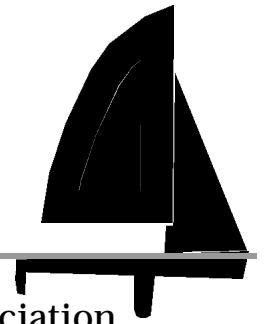


# BOWDOWN



The Official Newsletter of the Vanguard 15 Class Association

## Heavy Air Crewing in a V15

When the breeze comes up in a V15, things can get dicey pretty quickly. The boats go fast, and they can make you tired really easily. So here are a few quick tips (in no particular order), which may make your life easier the next time the breeze comes up.

**1. When tacking in breeze, a roll tack is not really a roll tack.** Think of it as a delayed cross. It's often difficult for V15 crews to sense when to cross. In general, you should start your move across the boat right around the time the jib backs. However, this is only a general rule, and you should communicate with your skipper about more specific timing.

Also, make sure that you are really working the whole way through the tack. The tack starts when the boat begins to go head to wind, and it doesn't end until you are hiking on the other side of the boat, with the jib pulled all the way in. When it's windy, it's common to see crews hurry across the boat, and act like they are finished as soon as their butt hits the tank on the other side of the boat. However, it's crucial to get your feet in the straps and your weight out as soon as possible. Then you can deal with pulling the jib in that last three inches, untangling your feet from the other lines in the boat, or whatever other issues you have.

**2. Tighten up your hiking straps.** You can hike harder with loose straps, but you will get tired much quicker. It's very important to find the place where you hike most efficiently, not the hardest. You want to hike hard, but you also need to make sure that you will last all day. There will be key parts of a race where you will need a burst of energy, such as the start, or when you are trying to pinch a competitor off. You want to make sure you have the energy when you need it.

**3. If you have trouble pulling the jib in, then get the person in the back of the boat to help you.** At the post-race party after a windy day, it is common to hear crews complaining that they were unable to pull the jib in all the way. A V15 jib is very large, and the sheet does a big turn in a fairlead, which causes a solid amount of friction. So if you have problems pulling the jib in, it does not mean you are a weakling. It means that your skipper needs to find the time to put his/her mainsheet in the tiller hand and reach forward to help you pull the jib in the rest of the way.

**4. Learn to anticipate the moves your boat will make.** Things happen fast when it's windy, this much is obvious. But your ability to react doesn't improve when it gets windy. So the only thing you can do is better anticipate. You need to know where all the boats on the race course are, so you can tell which ones your boat will be responding to when

things change. This way a quick tack or a crash duck is not a surprise. Communicate to your skipper what you see. But when you do this, it's important to present your skipper with options, don't tell them to do something.

For example, you are going upwind on port tack; there is a boat three boatlengths to leeward and three boatlengths ahead, also on port. Ask your skipper, "When boat #74 tacks, do you want to duck or lee-bow?" Just before you are about to round the leeward mark, ask your skipper if he/she wants to round the mark and go straight, or if you will be tacking right away around the mark. Questions like this will allow you to anticipate things better, and they will also raise the issue in your skipper's mind. If your skipper can't answer either of the above questions right away, then they need to plan ahead more than they currently do. If your skipper doesn't like you asking these questions, then tell him/her that to relax or go back to second grade where closed-minded people learn not to throw tantrums whenever anyone else dares question what they're doing.

**5. Find a way to get yourself "locked in."** This helps most downwind and during the pre-start. Tim Wadlow emphasized the importance of this to me, when I was sailing with him at a breezy team-race regatta in V15's. Before the start, he was so aggressive with his direction changes that I almost fell out of the boat a few times. The same thing can happen during a big turn around the jibe mark. You need to find a way to firmly brace yourself, so you can do what you need to during big boathandling maneuvers. Find a way to sit with your legs locked into some combination of tanks, centerboard, and hiking straps. It's difficult to describe exactly how to do this, and people with different body sizes will have to sit differently in order to get "locked in." I usually find myself straddling, sort-of, in the cockpit, with one foot jammed against each tank. The goal here is to sit in a manner which allows you to manipulate the boat, rather than having the boat manipulate you.

*Continued on page 5*

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# News From The President

The other day someone asked me to explain to them what sail boat racing was all about. Right....Where should I begin? While I talked to the person about boats and regattas, I started to wonder why I sail and race. You all have to admit that waking up early, driving, hauling, lifting boats before breakfast just so we can exert ourselves and get wet all day might not sound like fun to most people.

