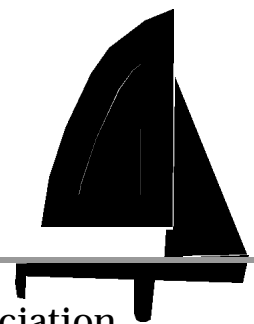


BOWDOWN



The Official Newsletter of the Vanguard 15 Class Association

Sailing Vanguard 15s Upwind in Breeze: Like a Laser or Like a 420?



There seem to be two schools of thought about sailing V15s upwind in big breeze. V15 sailors often sail other dinghies before jumping into a Vanguard—frequently Lasers or 420s. I refer to the pinching style of sailing a V15 upwind as “Laser style,” and I refer to the footing style as either “420 style” or, more affectionately, as “let-er-rip style.” Depending on one’s experience, one style of sailing the Vanguard 15 may initially feel more natural than the other. Incorporating both styles into your repertoire, while also learning to sail “in between” the two, will make you a faster Vanguard 15 sailor.

Sailing like a Laser upwind

Sailing a Vanguard like a Laser means sailing with lots of vang and pinching when overpowered. In consistent moderate breeze, the main can be played less often and in small increments while the jib can be kept in fairly tight; a good reference point for a crew is to make sure the foot is just folded over inside the rail. In really big breeze, you can sail with jib slightly eased; the reference point on the deck would be between the point where jib is max trimmed and the footing position (where the leeward-most part of the jib touches the rail where it starts to dip down). Laser style is most effective when sailing in flat water with a lighter crew. In any kind of chop it requires aggressive steering because spending too much time pinched over chop will stall you out. Being able to sail fast in this manner can be a weapon off the starting line...especially against the 420 let-er-rip style sailors on

your hip. If they have a big enough hole above you, however, there is a good chance they will get over you.

When to use the Laser style: You’re sailing light, have already completely de-powered, and are still overpowered. You have someone on your hip and you are sailing in phase. There is flat water and you feel like you can pinch without sacrificing speed.

Sailing like a 420 upwind

Sailing a Vanguard like a 420 essentially means footing. The vang is kept fairly loose, which enables you to spill off the top of the leech if overpowered. It requires playing the main more, but in small increments so the slot is never completely closed. Always keep the telltales on the jib flying. Once up to speed and planing, little scallops can be taken to windward but the windward telltale should only be allowed to drop for short moments. Sail with jib cracked off just a hair (so the leeward-most part of the foot is near or touching where the rail slopes down). It is tough to make small incremental adjustments with the jib-fairlead system, but if you have a crew who is strong enough to do it while still hiking, it can be extremely fast.

In sailing a Vanguard in this manner, and in considering how likely you are to be overpowered, it is also important to remember just how big that board is...enormous. Don’t be afraid to pull it up at least a foot in really big breeze. Once depowered having the board up will allow you to keep your bow down and the VMG created by planing will more than compensate for any pointing ability lost with the board up.

When to Use 420 let-er-rip style: You’re sailing heavy enough or can hike long and hard. You have a big hole off the line or are the leeward-most boat. There’s big chop so footing is necessary.

A few tips for sailing upwind in waves

Laser style: In short chop, there can be times when you sail a V15 like a Laser. The Vanguard rudder is significantly larger than a Laser rudder. Therefore, steering as drastically as you would in a Laser could be detrimental to speed. It is more

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From The President

Hey New England, Don't mess with Texas!

Ask any New Englander where the best V15 sailing is and I'd bet the response would be "The Charles River," or "Buzzards Bay," or "Bristol," or "anywhere on the Cape". After all, the V15 roots are in New England. The original fleets were based out of Bristol and Buzzards Bay. BBR was the biggest V15 regatta for years. Hell, the boat is even made here in Rhode Island!

