclear or in need of clarification, The V15 Class Vice-president (technical/class rules) shall have the power to make official interpretations or clarifications of existing class rules in order to resolve any discrepancies. Once the interpretation has been posted via either of the two methods listed below, it shall be considered a part of the Vanguard 15 class rules.

Any official interpretations or clarifications that are made during the course of a Grand Prix or Championship regatta will be posted in writing on the regatta notice board by 9:00 AM on the day that the interpretation is to take effect.

Any official interpretations or clarifications that are made at any time (including those made during the course of a Grand Prix or Championship regatta) will be posted as soon as possible in the V15 Class Newsletter.

## **4.0 Measurement**

The Measurement Diagrams shall be part of these rules. Any additions or modifications to hull, equipment, or sails not expressly permitted by these rules and diagrams shall not be allowed. The spars, sails, battens, standing rigging, running, rigging and the placement of fittings and equipment shall conform to the measurement diagrams. The measurement tolerances are intended to allow for necessary manufacturing tolerances and shall not be used to alter the design. Measurement Diagrams will be maintained by the class association, and may be obtained by submitting a written request to the class association.

### **4.1 Hull**

Any changes in hull shape or design proposed by the builder must be approved by a vote of the class membership. The change must be approved by at least two-thirds of the class members who submit a ballot.

The following modifications are permitted:

Repair of the hull in case of damage, provided that the repair does not alter the shape of the hull or reduce the weight of the hull. In the event of a repair to the hull, any fittings, which were removed to effect the repair, must be replaced in their original position.

Sanding or polishing of the hull, provided that the sanding or polishing does not alter the shape of the hull.

A center seam floor riser may be attached to the cockpit floor between the mainsheet block and the aft end of the cockpit. This item must be supplied by the builder.

Protective material (such as velcro strips, rubber strips, silicone, etc.) may be placed inside the daggerboard trunk for the protection of the daggerboard.

## 4.2 Sails

Only sails provided by the builder may be used. No modifications are allowed. Torn sails may be repaired, but not re-cut or re-shaped. Any changes in sail shape, design, or construction materials proposed by the builder must be approved via the standard class rule change procedure (see paragraph 3.5). The change must be approved by at least two-thirds of the class members who submit a ballot.

## 4.3 Sail Numbers

The sail number displayed on the mainsail of each boat shall be the number that was issued by the builder. The assigned sail number for each boat will be kept on record in the class office. Sail numbers shall be glued, sewn, or otherwise clearly marked on each side of the main sail parallel to the seams of the third panel, measured from the foot of the sail. The numbers on the starboard side shall be higher than the port, and shall be solid, clearly visible, and easy to read.

The numbers shall comply with the following dimensions\*:

- Distance from the leech to the aft most digit: Minimum of 100 millimeters; Maximum of 200 millimeters
- Space Between Numbers: Minimum of 60 millimeters; Maximum of 80 millimeters
- Height of Numbers: Minimum of 240 millimeters
- Width of Numbers: Minimum of 150 Millimeters
- Thickness of Numbers: Minimum of 35 Millimeters

\* Effective January 1, 1998 all sail numbers must comply with the above measurements.

An exception to this rule may be in the case of a boat or sail borrowed or chartered for a specific event when written permission is obtained from the race committee authorizing a competitor to use a sail with numbers different from the registration number of the boat.

## 4.4 Mast

The mast shall be supplied by the builder and not altered. No mast which has a permanent bend shall be used at any time.

The following modifications are permitted:

The existing jib halyard cleat may be replaced by a clam style or ivi style cleat (not a cam-cleat).

Plastic shroud covers may be placed on the shrouds to prevent damage to the boom and mainsail caused by the shrouds.

A mast cover/cleat cover made of any type of material may be employed to prevent the jib sheets from catching on mast cleats or fittings.

A single piece of bungee cord or line may be tied between the forestay and the bow chainplate for the purpose of removing slack from the forestay when the jib halyard is raised.

### 4.4.1 Spreaders

\* Effective January 1, 2000 all spreaders must comply with the 2000 standard

2000 spreader standard:

Measuring the aluminum spreader stock (not including the tip insert), spreaders must measure 14" +/- 1/8"

All spreaders must be factory supplied

All spreaders that are cut down from the old length of 16" must ONLY be shortened from the outboard end of the spreader. Any spreaders that do not have factory standard inboard ends will be illegal.

