



WINTER 2010

2010 Vanguard 15 National Champions Matt Allen and Andrew "Sharky" Schneider

NEWPORT, RI (July 11, 2010): Matt Allen and Andrew "Sharky" Schneider dominated the 2010 V15 Nationals at SailNewport July 10-11, winning the event for the first time. Allen and Schneider were runners-up in 2009 to Colin Merrick and Amanda Callahan by five points, but did not leave the outcome in doubt in dominating the 10 race series by 35 points over the 2009 champs, finishing 7 races in the top 10. Austen and Emily Anderson finished ahead of a tight pack in the standings to claim the third place trophy. 57 boats from 16 states and countries traveled to Newport for the event.

The V15s were, by far the largest class at the Coastal Living Newport Regatta. Having the nationals as part of a multi-class event allowed for us to plan the event on relatively short notice with a lot of sponsors and post-race activities provided.



Excellent race management was courtesy PRO Ken Legler and the SailNewport staff and volunteers. We were tucked into the cozy confines of Mackerel Cove, where the starting line with mid-line boat occupied nearly the entire width of the cove. Saturday brought 4-8 knots from the south before the wind clocked to the north as a front moved through, allowing for a sixth race before everyone headed to the tent. Sunday's forecast was bleak, but we managed four races even though most classes



Crowded mark roundings and competitive downwind legs were common in the competitive fleet at the 2010 V15 Nationals.

were unable to get in a start. There was a 3-7 knot northerly in the Cove for the first three races until the southerly filled at the end of the day, allowing for a final race in hiking conditions.

In typical V15 fashion, the racing was always close, nine different boats won the ten races and 2nd through 6th place were separated by just four points. Rivalries throughout the fleet allowed nearly all boats to mix it up at the top at some point over the weekend. Complete results are posted on www.v15.org

V15 NATIONAL CHAMPIONSHIPS JULY 10-11; SAILNEWPORT

Top Finishes:

1. Matt Allen/Sharky Schneider (1599)
2. Colin Merrick/Amanda Callahan (1842)
3. Austen and Emily Anderson (1902)
4. Ben Spiller/Anna Minutti (1692)
5. Ben Quatromoni/Emily Anderson (1637)



Strange weather worked its way through the course at the V15 Nationals in Newport, RI. PRO Ken Legler kept racing going with the help of volunteers.

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A Note from the Class President

Greetings from your new class president. If you don't know me, my name is Peter and I have this job because Colin Merrick nominated me and I didn't show up to Midwinters to defend myself. Let that be a lesson to me and others who are on the fence about whether to trek to Florida in a couple of months (FYI, the fleet will be back in Stuart for the 2011 Midwinters at the US Sailing Center, Martin County, fleet racing December 31 - Jan. 1, team racing Jan. 2-4).

I have a few simple goals to make sure that the V15 remains the double handed dinghy of choice for collegiate and post-collegiate sailors. The first is improving class communications. It's been four years since we last published Bowdown, and I can promise that we will publish regularly at least for the next couple of years, thanks in large part to our new newsletter editor, Alexa Schuler. We have also been slowly overhauling the content on v15.org and in the coming weeks we will be updating the class rules. Tech Committee member Joel Hanneman will outline some of the changes in the next issue of Bowdown. Also, we will be adding options for paying class dues via PayPal (which also means people should pay class dues -- they're cheap! And we have good ideas that we will explain going forward on what we can do with class dues to promote the boat).

The second goal is improving class organization. We will be setting venues for National Championships much farther in advance. The 2011 Nationals will return to the Gulf Coast for the first time in 7 years, and we hope to see everyone at Houston Yacht Club in mid-October, 2011. For 2012 and 2013, we've already received strong expressions of interest to host nationals from Chicago, San Francisco, and the Pacific Northwest. We will be nailing down those bids at least 12-16 months in advance and announcing hosts early to build enthusiasm and assist event organizers in running great championships.

