



the Mainsheet

March 2016

The President's Message

Hello, sailors!

Winter is almost in the rearview mirror. Some of you have snow removal equipment still at the ready, and others such as Fuller Cowles in Antigua are probably preparing pina colodas on the beach. We in New Orleans caught a warm streak and had some good racing following Mardi Gras in mid-February. If you are in San Francisco, I believe that the two seasons are "wind" and "lotsa wind."

In this edition, we will catch up on what a number of the fleets are doing. We know that Chicago is preparing for our nationals in August, and they gave us an update. Prior to the nationals, regattas abound, including the big East Coast Championship, to be held at Sandy Bay YC in June. It was also the SBYC folks, Richard Brown and Kevin Lane, who pushed for juniors' sailing involvement, resulting in a variance to the class bylaws. We will look at the opportunity to make those changes permanent.

There is an enjoyable R19 rebuilding story brought in by Daniel Lynch of North Carolina. What I really like about the story is that the project does not

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Karen Reich says "Cheese!" at the Fleet 7 reunion and awards party

What's Where

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From the president, continued

end with the construction, but there has been and will be some serious pleasure sailing done in the boat.

Sadly, over the winter another member of our R19 family passed. Johnny Potts of New Orleans was a true gentleman and gave back so much to our sailing community; he will be missed.

Here are the results of the sailing survey. Recall that the primary purpose of the survey was to help establish wants and needs for the upcoming nationals in Chicago. Many questions are general enough to draw even broader conclusions.

The entire survey results will be up and available for at least six more weeks for those who want to dig into the wealth of details and great comments. We certainly expect the event planners to be doing that. This is the web link to see the detailed results: <https://www.surveymonkey.com/results/SM-R7KP-6BLW/>

Who participated in the survey?

- There were sixty-one respondents from twelve fleets plus a few independents.
- Ninety-two percent were over age thirty-four, but the ages were fairly evenly distributed after that.
- Sixty-seven percent have attended a nationals within the past five years and 80 percent have club raced.
- Eleven percent were female.
- Eighty-three percent were skippers as opposed to crew or owners.
- Eighty-four percent have available, race-ready boats (but not necessarily trailers).
- The three fleets with the largest number of respondents were Marblehead (fourteen), Hingham (thirteen), and Chicago (nine).

What were some of the results?

- “Will you attend the nationals?”
Yes—19 (31 percent), maybe—22 (36 percent), no—20 (33 percent)
- “If you are not going, why?”
The top answer was distance to event, followed by schedule conflict and then the cost to participate.
- Important factors in the decision to attend are availability of charter boats and of lodging supplied by locals.
- There was almost no support for a non-spinnaker class, but there was some interest in either a long-distance race or some match racing following the regular regatta.
- A number of racers found it helpful to have a list of available crew; maybe we can do that at a national level.
- There was very little difference in opinion about whether we planned eight or eleven races over three days.
- There was a clear preference for practice on a Thursday and racing Friday through Sunday as opposed to eliminating weekend races.
- There were many good comments about dates for future nationals. The general consensus was that dates were more site-driven, given weather and wind conditions. All things being equal, racing prior to Labor Day was favored, which was especially important in order to involve school-age kids.

Thanks to everyone who participated in the survey. I believe that we got a treasure trove of input and much that we can act upon.

See you in Chicago, if not sooner!

— Rick McGregor



SBYC juniors

Go East Coasts, Young (and Old) Sailors*

There are only about four months until the East Coasts!

Rhodes 19 Fleet 36 and Sandy Bay Yacht Club are sponsoring the Rhodes 19 East Coast Championship regatta on June 17, 18, and 19, 2016.

For more information about the regatta (notice of race, sailing instructions, and to register), go to <http://www.sandybay.org/rhodes/2016Districts/>.

This site will provide updated information and point you to an online registration system. Registration will open on or about March 15. We will be requiring skipper and crew waivers to be filed. For the first time, these will all be able to be done online.

There is also a new opportunity for junior participation (defined as an entire crew between fourteen and seventeen years old) for a discounted regatta fee. More (and specific) information can be found to the right, on the Sandy Bay Yacht Club website, or by contacting Alex Levin at sbycsailing@gmail.com. Please encourage your club to consider sending a Junior team.

