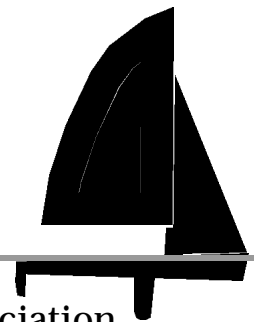


BOWDOWN



The Official Newsletter of the Vanguard 15 Class Association

Starting Line Strategy

Preparation for a start in a small fleet is no easy feat. Preparation for a start in a 64-boat fleet can seem just plain daunting. Which end of the line is favored? Which side do I want to be on? Is my boat set up properly for this breeze? What happens if we aren't fast enough? Question after question races through your mind as you make your way to that all too familiar starting line.

Let's assume that you and your crew have been sailing together for long enough that you each know what every jerk, every slide, every ease means. And let's also assume, that



unlike me, you are fully practiced and have been sailing in big fleets for the past two months. Now, finally, BBR is here. You and your crew are poised and ready for any condition that that monstrous beast we call Buzzard Bay will throw at you. The question, as you start your journey out, is how are we going to win this first start with 63 other boats thinking and planning to do the same?

Often, when sailing out to the course, you end up dropping into conversation: How are things going? How is your job? Where are we going to stay tonight? Can you believe they hooked up last night? We are all too familiar with this pre-race chatter. But, as you've all heard, the time spent sailing out to the course can be more than just a time to chat.

Although we didn't win the first start at BBR this summer, Ted Ferrarone, my skipper, and I had enough good ones over the course of the weekend to make us want to work harder to smooth out the wrinkles and get the bullet starts. On the way out, Ted and I would distractedly talk about life in the

office and the yearnings for everyday sailing. But we would also be futzing with our hiking straps, our boom vang, our jib tension, our jib trim. We would make it a point to talk about the clouds, what kind of wind they would bring, and what the Weather Channel forecast was. Depending on the conditions, we would check how the boat would respond to different degrees of heel in the varying chop. Although this was catch-up time, it was also the first step to our race preparation.

From college racing to V-15 racing to Olympic racing, starts can make or break a race. Of course, there are the brilliant come-from-behind victories that may post more adrenaline, and certainly make better bar-talk than the start-to-finish wins, but why force yourself to do the painful grind when you can get a great jump at the gun?

A start, and a race for that matter, is not won or lost in those last five critical horns before go; it is the series of events leading up to those horns that makes 85 percent of the difference. Before a start, regardless of how many boats will be sharing the line, you must make sure to run down your personalized mental check-list so that you can be in position to take the start.

One of the most important things in winning a start is position on the line. Where do you want to be on the line? The most common and most reliable technique to figure out the favored end of the line is to go head-to-wind for a few seconds and see which end your bow is pointing closer to—indicating the favored end. But, because wind can be and usually is an unstable foe, it is good to check it several times over the course of a six-minute sequence. By doing this you are also checking how the wind is shifting.

Your start preparation is not, however, complete once you have found the favored end. During the time before the sequence and during the sequence, you need to be gleaning information about how the wind is behaving over the course,

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News From The President

Hey V15 Sailors:

I hope everything is well with all of you as we head into the holiday season. By now most of you have crammed your sailing gear into the deep dark depths of the closet. My gear is under the bed in a Rubbermaid container and I am somewhat frightened to open it in the Spring!

Just a couple of things for you all to think about:

New Fleets are springing up in Philadelphia and Sarasota. Thanks to Polly Gibbons-Neff, Severn Sailing Association, and Vanguard there is renewed interest in the Annapolis Fleet.

Midwinters is fast approaching, December 28-29, 1999 (last chance to sail your V15 before 2000). Check out Heather Melanson's article this page. Remember if you are sailing this event that your spreaders need to conform to the new rules. US Sailing has started a new list-serve for one-design sailors. Some of the information and discussion is pretty interesting. If you would like to join visit www.ussailing.org/odcc/list_server.htm

Start Planning: St. Francis Yacht Club, San Francisco, Calif., will host the North Americans in August; Larchmont Yacht Club will host Nationals in September 2000; and Houston Yacht Club will host Nationals in 2001.

I hope you all have a wonderful holiday season!

—Martha Carleton, Class President

Class Membership dues have been reduced for the year 2000 to \$15 for a full membership, and the number of grand prix regattas has been increased...so join now.