My third goal is to improve participation at class events. We will be bringing back the Grand Prix rankings and perhaps creating a perpetual Grand Prix Trophy. The regional championships are important. While having three consecutive east coast nationals has been good for participation, it is not (in my opinion) good for the class, so we will move events around more. To ensure that we have good participation at some of these venues, we will partner

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with LaserPerformance in certain years to provide the Hinman event charter boats for the Nationals to make it easier for sailors to travel and compete.

The V15 is a great boat. There is no other dinghy out there that is as versatile. Brand new sailors can race against All Americans and team racing champions. The dollar to fun ratio is excellent, and I look forward to helping grow the class and local fleets over the next couple of years. Please contact me with questions and suggestions at any time.

Peter Beardsley

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The V15 is a great class with something for everyone. This hectic starting line at the 2v2 Random Pairs Team Race in Newport, RI features a team race world champion, a college sailor, and a novice team racer.

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Update From the Builder

This section of the newsletter is an opportunity for the V15 builder, LaserPerformance, to answer your question directly. This edition's update comes from Customer Service Representative and V15 class member, Alexa Schuler.

As many of you know this last year was challenging for the marine industry as a whole. At LaserPerformance we worked hard to continue providing the best small boats in the world. We've worked tirelessly to bring our supply chain back in line and have seen great improvement in availability of parts for all our products, the V15 included. We fully expect to continue on this upward trend and are looking forward to a successful season in 2011.

Last year at the V15 class meeting at midwinters we announced that the Vanguard 15's are being built in two batches per year, fall and spring. The fall build is easily the best opportunity to purchase a new boat. This fall Hinman event boats are available. They were used for 3 racing days at the Hinman Championships and come with new sails. Right now a new, event V15 with a dolly is \$7,120.00 (that's over \$700 in savings!) There are limited quantities remaining from the fall build and once they're gone the next opportunity for new boats is April 2011.

The Vanguard 15 has evolved over the last few years. The infusion manufacturing process is state of the art and the team building the boats are the best in the business (more on that in the next edition). For those of you who are interested in seeing how it's made are welcome to tour the Portsmouth facility anytime to see how the V15 is built from start to finish.

If you have a question for the builder you would like to see addressed in this section please e-mail the Factory Representative, Joel Hanneman, joel.hanneman@laserperformance.com or Class President, Peter, wpbeardsley@gmail.com.

To locate your nearest LaserPerformance dealer or for more information on new boats, V15 parts or factory tours give us a call at 401-683-1990.



LaserPerformance™

Best of Bowdown: A Compilation of Top V15 Tips and Tricks

By Peter Beardsley

I'll admit it, I have my own V15 notebook. Sean Doyle laughed at me once for making it. The V15 is a simple boat, so I only have a 1" three-ring binder, and it's not bursting at the seams like my 3" 505 binder, but there are tips and notes from over the years that are helpful to review from time to time, especially at the start of the season or before a big regatta. Past issues of Bowdown are archived on v15.org and there are some threads in the message board if you look in the archives that help too. Here are some of my favorites:

Tuning and Boatspeed

Spring 1999 "Let Loose and Plane Upwind" by Pete Spaulding: "To plane upwind you want power...you want to be powered-up enough to be able to plane without easing your main more than 6 inches and your jib about 1 ½ inches."

Spring 2000 "Lessons Observed" by Senet Bischoff: [on Lars Guck's technique in 15-25 knots and waves] "Upwind, [he] was constantly easing and trimming his main sheet two or three feet more than everyone else. At the top of every wave and at the beginning of every puff, [he] would ease the main way out, keeping the boat with 3-7 degrees of heel. He would then, in one movement, trim the main back in, and the boat would jump forward in the bottom of the wave."

Spring 2000 "Making the Jump to Lightspeed" by Tim Wadlow: "A boat needs lots of power to jump up on a plane [downwind]. The best way to get power is to head up. Once you're up and planing, then you can bring it back down, but now you're going much faster."