## 4.5 Boom

The boom shall be supplied by the builder and not altered. No boom which has a permanent bend shall be used at any time.

### 4.5.1 Vang

The vang shall be rigged using only the hardware supplied with the original 3:1 vang system, with the following exceptions:

The following modifications are permitted:

- A vang swivel fitting may be added between the vang blocks and the mast bale.
- Line loops may be formed in any part of the line for additional purchase, and the line may be knotted at any point to either the vang blocks, the vang bales, or the shackles that attach the vang blocks to the vang

bales.

#### 4.6 **Daggerboard**

The daggerboard shall be supplied by the builder.

The following modifications are permitted:

Sanding or polishing of the daggerboard, provided that the sanding or polishing does not alter the shape of the daggerboard.

#### 4.7 **Rudder and Tiller**

The rudder and tiller shall be supplied by the builder.

The following modifications are permitted:

- Sanding or polishing of the rudder, provided that the sanding or polishing does not alter the shape of the rudder.

- An up-haul may be added to the rudder, and a cleat for the rudder up-haul on the tiller shall be permitted.

The tiller extension may be altered or substituted.

- Shims (such as duct tape or plastic strips, but not limited to these materials) may be placed inside the rudder head or on the tiller for the purpose of supporting the tiller (to keep it from dragging across the deck) or keeping the tiller tight inside the rudder head.

- A hole may be drilled in the tiller so as to place pin through the rudder head and the tiller in order to prevent the tiller from pulling out of the rudder head.

#### 4.8 **Sheets and Lines**

Sheets and lines supplied by the builder, including the mainsheet, may be substituted with sheets and lines of any length or material, with the following exception: Sheets and lines in whole or in part of wire are prohibited except for the jib halyard.

The mainsheet must be of the split-bridle type as supplied by the manufacturer.

The jib sheets shall be a single line of any diameter. A single shackle may be used for the purpose of attaching the sheets to the jib. The sheets can be rigged in any manner desired, provided that no additional line or fittings of any type are used in the system to alter the friction or direction of the sheeting.

#### 4.9 **Fittings and Shackles**

The following modifications are permitted:

- At the foot of the jib, the shackle which attaches the jib to the jib luff wire may be replaced with line. Only a single line may be used, and the jib luff tension shall not be made adjustable at the foot of the sail by using any other fitting or mechanism.

- The original shackle may be replaced by another shackle, provided that only a single shackle is used, and this shackle is no more than one and one half inches in length.

- The cockpit center mainsheet block may be replaced by any type of single block fitting with or without an integral or attached jamming device and mounted in the position shown in the measurement diagram.

- Two cleats may be added to the side tanks (one on each side) for the purpose of cleating the mainsheet.

- The single block fitting may be supported by a spring.

- Any existing clevis pin may be replaced by a fast-pin

#### 4.10 **Hiking Straps**

The following modifications are permitted:

- The hiking straps may be substituted with any type of non-stretch material and they may be padded.

- Additional bungee cord or line may be used for the purpose of securing, raising, or re-positioning the hiking straps. Other than bungee cord or line, no other device may be used in order to make the hiking straps adjustable.

#### 4.11 **Inspection Ports**

The following modifications are permitted:

- Inspection ports not exceeding five inch internal diameter may be installed on the deck or in the cockpit to provide access to the hull cavity, provided that the inspection port is fitted with watertight screw-type covers.

- Storage receptacles are permitted underneath covers.

#### 4.12 **Compasses**

One compass is permitted on the boat.

#### 4.13 **Wind Indicators**

Wind indicators are allowed and may be attached as desired. Ribbons, wool, or similar wind indicators may be affixed to the sail or standing rigging.

#### 4.14 **Storage Devices**

Clips, ties, bags or similar securing devices to stow or secure safety or other equipment (such as a water bottle) may be used on the deck, in the cockpit, or on the mast.

#### 5.0 **Safety Equipment**

Any additional equipment required by international, national, or other governing authorities (this includes race committees) for safety purposes may be fitted or carried.

#### 6.0 **Sailing Requirements**

The following are required for racing:

A Vanguard 15 shall be raced with a minimum of two persons aboard.

The rudder must be maintained in the full down position while racing.

The standing rigging shall not be adjusted while racing

Competitors may wear hiking pants or pads, as long as the hiking pants or pads are not attached to the boat and do not contain any stiffening device that extends below the knee joint.