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Midwinters

December 28-29, 1999 FLEET RACING

December 30, 1999 – January 1, 2000 TEAM RACING

Hosted by Miami Yacht Club/Sponsored by Boatscape.com

Midwinters are returning to Miami this year, a great place to ring in the millennium! We've had a fantastic turnout for this event the last few years with great racing and post-competition events. This is also a great opportunity for college sailors to begin tuning up for the ICYRA Nationals at King's Point. The schedule for the fleet racing is as follows:

Tuesday, December 28th: Registration 8:00-9:30 am, Competitors meeting 9:30 am First Warning 11:00 am, Dinner @5:30pm; Class meeting to follow dinner

Wednesday December 29, 1999: No race will start after 4:00 pm

Prizes will be awarded for the top 5 boats and will be provided by Boatscape.com, a new destination website for boaters, providing information and products for the boating community.

The entry fee is \$65, if received by December 15th. \$80 after December 15th (registration includes the dinner and party on Saturday night). If you are not yet a Vanguard 15 Class Member for 1999, add \$25 to your registration for V15 Class Membership fee. Send Pre-registration to: Heather Melanson, 3 Mossland St. #3 Somerville, MA 02144

Any fleet-racing questions, email: hmelanson@boatscape.com —Heather Melanson

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1999 Grand Prix

This year's V15 Grand Prix circuit featured nine regatta sites ranging from the east coast to the Midwest. Our fleet will gain national recognition with our plans to hold grand prix events at different sites throughout the entire country next year. Francis Blesso, of Wild Harbor Yacht Club, beat out over 400 V15 sailors who competed in the Grand Prix this year. While the Grand Prix points are based on the performance of the skipper, Francis' results this year certainly had a lot to do with his crew Alix Manly who accompanied him in each of his Grand Prix appearances. Tina Hazard also deserves recognition for competing in the most Grand Prix events this season—Tim Fallon

Tentative Grand Prix 2000 events:

Midwinters, Miami, Florida
 Florida State Champs, Florida
 Atlantic Coast Champs, North Carolina
 Mid-Atlantics, Annapolis, Maryland
 Spring Shot, Chicago, Illinois
 Pacific Coast Champs, California
 RIISA, Barrington, Rhode Island
 A TBD Texas Event
 BBR, Marion, Massachusetts
 North Americans, San Francisco, California
 LIS Champs, Larchmont, New York
 Nationals, Larchmont, New York

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1999 Grand Prix Results

Francis Blesso	198.5	Mike Collins	75	Garth Dennis	55	Mason Woodworth	44
Kyle Welch	165.5	Adam Burns	74	Caitlin Macallister	54	Jason Carroll	43
Karl Ziegler	149	Ben Altman	74	Doug Nugent	54	Elizabeth McCance	43
Tim Fallon	135	Steve Lowery	73	Ed Furry	53	Phil Renton	41
Rob Richards	126	Mel Levy	72.5	Collin Farrar	53	Scott Sellers	40
John Edenbach	123	Michael Richards	71	Andy Horton	52	Peter Wadsworth	40
Bill Smith	119	Chad Demarest	70.5	Bruce Mahoney	51	David Jamieson	39
Jon Baker	117	Ted Ferrarone	68	David McBrier	50	Mike Considine	39
Charlie Siegal	115	Mike Welch	67	Brent Marsden	50	Baskerville	38
Colin Merrick	115	Mark Denatale	65.5	Pascalides	49.5	Paige Roseen	38
Lars Guck	112	Mark Bellerman	65	Tim Wadlow	49	Jim Weber	37.5
Tina Hazard	112	Tyler Moore	63	Kippy Bolz	49	Thomas Kent	37
Park Benjamin	111	Jon Singen	62	Wulf Focke	49	Will Stearns	36
Dan Herlihy	109	Trevor Perkins	62	Tracy Hayley	48	Brian Doyle	36
Peter Horsch	102	Nat Spencer	60	Carter White	47	Joe Pitcavage	35.5
John Baxter	93	Brian Stanford	59	Stephen Katz	46.5	Drew Buttner	35
Ryan Costello	88	Rory Lewis	59	Scott Norris	46	T. Mouligne	35
Josh Gleason	85.5	Kevin Funsch	59	Dave Kirkpatrick	46	Hans Pusch	34
Fletcher Perkins	83.5	Brian Hutchinson	58.5	Peter Eastman	45.5	Jaime Haiens	34
Justin Movel	79	Jon Oakes	57	Ben Marden	45.5	Doug Galloway	34
Ezra Smith	78.5	Chris McDowell	57	Art Kessler	45.5	Ed Lalanne	33
PJ Schaffer	77	Patrick Hogan	56	Kyle Shattuck	45	Brian Brennan	33
Paul Wurtzebach	76.5	Bill Faude	55.5	Margaret Gill	45	Larry Ehrhardt	33
Forbes Durdin	75	Mike Danish	55	Pete Conway	45	Ramsay Key	32

