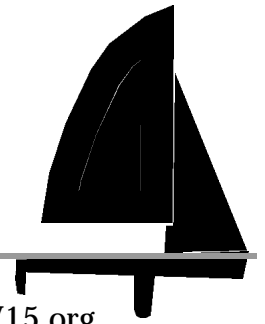


BOWDOWN



The Official Newsletter of the Vanguard 15 Class Association, www.V15.org

Guide to Running A Successful V15 Regatta

Vanguard 15s are great boats to sail. They are fast, fun, responsive, social, and void of any extraneous nonsense. A well run V15 regatta should have all of those same characteristics.

The on-land logistics of a V15 regatta are best dealt with in another forum. Your local conditions and circumstances will dictate many factors. Running a Vanguard 15 regatta at your yacht club or other sailing venue will require you to cover all of the standard issues like parking, trailer storage, bathrooms, and so on.

The one thing that is always appreciated by V15 sailors is a short sail to the racecourse. Don't compromise sailing conditions to save a couple of minutes of travel to the race course, but remember that V15 sailing is a physical exercise. If you have the fleet sail upwind for an hour to get to the course, you will have worn-out sailors during the first race.

Another aspect of V15 sailing's physical side that you will want to take into consideration is drinks and snacks. It is hard to carry enough drinking water on a V15, and you will be a hero if you make bottled water available to the sailors during the day. You need not have it available on demand, but if you pass out water after every other finish or so, you will create a bunch of happy sailors and prevent trips to the hospital with heat stroke or severe dehydration. Snacks are less critical but always appreciated.

Now that you have your on-land logistics set and your racing area identified, let's talk about the factors that go into running fun V15 races.

Course configuration. I like to think about course configuration primarily as a function of wind speed. Imagine wind speed as a bell curve. In light and heavy breezes, I like to set courses that incorporate reaching legs. Going dead-downwind in light air is quite painful and slow.

• **Light air:** Setting triangular courses allows the fleet to take advantage of the V15's ability to develop and propel itself by apparent wind. I set equilateral triangles in light air. This keeps the boats moving and keeps the action going.

• **Heavy air:** In heavy air, reaching legs are just plain fun, so long as the boats are able to maintain a plane. Mix it up in heavy air, alternating between triangles and windward-leeward. Or better yet, set some Gold Cup-type courses when it's windy. These will bring all factors into play. If the water is flat, make the reaching legs tight, even to the point of setting equilateral triangles. In waves, set the reaches a little more

broad so that the fleet can surf and have fun in the waves.

• **Medium air:** In moderate breeze, it's better to set windward-leeward courses. Running in moderate breezes is fun and tactically challenging, and, perhaps more importantly, the kinetics involved in reach legs in medium air make your racecourse resemble an aerobics class more than a sailboat race. Although there will be different factors to consider (sea state, current flow, and so on), consider moderate breeze to be between 7 and 14 knots. This window can get raised a bit—say two knots higher—at freshwater venues. Watch your fleet; it is totally justifiable to ask a boat to reach for a moment between races so you can see if they can plane easily or not.

• **Upwind finish:** It is much easier to record sail numbers on an upwind finish. If you plan to finish the fleet on a downwind leg, be sure to have an extra boat manning the pin end of the line to record numbers and compare notes with them after the fleet has finished.

• **Offset marks and leeward gates:** On windward leeward courses with more than 20 boats in the fleet, using offset marks and leeward gates is recommended. With the fleet bunched together, offset and gate marks limit the chances of big pile-ups at roundings. When sailing a Gold Cup course, it is not necessary to insert offsets or gates for the windward-leeward segments.

• **Middle start/finish:** If you are short on committee boats and don't have the resources to use a separate start/signal boat and finish boat, feel free to set courses that start and finish in the middle of the beat. The start/finish line in this case should be about $\frac{1}{2}$ of the way from the top mark to the bottom. This allows the fleet to separate on the first beat. The overall distance between the top mark and bottom mark will need to be longer for this kind of course, as the beat length is effectively halved, but you need not make the course a whole

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From the president

Fellow V15ers,

I am so incredibly honored to be serving as your President this year. I would really like to thank Gaelen Phyfe, Dave Kirkpatrick, and Luther Carpenter for all of the support in making this happen. I joined this class in 2000 after buying hull 850. I am now on my second boat, which is hull 1299. I think it's pretty awesome that Vanguard has sold 300-plus V15s in three Years. There aren't many one-design classes that can make that claim. I truly believe that this growth is mostly based on the members of this class.