Fall 2001 "A Few Notes from the RIISA Regatta" by Luther Carpenter: "When the wind was less than 8 knots, the veterans were sailing with tighter main sheets and, more importantly, moving the sheet only a small amount. They let the boat build power, then steered to the narrow groove accurately."

Fall 2002 "Mainsail Twist and the V15" by Ramsey Key: "In puffy conditions, it often pays to "over-cunningham. The main sheet should only be used to set the angle of attack for the mainsail. The vang (or lack of) should be the main tool to set the twist of the mainsail. Trim the mainsail to the center line and adjust the vang until the top batten is parallel with the boom. The top batten telltale should be stalled no more than 50 percent of the time."

Spring 2005 "Tips from the 2004 Nationals (By the Guy Who Won Them)" by Luther Carpenter: "[Planing upwind is] about a quick pressure build with acceleration, then immediate conversion to height (pointing), depower, and maintaining balance. The definition of the groove must be loose enough to plane, but tight enough to force you "up". You should maintain planing, but alternate between the "load" mode and height mode. The speed sensation is start-up planing, to solid planing, to marginal planing."



Top Laser and V15 sailors Brad Funk and Anna Tunnicliffe suggest keeping your straps loose and your weight back in breezy conditions to allow for easier planing, as demonstrated by Ted Green and Paige Baeder sailing in Newport, RI.

Summer 2005 "Depowering your V15: Part 2, Vang Sheeting and Daggerboard Height" by Tim Fallon: "We start to pull the board up if we're still overpowered when we have raked back and are vang sheeting hard. We'll pull the board up anywhere from 2-8 inches and play around with the height before a start until the helm feels right."

Fall 2006 "From the Winner's Circle" by Craig Thompson: "We did some experimenting trying to find just the right height of the jib tack to get the correct sheeting angle. Our jib was just starting to get a bit old and we found that by raising the jib cloth up on the luff wire essentially "moved our jib cars forward" giving a bit more leech tension which helped us minimize the jib flapping."

Crewing

Fall 1999 "Heavy Air Crewing in a V15" by Stan Schreyer: "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."

Spring 2002 "Hiking Power" by Heather Melanson: "The hardest hiking you can do is when flattening the boat out of the tack. However, by leaving the jib eased until after the boat is flat, you'll be able to get the boat back up to speed faster and with a lot less effort."

Winter 2006 "V15 Sailing in Breeze" by Brad Funk and Anna Tunnicliffe: "It is also important to have the hiking strap set up to allow for the straight leg hike in the right position. We both have our straps very loose, especially the crew strap...We like to keep our weight back more in the boat to pop the bow out for easier planing."

Strategy

Fall 2003 "Sailing a Winning Light Air Downwind Leg" by Luther Carpenter: "If the boats ahead start to sail higher than you, expect your telltales to droop (indicating less velocity or a lift). This combination is a clear signal to gybe out. You will experience a good angle on the new tack; your telltales just told you so."



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VANGUARD 15 FLEETS AND SERIES

Fleet	Location	Series Dates	Day/Time	Fleet/Team	Contact Info
43	Chicago Yacht Club	Summer	Sunday/Thursday	Fleet	www.spiweb.net/v15/belmont
45	Cottage Park Yacht Club	Summer	Thursday/Saturday	Fleet	www.bostondingnysailing.org
50	Larchmont Yacht Club	Summer	Sunday	Fleet	wpbeardsley@gmail.com
52	Winnetka Yacht Club	Summer	Weekly	Fleet	www.winnetkayachtclub.org
53	San Francisco Bay	Summer	Thursday	Fleet	www.v15.net
53	San Francisco Bay	Summer	Tuesday	Team	www.v15.net
59	Annapolis	May-September	Tuesday	Fleet	V15@severnsailing.org
69	Portland OR	Summer	Weekly	Fleet	www.willametsailingclub.org
20	Cedar Point Yacht Club	Summer	Thursday/Sunday	Fleet	
RITRA	Newport RI	May-August	Tuesday	Team	www.ritra.org

If you would like to have your local fleet listed here please email Alexa at alexaschuler@gmail.com. Please include the following information: the location, fleet number, dates and contact information or web site of your local series.