Anyone who has sailed in a V15 regatta knows how much talent there is in the fleet. Even though there are all-Americans, Olympic hopefuls, and seasoned club racers in the fleet there is never any one person more favored to win than the next. Since the inception of the V15 nationals there has never been the same winner twice. I think that is great! I can go to a regatta knowing that I have just as much of a chance of winning as the next person. Now I would like to say that I keep going to regattas because I want to win, but that is only part of the reason.

Unlike in college, the sailing I do now is not only about winning. In an atmosphere where every one knows what they are doing, being skillful in the boat counts for a lot. Whether you are in the lead or not, nothing compares to pulling off a good tack or planning both upwind and down. It is also just fun watching other skippers and crews sail. For someone who is not the biggest, the strongest, or the most experienced person on the race course, the fact that I can sail to the best of my abilities, and have excellent sailors ahead and behind me, makes me feel good about the sport.

Racing has given me some amazing friends and the opportunity to travel to places I might not otherwise have gone. Often I will go to a regatta simply because I know a long lost friend will be there, or because the party is going to be great. I'm OK with that because I know that the whole point of my sailing is to be outside, exercise, and, most importantly, have fun.

Ultimately, though, I sail because on a summer's evening at sunset there is no place I would rather be than in a boat.

Now you all might wonder if I have been inhaling too many dry erase fumes or something...Well, as I sat down to write this letter I was thinking about all the logistical things I could mention but all I really wanted to talk about was sailing. I think that sometimes we forget that sailing is what it's really all about.

I hope everyone had a great summer and that you all still have enough hiking energy to make it around the course in Chicago!  
—Martha Carleton, Class President

## NEW SPREADER RULE STAYS

After some discussion and research thanks to Jim Weber, the class officers have decided not to change the new rule that requires all spreaders to be cut to 14". Lars Guck won North Americans by 20 points with the shorter spreaders and most people have noticed no major differences after the change. If you are worried about your shrouds, shorter ones can be purchased from Vanguard, tel. 401-683-0960.

—Martha Carleton

# Calling for Nominations

For those of you who don't know, class elections are around the corner. This year we will be electing a new technical committee, which consists of four class members and a factory representative. Similar to the class officers, technical committee members are asked to serve a term of two years. Elections for the technical committee and the class officers are staggered, and this year it is time to elect a new technical committee.

So what does the technical committee do? The members of the technical committee field questions regarding the class rules. They also discuss any rule change proposals emanating from class members as well as ways in general to improve the rules and our class association. When a rule change is requested, the committee discusses the pros and cons of such a change among themselves as well as with other class members. If the committee thinks the change is a good one, then they make a recommendation for the change to the officers. The officers and the technical committee together then vote on whether or not to adopt the change.

The technical committee is a great way to learn more about the class, the boat, and to meet new people in the class. Ideally, we would like the technical committee to be representative of the entire class. This means the committee should have representatives from different regions of the country and different style sailors. Please start thinking about contributing to our class association. Nominations will be solicited at the Nationals. In addition, you may send your nomination or self-nomination at any time to Elizabeth McCance at [ezmcc@aol.com](mailto:ezmcc@aol.com) or 1231 Wisteria Drive, Ann Arbor, MI 48104. Elections will be held in December. I have received several comments back regarding the 14" spreaders. Thanks to those who shared their thoughts! (See page 5)—Elizabeth McCance

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**Elizabeth McCance**, [ezmcc@aol.com](mailto:ezmcc@aol.com), tel. 773-477-1346

# The BIG Event

Are you ready for the big event? The 1999 V15 Nationals! All of us in Chicago have been busy organizing in anticipation of your arrival and a great weekend of sailing, parties and prizes. We have a terrific regatta planned! Chicago Yacht Club's superb race committee will run two separate courses—one for the lasers and one for the Vanguard 15s. Ten races are scheduled—six on Saturday and four on Sunday. Saturday we will start you off with free Fantasia Fruit Juice and a continental breakfast. We will not be coming off the water for lunch.

To facilitate launching of the many boats we are expecting, we will stagger the competitor's meeting and starts for the two fleets. The Vanguard 15s will leave the docks first—so get there early! After a great day of racing Lake Michigan style, we have a great dinner and party planned. You will be treated to Chicago Yacht Club's famous pasta bar. After dinner we will party with Flammable Dress—voted Chicago's top female led band—and Alize cognac and passion. We will also have fun raffle prizes to give out.

Continental breakfast will be provided on Sunday morning. After four more great races, we will have a barbecue lunch. Following lunch will be the awards. In addition to the traditional prizes for the top competitors, we will also award a number of fun prizes. Be prepared to win something!

If you want more detailed information on this event, visit the regatta web site at [www.chicagoyachtclub.com/v15/1999.htm](http://www.chicagoyachtclub.com/v15/1999.htm). If you have not received a notice of race, you can print it off of the website.

Don't have a boat? Hedlund Marine will charter out new boats. If you are interested, please call Hedlund Marine at 847-251-0515. Local boat owners will also be asked if they are willing to charter their boats. Information on older boats available for charter will be available on the regatta web site and through Hedlund Marine.

Need housing?? Apparently Ben Marden's, Chris McDowell's, and Brian Brennan's floors are already full. However, there are many other Chicago sailors willing to house out of town sailors for this event. Melissa van Dam will help you find a free place to stay. Please contact Melissa at 800-356-9301 x8278 or [mbvandam@armstrong.com](mailto:mbvandam@armstrong.com).

For further information or questions about this event, contact Elizabeth McCance at [ezmcc@aol.com](mailto:ezmcc@aol.com) or 734-327-0506.

\* \* \*

It is obvious that transportation of boats to Chicago is a bit of an issue for those who can't afford to take the extra days off to get to Chicago and back. I would be more than happy to coordinate this effort.

If you need a boat transported or would like to drive a rig to Chicago and back to make a couple bucks, have a trailer with a spot or two on it, email me at: [Devo189@aol.com](mailto:Devo189@aol.com). I will create a database to help get as many boats as possible to Nationals. I was there last weekend and highly recommend making the trip. Chicago is a great place to sail and a fun city as well.—Mike Devlin

## Will the racing be good at this year's Nationals? You bet it will.

The Chicago Yacht Club appreciates the needs of sailors for excellent race management. To prove our commitment, we are challenging ourselves to run the best possible regatta for you by going after the St Petersburg Trophy, a perpetual trophy presented by US SAILING emblematic of excellence in race management.

We hope you will come to Chicago, participate in our races and support our efforts to win this prestigious award recognizing the quality of racing we provide for you, our sailors. Your comments will determine our fate. We aim to please you with excellent racing.

—Betsy Altman, Principal Race Officer, Vanguard 15 Nationals, 1999

## 1999 Schedule

### September

- 4-5 NYCC Annual Regatta Hampton, VA; Tina Hazard 757-728-9739 / [thazard@sy.nnsy.navy.mil](mailto:thazard@sy.nnsy.navy.mil)
- 4-6 Labor Day Regatta, Galveston Bay, TX; Ed Furry—281-471-3743; [gosail@earthlink.net](mailto:gosail@earthlink.net)
- 11 Noroton Y.C., CT; Gavin Watson—203-857-4417; [watson.gavin@worldnet.att.net](mailto:watson.gavin@worldnet.att.net)
- 11-12 Stanford Team Race regatta, CA; Nick Adamson—[jnadamson@earthlink.net](mailto:jnadamson@earthlink.net)
- 19 FBYCFall Series #1 Hampton, VA; Tina Hazard / 757-728-9739 / [thazard@sy.nnsy.navy.mil](mailto:thazard@sy.nnsy.navy.mil)
- 25-26 Long Island Sound Championships, Larchmont Y.C., NY; Peter Kelly—914-834-6590; [4monroe@email.msn.com](mailto:4monroe@email.msn.com)
- 25-26 Fleet TBA, CA; Nick Adamson—[jnadamson@earthlink.net](mailto:jnadamson@earthlink.net)
- 25 FBYC Fall Series #2 Hampton, VA; Tina Hazard 757-728-9739 [thazard@sy.nnsy.navy.mil](mailto:thazard@sy.nnsy.navy.mil)
- 26 Chicago Tune up for Nationals, Chicago Y.C., Chicago, IL; Mel Levy—[BreezeMel@aol.com](mailto:BreezeMel@aol.com)