I think that one of the strong points of this class is the amount of support that the members give each other. We have the top guys sharing speed tips and handling techniques with those of us who aren't quite as fast. This always makes for better competition within the class. Another great attribute to this class is that we have sailors as young as 16 sailing against those of us who are 35 and over. This keeps new ideas and skills coming into the fleet.

This year, I'm going to ask the assistance of the rest of the officers and fleets captains to make two changes in the structure of the class. I think these changes are necessary to the growth and stability of the entire fleet.

The first proposed change would be to create seven regions within the class. Each region will have a regional government of one or two people. This government would oversee regatta scheduling, fleet maintenance, newsletter submissions, training, and regional performance/activity points. The fleet captains of each particular region should elect their regional governor.

The second proposed change would be in the national points System. In the past, the Vanguard Class has had a grand-prix points system to award the top sailors in the class for their performance as well as activity in the class. The class will continue this system. However, we will revise the number of grand-prix and championship (Nationals, Midwinters, and North Americans) events. There will also be a change in the point value of each type of event.

Both of these proposals have been put in front of the technical committee. You can read about them in more detail on page 3.

I look forward to the 2003 sailing season coming into full swing. It looks like Cedar Point Yacht Club is really going to put on a show for us at the Nationals this year. Just given the location of this event, it should have a record # of entrants.

Again, I am truly honored to be serving as the Class President this year. If any of you have any questions of the other officers, or me please don't hesitate in calling or e-mailing me. Communication is very necessary to this fleet. Great Sailing!

—Bill Wiggins

V15 CLASS OFFICERS

Bill Wiggins, President, BillW@westmarine.com

Luther Carpenter, Vice President, Luth2000@aol.com

Molly Curtiss, Treasurer, MCurtiss@newsamerica.com

Gaelen Phyfe, Newsletter Editor, gaelen_phyfe@post.harvard.edu

2003 Calendar

More regatta info at www.v15.org

May

3-4: **Hank Davies**, Columbia YC, Chicago, IL; John Thomas
10-11: **KO Circuit #1**, Jackson Yacht Club, Jackson, MS; team.
houstonyachtclub.com/v15/
17-18: **Midatlantic Coast Championship**, SSA, Annapolis, MD; Polly Gibbons-Neff, pgibbonsneff@yahoo.com
17-18: **Vlad Kobal Spring Shot**, Chicago YC - Belmont, IL;
www.spiweb.net/v15/belmont
31-June 1: **PCCs**, San Francisco, CA; Ken Turnbull, kturnbul@hotmail.com

June

7-8: **KO Circuit #2**, Texas Corinthian YC, Kemah, TX; team.
houstonyachtclub.com/v15/
14-15: **Buzzards Bay Bash**: Wild Harbor YC, North Falmouth, MA; Tim Fallon, tfallon@imagetherm.com
14: **Cedar Point Challenge Team Race**, Larchmont YC, NY; Mark Ivey, markpivey@yahoo.com
21-22: **New England Championship**, Larchmont YC, NY;
www.larchmontyc.org
21-22: **W.A.R. IV**, Madison, WI; www.spiweb.net/v15/fleet67

July

12-13: **KO Circuit #3**, Galveston Bay Champs Houston YC, TX; team.
houstonyachtclub.com/v15/
12-13: **Falmouth Mid Summahs Team Race**, Falmouth YC, MA; Robbie Richards, robrichards@polyfoamcorp.com
19-20: **Super Sail Regatta**, Winnetka Yacht Club, Winnetka, IL; www.winnetkayc.org
26-27: **Larchmont Race Week**, Larchmont YC, NY; www.larchmontyc.org

August

1-3: **Buzzards Bay Regatta (BBR)**, New Bedford Yacht Club, So. Dartmouth, MA; www.buzzardsbayregatta.com
9-10: **Verve Cup One Design**, Chicago YC - Belmont, IL;
www.spiweb.net/v15/belmont
9-10: **KO Circuit #4**, Port Arthur YC, TX; team.
houstonyachtclub.com/v15/
16-17: **Larchmont Open Team Race**, Larchmont YC, NY; Mark Ivey, markpivey@yahoo.com
22-24: **George R. Hinman Team Race Championship**, tentatively, St. Francis YC; San Francisco, CA; www.ussailing.org/Hinman/