Having grown up in good old New Bedford on Buzzards Bay, I share this opinion and am proud of it. We New Englanders have been sailing the boat the longest, and we're not afraid to tell people. It's almost like our own little club where the only way to be a member is to own a boat that is under number 300 and know exactly where Wild Harbor is. We have hubris because there are so many established fleets in New England with great weekly sailing series. We have many sites with lots of boats on racks ready sail every night. We have great social events after racing. Our racing promotes spectating. We have cool clinics regularly. We even have charter boats on site for newcomers. We are fun and progressive. Aren't we?

In truth, New England doesn't have many of these characteristics if any at all. According to the Web site there are seven fleets in New England: three in Massachusetts, two in Connecticut, one in Rhode Island, and a new fleet in Vermont. Except for a Connecticut fleet and the new Vermont group, I don't think any of these fleets still exist. The only active fleet in Massachusetts is a grass-roots group of team racers off a beach on the Cape.

The real truth is that the above description applies to the Chicago, San Francisco, and Houston fleets. Chicago has

close to 50 boats on site; San Francisco, about 40 boats ready to go; Houston, almost 40 boats. What's the deal? The deal is that New England is no longer the top dog, and it is time the whole class takes some lessons from some other fleets.

There are two common denominators among these three successful fleets: (1) they have a cool site that allows boat storage and (2) they have motivated organizers and volunteers. For example, the Houston fleet grew from 5 boats in 1998 to 40 today. They sail every Friday night, followed by a great social gathering. They keep the sailing fresh and fun with clinics, special events (such as night races), team racing, and weekly e-mail updates. They also sail close to shore to facilitate spectating.

Skeptical? Don't think this is possible in places like New England? The easy answer is to assume no club will like younger V15 sailors as members. I disagree. I say it is possible.

Spectating at Houston Yacht Club allowed members to see what was really going on. They saw first hand the high quality of V15 racing. As a result, a "buzz" about V15s spread through the club and the city. Members got psyched on V15s and started joining the fun. The Houston Yacht Club also benefited as it experienced an increase in membership of younger members; the number of 21-to-35-year-olds jumped from 16 to 75 during this time. In short, HYC has undergone a transformation into a new, fun yacht club as the V15 fleet has grown. Even older club members like the change. According to John Goddard, Houston fleet captain, most long-time members say the yacht club is the best it has ever been.

So I say it can happen, but not without work. New people need to put the effort in. Whether you prefer fleet racing or team racing, an organized V15 fleet in New England—especially Boston—will benefit the whole class. I ask for more people to step forward and make V15 sailing in the Northeast fun again.

Still not convinced that it could happen? Do you need a tangible experience? You are in luck. Houston Yacht Club is hosting the V15 Nationals in October. Go down and experience their success first hand.—*Charlie Siegal*

"We are really excited at the prospect of holding the Nationals and are hoping for a great turnout—not only to host a great championship regatta, but to demonstrate to the other fleets how well we have things running down here in Texas. Hopefully, they will copy our model and build their own successful fleets. It's so important to us that the class achieves high levels of success, to help grow our sport."

—Jon Goddard, Houston Fleet Captain



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2001 Schedule of Events

* indicates a grand prix event

June

- *16-17 . . . **Pacific Coast Champs**, Treasure Island SC, CA; John Horsch, jhorsch@scilearn.com, www.vanguard15.org
- *16-17 . . . **RIISA**, Barrington, RI; Marshall Lawson, (401)884-1122, marshall@pojac.com www.sailing.tm/riisa
- 16 **Pete's Pool Party**; Peter Crumley, NC; 252-728-8753
- 22-24 . . . **Leukemia Cup**, Houston YC; Jon Goddard, jgoddard@worldnet.att.net
- 23-24 . . . **Buzzards Bay Bash**, Wild Harbor YC, MA; Tim Fallon, tfallon@imagetherm.com

July

- 4 **D.G. Bell Regatta**, Morehead City, NC; Bill Stanley, 252-726-5367
- 4 **Commodore's Cup**, Cedar Point YC, CN; Chris Johannessen, chrisj@atlanticsail.com
- 7-8 **Winnetka Regatta**, Winnetka YC; Dave Abbott, (h)847-564-8722, (w)708-947-3427 david.abbott@sap.com
- 14-15 . . . **Hershey Memorial**, Lake Tahoe, CA; Kara Forman, kforman@atstake.com
- 14-15 . . . **Oriental Sailing Social**, Oriental, ODC; Dave Batchelor, 919-467-3512
- 21-22 . . . **SSA Summer Series**, Annapolis, MD SSA; Polly Gibbons-Neff, polly@thesailingcompany.com
- 21-22 . . . **Larchmont Raceweek**, Larchmont YC; Chad Corning; corning@cloud9.net
- 21 **Julie's Social Regatta**, NC; Julie Scope, 252-726-0218
- 28-29 . . . **Vanguard 15 SF Bay Champs**, TBD; John A. Meade, johnaldenmeade@hotmail.com; www.vanguard15.org

August

- *3-5 **North American Championship, BBR**, New Bedford, YC, MA; www.buzzardsbayregatta.com, 508-997-7770
- 4-5 **SAYRA Invitational**, CCYC, Wrightsville Beach, NC; www.sayra-sailing.org/index.html
- 11 **SSA Summer One Day Series**, Annapolis, MD SSA; Polly Gibbons-Neff, polly@thesailingcompany.com
- 11-12 . . . **Hoop Pole Regatta**, Beaufort, NC MBYC; Brent Creelman, 252-728-3196 brent@clis.com

- 11-12 . . . **SAYRA Invitational**, Wrightsville Beach, NC; www.sayra-sailing.org
 - 18-19 . . . **Southern California Champs**, Long Beach (TBD); Jay Palace, jpalace@sirius.com
 - 18 **Mac's Fishing Tourney**, NC; Mac McDevette, 252-504-4863
- ## September
- 2 **V15 Crab Dip**, Annapolis, MD SSA; Polly Gibbons-Neff, polly@thesailingcompany.com
 - 3 **Gibb Arthur Regatta**, Moorehead City MBC; Bill Stanley, 252-726-5367
 - 3 **Rear Commodore's Cup**, Cedar Point YC, CN; Chris Johannessen, chrisj@atlanticsail.com
 - 8-9 **BlackBeard Invitational**, New Bern, BBSC; Ken Gurganus, 252-355-6974
 - 22 **Mullet Blow**, Moorehead City MBC; Bill Stanley, 252-726-5367

October

- 6 **NC Seafood Festival**, Moorehead City, NC; Roger Mays, 252-222-0434
- * 6-7 . . . **Jimmy Talbot**, Chicago YC, Belmont Harbor Chicago, IL; Tom Kent, kentsail@earthlink.net, www.spiweb.net/v15/belmont
- 13 **Green Creek**, Oriental ODC, 252-249-2512, www.pamilco-nc.com/odc/index.htm
- 13 **NYRA One Design**, New Bern, NYRA; Mike Harrison, 252-638-1803, mkharrison@cconnect.com
- * 19-21 . **V15 Nationals**, Houston YC; Jon Goddard, jgoddard@worldnet.att.net
- 20-21 . . . **Jack Ass Rendezvous**, MBC; Bill Stanley, 252-726-5367
- 27-28 . . . **St. Francis Fall Dinghy**, St. Francis YC, CA; www.vanguard15.org

November

- 10 **HYC Fall Regatta**, Hampton YC; Tina Hazard, 757-498-1575, willkester@prodigy.net

December

- 9 **Christmas Classic**, Treasure Island SC, CA; www.vanguard15.org



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Proposed Rules Changes

During the off-season, a lively debate over proposed rule changes took place over the e-mail list and Web site. Although many proposed changes were talked about, there were six issues which merited a vote by the Technical Committee, a summary of which follows.



1. New Membership Proposal:

1. Do away with associate membership and have only full membership.
2. At least one of the two people (skipper or crew) in a boat competing in a grand-prix event must be a class member.
3. That person will receive the newsletter, have voting privileges, and earn grand-prix points.
4. If both people in a boat are members, both receive the same benefits.

What this means:

1. A skipper or a crew could win the grand-prix circuit.
2. There could be a tie in the grand-prix circuit.
3. Everyone is equal in the eyes of the V15 class.

This proposal was approved, the new rule can be found below.

2. The five other changes have to do with rigging the boats.

Before going into detail, it is important to note the following: the Vanguard 15 Technical Committee welcomes all rules proposals, however, the Vanguard 15 is a *strict* one-design. We, as a class, believe that keeping the boats as uniform as possible is a good thing. Changes in the rules that affect the rigging or setup of the boat will be evaluated based on two metrics: safety or correction of an original design flaw. An example of each of these would be our trial of the Sta-Master adjuster (which should make shroud adjustment safer) and the shortening of the spreaders (which corrected a flaw in the original design). A good rule of thumb for rigging the V15 is that you can do what you want with what you have (or came with the boat), and you can't add anything else, except as explicitly permitted in the rules. If the rules don't say you can do it, odds are you can't. All this being said, we

welcome any and all rules submissions, and will evaluate all proposals.

Proposal A: allow the addition of purchase to the cunningham & outhaul through the addition of line loops. This proposal was passed (see new rule below) – it is a case of clarifying the use of supplied equipment.

Proposal B & C: allow thimbles (B) or blocks (C) in vang, cunningham & outhaul to reduce friction. These proposals were denied on the basis that they add additional equipment to the current setup without addressing a concern for safety or a design flaw.

Proposal D: Allow/disallow tapered jib sheets. This was not a new rule, but a clarification of an existing rule. Refer to rule 4.8 "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." Additionally note that 2:1 jib sheets are permitted under this rule, so long as they follow the language of the rule (no additional line or fittings).

Proposal E: Allow risers under jib cleats. This proposal has been reviewed and rejected in the past. However, we elected to revisit it when more accurate data has been collected. Preliminary data indicates that the position of the jib fairlead varies from boat to boat, making cleating (or un-cleating) the jib very difficult and highly variable from boat to boat. please see the discussion of this issue on www.v15.org and help us gather some useful data.

Proposal F: Fix the position of the jib tack. This proposal was denied. There are three holes in the forward tack fitting and each sailor should be able to choose which he or she would like to use. Please note, this is not intended to encourage changing the position of the tack on the water, rather it enables one to choose a tack position when rigging. Don't be an idiot and try to change this while you are on the water—the only thing more unsafe would be moving the mast step while on the water.

Per Class Rule 3.5 ("Class Rule Changes"), the Technical Committee respectfully submitted the following Rule Proposals for the consideration of the Class Officers:

Rule Change Proposal 1: Membership Adjustment

The following is a rule change proposal. The objective of the proposal is to eliminate an apparent status difference between skippers and crews in the class rules.

Rule 3.3:

- Remove "as a helmsperson".
- Change first sentence to include the underlined text that follows "Class membership of least one sailor per boat shall be required...."

Rule 3.4:

continued from previous page

- Remove second sentence.
- Change fully paid class members section to read: "Fully paid class members will have voting privileges, receive the newsletter, and earn grand-prix points.
- Remove all "Associate Membership" all together.

Rule 7.4:

- Add the following sentences: "Grand-prix points are awarded to fully paid class members. Points can be awarded to more than one sailor per boat."

Rule Change Proposal 2: Ability to increase purchase in out-haul & cunningham

The following is a rule-change proposal. The objective of the proposal is to allow increased purchase in the outhaul and cunningham.

4.5.2 Outhaul The outhaul shall be rigged using only the hardware supplied with the original outhaul system, with the following modification permitted: Line loops may be formed in any part of the line for additional purchase

4.4.2 Cunningham The cunningham shall be rigged using only the hardware supplied with the original cunningham system, with the following modifications permitted: 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 cunningham cleat or the eyestraps which attaches the cunningham to the mast.

continued from page 1

important to maintain flow. Hiking consistently and hard while torquing your upper body can both facilitate steering and boost boatspeed. Thrusting forward enables the boat to bear down, while thrusting back (really pulling on your forward foot in the strap) enables the boat to head up. One rule of thumb to remember when considering how much to pinch in chop or waves is that the bigger the waves are, the more potential there is to stall, and hence, the more telltales should be flowing back smoothly.