### October

- 2-3 U.S. Nationals at Chicago Y.C., Chicago, IL; Mel Levy—[BreezeMel@aol.com](mailto: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](mailto:thazard@sy.nnsy.navy.mil)
- 23-24 Fall dinghy at St. Francis Y.C., CA; Nick Adamson—[jnadamson@earthlink.net](mailto: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](mailto:thazard@sy.nnsy.navy.mil)
- 20-21 Turkey Bowl at ABYC High point regatta #6, CA; Nick Adamson—[jnadamson@earthlink.net](mailto:jnadamson@earthlink.net)

### December

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

## Fleet Contacts

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

- Fleet 1** Buzzards Bay, MA Chip Johns 401-683-0960, 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, amonroe@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

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## Spreader and shroud thoughts

■ Lars Guck just won the NA's by nearly 20 points, sailing with 14" spreaders in big breeze. Of course, Lars was one of several people who did the study on spreader length in the first place, so I am sure he has already figured out the "tricks" (if any) to setting up with the new spreaders! And don't forget that Lars was already pretty damn fast in a V15!

■ The most common complaint is that with the shorter spreaders, people can no longer drop their pins far enough in heavy air. The shorter spreaders produce the 'effect' of longer shrouds, and several people have reported going all the way down with their pins, and still feeling overpowered. At least one person has purchased new shrouds to solve the problem.

■ Seems like a fair number of people have switched to 14 inch spreaders. Some have noticed no significant difference and are still sailing with the basic mast step position and settings recommended by the tuning guide. Others think that the change has helped in the light to medium breeze.

■ One person reported that with the shorter spreaders, his leeward shroud seemed to be generally looser upwind, and that it was more difficult to get enough tension to remove the play in the shroud.

■ One person reports that the main twists more, requiring more sheet tension in 'point mode' and allowing more range to be used in the jib-halyard tension. Another individual noticed a different bend pattern: With lots of vang on and on a reach, the mast has some really wild bends! The top goes to leeward and the middle under the spreaders goes to windward.—Jim Weber


### *Heavy Air Crewing in a V15—continued from page 1*

**6. Be conscious of your jib leech tension.** When your boat is reaching, and you are on the leeward side holding the jib outside the shroud, make sure that you're trimming the jib leech properly. It is common to see jibs with very open top sections, rendering that portion of the sail totally useless. In big breeze requires you need to exert a surprising amount of downward tension on the sheet in order to properly tension the leech of the sail. You look at the top of the sail almost as frequently as at the telltales, so you can be sure you are trimming the entire sail correctly.

When close reaching in a V15 in breeze, a peculiar situation arises. This happens when you can no longer hold the jib outside the shroud because your weight is needed to help keep the boat flat. So you are up on the windward side of the boat now, trimming the jib with the sheet through the fairlead. The V15 jib fairlead is not in a position to properly trim the jib at this point of sail. If you trim the foot of the sail properly, the top will be too open. So you will find yourself slightly overtrimming the bottom of the sail so the top is not totally lost. Look for a happy medium between inefficiently trimming the bottom and trimming the top more efficiently. However, keep in mind that there is more area in the bottom of the sail, make sure you don't stall out that part too much.—Stan Schreier *is an all-American member of the BU sailing team that won ICYRA Nationals this year, won the sportsmanship award, and now works for Vanguard.*

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# Some Summer Regatta Results

## • Hampton 4th of July Regatta

The turnout was small, but fun was had by all at the second annual Hampton 4th of July Regatta. Six boats sailed five races over two days in 10-15knot winds. Todd and Kristin Hudgins ran away with the regatta. Sterling Spruill and Tina Hazard (myself) were tied for second going into day two and fought it out the race course with some close racing. Many of the regatta participants stuck around for the fireworks and enjoyed the hospitality of the local HYC sailors.—Tina Hazard

1-Todd HUDGINS 6; 2-Tina HAZARD 12; 3-Sterling SPURILL 15; 4-Roger MAYS 17; 5-Tim CROWDER 25; 6-Pete CRUMLEY 30

## • Larchmont Race Week, July 24-25

We had 25 boats entered. On Saturday after a one-hour postponement ashore a SW breeze came in at about 10-15 knots. We had six good races (all windward/leeward). The racing was very close, and, in spite of the heat, all seemed to have a good time. Complimentary beer and Mount Gay Rum, and a steel band on the lawn followed the racing.

On Sunday we again postponed for an hour ashore and then went out and were able to run 5 races. The breeze was light SW. However, we never lost the breeze, and the races were fair light-air races. The fleet had more complimentary beer while they waited for the results.