#### 7.0 **Championship Events**

##### 7.1 **National Championship**

The National Championship regatta shall last a minimum of two days. The venue for the regatta shall be determined in the following manner:

1) Any yacht club (or class member representing a yacht club) may submit a bid to host the National Championship Event. This bid must be submitted to the class association office or may be submitted at the bi-annual Class Meeting during the National Championship Event.

2) The class officers will then consider all bids, and will determine the best venue for the National Championship.

##### 7.2 **North American Championship**

The North American Championship regatta shall last a minimum of two days. The venue for the regatta shall be determined in the following manner:

1) Any yacht club (or class member representing a yacht club) may submit a bid to host the North American Championship Event. This bid must be submitted to the class association office or may be submitted at the bi-annual Class Meeting during the National Championship Event.

2) The class officers will then consider all bids, and will determine the best venue for the North American Championship.

##### 7.3 **Mid-Winter Championship**

The Mid-Winter Championship regatta shall last a minimum of two days. The venue for the regatta shall be determined in the following manner:

1) Any yacht club (or class member representing a yacht club) may submit a bid to host the Mid-Winter Championship Event. This bid must be submitted to the class association office or may be submitted at the bi-annual Class Meeting during the Mid-Winter Championship Event.

2) The class officers will then consider all bids, and will determine the best venue for the Mid-Winter Championship.

#### 7.4 **Grand Prix Events**

The Grand Prix Scoring System shall be as follows:

Points for a yacht in a Grand Prix regatta = Number of boats registered + 1 - Yacht's Finishing Position \* Multiplier. The Class Association will determine which regattas (if any) shall have a Multiplier greater than 1. The purpose of assigning a Multiplier greater than one is to increase participation at regattas which are not generally well attended. All Grand Prix events in which a yacht competes and scores points shall count toward that yacht's Grand Prix point total for the year. A Grand Prix winner will be declared after the last regatta on the Grand Prix circuit (the last Grand Prix regatta before the Mid-Winters). The Mid-Winters shall be considered the first Grand Prix regatta of the new year. The schedule of Grand Prix regattas may be obtained through the class association. Grand Prix Regattas shall be added to this schedule a minimum of two months before the Grand Prix regatta is scheduled to take place.

### APPENDICES:

#### Appendix 1.0 **Regatta Guidelines**

The following are the Vanguard 15 Class guidelines for running a championship event. Whenever possible, championship regattas shall be run under these guidelines:

The goal is to not split the fleet into separate starts or divisions.

The goal for each day of racing shall be a minimum of five races.

The goal for the length of each race shall be 45 minutes, with no race lasting longer than one hour.

The goal is to not start a race on the last day of the event after 4:00PM.

The following are the preferred race courses: Windward/Leeward, Olympic (or modified Olympic), Gold Cup (or modified Gold Cup). If these courses are not used, the Class Association prefers that each course includes at least one full length downwind leg, and at least one full length windward leg.

The following is the preferred starting method: A six minute starting sequence as opposed to a full ten minute sequence.

#### Appendix 2: **Guidelines for Bids to Host V15 Championship Events**

Any clubs wishing to submit a bid to host a major V15 championship event (Nationals, NAs, Mid-Winters) must submit their bid to the class association office in accordance with V15 class rules.

The bid should include the following general information:

Event that the club would like to host (including the year)

Dates the host club could support for the event

Maximum number of boats the club can accommodate

General details about the facilities, sailing conditions, body of water etc.

Past major/championship events the club has hosted

Bids should be submitted to the class association office, PO Box 425609, Cambridge, MA.02141-0012.

#### Appendix 3.0 **Ooching**

Ooching is illegal unless otherwise stated in the notice of race and/or sailing instructions (including posted changes at event). When legal, ooching is only permitted in surfing conditions.

## Vanguard 15 Class Association Membership Application

To skipper in any Vanguard 15 Grand Prix or Championship event, vote, receive newsletters and other information, you must be a member of the class.

Please send completed form and check to:  
Vanguard 15 Class Association, PO Box 425609, Cambridge, MA 02142-0012

NAME \_\_\_\_\_

STREET \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_  
ZIP \_\_\_\_\_

PHONE (HOME) \_\_\_\_\_ (WORK) \_\_\_\_\_

E-MAIL ADDRESS \_\_\_\_\_ HULL # \_\_\_\_\_ SAIL # \_\_\_\_\_

Please do not release my name for anything except Notices of Race

Vanguard 15 Class Association  
PO Box 425609  
Cambridge, MA 02142-0012

TO: