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Big Changes

2010 Coronado 15 North American Championship

BY DAVID RUMBAUGH

Well this year's NAC's were living up to something different, at least on my boat, for sure. With the regatta being held out of South Coast Corinthian Yacht Club in Marina del Rey, CA, races would be run out in the swells of the Pacific Ocean. This would be a change from the past few events that we have had as a fleet. Once I found out that my crew Anne Newton could not make the trip due to her recent graduation from Officer School in the Coast Guard, I was looking for a replacement crew—one thing I have not had to worry about over the past 5 years sailing with Anne. The last change for me was hull numbers, from 2218 (which I have sailed to the last 3 NAC titles) to 3700. A hull which is newer, stiffer, but untested on the water! So needless

to say I was going with the notion of “having a good time” and not so invested on winning this time around.

First thing first, I found a crew! I locked up Claire Fishman, who I have sailed with over the years to many regatta victories, but never in one of this caliber before. We had no practice together before heading down to MDR, so I was hoping that things would work themselves out on the water for us. Claire is a solid crew, but nothing can replace years of racing together like Anne and I had. I think that Anne knew what I was doing better than I did at times, like when I would decide to tack without telling her I was doing it. She seemed to know what I was thinking most of the time, and was coming in off the wire and changing sides before I did. I did this a few times with Claire (tacking with her on the

wire and not telling her) and I suddenly realized that I needed to let Claire know what was going on before I started tacking or gybing... something I was not used to doing.

Next change was the boat. Would I be able to get her ready to sail before heading down to MDR? I prolonged working on the boat because I could not decide which hull to use until the last minute. Luckily, I took the rig out of 2218 and placed it in 3700 to see what the settings would look like, hoping that I would not have to change much. After getting the rig in the boat, I checked the rig tension and rake and was shocked to see that numbers were in the “ball park” of where I wanted them. Next step was putting the board in the boat, which required lots of sanding and grinding of the well to get the board in. After fitting the board into the boat and replacing the gasket



it was time to work on above the water stuff, like replacing the rigging. Lets just say that I worked on the boat until 5pm Thursday evening, an hour before heading out to the practice races that night at the club. Racing did not go as well as we planned, but the boat felt fast and did not take on any water! Both good things to come out "testing"!

The last change was the ocean swells and wind chop that we would have to deal with during these NAC's, which as you can imagine make driving the boat a little different than on a flat-water lake. With the return of the Sprouts to the NAC's, I knew that we were going to be behind the eight ball this time around. Yes, they had been out of the boat a little while but this was their home turf and they knew how to drive in the waves better than us lake sailors. Racing began on Friday for the Syd Corp trophy to divide the boats into A and B Fleets. All things seemed to start clicking for Claire and me right away. With the winds light to medium, Claire was able to get out on the wire before others could and that proved fast for us. Hull number 3700 was stiff and went through the waves very well,

and it seemed that my driving in the waves was not as bad as I thought it might be. If you are keeping score at this point, that would be 3 changes this year and so far three positives for us. We finish the day 2, 1, 1 edging out the fleet for the Syd Corp title.

Championships racing started Saturday morning and Claire and I were happy with our boat speed and crew work from the day before. We quickly found out that our boat speed around the track and staying out of the way of the other boats out on the race course would be a key asset for us. At the start of race 1, we found ourselves head to wind and going backwards at the gun! Finally getting off the line looking at everyone's transom we worked on getting a clear lane going fast forward! At the end of the regatta we had six bullets in six races. The Sprout's sailed over and congratulated us on an outstanding regatta. It is at that moment that I realize Claire and I have done it. Something that no one has been able to do in the Sprout's 5-year Championship run from 2002-2006, beat them on the water for the CUP!

IN ORDER OF FINISH

A Fleet

D. Rumbaugh
K. Washbauer
B. Sprout
J. Roberts
V. Paternoster
A. Fishman

B Fleet

W. Paul
H. Weiler
C. Quest
J. Richardson
S. Tobin
N. Farrell

Coronado 15

Coronado 15 National Association • www.coronado15.org

Would you like to submit an article for publication in this section of Catalina Mainsheet? Contact your C15 Association Editor. DEADLINE DATES: March 1st, June 1st, September 1st and December 1st.

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MOVING?

Do not send your address changes to the Mainsheet. Please notify your Association of any change in address.

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Sacramento, CA 95815
Annual Dues: \$41
Join or Renew form
on page 56.

OFFICER MESSAGE

New Officers

Kiersten Vance, Association Editor

Unfortunately, I was unable to attend the nationals this year but I heard there was a great turnout. I would like to introduce you to the new officers for this year. Vincent Paternoster has obliged to head up the association as Commodore. John Richardson, also the main designer behind our website, is the new Vice Commodore and Charles Quest has agreed to be the Rear Commodore and host next years National Championships at Half Moon Bay, Ca. Even with these amazing officers we still need your help to maintain our fleet. We are looking for someone with a background in web design to help give our website a little flare. I also need volunteers to write short articles to be published in each issue of the *Mainsheet*. If you have a story you would like to tell or a tip you could share with the rest of the fleet, email me and we can publish article. Hope to see you all out racing.

OFFICER MESSAGE

Recap

Steve Fishman, Treasurer/Secretary

Recap of the Annual meeting held at the NAC's at Marina del Rey on July 24th, 2010.



The meeting was called to order by the Commodore, David Rumbaugh at approximately 7:30 pm. Board members present are; Vice Commodore-Vince Paternoster; Rear Commodore-Kevin Wasbauer; Secretary/Treasurer-Steve Fishman

Fleets present were; Fleet

20-Sacramento; Fleet 15- Half Moon Bay, Fleet 2- Marina del Rey, Fleet 7.