Additional questions may be directed to robert.paterson60@gmail.com.

— Robert Paterson, chair, Rhodes 19 East Coast Championship regatta

Long may it waiver

A waiver allowing junior participation in locally sanctioned regattas was approved by a majority vote of the executive committee.

Richard Brown and Kevin Lane of Fleet 36 put a great deal of effort into this attempt to encourage more young sailors to share the pleasures of racing Rhodes and keeping the association strong.

For junior sailors' (age 14-17) participation in all local and district Rhodes 19 sanctioned events (except nationals), the requirements of Article XII B 12.00 (01 and 02) are waived for calendar year 2016.

All fees, expenses, and fleet membership requirements for the juniors for the above events are at the discretion of the local fleets and local race committees, with one exception:

All juniors participating as helmsman or PIC for sanctioned races are to be members of the national association at an associate member level (\$15 fee) as a minimum to be eligible for any sanctioned regattas (including nationals).

This waiver does not extend to nationals races, which will be addressed under a separate waiver (if any) and/or change in association bylaws.

Does the song of the sea end
at the shore
or in the hearts of those
who listen to it?

— Kahlil Gibran



*with apologies to Horace Greeley



Greetings from Fleet 5, where we have a lot to report this winter. After two years at the helm, outgoing fleet captain Mike Lane and his team have left our fleet healthy and going strong. With thirty-eight registered boats last season, we remain the largest one-design fleet in Marblehead while also among the longest standing.

People around here tend to marvel at this juggernaut we call Fleet 5, which keeps going year after year, decade after decade, and wonder what the secret is. It starts, of course, with the boat (as you all know), which has been described as more fun than you should be allowed to have with your pants on.

The second is leadership. We've been blessed with a long line of dedicated volunteers—folks like Mike Lane, Charlie Pendleton, Steve Uhl, Tom Despres, Doug Trees, Jeremy Bloxham, Kent Hallawell, and John Casler, just to name a few—who have fostered a multidecade legacy of passionate leadership that perpetually challenges the next one up.

The third is great racing, and as far as I'm concerned, on that score we're as healthy as it gets. Our fleet is hugely competitive, no one dominates, and success is broadly distributed. A quick look at last season's results bears that out. Last season, sixteen different teams won races, twelve teams won the day, and eight different teams won series or regattas. Congratulations, by the way, to our 2015 winners—Steve Uhl, who won our Thursday night series; Jim Raisides and Charlie Pendleton, who won East Coasts; Jamie Holly, who won Marblehead Race Week; Dave Nelson and Frank Hart, who won nationals; and Seamus Hourihan and Peter Frisch, who won both our Saturday Series and our season championship, the coveted Nick Nichols Trophy (aka the Cup).

The fourth, and in my view the most



Ashley Hoguet sailing an MRA race at ten years old.



Marblehead, Massachusetts

important, is community. Fleet 5 is an extended, multigenerational family bound together by some combination of our love for the boat, passion for racing, and enjoyment of each other. Our oldest members are in their 80s, and the youngest are in their teens. A recent trend is that our ranks increasingly include younger collegiate sailors, raising the bar on competitiveness and lowering the average age. We sail together in every conceivable combination—parents with kids, husbands with wives, and siblings with each other. We have no fewer than ten husband-wife teams, and last year, young Ashley Hoguet, sailing with her dad, steered a full day of Marblehead Race Week at the tender age of eleven! Though I have no firsthand confirmation, word on the street is that young Ashley will be joining us at the East Coasts this season too. How 'bout that?

So it's not any one thing; it's everything. Like the song says, there's something happening here. Fleet 5 is a gem, and we all feel blessed to be part of it.

And the beat goes on. We just held our winter party, which, despite being held the day after a major snowstorm, was attended by close to forty-five people. A couple of those folks, by the way, were new recruits coming around to kick the tires as they consider joining us. Looking ahead, we're planning a clinic in May to get the juices flowing and encourage folks to make it out for our Spring Series on Memorial Day weekend. That event kicks off a busy schedule that includes Twilights every Thursday night; MRA racing every Saturday; and of course, Marblehead Race Week, the crown jewel and centerpiece of our season. So we're all excited and champing at the bit for the snow to melt.

— Kim Pandapas

New Orleans

There has been much activity down South in New Orleans this winter. Just because it is a little cold (well, maybe not so cold to our friends in the North) does not mean that we go dormant. There has been plenty of good news and some sad news, but we're never dormant.

It is with deep sorrow we announce the passing of Johnny Potts, a regular member of Fleet 7 until his health forced him to retire. Johnny was an active sailor throughout his life, sailing everything from Lasers to his family's Ranger 29, *Crossfire*. However, for last ten or so years of his life, it was his R19, *Shiraz*, that occupied his sailing time, with longtime friend Chip Grevemberg and Scott Chotin. Johnny was a regular at all local and regional events and put *Shiraz* on the road for several memorable national road trips. Johnny also took a turn as our Fleet 7 captain. He was a great competitor and an even better friend. He will be sorely missed.

There is also another bit of sadness to note, as longtime member and two-time national champion Peter Sladovich has decided to cut back and concentrate on his other toy, his Melges 24, *Vitesse*. Therefore, he has sold his R19, *Lickety Split*, a fixture at the top end of most nationals over the years. Not all that news is sad, as he sold her to his longtime crew Rocky Sanchez, who plans to race her just as hard. After "borrowing" the boat for the year, Rocky liked it so much he bought it. Apparently the boat



came with strings attached, as Rocky was quickly approached about serving as fleet captain for Fleet 7, an honor that he readily accepted. Andy Wilson is stepping in as fleet lieutenant.

Well, after all these comings and goings, the fleet hit the ground running and drummed up some interest in sailing in New Orleans Yacht Club's annual Mardi Gras Regatta, held over the Valentine's Day weekend on the heels of Mardi Gras. The fleet was treated to some very pleasant sailing conditions, especially for mid-February. Temperatures hovered in the mid sixties, and a very puffy ten-to-fifteen-knot southerly challenged the sailors.

Everyone was knocking off the rust, and new fleet captain Rocky Sanchez seemed to be the least rusty as he and *Lickety Split's* former owner (now crew) Peter Sladovich kept things close upwind, but they really opened up off the wind to score a couple of bullets and take the regatta. Tom Carville and Rick McGregor

swapped places and finished in a tie for second, with Rick winning the tie-breaker. Andy Wilson was also in the hunt until his headstay parted and forced him to retire early.

On February 26, Rick and Margaret McGregor hosted Fleet 7 for the annual recognition and awards night.

It was a great party/reunion, with many R19 sailors, past and present—including Tootie and Joelle Barnett, Adele Potts (Johnny's wife), and Chip Grevemberg—in convivial attendance.



Rick McGregor, Tom Carville, Rocky Sanchez, Jim Rogers, and Andrew Wilson



Steve Salzer, Jerry Blouin, Jan Salzer, Madelaine Harris, Margaret Soltis, and Karen Taggart



Margaret McGregor, Chris Wilke, Lisa Millar, and Bob Schimeck



Larry Taggart, Meg Cahill, Karen Reich, and Carrie Berger



Tootie Barnett, a mystery woman, and Kevin Harris

Many awards and gifts were given out; however the big winner and overall fleet champion (known as the "Cock of the Walk") was Rocky Sanchez, having won two events and finishing second in another, barely beating out Steve Salzer and Dwight LeBlanc, Jr.

Tom Carville was recipient of special recognition for his service to and participation in the fleet. Rick presented Tom with the award, which is not given on a set schedule but recognizes only the most deserving of recipients—which Tom most certainly is.

We have lots of plans for 2016 and even are working on a bid for hosting the nationals in 2017. Our Gulf Districts will again coincide with Southern Yacht Club's Jubly Wynne Memorial One-Design Regatta over the Memorial Day weekend, and there will be plenty of racing beginning in April 2016.

It should be a very fun year down South!!

—Rocky Sanchez

Fleet 12 recently held our annual awards dinner at our Montrose Harbor home port, Chicago Corinthian Yacht Club, with a great turnout from most of the racing fleet. The party was held a little later this year due to winter work done in the club, including new floors installed throughout just in time for hosting nationals later in the year (more about that later).

Deanna Trejo coordinated the event, with everyone contributing their favorite potluck specialties. We then gave out trophies to skippers and crew with the top finishes of our four series of last summer.

The top finishers were *Rhubarb* (Gretchen Hartke) in fifth overall, *Zephyr* (Marc Culler) fourth, *Windigo* (Pat Crosby) third, *White* (Bob Bernstein) second, and *Sweet* (John Walter) first overall for the year.

We also gave out specialty awards that we have resurrected. Very often there are boats that come close to qualifying for a trophy but just miss it by a point or two. To three of those boats we gave the "Aw Nuts" award—a jar of peanuts for each winner: *Rosebud* (Dick Dunne), *Captain John* (John Pattinson), and *Missing Link* (Tom Hennessy).

Our winner of the most improved skipper award was Gretchen Hartke, who had her first victory this year. As tradition would have it, we told her that a first-time winner had to be thrown in the water. She begged off, so we "forced" this trophy on her instead.

Crew of the year was a difficult choice this year, with so many people working on their skills and doing a great job. Two skippers nominated Patrick Joy, who sailed with John Walter in the evening and with John Pattinson and Tom Hennessy on Sundays.



CHICAGO, ILLINOIS

Dick Watson was surprised with the Sportsman of the Year award to honor his volunteer spirit. Dick has always been one to help out or to volunteer for tasks or projects. He also volunteered to be our regional rep to the R19 class.

Tim Maye was awarded the breakdown trophy, a dubious honor to say the least, which is awarded to the boat that has had a significant breakdown during the season. Tim received this for his "can do" effort in carrying the spinnaker in heavy air and swamping his boat, losing a lot of his equipment and suffering through being towed in.



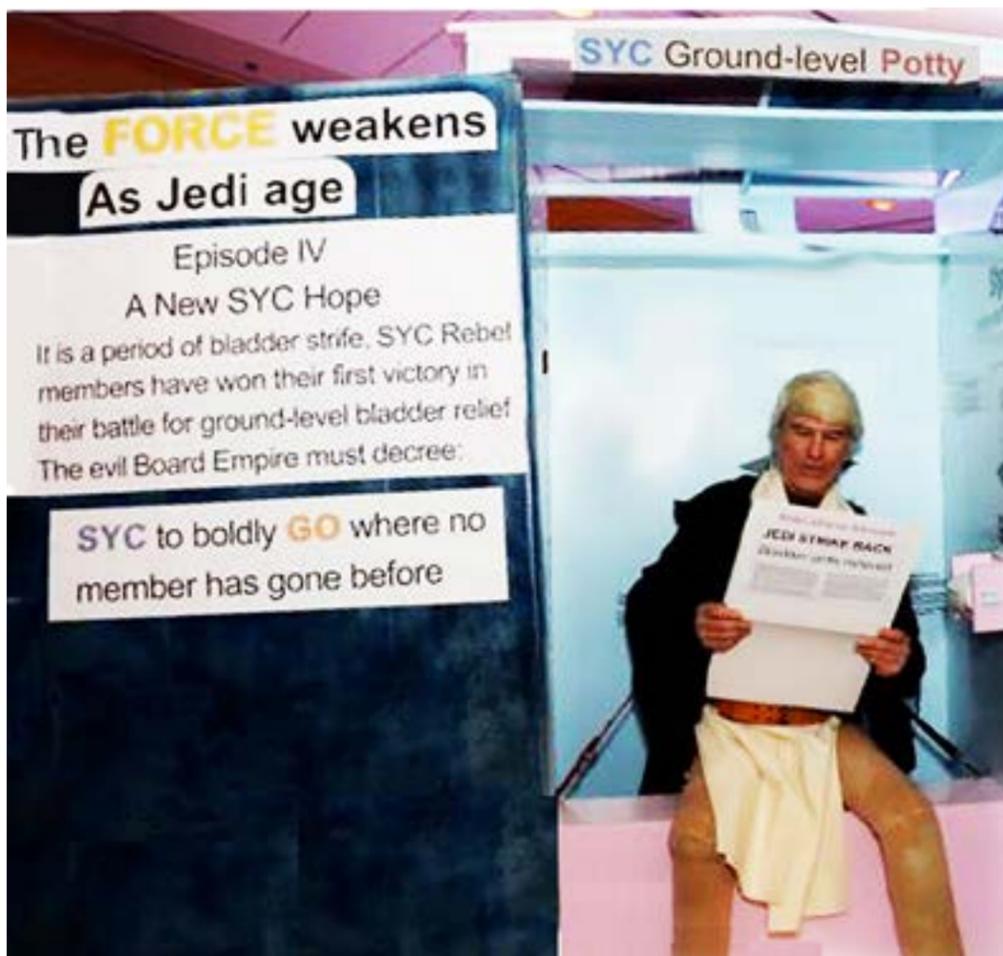
Crew Liz Johnson with overall winner and fleet cocaptain John Walter