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, 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@poly-foamcorp.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

New West-Coast (Florida) Fleet:

A large purchase of V15s through Ullman Sails in Sarasota has brought 10 new boats to the Sarasota-Tampa-St.Pete area. This group is very well organized and consists mainly of former intercollegiate sailors in their thirties about 10 years out of school. We are exchanging event schedules and hopefully will soon have a fully coordinated comprehensive schedule of events that covers much of the state of Florida. Four boats from the West-Coast purchase are in the Jupiter area and we hope to include them as well.

***** **Florida State V15 Championships** *****
Mark your calendars!! The 2000 Florida State V15 Championships will be hosted by Coconut Grove Sailing Club on April 8-9. This is a National V15 Class Grand Prix Event. It should coincide with spring break at many schools, which will help attract college sailors to make the trip.



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and more specifically over the impending weather leg. Stand-up, look around, look up the course to see if you can see any color or texture differential on the water. Check the flags on those sprawling, green lawns. Scrutinize the lay of the land: Are there hills around that could cause a geographical shift or does it contour in one particular direction (remember, wind always flows perpendicular to the land)? Time the shifts: Is it an oscillating breeze like we will see in an early-afternoon seabreeze, or is it a persistent shift to the right? In morning racing unstable air masses as the land heats up may dominate, while late-afternoon seabreezes will methodically shift to the right with the path of the sun. It's also important to watch the boats around you as they take their last upwind spurts. These are the clues that will give you the necessary information needed to win that start.


Now that you have determined whether to start at the boat or pin, the next step is execution. It is important to determine if you are going to make a port- or starboard-tack approach. A starboard approach requires good boat-handling and good boat control. You will be perched on the line for longer and will be forced to defend against more boats. If you decide to approach from port, be sure to choose the boat to tack under carefully and make sure that when you tack over, you will have a sizable hole to leeward.

Once you have completed your own approach, you will need to defend from pesky mates trying to steal your hard-earned hole. If someone approaches from port, aggressively bear down, pointing your bow right at them. It is important not to lose room to leeward, so let your main luff while your

crew quickly trims the jib. This will reduce forward motion but will give you the ability to bear off. As soon as the threat is gone, luff the jib and immediately trim the main, which will catapult you to windward, then maintain the full luff. This is an effective strategy in protecting your hole whether you opt for a starboard or port approach. You are in a vulnerable position stationed on the line waiting for the start, so it is crucial to be completely aware of imminent dangers to your hole.

Now that all the pieces are together, all you need is speed to punch you out in front. With 30 seconds to go, you need to be looking for the late comers looking to poach, but you should also be looking ahead to the line. It is crucial to have your timing down so that when you hit the line, you are going at full speed. At about 10 seconds, depending on the wind and waves, grab your mainsheet. You need to have a good sense of how far off the line you are—one boatlength, two boatlengths. Slowly start to bear away with a slow pull on the tiller while your crew trims the jib (this will help turn the boat down). At about 3 seconds, heal your boat to leeward, giving it a rock. Be sure that you and your crew are moving in complete tandem to create a slow and smooth rock. Frequently, the skipper or crew will preemptively heal to leeward causing a violent motion and disturbing the flow across the sails, nulling the positive effect of a thrustful rock. Just before the gun, flatten the boat, head-up and hike, hike, hike. If you have done all of this, you will be **punched** and the race will be yours to lose.

These are the skills, the techniques, and the information you will need to win any start, big or small fleet. Good luck and sail fast.
—Katie McDowell

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Some Fall Regatta Results

• Long Island Sound Championship

The V-15 Long Island Sound Championship went very well. We had 21 boats and fourteen races in two days. The only criticism that I heard regarding the fleet was that "there was no bottom half". Saturday was light and the breeze was shifty as we began with a SW breeze and finished with the breeze N-NE. Racing was done by 4:30 and all headed in for beer and Hot Dogs with John Baxter leading the series.