We want to hear from YOU! We are always looking for contributions from V15 fleets all over the country. If you have pictures, articles or regatta results for the V15 Class Newsletter we would love to include them! Please email them to Alexa at alexaschuler@gmail.com or Peter at wpbeardsley@gmail.com. Include your name, email address and fleet location. All pictures should be high resolution (300 dpi) and should identify the sailors in the picture.



REGATTA RESULTS

FLEET RACING

MID-ATLANTIC CHAMPIONSHIPS

MAY 22-23; SEVERN SAILING ASSOCIATION

8 races sailed in the Mid-Atlantic Championships.

Finishes:

1. Arthur B (1338)
2. Matt Schubert (1487)
3. Taylor Vann (1483)
4. Colin Leon (831)
5. Lukas Edgran (6)

V15 NEW ENGLAND CHAMPIONSHIPS

JUNE 12-13; LARCHMONT YACHT CLUB

Finishes:

1. Becker Chase/Annelise Schantz (377)
2. Jamie Ewing/Karl Seibert (1056)
3. Langdon Mitchell/Emily Siguler (1758)
4. Parker Shinn/Meaghan Gragg (839)
5. Alex Takata/Willy Hermann (1837)

BUZZARDS BAY REGATTA

AUGUST 6,7,8; BEVERLY YACHT CLUB

Finishes:

1. Colin Merrick (1842)
2. Ben Spiller (1692)
3. Cole Allsop (1805)
4. Brendan Kopp (827)
5. Philip Crain (1743)

GALVESTON BAY CHAMPS

SEPTEMBER 18-19TH; TEXAS CORINTHIAN YACHT CLUB

After an hour and a half postponement on Saturday morning due to inclement weather the regatta sailed 5 races. Winds were around 13-18 knots with moderate to heavy chop and swells. Three races were sailed on Sunday in similar conditions. Courses were Olympics and Windward/leeward races lasting about 25-35 minutes for all competitors to finish.

Finishes:

1. Chris Alexander/Matt Knoll (1297)
2. Alex Ascencios/Mike Jones (145)
3. Luther Carpenter/Lisa Carpenter (1263)
4. Brad Shaw/Doug Cummings (1306)
5. Chad Wilson/Mason Crowell (1417)

TEAM RACING

US TEAM RACE CHAMPIONSHIP THE GEORGE R. HINMAN TROPHY

SEPTEMBER 30- OCTOBER 3; SEATTLE YACHT CLUB

The New York Yacht Club's Team Silver Panda won their fourth Hinman Trophy in five years and their record fifth as a team. Sailing with the Seattle skyline in the background and sea planes landing on the race course Silver Panda dominated the Gold round robin to advance to the finals against the West Kirby Hawks. Grinding back from the repechage round earlier in the day THE Woonsocket Rockets sailed into the petit final against formidable opponent Team Extreme.



Getting things started at the 2010 2v2 Random Pairs Team Race in Mackerel Cove a favorite sailing spot in Newport Rhode Island

Congratulations to Silver Panda and Team Extreme who will be representing the US at the World Team Racing Championships in Ireland in 2011. Many thanks to the Seattle Yacht Club, especially regatta chair Jen Morgan Glass for their hospitality. We look forward to seeing everyone in Houston in 2011.