The last award was the Dedication to the Fleet award. Usually given to an individual, this year it was given to the entire fleet membership. Individually and together, fleet members have contributed skills and time to making our sailing and racing fun and exciting. At the party, we listed off all the contributions that people made this year. The list is too long for this article.

We celebrated our good times of the past summer, and we are beginning to feel that excitement that comes from sponsoring a national regatta. The Rhodes fleet will welcome boats from the East Coast and South for the Rhodes 19 National Championship August 16 through 19.

Fleet 12 members are also gearing up for this spring's edition of the CCYC Crew School, which allows newbies to learn basic-to-intermediate skills enabling them to begin crewing/racing on boats in the spring. Last year, fleet cocaptain Gretchen Hartke and her boat mate Stan Knapczyk were very involved in the program, and the Rhodes fleet benefited by inheriting four good crew school grads, one of whom has since purchased a Rhodes 19!

Also, in January, several of the fleet members volunteered time to staff the CCYC booth at the Strictly Sail portion of the annual Chicago Boat, RV & Strictly Sail Show, hoping to draw interest from potential new members and racers ahead of summer.



The Bards of the Bilges shows Fleet 7 at its most ... er, interesting. This year's theme was Star Wars, and the Chalmartians made an appearance. Tommy Taggart continued his (you'll pardon the expression) streak of extremely creative costumes. For this one he designed it. He built it. He owned it.



Some of those dedicated to the fleet; left to right: Harold Hering, Sally Hamann, Deanna Trejo, Tim Haines, Aly Jiwani, Marc Culler, Stan Knapczyk, Gretchen Hartke, Liz Johnson, Cathy Watson, Dick Dunne, Bob Bernstein, Sue Watson, John Walter, Dick Watson, Tim Hennessy, and John Pattinson—all enjoying the beautiful new floor

Speaking of which, this is going to be a busy summer on southern Lake Michigan, kicking off in June with the Louis Vuitton America's Cup World Series qualifiers, the first races in the cup's 164-year history to be held at a freshwater venue, just off Navy Pier and inside the Chicago Lighthouse Breakwater, with downtown Chicago as the backdrop.

Also to be held this summer in the waters just outside Montrose Harbor, where CCYC is located, are the North American Championships of the J111, Farr 40, and Beneteau 36.7 classes, just to name a few. Not to mention the 108th running of the Race to Mackinac, a race several of us have done on numerous occasions—333 miles up to the Straits of Mackinac—as well as the 2016 Great Lakes Tall Ships Challenge, with the fleet arriving in Chicago at the end of July.

So with all this going on in the freshwater of Lake Michigan, it seems fitting that in the year of Fleet 12's fiftieth anniversary in the Rhodes 19 class, we are looking forward to hosting the Rhodes 19 nationals August 16 through 19 in the waters off Montrose Harbor. Regatta Chairman Bob Bernstein and a host of others have been busy with planning the details of the regatta.

If there is anything we can do to help out any of you who might want to or who have already committed to traveling to Chicago for the nationals (and helping us break in the aforementioned new clubhouse floors),

please reach out to us; we would love to see you in August for what we hope will be a fun, exciting, and competitive regatta! There's more to follow; until then, have a great season!
— Dick Watson

And many, many more ...