420 style: In wavy conditions, I generally lean towards using the let-er-rip style. This is particularly true as waves build into bigger rollers. Thrusting your upper body forward and down, towards the trough, is extremely fast. The goal is to never let the bow smack down hard; keep it "glued" to the water and then bring your weight back again so the next wave doesn't go over the bow. Steering should be a smooth motion that coincides with the movement of your upper body. As you thrust your upper body forward and ride down into the trough, you can head up a few degrees; as you climb the next wave, bear down. Having your jib out to the eased reference point will give you the necessary power to climb with speed.

"The guns about to go! Which style for the star t?"

In considering which style you want to utilize off the starting line, examining your race strategy is key. If you are starting at the pin, there's chop, and you are expecting a big lefty, let-er-rip. If its super pin favored, but you want to get across the fleet for a righty, try laser style to pinch people off. Experiment with both styles and you will figure out which works best for you and under which circumstances.—*Tim Herzog*

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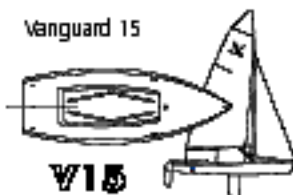
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Vanguard 15



Regatta Results

Florida State Championships

Vanguard 15s gathered from the Miami and West Palm Beach fleets for the fourth annual Florida State Championships hosted by Coconut Grove Sailing Club, the U.S. Sailing Center, and www.sailonedesign.com. In Biscayne Bay water that was so clear you could easily see the bottom, five races of 20-30 minute length were contested each day with 10 to 15 knots on Saturday with 5 to 10 knots Sunday. The Coconut Grove Sailing Club race committee provided tight triangle-windward-leewards for the sailors to enjoy the planing conditions and windward-leeward courses in the lighter air. Mark Powell sailed with former collegiate rowing star Tristan Fiedler the first day and ace Lightning crew John Murch the second day to win seven races for his first state title. John Mullane and Liz Brooks, fleet captains from West Palm Beach captured second with Liz taking the top woman award. A tie for third was broken in favor of lightning sailors John Rouse/JB Slater who won the fifth race. Brandon and Chuck Cairnes placed fourth with Brandon taking the top junior award. www.sailonedesign.com sponsored awards consisting of Magic Marine wet suits and sailing gloves and Victorinox Swiss Cards. Unfortunately, no teams attended from the Sarasota, Tampa, St. Petersburg, or FSU-Tallahassee fleets due to a conflict with Sun Coast Race Week.

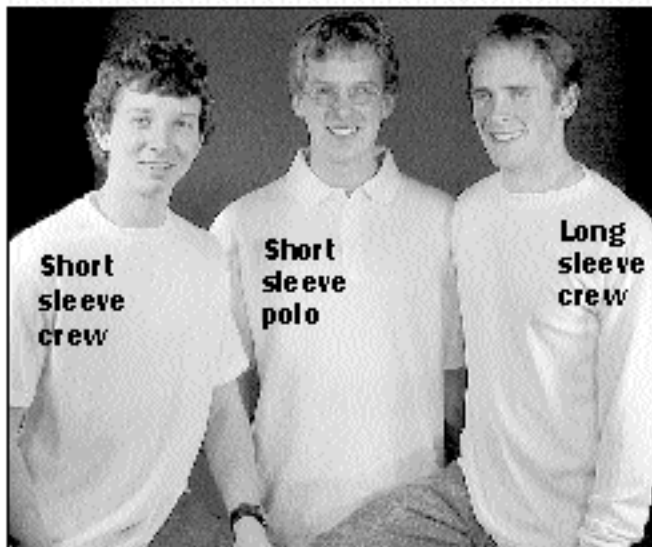
Results:

1. Mark Powell/Tristan Fiedler/John Murch (375) 11; 2. John Mullane/Liz Brooks (1056) 19; 3. John Rouse/JB Slater (394) 28; 4. Brandon Cairnes/Chuck Cairnes (118) 28; 5. Oliver Waite/Arthur Roggeband/Sherian (1) 40

Mother's Day Off Regatta

The Fleet 11 scavenger hunt, formerly known as the Mother's Day Off Regatta (May 12), was considered "a blast" by all participants. After a grand prix start where George Garey lost his hat but recovered sufficiently to be the first boat off the beach, the fleet split in exactly half. George and crew Earl Wood led Geoff and B(W)ill Handsfield towards the first prize at the channel entrance to Money Island Bay. After some indecision over exactly where the prize could be found, both boats converged on the daymarker. Will hit the water while Geoff fought to remain upright while not colliding head on with George and Earl. George's reluctance to push Earl out of the water allowed the package of tell-tales to go to Geoff and Will. Meanwhile, Peter Crumley and Cecily Natunawitz led John Worcester and Julie Scope towards the east, past the Pirate invasion in Morehead at the Blackbeard Festival, and a heated downwind battle to the end of Shackelford Island ensued. Making slight gains after a truly lazy start (John had to open another "cool one"), John and Julie nearly caught Peter and Cecily. Cecily hit the beach first while Peter tumbled his boat in the surf with Julie going overboard and chasing her up the beach. The second prize was in the dunes and required an eagle eyed sprint which Julie won to claim her Pocket Perch flashlight. Leaving that beach, John and Julie kept heading west to the

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rock jetty behind Shackleford to hoping to beat the rest of the fleet to the third prize, but Peter rounded up to windward and screamed towards the channel at Radio Island in hopes of beating Geoff, Will, George, and Earl to the last prize on Piver's Island. John and Julie found the third prize after a long search of the rock jetty, and the waterproof disposable camera was theirs. Meanwhile, Peter and Cecily led a frequently crewless Geoff into the channel, beached the boat on pivers island and sent Cecily to the boat dock for the last prize—a shark/bottleopener/keychain, seconds ahead of Geoff and frequently overboard Will. All the boats eventually worked their way back to the launch site and to George's house for the cookout. Will rediscovered why Corolla's don't drive on beaches and John and Julie arrived in style hitting the sand in front of George's from a screaming Hobie 16 reach. The stage is now set for the next great event which will be hosted by Peter on June 16th—Petes Pool Party Regatta.

—Roger Mays

United States Team Racing Association Pacific Coast Championships

May 12–13, 2001. Eleven Teams from Seattle to San Diego, with a few east coasters and Canadians thrown in, contested the USTRA Team Race PCCs off San Francisco's Treasure Island Sailing Center. Team "Habitual Offenders," consisting of John A. Meade and Rosalind M. Jacobsen, Shane Wells & Melissa Purdy, and Colin Merrick with John Cline, won a one-race final that had to be shortened due to winds gusting to 25+ knots to win the event. In second place was Team Shadow Eyes, led by Mark Ivey, Dana Moore and Bob Tennant with crews Peter Stoneberg, Lynn Olinger, and Alice Manard.

The event consisted of a single round robin with the top three teams moving on to the final four. The remaining 8 teams were left to fight for the last remaining spot in the final four in a sudden-death bracket. The final four consisted of a best of three seeded series. "Habitual Offenders" eliminated the strong San Diego based ex-Naval Academy Team 2-0. With the breeze building, "Shadow Eyes" stormed out of the bracket and then handed "Swamp Donkey" a 2-0 defeat. In an abbreviated & capsize filled one race final, "Habitual Offenders" emerged as the 2001 PCC Team Race champions.

The high quality of racing was evident with numerous current and past members of the U.S. Sailing Team, College All-Americans, and America's Cup veterans. Team Racing is definitely on the rise on the west coast. Bids to host the 2002 Team Race PCCs should be directed towards USTRA West Coast Representative Gavin O'Hare.

Results:

1. Habitual Offenders 11 Wins/2 Losses; 2. Shadow Eyes 12 Wins/3 Losses (Sudden Death Bracket Winner); 3. Swamp Donkey

(W. Graves, L. Fousek; S. Sellers, J. Sellers; T. Doyle, A. Kirivkovich) 8 Wins/4 Losses; 3. NADs (W. Stout, E. Museler; D. Balcirak, Balcirak; B. Bischoff, Alsina) 8 Wins/4 Losses; 5. OBYC (G. O'Hare, O'Hare; M. Soldo, Humble; T. Gilliam, B. Jonas-Hackworth) 7 Wins/5 Losses; 6. Rednecks (D. Houser, K. Forman, J. Horsch) 7 Wins/5 Losses; 7. Stanford (H. Porter/S. Madsen/J. Condon) 6 Wins/6 Losses; 8. Gardening Incident (M. Gregory/Turner/Z. Conrads) 5 Wins/6 Losses; 9. Broccoli Choppers (U. Wash.) 3 Wins/7 Losses; 10. Barenaked Lettuce (K. Pohl/S. Deeds/S. Carr) 2 Wins/8 Losses; 11. Rather Drive Ferrari (J. Glockner, J. Edenbach, K. Scheikel)

Old Bay Mid-Atlantic Coast Championships



May 12–13. Old Bay Mid-Atlantic Coast Championships (a grand-prix event) was hosted by Severn Sailing Association in Annapolis, Maryland. We had eleven V15s show up for the event to sail in two of the most incredible days I have ever seen. Sunny skies, 10 to 15 knots of breeze both days, and 5 solid races on the Chesapeake Bay.

A majority of the fleet were local sailors like V15 Designer Bob Ames, new fleet members Tara & Keith Carew, and Alon Finkstein. We also had a few out of towners—St Mary's assistant coach Geoff Becker, St Mary's sailors Melissa Deveney, Dave Johnson, Dave Perkowski, and Chelsea Kehne, and all the way from Houston, Texas, Matt Rogers and Heidi Prather, who received the travelled-the-furthest award from Annapolis Performance Sailing.

Saturday started off with a solid 15 knots of breeze in the first race which made for quite a warm up. By the time the second race started the nuclear puffs were rolling out of the severn river, a few of the fleet members decided to head in and let the top of the fleet battle out the two remaining races. (The breeze dropped down to 10 for the third race.) After three races on Saturday, Matt Rogers & Heidi Prather from Houston were dominating the fleet with a 1-2-1 with Geoff Becker & Melissa Deveney close at their heels with a 2-1-3. Dave Perkowski, Tara Carew, and Dave Johnson were just a

few points behind.

Sunday turned out to be another perfect day of great breeze and the stellar race committee was able to complete two races, allowing Geoff Becker to finish the day with two bullets; Alon Finklestein and Elyse had two second-place finishes. Geoff Becker & Melissa Deveney locked up first place, Matt Rogers and Heidi Prather placed second, and Dave Perkowski and Chelsea Kehne finished third. Tara Carew took the Top Women's Skipper award. Trophies were provided by SSA and Annapolis Performance Sailing.

Thanks to SSA, Rick Harris, Michael Higgins, John Potter, Renee Mehl, and John Maloney from Annapolis Performance Sailing, this year's Old Bay Mid-Atlantic Coasts was a great success. With our fleet growing at the pace it is, this event can only get more participation each year. Our next event is July 21-22, I hope to see you all there.—*Polly Gibbons-Neff*

Results:

1. Geoff Becker/Melissa Deveney; 2. Matt Rogers/Heidi Prather; 3. Dave Perkowski/Chelsea Kehne; 4. Tara & Keith Carew; 5. Alon Finklestein/Elyse; 6. Dave Johnson/Polly Gibbons-Neff/Seth Cooper; 7. John & Melissa White; 8. Bob Ames/daughter; 9. Seth Cooper/Friend; 10. David Barnes/Amy Moore; 11. Steve & Susan Kabler

ACC Results

1. 572 Pitcavage/crew 12; 2. 811 Liebel/Liebel 22; 3. 281 Bennett/Fidler 29; 4. 670 Worcester/Scope 34; 5. 19 Hassinger/Hassinger 39; 6. 62 Creelman/Springle 54; 7. 521 Mays/Whistler 55; 8. 10 McDevett/Day 64; 9. 850 Wiggins/Wiggins 66; 10. 575 Longhini/Monry 79; 11. 34 Crumley/Mays 101; 12. 52 Handsfield/Moore 101; 13. 348 Whitesides/Whitesides 110; 14. 986 Danforth/Eddy

130

Vlad Kobal Memorial Regatta Results

1. 44 Adam Bowen 5; 2. 1888 Mark Wurtezbach 12; 3. 391 Dave Abbott 15; 4. 720 JR Dethorn 16; 5. 4334 Ruslan Illarionov 18; 6. Tom McGrath 24; 7. 790 Kit Stricker 32; 8. 728 Russ Burke 46

Ski Sail at Tahoe Results April 21-22, 2001

1. Scott Sellers/George Peet; 2. Shawn Bennett/Debbie Bennett; 3. Nick Adamson/Cheryl Fleckenstein; 4. Bob Tennant/Chris Hutchenson; 5. Shane Wells/Hanna Sweat; 6. Matt Gregory/Avery Patton; 7. Mathew Sessions/Graham Degan; 8. John A Meade/Jenny Barba; 9. Katie McGauley/Scott Peck 10. John Bonds/Elina Graham; 11. Doug Nuegent/Lars Leckie; 12. Jay Palace/Emily Call; 13. Carl Smit/Linda Fousek; 14. David Byron/Erica Museler; 15. Steve Washington

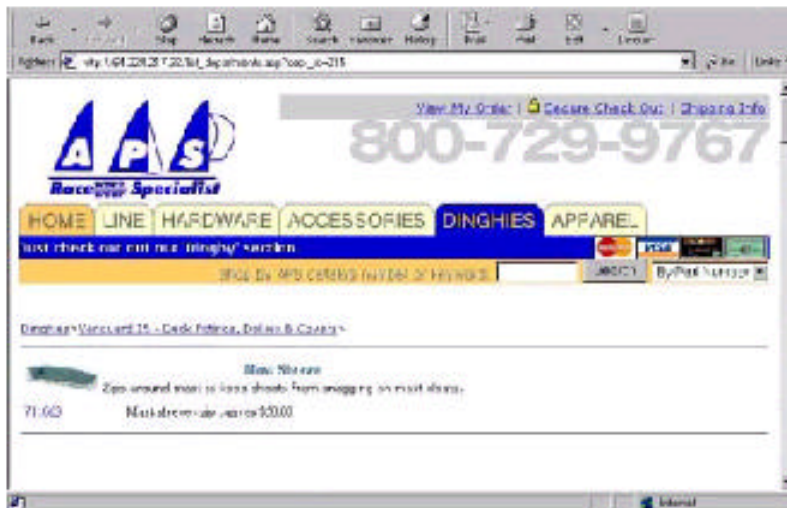
Hank Davies Memorial Regatta Results May 5-6, 2001

1. Pete Horsch/Betsy Weiler 17; 2. Craig Thompson Lumkes/? 32; 3. Tom Kent/Sue O'Neil 42; 4. Peter Lhamon/Paisley Pingree 44; 5. Joey Harris/Clare Lyon 46; 6. Brian Hutchinson/Chris Puranananda 46; 7. Peter Bernhardt/Ned Colson 51; 8. Stephen Katz/Carolyn Pagel/Toni Pierce 51; 9. Scott Diamond/Jeanne Ehronberg 65; 10. Rob Meharg/Mike Brown 97; 11. Nancy Garrity/Karen Utterbach Aronson 99; 12. Cam Shaw/Noah Shaw 104; 13. Fred Ellis/? 123; 14. Dave Stix/Monica Trejo 124; 15. Mark Simpson/Hanna 128; 16. Greg Dawe/Paul 136; 17. Rebecca Abshire/Adam Rose 144; 18. Chuck Nevel/? 150; 19. Ring/Chicon 156

More results on the Web site: www.v15.org



Any and everything V15 online



www.apsltd.com

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