Members present were; Kevin Wasbauer-Fleet 15; David Rumbaugh-Fleet 20; Scott Tobin- Fleet 2; Barrett Sprout-Fleet 2; John Richardson Fleet 2; Will Paul; Alex Fishman Fleet 20; Horst Weiler Fleet 34; Vince Paternoster Fleet 2; Noah Farrell Fleet 2; Charles Quest Fleet 15

Old Business:

Charlie Quest talked about hosting the 2011 NAC's at Half Moon Bay in August. After some discussion it was decided that August 12th-14th would be the best dates for next year's NAC's. Charlie has a goal of 10 HMB boats for 2011. Steve Fishman also set a goal of 5-8 C15s for 2011 to come from Sacramento. Vince's goal of 5 C15s from So Cal would help toward the goal of having 20+ C15s in 2011.

Item two of old business is the urgent need to upgrade our website. John Richardson is currently heading up this project. John is looking for a web designer to assist him in upgrading our image. Since this is our #1 form of advertising, we are in urgent need to upgrade our website. WE NEED A VOLUNTEER TO HELP WITH OUR WEB DESIGN!! Mike Shea has provided some great pics that we can use as the basis of a new design, thanks Mike!

New Business:

There was a suggestion to make the window size bigger on the jib. Treasurer Steven Fishman reported. A motion to adjourn was made and seconded and carried. The meeting came to an end at 8:30 PM.

The following were nominated and voted in for the 2010/2011 C15 executive board.

Commodore-Vince Paternoster
Vice Commodore- John Richardson
Rear Commodore-Charles Quest
Secretary/Treasurer-Steve Fishman
Mainsheet Association Editor-Kristen Vance

2010 Coronado 15 North American Championship

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STORY SPOTLIGHT

See cover story
on page 4 for
edited "race
results" copy.

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Championships racing started Saturday morning and Claire and I were happy with our boat speed and crew work from the day before. We quickly found out that our boat speed around the track and staying out of the way of the other boats out on the race course would be a key asset for us. At the start of race 1, we found ourselves head to wind and going backwards at the gun! Finally getting of the line looking at everyone's transom we working on getting a clear lane going fast forward! By the top mark we had fought our way into 2nd behind Kevin Wasbauer and crew from HMB. The final downwind run to the finish was a nail bitter, with Kevin and I never able to break an overlap with one another for the entire .8 of a mile. We hold Kevin off by about 6 or 8 feet to take the win in race 1. Better start for us in race 2 and we are able to hold the fleet off to take another bullet, with Kevin again in 2nd place. After 2 races the Sprouts seem to be off the pace a little in the light lumpy conditions, but will shortly change in races 3 and 4.

Race 3 sees us get off the line to the weather mark in the lead and then extending on the fleet on the run. At the second weather mark we turn around and see the fleet a great distance behind but the group is tight back there. Barrett finds his groove and comes in 2nd with Kevin in 4th. Race 4 starts and we off and running. The boat set up seems to be perfect for us going downwind, and with all downwind finishes it eases the pressure off of us a little. All we had to do was stay close to the leaders and it seemed that on the run we were able to sail away from the other boats. We round in 4th or 5th at the top and then start picking our way through the fleet. At the finish it is tight with us in the lead followed closely by Barrett in 2nd, Alex Fishman in 3rd, and Kevin again in 4th. Heading back into the dock we are in great spirits with total control on the event! Four races on day 1 and four bullets! At the bar Barrett seems concerned with not allowing us a scorecard of picket fences because he is not sure that has ever been done before.

Sunday comes and with 3 races on the scorecard, I was looking for a solid start to the day. We opened up race 1 on Sunday with

another victory, with the Sprout's again in 2nd and Kevin again behind in 4th, and are now I start to mull over the fact that I might be able to finally beat the Sprout's at a NAC's. Something I have not been able to do before. Although I have 3 titles, they were all won without the Sprout's being in attendance so this one seems to be a little sweeter to me! Race 6 comes and again we seem to have speed to spare. On the run we are able to again gain on the leaders and distance ourselves from the boats behind us. Kevin comes back to form and finished 2nd behind us. Barrett is back a little bit in 3rd and the race for second is tight with us having won the title since there is one throw out and we have 6 bullets in 6 races. The Sprout's sailed over and congratulated us on an outstanding regatta. It is at that moment that I realize Claire and I have done it. Something that no one has been able to do in the Sprout's 5-year Championship run from 2002-2006, beat them on the water for the CUP! Race 7 starts and it is between Kevin and Barrett for second now. Kevin gets a great start and extends on the fleet to lead at the top mark. We round the top mark in the second pack in 4th or 5th. On the run we gain on the leaders, Kevin and Vincent Paternoster. At the gate we go the other direction from them and halfway up the beat we pass Vincent and are hot on Kevin's heels. Towards the finish line Kevin's heats up a little to stop us from rolling over the top of him. I figure that at the boat with more speed we can call for room at the finishing boat and squeak by him, but the with the current running from left to right and a long anchor line that I was not prepared for we had to gybe and sail back behind Kevin who won race 7 with us 2nd. Barrett is back in the fleet of boats and at the finish is in 5th. Once back to the dock Kevin realizes that he has 2nd place locked up by one point! That is some tight racing. So it seems that all the decision I had to make, starting with crew, then boat, rig settings, and finally driving in waves all paid off in the end. It was a fantastic venue with great conditions. In the end we didn't have a perfect score card, but we can now say what many can not...we beat the Sprout's at a NAC's!