Longtime Fleet 12 member, seven-time national champion, and dean of the Rhodes 19 class Bob Jensen turned 86 on February 23.

Bob says that he's well, but he does miss racing Rhubarb after forty years of competition, which gave him many happy memories.

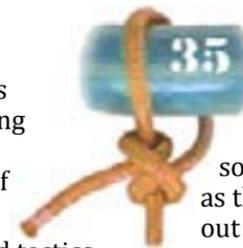
As most of us do, he feels that one of the greatest gifts of sailing is the opportunity to meet and make friends—and he is a wonderful friend to so many of us.



Narragansett Bay, Riverside, Rhode Island

We have been riding out the winter in Rhode Island waiting for the warming trend, which seems to be on the horizon. Rumors of covers coming off for early spring work abound, along with a rumor of one boat getting a complete marine hardware upgrade designed by one of the country's premier hardware companies.

Our fleet secretary is planning a rules and tactics seminar for March at a local watering hole, which



seems to have piqued interest.

Last, we wait to see whether Wiley Crockett, a longtime fleet member and perennial winner, is retiring from weekly racing. His boat is to soldier on with his crew taking the helm, but seeing as this winter has been mild, maybe we will see him out there in the spring.

—Chuck Thibaudeau



Greetings from the Mill Reef Yacht Club in Antigua!

The Mill Reef Club, started in

1947, is a private destination, member-only club. In the late 1960s, Mill Reef member and accomplished sailor Bus Mosbacher, Jr., selected the Rhodes 19 as our one-design boat, and soon after, the Mill Reef Yacht Club (MRYC) was born. Over the years, Poul Jensen, Robbie Doyle, Stuart Marine, and our amazing yacht club team have worked diligently to maintain our fleet of six vintage Rhodes 19 keel boats. To date, Mill Reef Yacht Club continues to host spirited racing events, including our biweekly member and guest regatta, on the protected turquoise waters of Nonsuch Bay. MRYC has also sponsored regattas with other yacht clubs.

In 2015, MRYC invited five local clubs to compete in our Third Annual Inter Clubs Challenge. Mill Reef member and two-time Olympic gold medalist from Denmark Poul Jensen took first place in the regatta with his crew, Sam Jones and Stuart Finnerty, all hailing from MRYC. Second place went to the Royal Ocean Racing Club (RORC) team of Mark Fitzgerald (skipper) and crew Lewis Fitzgerald and Sandra Larson, while third place went to the Antigua Yacht Club with Geoffrey Pidduck (skipper) and crew Ian Fraser and Patmore Watson. Other participating teams in the regatta included Harmony Hall Yacht Club, National Sailing Academy, and Jolly Harbour Yacht Club.

Mill Reef Yacht Club is a proud member of the Antigua & Barbuda Sailing Association.

Mill Reef also hosts Mill Reef Conversations, a speaker series that offers extraordinary access to some of the world's greatest minds and experts in their fields. On March 11, 2016, three-time All-American sailor and president of the National Sailing Hall of Fame Gary Jobson will be speaking at the club. Gary will also participate in our Rhodes regatta that morning.

If you are interested in scheduling a Rhodes regatta at MRYC during the club's open season, November to April, please contact Mary Finn (mfinn@millreefclub.ag), yacht club manager, to discuss dates and availability.



The island of Antigua hosts a number of exciting sailing events that attract sailors from all over the world. Events include a December Dragon Regatta, the Caribbean RORC 600, Antigua Classic Yacht Regatta, and Antigua Race Week.

Consider scheduling a Rhodes regatta at MRYC and take advantage of these and other events Antigua has to offer.

—Fuller Cowles, commodore, MRYC



San Francisco, California

We have five keel R19s in our "don't cost nothin'" San Francisco East Bay (Oakland and Alameda) R19 group.

We will definitely be active in the Oakland/Alameda Friday night beer-can races sponsored by either the Oakland, Encinal, or Island Yacht Clubs again this year.