On Saturday we had a 10:00 harbor start and we headed out into a decent easterly of about 10-12 knots. We had seven races between 10:30 and 1:45 with a breeze that was basically steady and ranged from 5-12 knots. When all was said and done, all had their ups and downs with the exception of Francis Blesso who ended up with a convincing lead and was the clear winner.

After the final race on Saturday it was decided by the committee (Betty Kelly's suggestion) to have a crew race. Nine boats stayed for this race in spite of the fact that it was getting a little cold. This idea seemed to be very well received and was a fun way to end the day.— Peter Kelly

RESULTS

Frances BLESSO, 37; John BAXTER, 66; Paul-John PATIN, 77; Jay LURIE, 80; Josh GLEASON, 88; Mark BELLERMAN, 89; Peter EASTMAN, 116; Chris JOHANNESSEN, 122; Larry EHRHARDT, 122; Andrew KAPLAN, 123

• V-15 Nationals, CYC, October 3-4

Wind was definitely not a problem at this year's Vanguard 15 National Championship, held October 3-4 at Chicago Yacht Club's Belmont Station. With the strong winds, big waves, and cold temperatures, sailors had to work hard just to get out to the race course. However, once there the Race Committee did a superb job running the regatta. They started the first race of the day on time and even though the conditions were tough, the Race Committee managed to start subsequent races within minutes after the last boat finished.

Saturday night after sailors had thawed out, dried off, and filled up on pasta, Chicago Yacht Club threw a great party. Goose Island Brewery and Alize provided the beverages and Flammable Dress the music. Although some people decided to check out the Chicago bar scene late-night after the club shut down, most went home and to rest up for Sunday.

The weather forecast for Sunday was identical to Saturday except with the addition of rain. While there were some groans from the parking lot and changing rooms as the sailors put their wet gear on, Race Committee still planned to start four races. Obviously unfazed by the difficult conditions, Kevin Funsch and Watt Duffy from Texas, newcomers to the Vanguard 15 won the event by 15 points. Karl Zeigler and Tara Callahan beat out Chris McDowell and Brandon Prior in the last race for second, Francis Blesso and Alix Manley came in fourth, and Garth Dennis and Rich Feeny rounded out the top ten.



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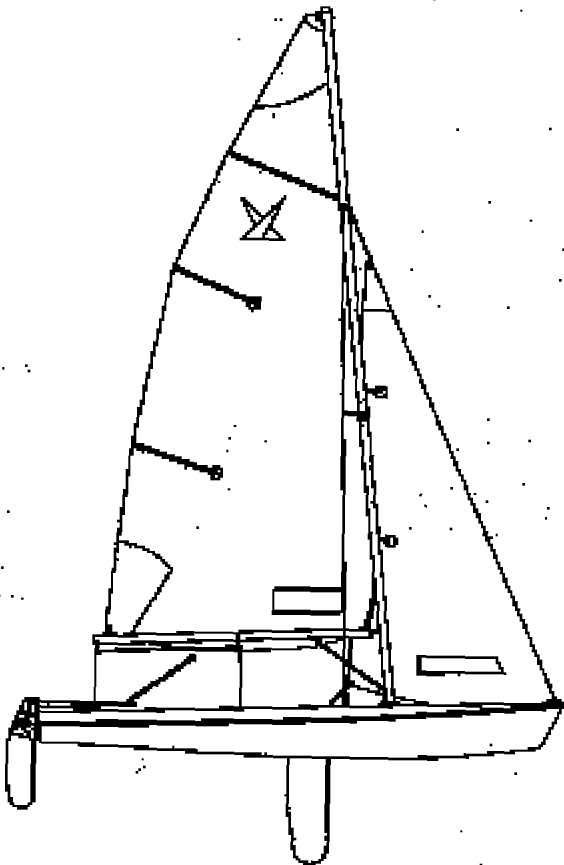
Elizabeth McCance was not only the co-regatta chair, with Garry Winter, but also the top woman skipper; Doug Nugent and Jay Palace were the top masters in their first V15 Nationals. Both skippers were awarded perpetual trophies. The most notable thing for me had to be the camaraderie and spirit of the local fleet," said Jay Palace. "Everyone was really helpful and friendly. (Just like the folks in the v15 fleet in SF, by the way)."