September

13-14: **One Design Hobelman**, Chicago Corinthian YC, IL;
www.spiweb.net/v15/fleet67
20-21: **NATIONALS**, Cedar Point YC, Westport, CT; Jay Lurie, jlurie@harborcap.com

October

4-5: **Jimmy Talbot Memorial**, Chicago YC - Belmont, IL; Scott Diamond, spdiamond@att.net; www.spiweb.net/v15/belmont
4-5: **Santa Cruz**, Santa Cruz, CA; pstone@symyx.com
18-19: **KO Circuit #5**, Southern Yacht Club, New Orleans, LA; team.
houstonyachtclub.com/v15/
25: **Hairy Scary Team Race**, Chicago Corinthian YC, IL; Ben Marden, bmarden@yahoo.com, www.spiweb.net/v15
25-26: **St. Francis Fall Dinghy**, St. Francis YC, CA; raceoffice@stfyc.com

Fleets and Regions

Northeast

1. Buzzards Bay, MA
3. Bristol, RI
18. Manhassett Bay, NY
19. Noroton, CT
20. Cedar Point YC, CT
39. West Falmouth, MA
45. Boston, MA
47. Falmouth, MA
50. Larchmont, NY
51. Oyster Bay, NY
64. Burlington, VT

Midatlantic

11. Moorhead City, NC
48. Hampton/VA Bch, VA
59. Annapolis, MD
65. Essington, PA
66. Charlotte, NC

Southeast

8. Miami, FL
57. Sarasota, FL
58. Tampa, FL
60. W Palm Beach, FL

Great Lakes

13. Cleveland, OH
43. Chicago YC, IL
52. Winnetka, IL
55. Columbia YC, IL
56. Lake Geneva, WI
67. Corinthian YC, IL

Gulf Coast

49. Houston, TX
62. New Orleans, LA
63. Kemah, TX

California

53. San Francisco, CA
61. So. California

Northwest

- Oregon
- Washington

Find fleet-contact information at www.v15.org



Vanguard 15 Class Association Regional Breakdown Proposal

This proposal is designed to help enhance the V15 Class by breaking the country into seven regions. Each region will have its own form of government. This government will oversee regatta scheduling, fleet maintenance, newsletter submissions, training, and regional performance/activity points. Each region should have a regional governor and a regional secretary. The fleet captains of each particular region should elect their regional governor.

Scheduling

It should be up to each individual fleet to set up their local schedules and activities. The regional government should assist the fleets in the case of larger events to ensure that they do not overlap.

Fleet Maintenance

Each region will have a number of fleets to maintain and assist. It is the responsibility of each regional government to make sure that each fleet is active. If there is a need to add fleets or split fleets, the regional government should submit a request to the national class. Class membership is also a part of fleet maintenance and should be policed by all levels (fleet, regional, and national). The national government would like to ensure that most, if not all skippers and crews are registered class members. This not only helps the class financially, but also helps us keep track of who is sailing and where they are.

Newsletter Submissions

The "Bowdown" newsletter plays a key role in the growth and communication in our class. Each region needs to have a column in every newsletter to talk about, upcoming/past events, training, accomplishments, ideas, and so on.

Training

Training is a very important ingredient to the class at all levels. Training of new skippers and crews is a great way to build fleets and overall class membership. The next level of training involves the top sailors in the class lending some time to help those in the middle or back of the pack get up to speed. Training not only builds a class, but also keeps people in the class for a long time.

Regional

Performance/Activity Points

In addition to the national points schedule, each region should create and maintain a regional points system. This system should not only reflect performance, but should also encourage members to be as active as possible.

National Points Schedule

In the past, the Vanguard Class has had a grand-prix points system to award the top sailors in the class for their performance as well as activity in the class. The class will continue this system. However, the class will revise the number of grand-prix and championship (Nationals, Midwinters, and North Americans) events.

Proposed Points System

Each Region will be given three grand-prix events or one championship event and one grand-prix event. This way, members wishing to gain as many points as possible will be encouraged to travel within as well as outside their region.

Grand-prix points are awarded to fully paid class members. Points can be awarded to more than one sailor per boat. Points for a boat in a grand-prix regatta = number of boats registered + 10 - the boat's finishing position × a multiplier.

In the instance that a region is assigned three grand-prix events, it will be able to assign a 1, 2, or 3 multiplier to each event. Each multiplier can only be used once. In other words, that region will have one multiplier-1 event, one multiplier-2 event, and one multiplier-3 event.

In the instance that a region hosts a championship regatta, they will be allowed one grand-prix event with a multiplier of 1 and a championship event with a multiplier of 5.

All grand-prix events in which a boat competes and scores points will count toward that boat's grand-prix point total for the year. A grand-prix winner will be declared after the last regatta on the grand-prix circuit (the last grand-prix regatta before the Midwinters). The Midwinters is the first grand-prix regatta of the new year. The schedule of grand-prix regattas can be obtained through the class association. Grand-prix regattas must be added to the schedule a minimum of two months before it is scheduled to take place.

lot longer. Adding a quarter mile of distance between top and bottom marks will make the beats long enough, and no one will complain about the extra length of the run.

• **Changing course:** Don't bother changing the course for windshifts less than 10 degrees. If you have a ten-degree windshift during the course of a race and you expect that shift to last, you can easily change the course between races. If you get more than a 10 degree windshift, it is probably best to change the course. Watch the boats on the run; if everybody is on one gybe and heading straight at the leeward gate sailing on the rhumb line, you need to change the course for the final beat. If the fleet is actively playing both gybes, no course change is needed. If you do change the course, you need not necessarily indicate the new compass course for the next leg. As long as you adequately spell it out in the sailing instructions, you can post a simple "+" or "-" on the course board: "+" means the course has been shifted to the right, "-" means the course has been shifted to the left.

Course length. I prefer to run courses that are a little on the short side. This may be because the people who I know best are getting a little older and don't like to hike so much anymore. A beat length of somewhere between 9 and 12 minutes is ideal. If the fleet is especially big or seems to sail around the course in a big mob, set the beat towards the 12-minute side. If the fleet is small or spreads out quickly, set a shorter beat. This technique keeps the racing interesting without making roundings so crowded that they are just random. Of course, I like to vary things a little bit in order to keep it interesting and to bring all dimensions into play. If your

courses are too long, the fastest boat will almost always win. If your courses are real short, then the best starters will dominate. To me, one of the aims of the race committee should be to run a balanced event, where every boat gets to flex its strengths and each team's weaknesses are exposed, producing a well-rounded champion.

Start type. For larger fleets, I love gate (or rabbit) starts. Gate starts consistently allow more racing by avoiding general recalls. Gate starts, once you are familiar with them, are very easy to run and are fun to watch. They also let you avoid the headache of constantly setting and resetting the starting line. To run a successful gate start, you need to have a motorboat (and operator) that is capable of closely following a V15 while it sails upwind. This is a bit harder than it sounds, as V15s accelerate and decelerate rather abruptly. The big picture of a gate start is that one pre-established V15 ducks behind the signal boat, leaving it to port and sails upwind on port followed by the gate launch (motorboat). Then the rest of the fleet, on starboard tack, ducks behind the gate launch and sails up the beat. Any boat that interferes with either the rabbit or the gate launch is immediately disqualified, and if the progress of the rabbit or gate launch is impeded, a general recall is signalled. The specific sequence of events in a gate start is:

At 5 minutes before warning signal, a Rabbit is identified and its sail number posted on the course board in the specified spot. Gate time (description follows) is posted on course board in the specified spot. The gate launch huddles with the rabbit to make sure the rabbit understands the sequence of



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events and what the rabbit's responsibilities are. The rabbit sails upwind; and the gate launch practices following behind her. Prewarning (6:00), several sound signals; warning signal (5:00), class flag is raised with one sound signal; preparatory signal (4:00), code flag "G" (signifying gate start) is raised with one sound signal; one-minute signal (1:00), code flag "G" is lowered with one sound signal; approximately 20 seconds to go, rabbit, followed by gate launch, ducks the signal boat and sails upwind on starboard tack; start (0:00), signal boat sounds one sound signal, and gate launch drops the start ball (small inflatable mark with no ground tackle—note that this ball should be pushed off the back of the boat far enough that it doesn't get towed along in the low-pressure zone created by the gate launch's wake) and raises code flag "G." The gate is now open and boats may start passing, on starboard tack, between the start ball and the gate launch's transom.