At the end of the day Ted Ferrarone owned the course and won handily I think his throwout was a fourth. He was awarded the "Anne Kathleen Cullen Memorial Trophy". This is one of Larchmont's most coveted trophies having been awarded since 1947 to "that participant in

Larchmont Race Week over 18 years of age, who is a winner in his class and who in the judgment of the Regatta Committee and the Commodore of the Larchmont Yacht Club has made the best performance." There was no question that Ted deserved this as the Vanguard's were the most competitive, largest, and had the most races. It was a great win for Ted and great recognition for Vanguard's.—Peter Kelly

1-FERRARONE 16; 2-DOWD 22; 3-DEVLIN 50, 4-PATIN 53; 5-KAPLAN 59; 6-RONAN 61; 7-HOLTAN 79; 8-MALLOY 79; 9-MURRAY 85; 10-WALTERS 96; 11-DAILY 103; 12-ANDERSON 111; 13-VANDERMEER 121; 14-WALSH 121; 15-ESDORN 138; 16-MONTE-SANO 147; 17-ZUCCONI 160; 18-BODKIN 160; 19-GLASS 188; 20-KAVANAGH 193; 21-MANION 198; 22-PADIN 208; 23-MILBURN 216; 24-FURNARY 219; 25-MATTSON 235

## • Buzzards Bay Regatta, NBYC, August 6-8

1-GUCK, Lars 25; 2-FALLON, Tim 275 43; 3-WELCH, Kyle 130 49; 4-MOVEL, Justin 491 61; 5-BLESSO, Frances 181 73; 6-SCHAFFER, PJ 22 75; 7-MERRICK, Colin 552 76; 8-COLLINS, Mike 49 82; 9-BURNS, Adam 505 84; 10-RICHARDS, Robby 273 86; 11-SIEGAL, Charlie 239 95; 12-RICHARDS, Mke 503 110; 13-BAKER, Jon 296 111; 14-SMITH, William 171 113; 15-HERLIHY, Dan 96 114, 16-WELCH, MIKE 190 115; 17-ZIEGLER, Karl 464 126; 18-BENJAMIN, Park 379 129; 19-EDENBACH, JO 436 141; 20-MOORE, Tyler 437 142; 21-SINGSEN, Jon 29 145; 22-COSTELLO, Ryan 164 163; 23-SPENCER, Nat 757 166; 24-STANFORD, B 484 171; 25-PERKINS, F 376 174; 26-OAKES, Jon 572 183; 27-HOGAN, Patrick 11 186; 28-DANISH, Mike 295 195; 29-MACALLISTER, Caitlin 369 197; 30-FERRARONE, Ted 339 215; 31-HORSCH, Peter 411 216; 32-UNKNOWN 261 223; 33-PERKINS, T 303 223; 34-BOLZ, Kippy 789 231; 35-PHYFE, Gaelen 455 241; 36-WHITE, Carter 170 246; 37-NORRIS, Scott 128 249; 38-GILL, Margaret 381 257; 39-DURDIN, Forbes 7 266; 40-CARROLL, Jason 322 274; 41-GLEASON,



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• **Verve Race Week, Chicago, August 7-8**

Twenty-two Vanguard 15's registered for the first annual Verve Race Week in Chicago this past weekend. The racing was awesome, and, depending on your point of view, the weather was perfect. Saturday saw rain on and off in the morning, with the wind clocking from the S-SW-W over the course of the day ranging from 8-25 knots with 0-3 foot seas. We got in the seven scheduled races for the day. The sailing was close. Sunday, was amazing, we started the first race in 22-28 knot winds out of the NE with 8-10 foot seas. (Now, that's how to have Big fun!) We were scheduled to race a total of five on Sunday, but, due to several "on the water situations," we were forced to call it a day after one. Everyone had a blast and can't wait to do it again next year. 1-ATKINS 15; 2-B. HUTCHNISON 24; 3-MCBRIER 50; 4-LEVY 55; 5-WURTZEBACH 59; 6-KENT 61; 7-TESKE 64; 8-KATZ 68; 9-GAVIN 84; 10-ABBOTT 86; 11-ZIELSTRA 90; 12-MCCANCE 95; 13-HARRIS 100; 14-WILLEY 104; 15-STYGER 121; 16-KESSLER 137; 17-MUSKENS 143; 18-BORDIGNON 145; 19-KERR 152

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