1. **Silver Panda** - Colin "Party Boy" Merrick, Amanda "Diet Coke" Callahan, Clay "The Best" Bischoff, Caroline "Dark 'n Stormy" Hall Levesque, Peter "Frenchie" Levesque, Carrie "the Situation" Amarante
2. **West Kirby Hawks** - Dom Johnson, Debs Steele, Andy Cornah, Hamish Walker, Ben Field, Tom Foster
3. **Team Extreme** - Zack Brown, Emmet Smith, Thomas Barrows, Marla Menninger, Stuart McNay, Michael Hession
4. **THE Woonsocket Rockets** - Joel Hanneman, Alexa Schuler, Justin Law, Megan Riddle, Brian Kamilar, Lyndsey Gibbons-Neff

NEW YORK YACHT CLUB TEAM RACE

AUGUST 28-29; NEW YORK YACHT CLUB

Light northerly winds in the morning created some challenging conditions for the race committee, but the southerly sea breeze filled in both days to provide great conditions in the late afternoons. The Larchmont team of Danny Pletsch, Megan Magill, Cardwell Potts, Julia Southworth, Michael Menninger and Kelly Wilbur won the 2010 NYYC Vanguard Team Race with an overall record of 15-2. Silver Panda handed Larchmont their two losses, but finished second overall with a 13-4 record. Minor Threat edged North Shore Trouble in a tie-breaker for third place.

MIDSUMMAS TEAM RACE

JULY 17-18; WILD HARBOR YACHT CLUB

Highlights - Fourteen teams (the most in a long time), sunshine, a gorgeous sea breeze that ramped up to the high-teens both days, fun waves, 140 races, and 7-layer bars (for dessert).

Lowlights - Erik Storck's attire in the round robin race between the Tannery Loungers and Tall Boyz the pain most of us felt in our legs by the end of Sunday, several extremely stretched-out shirts from Saturday evening, and a run-in or two with the infamous Wild Harbor rocks.

A complete round robin was completed on Saturday. On Sunday the fleet was split into a Gold of 8 and a Silver of 6 and, ultimately, a Final Four.

1. Tall Boyz (22-1) - Clay Johnson / Elyse Dolbec; Sean Doyle / Abby Coplin; Kyle Kovacs / Megan Watson
2. NYYC Silver Panda (20-3) - Colin Merrick / Amanda Callahan; Pete Levesque / Carrie Amarante; Trevor Moore / Caroline Levesque
3. North Shore Trouble (16-7) - Ben Spiller / Anna Miniutti; Matt Allen / Sharky Schneider; Joel Hanneman / Alexa Schuler
4. Big Whoop! (13-10) - Brendan Healy / Meghan Jordan; Chris Lash / Cory DeCollibus; Matt Duggan / Katy Nastro

5. Snapdragons (12-8) - JM Modisette / Mora O'Malley; Jack Field / Brooke Dow; Dave Meloney / Elizabeth Hawkins

THE SHOWDOWN

AT TIVERTON

Hurricane Earl didn't stop six pistol-whipping teams from rounding up for the Showdown at Fogland in Tiverton, RI. By high noon on the 4th of September of year 2010 boats were saddled and cowboys ready for dueling in 20+ knots on the Sakonnet River. The gunfight at the OK Corral couldn't hold a candle to these two days' of beat 'em up, drag it out racing of epic proportions. One round of 15 races was completed before calling the day to retreat to shore. Thirty races later the shots ceased, the dust settled, and one team remained standing to claim the victory. Silver Panda, quick on the draw and accurate, beat out The Woonsocket Rockets by one win and rode off with the Harken loot.

And so it shall be told the story of The Showdown of 2010. There was one winner but everyone lived to fight another day. Rumor has it they'll be back at it again next year - same place, same time, more posses and more ammo.

Results:

1. Silver Panda - 13-2;
2. The Woonsocket Rockets - 12-3;
3. Big Whoop! - 8-7;
4. Buns & Ammo - 8-7;
5. Dirty Water - 4-11;
6. RWU - 0-15

VANGUARD 15 CLASS MEMBERSHIP

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