The rabbit continues on port until the gate time passes or the fleet has gated, whichever comes first. When the fleet has gated or the gate time has passed, the gate launch informs the rabbit that they can tack or continue as they please. If the rabbit is released at the closing of the gate time, the gate launch cuts her engine and blows a sound signal. If the rabbit is released prior to the end of the gate time and the rabbit chooses to tack, the gate launch continues in the same direction and at the same speed until the gate time has passed, at which point she cuts her engine and blows a sound signal. At this

point, the gate is "stopped," and any boats set up in front of the gate launch must head down and duck between the gate launch and the start ball. One minute after the gate launch stops and blows the sound signal, she blows another sound signal and drops the "G" flag. The gate is now closed and any boats which have not yet passed between the gate launch and the start ball are scored DNS.

Gate time. Generally, you need about 2 seconds per boat to gate above 8 knots of breeze, and about 3 seconds per boat to gate in lower wind speeds. The rabbit's speed is the biggest variable in gate time—how long will it take for them to sail far enough for the fleet to fit between them and the start ball? If you are in doubt, set a longer gate time and release the rabbit early if everyone has gated.

Caveats. The reason why the rabbit and gate launch duck behind the signal boat 15 to 20 seconds prior to the start is that if they duck later than this, boats which gate early are prone to running straight into the signal boat or its ground tackle. Below 5 knots of breeze, or in very inconsistent breeze, it is difficult to run an effective gate start. It can be done, but it is somewhat more difficult. Large windshifts can cause havoc with a rabbit start. If you get a large shift during the time the gate is open, you may want to signal a general recall. If you leave a long gate time, the windward leg must be somewhat longer as well. The thing to avoid is having the last boats to gate be on the starboard-tack layline.



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Here is a grid to help you plan how you might run races depending on different variables:

Wind	Fleet	Start Type	Gate Time	Beat Length	Course Type	Offset Mark?	Leeward Gate?	Number of Legs
0-4 knots	Do Not Start							
3-6 knots	5-20 boats	Line	N/A	.5 mile	Equilateral Triangle	No	No	4
3-6 knots	21-40 boats	Line	N/A	.6 mile	Equilateral Triangle	No	No	4
3-6 knots	41+ boats	Line	N/A	.6 mile	Equilateral Triangle	No	No	4
5-8 knots	5-20 boats	Line	N/A	.5 mile	Equilateral Triangle	No	No	4
5-8 knots	21-40 boats	Gate	2.5 minutes	.6 mile	Equilateral Triangle	No	No	4
5-8 knots	41+ boats	Gate	3 minutes	.6 mile	Equilateral Triangle	No	No	4
8-15 knots	5-20 boats	Line	N/A	.6 mile	Windward-Leeward	No	No	3
8-15 knots	21-40 boats	Gate	2.5 minutes	.75 mile	Windward-Leeward	Yes	Yes	3
8-15 knots	41+ boats	Gate	3 minutes	.75 mile	Windward-Leeward	Yes	Yes	3
15+ knots	5-20 boats	Line	N/A	.6 mile	W/L or Gold Cup	No	No	3 or 6
15+ knots	21-40 boats	Gate	2.5 minutes	.75 mile	W/L or Gold Cup	Yes/No	Yes/No	3 or 6
15+ knots	41+ boats	Gate	3 minutes	.75 mile	W/L or Gold Cup	Yes/No	Yes/No	3 or 6

Sailor Input: The upwind finish has several advantages. First among these is the opportunity it affords to solicit input from sailors. As boats make their way down from the top mark/finish to the starting area, have your gate launch approach several sailors and ask what they think of the course length, configuration, and so forth. This input is valuable in that it gives you direct feedback on what the fleet likes and dislikes about the way races are being run, and shows the racers that you care about their thoughts. This has proven to induce more cooperation from the sailors in every aspect. Don't be surprised to see a cleaner dinghy park after the regatta is over if you ask for sailor input during the racing. Be sure and get opinions from sailors at all levels. If you just ask the race winner every time you will, of course, always get the answer that the race was perfect. Just as importantly, be wary of completely maverick opinions, and don't feel overly beholden to incorporate every point of input you get.

Time Between Races: If you finish the race at the top mark, the run down to the start area provides a sufficient

break between races. When the last boat gets down to the starting area, wait about five minutes and then get things rolling. In light air, you just don't need much recovery time, and if it is windy no one wants to sit around for long stretches with their sails being beaten to death.

Number of Races Per Day: If you keep the course length under a half-hour maximum, you can easily run six races in a day. Four plus hours between the start of the first race and the end of the last one is a good day of racing. Too much more than that and people will really start to wear out.

Scoring: If you plan to run between five and ten races in your series, give a drop race after five races have been completed. If you plan more races in your series, it may be a good idea to give an additional drop after the tenth race is completed.

Running great V 15 races can be easy and fun. If you follow these guidelines, you will never be far wrong in your race management and your fleet will be happy and continue to grow.—David Kirkpatrick, *PRO Buzzards Bay Regatta*



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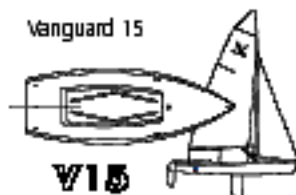
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Vanguard 15



Regional news

San Francisco and The Bay Area

The Bay Area Vanguard 15 2003 Low Point Series began on the weekend of March 8-9 at the St. Francis Spring Dinghy Regatta. The weather was perfect, with sunny skies and 7-to-12-knot breezes. Veteran Vanguard sailors Scott Sellers and Mike Huang teamed up to beat 17 other teams. Matthew Sessions, sailing with Avery Patton on Saturday and Jill Sellers on Sunday, finished a solid second. Sister-and-brother team Melissa and Tom Purdy, sailing in their first regatta as V15 owners, narrowly beat out Mike Dinsdale and Lars Leckie to finish third. As always, the St. Francis Yacht Club put on a professionally run and fun regatta.

Avery Patton and Jay Palace are returning as fleet co-captains and are promising an exciting 2003 season. The 2003 Low Point Series is already under way, but it is not too late to start and still score well in the series. Your best four out of six regattas count. The next Low Point regatta is PCC's, held May 31-June 1 at TISC. Come try your hand at beating defending low-point and national champion Nick Adamson.

Local fleet weekly series:

Cedar Point YC, CT: Jay Lurie, jlurie@harborcap.com
Chicago YC Belmont Harbor: www.spiweb.net/v15/belmont
Treasure Island Sailing Center, CA: www.vanguard15.net
UCLA Sailing Center, Marina del Rey, CA: 310-823-0048
California Yacht Club, Marina del Rey, CA: www.calyachtclub.com/sailing/sunstroke.shtml
Burlington, VT: www.erieinterclub.com/vanguard15
Oriental NC: Roger Mays, rmays52@yahoo.com
Charlotte NC: www.catawbayc.org
Chicago Corinthian YC: www.spiweb.net/v15/fleet67

The Thursday-night series, sailed out of the Treasure Island Sailing Center, starts on May 1. Sailing in the Thursday-night series is a great way to improve. The races provide a fun yet semi-serious atmosphere and often draw as many as 15 or 20 boats.

The complete listing of regattas is available at www.vanguard15.net. Next up is the Ski/Sail National Championships held in Lake Tahoe, which is always the most fun and has the biggest party of the year.—Ken Turnbull

V15 Action on the East Coast

The East Coast V15 schedule is packed with great events this year.