Our other activity is a loosely organized once-a-month (Saturday or Sunday) sail counterclockwise around San Francisco Bay.

We continue to look for R19s that need renovation. We will gladly accept donations from folks who have given up on their old or unused R19s. Over the past ten-plus years, we have completed more than six R19 renovations, as well as renovations of fifteen other day sailers (FJs, Lidos, etc).



Our last renovation, O'Day keel R19 #1248 (built in 1965) is for sale with a trailer at this time.

It really doesn't take much to get a R19 back sailing again, so don't take that old R19 to the dump ... give us a call. We will check it out to see whether it is salvageable.

Thanks for the opportunity to send you this little note from San Francisco Bay. There is nothing better than sailing a R19 in the San Francisco Bay summer winds. Please do not hesitate to call anytime if you any questions or comments.

Sincere best regards,

Bill Clune
Hooligan
831-484-9328
weatherq@comcast.net



or

THE TRANSFORMATIVE POWER OF LOVE (AND ELBOW GREASE)

Daniel Lynch searched the net for "Rhodes 19," which got him to the class website and led him to contact Steve Uhl. Daniel says that the people he's spoken to about the Rhodes have been very helpful.

For \$300, I got a Rhodes 19 that had been sitting for sixteen years and needed much work. I've been sailing it for two and a half years now. Love it.

I need help with determining what year it was built. The O'Day placard says hull #25249, design 1908, which seems backwards.

I keep the boat in the water at my dock (seen here after an early-season nor'easter) in Bairds Creek, Arapahoe, North Carolina, which empties unto the Neuse River.

I trailer it once or twice a year to Harkers Island, North Carolina, for vacation. I have a video of

sailing at there last year with twenty knots, a lee shore, and a reefed main, setting up to drop anchor while under way.

This past year we had northeast winds at eighteen gusting to maybe twenty-five and had reefed the main and jib. I honestly feel we hit fifteen knots broad-reaching and surfing. A real hoot.

I replaced all the floor timbers, decking, some rigging, and sails, and I painted the boat. It was a mess when I got it; I get compliments now.

It is a centerboard model and very tender. I have had a few knockdowns, and three weeks ago I took seventy-five to 100 gallons over the coaming. Scared the crap out of me.

I have been sailing and racing sailboats for forty years but went without one for twelve years. I now remember how and why I love it. I have no motor but have a

fourteen-foot sculling oar I built for the stern for when the wind dies. I can get 1.5 knots with that oar.

I'd like advice on tabernackling the mast. It is a pain for me and my son to set the mast. Actually it's sort of scary. It has gotten away from us once.

It is a keel-stepped mast. I made a rather crude mast-stepping system, where the mast can be secured one foot from the hole in the deck. My son lifts it from the bow, and I follow it up. This part is easy. It's the transition when I lift the mast up off the hinged wooden protrusion to vertical when things get scary, as I have to control everything. If it goes two feet to one side, well ...

I should look into a gin pole, but I still have to set it in the hole. At sixty years old, I would prefer to deck step it if I can keep the strength.

I plan on getting a real nice set of sails and a canvas mooring cover, to do a lot more rigging for tuning the rig, and painting. I am having a code 0 made to rig at the masthead. We won't be able to go to windward very tightly because of the jumper struts, but we should get 50 degrees and fly off the wind. I'm installing battery/bilge pump/solar panel/music. I plan on removing the old floatation and putting in air bags; I bet that will gain me a hundred pounds. Next year I'll do lots more work, but mainly cosmetic.

I will be looking at your guide to racing the family centerboard for more info, as I used that to rig the traveler at the stern.

My seventeen-year-old son and I will be "circumnavigating" Shackleford Island, North Carolina, this summer—Core Sound through the inlet, into the ocean, and then back in the



inlet to the north. We'll pull a few handlines for Spanish macs, etc.

This October I plan on soloing to Hatteras Island from my dock on the Neuse River—eighty miles of open water; then, I hope, in the ocean back down to Ocracoke inlet and back home. Should be a hoot.

I sail all year, as the boat sits at my dock in the backyard. Come on down!

—Daniel Lynch
lynchconst@centurylink.net