Major sponsor of the event were: Hedlund Marine, Alize', Korbrand Corporation, Crowley's Yacht Yard, Douglas Gill, Fantasia Fruit Juice Company, Forspar, Fox Duffels, Fredrickson Gladstone- Chicago Sailing Club, Performance Racing Seminars, Goose Island Brewery, K&M Printing Co., Keith Church, Line7, Pisa Design, Ronstan, The Tac Tic Compass People, United Sailing Technologies, Vanguard 15 Class Association, and Vanguard Sailboats—Martha Carleton

RESULTS (full results are posted on the web at www.chicago-yachtclub.com/v15/1999.htm)

1 Kevin FUNSCH/Watt DUFFY, 19; 2 Karl ZIEGLER/Tara CALLAHAN, 34; 3 Chris McDOWELL/Brandon PRIOR, 39; 4 Francis BLESSO/Alix MANLEY, 43; 5 Garth DENNIS/Richard FEENY, 54; 6 Doug NUGENT/Jay PALACE, 70; 7 Colin FARRAR/Blaire FARRAR, 79; 8 Steve LOWERY/Jill GOLDSTEIN, 103; 9 Bruce MAHONEY/Ann GRAHAM 104; 10 Brent MARSDEN/Rebecca KILLOUGH, 104; 11

Wulf FOCKE/Tre BANKS, 108; 12 Chad DEMAREST/John LUCE, 113; 13 Ben ALTMAN/Leslie WASHBURN, 114; 14 Dave KIRKPATRICK/Kari SKILBRED, 118; 15 Pete CONWAY/Karen RENZULLI, 148; Rory LEWIS/Dan BURNS, 180; 17 Elizabeth McCANCE/Liam CAVANAUGH, 191; 18 Ed FURRY/Diane TRUITT, 206; 19 Tina HAZARD/Mike PARK, 208; 20 Paul WURTZEBACH/Barb FOX, 209; 21 Mike CONSIDINE/Debbie LEASE, 209; 22 David McBRIER/Heather ABERNATHY, 212; 23 Thomas KENT/Mary BRUECKER, 216; 24 Brian HUTCHINSON/Chris PAREMIA, 217; 25 Art KESSLER/Mary LAMBREK, 230; 26 Doug GALLOWAY/Ed LESLIE, 238; 27 Stephen KATZ/Carolyn PAGEL, 245; 28 Paige ROSEEN/Peter SHERMAN, 260; 29 Ed STYGAR/Erika SEAMON, 266; 30 Peter LHAMON/Paisley PINGEREE 267; 31 Ben MARDEN/Erica BEUTLER, 278; 32 Scott DIAMOND/ Joe NEDOSS, 294; 33 Bill FAUDE/Tobi HEISLER, 298; 34 Peter HORSCH/Carolyn TRIBBLE, 299; 35 Mel LEVY/Sue O'NEIL, 305; 36 Jim PURINTON/Michael/Dave PURINTON, 332; 37 Scott WILLEY/Jarek PIETRZYK, 368; 38 Adrian IRVING/Darian IRVING, 378; 39 Jim SMINCHAK/Mindy SMINCHAK, 384; 40 Dave ABBOTT/Andrew YEAGER, 416; 41 Alon FINKELSTEIN/Elyse STEINER, 424; 42 Jeff SIMER/Brian MILLS, 462; 43 Keith CHURCH/Annette HWANG, 481; 44 Joey HARRIS/Michael Anne ASHFORD, 512; 45 Fred HAGEDORN/Sarah ALGER, 516; 46 Brian BRENNAN/Melissa VANDAM, 516; 47 Chris CRANE/Ruth CRANE, 540; 48 Mel SMITH/Ben SMITH, 540; 49 Farley FONTENOT/Mallory FONTENOT, 540; 50 Stephen BAILEY/Margot WALTZ, 540; 51 Scott MUYSKENS/Adam EXTEIN, 540; 52 Kimberly McMANUS/Zack ROSENBERG, 540; 53 Sandy RAPP/Jodi PATZER, 540; 54 Allan TESKE/Lisa MAROSKI, 540; 55 Dustin KAHN/Blake DEBOER, 540; 56 Dick MLUVIHILL/John THOMAS, 540; 57 Kathleen DUSHANE/Killian TOBIN, 540; 58 Julie HOOD/Pete ACKERMAN, 540; 59 Jim BARANSKI/Sue BARANSKI, 540



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