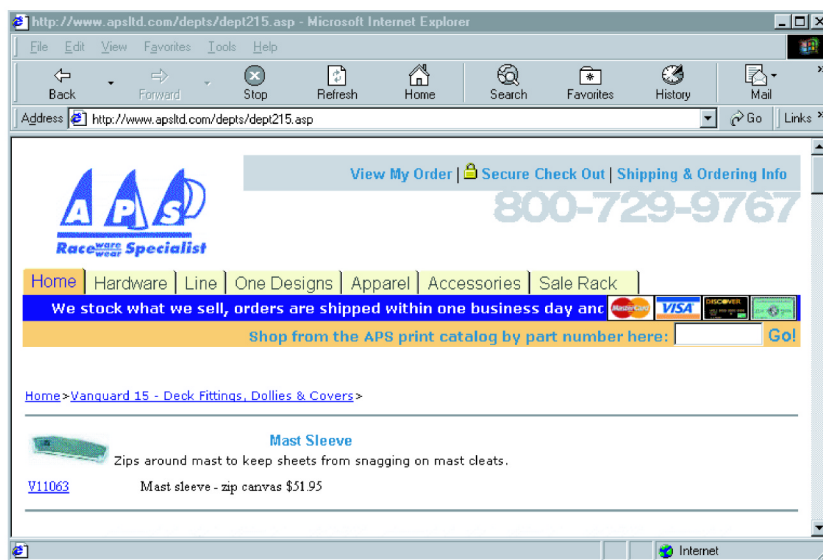
The Midatlantic Coast Champs are being held in Annapolis the weekend of May 17-18, followed by the always-popular Buzzards Bay Bash hosted by Wild Harbor YC, June 14-15. Larchmont YC, whose local fleet has grown immensely in the past few years, will host the New England Champs this year; this grand-prix event will be held June 21-22. Next, Newport will host V15s at the Newport Regatta July 12-13, with Larchmont Race Week on July 26-27. The Buzzards Bay Regatta, August 1-3, is an event that always promises great competition will be out of New Bedford YC. And this year's V15 Nationals are being hosted by Cedar Point YC in Westport, CT September 20-21...Be sure to get your registration forms in early!

All NORs and each regatta's contact person can be found on www.v15.org, or feel free to contact a class officer for more info.

As you can see, the east coast will be packed with some fantastic events, promising tight competition for Nationals. More info on Midwinters coming soon. Hope to see you all on the water!—Molly Curtiss, Treasurer



Any and everything V15 online



www.apsltd.com

Regatta Results

V15 Midwinters 2003, USSCMC, January 4 and 5, 2003

Results:

1. Brad Funk & Anna Tunnicliffe 31; 2 Brian Zimmerman & John Miligan 38; 3 Matt Allen & Elisabeth Biondi 49; 4. John Stork & Eric Stork 54; 5. Chris Ashley & Alison Berenback 60; 6. Luther Carpenter & Kate Bogart 63; 7. Stu McNay & Julie Paponek 68; 8. Ian Burman & Leah Wojck 76; 9. Krysia Pohl & Jennifer Warden 77; 10. John Pearce & Robert Aspindill 80; 11. Sam Rogers & Amanda Callahan 81; 12. Andrew Buttner & Ilse Teeters 82; 13. Jeff Borani & Jen Doyle 83; 14. Carl Horrocks & Halle Ricker 28; 15. Brendan Shattuck & Jennifer Wilson 90; 16. Charlie Enright & Sarah Hale 101; 16. Michael Richards & Joy MacDongel 102; 17. Jack Kerr & Amy Bourne 105; 18. Jack Kerr & Amy Bourne 105; 19. Carrie Howe & Eric Deichmann 106; 20. Tom Miller & Heather Melanson 108; 21. Matt Rogers & Heidi Prather 115; 22. Ben Gent & Barbara Hall 139; 23. Henrick Wennerstom & Meaghan Gragg 139; 24. Matt Shirilla & Alexis Rubin 140; 25. Jesse Willis & Elizabeth Spalding 143; 26. Michael Curtin & Kristin Burke 144; 27. Dave Kirkpatrick & Gaelen Phyfe 155; 28. Bobby Storck & Augusta Nadler 162; 29. Aubrey Mayer & Maura Winston 178; 30. Brandon Wall & Molly Carapiet 181; 31. Wulf Focke & Meagan Muhern 185; 32. Guillaume Seynaeve & Caitlin Gill 189; 33. Jamie Anderson, Rip Halle & Liz Tylander 200; 34. James Cook & Matt Michell 202; 35. Frank Ustach & Katie Bieser 219; 36. Brandon Cairnes & Chuck Cairnes 234; 37. Alexander Symes & Jenny Wilson 235; 38. Kurt Martin & Jason Kurtz 241; 39. John McNally & J9 McNally 245; 40. Peter Seidle & Mark Alexander 248; 41. Daryl Tamash & John Dolman

2003 Cottonwood Regatta, Catawba Yacht Club, April 26-27

Results:

1. 601 Brian Zimmerman 6.0; 2. 1001 Dan Lawrence 12; 3. 1299 17; 4. 1023 Mark Atkinson 27; 5. 205 Greg Tew 31; 6. 52 Roger Mays 41; 7. 897 Al Albayrak 41; 8. 850 Ty Hensley 49.0

USTRA Midwinter Championships

Over three days, January 6-8, twelve teams from across the United States competed for midseason team-racing bragging rights at the US Sailing Center of Martin County, Florida. A total 174 races were needed to identify a clear-cut champion: Team Silver Panda from Rhode Island.

Over the first two days of the event, the teams completed two full round robins, 166 races. This required excellent conditions and efficient race management. Fortunately, conditions were perfect, with the winds ranging from 5 to 20 knots, testing the competitors in a variety of wind and sea conditions.

On day three, the fleets divided. The top six finishers were assigned to the Gold fleet, and the bottom six were relegated to the Silver fleet. Gold and Silver fleets then conducted elimination competitions. Finally, the top four teams from the Gold fleet sailed a final-four ladder event.

By winning, Silver Panda, earned a berth in the Hinman Regatta, the national Team Racing Championship. The 2003 Hinman will be held August 22-24 at St. Francis Yacht Club in San Francisco.

Atlantis supplied outstanding gear and equipment for prizes.

Results:

1 **Silver Panda** (Colin Merrick/Liz Hall, Peter Levesque/John Cline, Brent Jansen/Caroline Hall) Gold 27-6
2 **Dogs In A Bathub** (John Baxter/Molly Curtis, Anthony Katoun/Mathew Lindblad, Chris Gaffney/Michaela King) Gold 25-7
3 **Team Durex** (Matt Allen/Elisabeth Biondi, Ryan Thoraldsen/Katie Beiser, Brad Funk/Anna Tunnicliffe) Gold 23-11
4. **Happy Ending** Gold 17-16
5. **Mahi Mahi** Gold 15-12
6. **Good People** Gold 14-13
7. **Soalpoles** Silver 16-11
8. **Jack Kerr** Silver 12-15
9. **Mikey Likes It** Silver 10-17
10. **Turquoise Taurus** Silver 10-17
11. **Polygamy** Silver 5-22

Team Racing Pacific Coast Championship

Treasure Island Sailing Center in San Francisco, CA, April 20-21



The 2003 Team Racing Pacific Coast Championship was held in near perfect conditions. This year's event, sponsored by Atlantis Weather Gear, featured 12 teams competing for a berth in the 2003 Hinman. The rotation format consisted of a single round robin, which was used to seed a final-, bracket-style championship round. A total of 80 races were completed using a fully umpired format. —Ramsay Key

Results:

1. **San Diego Yacht Club I** (Bill Hardesty/Andrea Cabito, Will Stout/Jessica Amen, Tyler Pruett/Sonja Bebbler)
2. **San Diego Yacht Club II** (Rob Hallawell/Adam Roberts, Keith Davids/Graham Biehl, Zach Brown/Danielle Richards)
3. **Team Hoover Stanford I** (David Kenney/Jess Gray, Ted Conrads/Amy Halversen, Dave Phillips/Sue Bohlen)
4. **USC Trojans** (Mikee Anderson/Andrew Lam, Colin Campbell/Krystin Munson, David Levy/Katie Clausen)

A brief write-up with regatta results can be found at the following link:
www.tisailing.org/tr/2003trpcc.pdf

2003 Grand-prix standings as of 5/1/03

1. Brian Zimmerman 198	11. Ian Burman 83
2. Brad Funk 100	12. Krysia Pohl 81
3. David McBrier 100	13. Brent Creelman 80
4. Roger Mays 98	14. John Pearce 78
5. Matt Allen 95	15. Sam Rogers 76
6. John Stork 93	16. Bill Wiggins 75
7. Chris Ashley 90	17. Andrew Buttner 73
8. Luther Carpenter 88	18. Jeff Borani 71
9. Dan Lawrence 88	19. Carl Horrocks 68
10. Stu McNay 85	20. Brendan Shattuck 66

Vanguard 15 Class Association Membership Application

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

Please send completed form and check to:

Vanguard 15 Class Association, PO Box 7932, Greenwich, CT 06830

NAME _____

STREET _____

CITY _____ STATE _____ ZIP _____

PHONE (HOME) _____ (WORK) _____

E-MAIL ADDRESS _____ SAIL # _____

FLEET AFFILIATION _____

Check here if you do not want your name released for anything except Notices of Race

Membership: \$15. Includes all publications and helm and voting privileges

Vanguard 15 Class Association

PO Box 7932

Greenwich, CT 06830

TO: