

Highlights

- **Atlantic Nationals 2001**
- **31st Janeway Regatta**
- **Sail Like A Veteran Today**
- **News from the Fleets**

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The Great Atlantic

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Awww SHUCKS.....MISS APRIL WINS AGAIN



The Winning Team
Norm, Diane, David & Tom Peck
A-130 Miss April



On August 23 – 25, Norm Peck Jr. posted his record 12th National Championship title. Sailing with son Dave, daughter Diane and brother Tom, Peck Jr. finished with seven points winning the first two of the five race series followed by finishes of 3, 7 and 2.

Nineteen boats participated in the 73rd annual National Championship Regatta held in Niantic Bay. Participants this year represented only Niantic Bay (6) and Cedar Point (13). It marked the 39th straight year that a boat from either Niantic Bay or Cedar Point has won the regatta.

Scott Reichhelm, who took over the helm of SHUCKS from father George, was second with ten points. Sailing with Jim Doyle, Dave Christopher and Kristin Stoehr, Reichhelm posted finishes of 2, 2, 4, 2 and 4.

Just like last year, the competition between the Pecks' and Reichhelms' was fierce. Peck Jr. had a three point lead over Reichhelm heading into Saturday's final two races but finished a disappointing seventh in the morning race. Miss April, over the line early, had to return to the start and clear themselves putting them at the back of the fleet approximately 7 minutes behind. The race turned out to be a throw out for Team Peck but may have cost them the championship had another race not gotten off in the afternoon. The pressure was on.

Reichhelm was relentless in keeping the pressure on Peck Jr. Scott's consistent sailing put him in first place after four races setting the stage for a dramatic and final fifth race to determine this year's champion.

At the start of the final race, Reichhelm initiated match racing tactics and attempted to push A-130 over the line early for a second time. He positioned A-142 up close to A-130 bringing them both over the line a minute before the start and preventing the Pecks

from tacking for the start. 130 managed to inch just far enough ahead of 142 to finally tack. The boats started head-to-head and it was a drag race to the finish. Peck Jr. needed only to finish ahead of Reichhelm for the victory. Peck Jr. finished second and Reichhelm was fourth.

Norm Peck III finished third overall. After a slow start on day one, Peck III notes that "Arvid Brandstrom gave a good effort in trying to keep my crew out 'til 3 am singing that Swedish song. He didn't realize that my crew does their best when they feel their worst." With finishes of 12, 6, 1, 3 and 3 respectively, Peck III may just have something!

With a win in the final race, Chris Judson of Niantic Bay was fourth overall. The win was his first ever in the Nationals, but keep an eye on him because it will not be his last.

Hank Mergenthaler rounded out the top five with finishes of 5, 12, 8, 1 and 5. Son Eric returned to the team this year along with George Clay and Henry Backe.

Georgianna Silk, sailing with husband Larry Liggett, Jim Graham and Sharon Bernd, won the award for being the highest placing first time Nationals skipper. With finishes of 9, 4, 6, 5 and 8, Silk finished sixth overall.

Niantic Bay's Atlantic Fleet is small but mighty both on and off the water. On-shore festivities were once again a hit. These included Lasagna night, Grill night, Lobster night (did you taste those clams casino??), Steak night and the best regatta lunches anywhere! Led by Diane Rothman, Dick & Debbi Morris and a cast of club volunteers, the Niantic Bay Yacht Club hosted a very successful event.

And of course, we would be remiss if we did not thank Ted Fontelieu who made his way down the Sound with sidekick Bernie Dorogusker, to chair the Race Committee. With winds of variable strengths and directions and the current a constant consideration, Ted delivered a fair and memorable series.

After two years in Niantic, the Nationals will head back to Cedar Point in 2002. Rumors are spreading already that they'll be thirty boats on the line.....

VIGNETTES

The event in Niantic actually began with the incident in the mooring basin just as the Cedar Point tow China Blue came into the bay. There, as though arranged for the amusement of the Cedar Point tow was the spectacle of a sailboat, Locura, under power, weaving in and out of the boats in the anchorage trying to elude no less than: 2 DEP boats, the East Lyme Police boat, a Coast Guard "rubber ducky" and eventually a Coast Guard cutter, all in hot pursuit.

Norm Peck, The More Senior, attempted to rendezvous with some of the Cedar Point boats under sail and slightly ahead of the main tow. For much of the trip there was only 1/4 to 1/2 mile visibility. However, he made radio contact with A-2 and A-133, the 2 yachts cast off from one of the Cedar Point tows, for whom he was searching. Just as that radio contact ended, he was hailed by A-85 just off Hamonasset Point. "Can you pick us up, too?" hailed a plaintiff voice. They apparently left Cedar Point the day before, and, just like the "old days" [before everybody had tow boats] set sail up the Sound toward Niantic Bay.

A-29 found their way to their assigned mooring without incident. Picked up by the whaler for transport to the dock, it was noted that Skipper Child and inveterate crew, Brandstrom had sufficient supplies aboard for an extended voyage at sea. Food and several bottles of wine were mostly contained in a 120 gallon cooler, the contents of which would have been the envy of a Park Avenue caterer for a modest party of twenty or so. Vintage port, Scotch and other vitals were amongst their personal gear.

A-111, at the leeward pin of the last race was observed to jibe in tidy fashion around the pin, where upon they hardened up onto a beat...except that their pole and spinnaker were still on the first jibe as they approached the pin. The comment from Race Committee personnel on the mark boat was "I suspect this will take some time to sort out."

A-2 may not have been the swiftest yacht, their sail trim not always as it should have been; however, Charlie and the "Lan-gals" were certainly amongst the best-looking at the regatta.

The "courtesy gun" before the prep signal kept starting line nerves cool. Some of us who'd gotten used to the 5-minute sequence during the summer simply read another chapter 'til the five-minute gun. Kudos to savvy RC Chair Ted Fontelieu for this 'traffic calming' aspect.

Bonfires on the beach Friday and Saturday night were the perfect ending to a hard day of racing. Local nightspots that had stocked up the week before were at a loss to explain the absence of reliably thirsty sailors. We may try this one in Westport next year.

We missed even token representation from the Cold Springers this year. Stalwart Gerald Diduck was off closing on a Texas home sale making this the first year in many that the Series was a two-club event.

Home team boat Atlantic 45 was seen going for a couple of sails over the three-day event--usually after the Nationals fleet had returned to port from the day's racing. Can someone give them a schedule so they can start putting in an appearance the same time as the rest of us?!!

Our chef hats go off to Dickie Morris who, after helming "Fireboss" all three days, had the reserve of strength and ample good cheer to stoke the grills and tend to the sumptuous food that came thereof.

Are we getting nicer or are we simply not as daring as we used to be? On-the-water exoneration of minor fouls kept the Protest Committee out of business for the entire Series.

North Sails rep Ched Proctor's chalk talk after Day 1's racing was a new and well-attended item on this year's off-water program. While it was great to get perspectives from skippers as to what made them go fast, hopefully in the future the wind gods will provide us with a few more knots of breeze to enhance the benefit of these discussions.

On the tows up and back, Norman Jr. and his mighty Squire provided the horsepower to help get the Cedar Pointers to Niantic as well as giving them a head start home, thus reviving an old tradition of handing off tows from one club to the other at the midpoint of these 10 hour passages.

Overstuffed sandwiches, again the centerpiece of our on-the-water lunches prompts some crews to ponder when their hometown skippers will do the same for them, ahem.

Videos, photographers, cameramen, helicopters----visual coverage of the Nationals gets better every year. All we need now is commentary from Gary Jobson wearing an ESPN jacket!

We'll comment on the obvious for the not so clued in: Chris Judson, A-141, has arrived! Not-too-distant memory recalls the boat not completing many Series due to crew shortages, breakdowns, etc. but doing very well when making it to the line. Though he's always had our respect, we've always wondered "Where would he finish if he got in five good races?" Well this year Chris showed us in unambiguous fashion helming "Faith" to fourth place overall.

Georgie Silk, showing there's room for the dames at the top, pushed her A-110, including her quiet, humble, patient, understanding husband crew Larry Liggett to sixth place for the Series.

The enlarged trophy is starting to take on the appearance of hockey's towering Stanley Cup. Norman Jr. advises all future cup holders that you'll need to demolish some cabinets in order to create a proper display area.

While the number of visiting Cedar Point boats was down from historical levels, Westport skippers were in abundant as crew with Arvid Brandstrom, Jim Doyle and Bob Torok all pulling strings for fellow CPYC helmsmen.

This year's Most Guest Crew Rebate goes to Cedar Point's Mike O'Neill whose list of names ran on for two pages. Just think; if this tradition keeps up, after 20 more years, the Class will have put on an entire Nationals for free.

The crew chartering A-133 led by Stephen Fisk, turned out to be this year's dark horse. With some good finishes early on, this brat-pack of centerboarders were vying with the veterans for a top slot. Not heeding the wisdom of racing with a clean bottom, the youngsters stumbled in the last two races yet impressed us all with their spirit and potential, finishing seventh overall in their first attempt.

With Niantic's famous tides, differential calculus was a requirement for setting a starting line. RC Chairman Ted Fontelieu submitted "With 600 feet of line and nearly two knots of current, the trick is figuring out where the pin is going to settle once the anchor is tossed overboard." Folks, sometimes we don't realize how good we've got it.

2001 Atlantic National Results

Throw out race scored as 0 points.

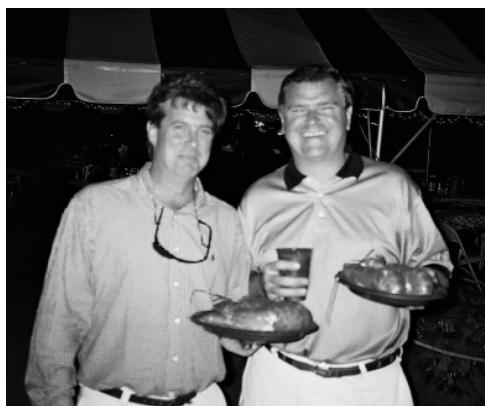
Sail #	Boat Name	Club	Skipper	R1	Pts.	R2	Pts.	R3	Pts.	R4	Pts.	R5	Pts.	R6	Pts.	Tot.	Pos
130	Miss April	NBYC	Norm Peck Jr	1	1	1	1	3	3	7	0	2	2			7	1
142	Shucks	CPYC	Scott Reichhelm	2	2	2	2	4	4	2	2	4	0			10	2
137	Nonesuch	NBYC	Norm Peck III	12	0	6	6	1	1	3	3	3	3			13	3
141	Faith	NBYC	Chris Judson	4	4	11	11	2	2	DNS	0	1	1			18	4
139	Nevermore	CPYC	Hank Mergenthaler	5	5	12	0	8	8	1	1	5	5			19	5
110	Bucephalus	CPYC	Georgie Silk	9	0	4	4	6	6	5	5	8	8			23	6
133	Spirit	CPYC	Stephen Fisk	3	3	5	5	7	7	10	10	10	0			25	7
25	Carin III	CPYC	Chris Wittstock	8	8	3	3	10	0	8	8	6	6			25	8
108	Challenger II(65)	CPYC	George Wilbanks	WD	0	7	7	12	12	4	4	7	7			30	9
136	Au Revoir	NBYC	Hal Peatfield	6	6	8	8	5	5	18	0	11	11			30	10
16	Savvy 3.0	CPYC	Dave Polsky	11	0	10	10	9	9	9	9	9	9			37	11
2	Brute	CPYC	Charles Langalis	7	7	9	9	11	11	16	0	12	12			39	12
111	Cybelle	CPYC	Kerry Dawson	14	14	14	14	17	0	6	6	16	16			50	13
109	Fireboss 3	NBYC	Dick Morris	10	10	15	15	16	0	15	15	13	13			53	14
29	Ghost	CPYC	Dick Child	TLE	0	13	13	13	13	14	14	14	14			54	15
104	Yoda	CPYC	Mike O'Neill	15	15	17	17	14	14	11	11	18	0			57	16
85	Aphrodite	CPYC	Tom Phillips	16	16	16	0	15	15	12	12	15	15			58	17
115	Raider	NBYC	David Wyllie	13	13	18	18	19	0	17	17	17	17			65	18
30	Consensus	CPYC	David Sinclair	TLE	17.5	19	19	18	18	13	13	19	0			67.5	19



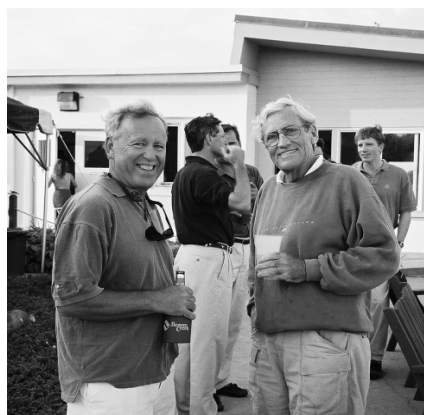
A-109 Dick Morris



A-133 Stephen Fisk A-110 Georgie Silk



Scott Reichlem & Chris Wittstock



Hal Peatfield & Hank Mergenthaler



Tom Philips, Dave Polsky & John Powers



Charlie & the Lan-gals!



Ann & George Wilbanks



A-104 Mike O'Neill



Dick Morris



Colleen & Mike O'Neill

The 31st Janeway Regatta

by Ward Campbell

It seems to be very difficult to accomplish the prescribed three race series for the Ted Janeway Memorial Trophy, sailed each fall off Cold Spring Harbor. Last year the faintest of raceable breezes reduced the event to two races of two legs each, and two races was all we could manage this year as well. But not for want of air.

The five entries from Cedar Point had a quick trip across the Sound, driven by the strong North Easterly of the last weekend of September. It was agreed to forget about avoiding headlands, and Dick Eadie set a course in the Oyster Bay/Cold Spring Harbor entrance which produced considerably less chop, but gave us an assortment of screamer puffs and headers coming off Lloyd's Neck which demanded everyone's best attention.

It took about an hour to complete the first five-leg race, during which period David Noyes and partner Doug May worked out a comfortable lead to win over second place Charles Langalis and his Angels. Dave and Kelly Solway with Dick Child in A-107 got third ahead of Stephen Jay who handled the boisterous day with just brother Paul to keep him company in VEUVE CLICQUOT.

After lunch, remembering wild jibes, and a few broaches, most approached the second start a bit conservatively. Not Dave Noyes, whose eagerness to get going earned him a recall. Far from spoiling his chances, this slip-up just proved that TARA was the fastest boat on the water when she passed all except DEKE, to finish just five feet short of a second win. Gerald Diduck, with Alexandra Pennisi and Harry Morgan as crew, had done a great job in the hard going. Sean O'Connor improved on his seventh in the first race by taking third ahead of the rapid BRUTE.

The festive dinner celebration included general audience participation and feature performances by Arvid Brandstrom and others that brought the happy day to a fine conclusion. And that, in effect, was all she wrote. The Nor'easter had built over night, and rather than indulge in a true gear buster, Dick sent those who got out to the starting line area right home again. The guest boats stayed on Beach Club moorings for a few days, and their sailors were given rides and loaned cars by the hosts for a safe trip home. Start planning now for next year, we are bound to split the difference and have fair racing weather. And, as always, good fun.

Results

Place	Boat #	Skipper
1	56	Noyes
2	2	Langalis
3	133	O'Connor
4	1	Diduck
5*	9	Brandstrom
5*	107	Solway
7	35	Murray
8	22	Jay
9	63	Mendelsohn
10	73	Lindsay
11	4	Campbell
12	104	O'Neill



2001 Janeway winner: Dave Noyes in A-57 TARA

Annual Meeting Scheduled

The Annual Meeting of the Atlantic Class Association will be held on Thursday, January 24, 2002 at The Inn at Longshore in Westport, CT. Details sent under separate cover.

US Sailing Membership

Don't forget to renew your US Sailing Membership today! Visit their web site at www.ussailing.org for forms and additional information.

Atlantic Class Website

Our webmaster, Loralyn Helms, continues to ensure that our web site contains the most up to date information on the Atlantic Class. Visit www.atlanticclass.net for current info on new and used boats.

News from the Fleets

Cedar Point Yacht Club by Charlie Langalis

This season, Cedar Point's Atlantic Fleet experienced growth both in number as well as in further development of our racing program. Multi-year charterer Kerry Dawson purchased A-111 during the off-season bringing our fleet to 23 owner-skippered boats. Kerry joins Georgie Silk of A-110 as the second female skipper currently racing her own boat at Cedar Point.

Additionally, a number of changes were made to our program with the intention of increasing participation and the level of enjoyment racing our boats. The first of two Saturday races, which had simply been a practice race, was changed to counting as an official race thus increasing the number of season races from 33 to 48. The qualifying percentage was eased from 60% to 50%, which, with the higher number of scheduled races, produced only a modest increase in the number of races needed for qualifying. A throwout formula that kicked in after a boat exceeded the qualifying number of races was discontinued allowing the standings to more humanly reflect the occasional "bad hair day" all skippers experience.

Thirty-three Atlantic races were held this season with 21 of the Fleet's 23 boats participating. Our best showing came on July 14th with 16 Atlantics on the line--a two-year high. First place finishes were distributed among ten different boats and all but three of this year's competitors had a top five finish in at least one race. With all the changes to our program this year, fourteen of our boats qualified, up from eleven last year.

For the season, George and Scott Reichhelm, A-142 repeat as Club champions, bringing their current streak to four years in taking top honors. They are closely followed by Hank Mergenthaler, A-139 who just edged out John Foster, A-140 in third. Rounding out the leaders are Sean O'Connor, A-133 and Joe Olson, A-128 for fourth and fifth place, respectively. Overall, the final positions reflect remarkably tight standings among the top boats.

During the winter, the Fleet will be reviewing the impact of the changes made on the results of the season just ended. For next year, we eagerly look forward to the return of A-96 and A-127 which are finishing up some long-term projects. We are excited too by the arrival next season of Ron Marsilio's Atlantic--a new hull from Cape Cod--which will make our fleet two dozen strong. Finally, anticipation of hosting the Nationals for 2002 and beyond already has

some of us involved in the planning stages with work moving apace to have 30 boats on the line.

Cold Spring Harbor by Ward Campbell

Not counting the Janeway, the Cold Spring Harbor fleet completed 32 races this year, which meant boats sailing in 22 or more did so without penalty. TARA raced 30, and of those finished first in 17. If that suggests pretty slim pickings for the rest of us, so it was, but we had a lot of fun trying to beat Dave Noyes and his crew.

Clearly the Season Series trophy went to A-56, and so did each of the three seasonal trophies. The boat sailing the second most races, 27, was FLYING CLOUD (Ward Campbell) which accounted for three series seconds. VEUVE CLICQUOT (Stephen Jay), which did not start as often, made up for it by winning three of the holiday series.

It was a good season, with all of our nine boats participating, and we have all been learning from Dave, so look out next year!

Can You Identify A 2530?

A wood Atlantic appears in the New York Yacht Club's "Listed Yachts" named STARLING (for guess which Burgess?), with sail number 2530. Discussion with her owner of the last ten years, Jonathan Harvey of Albany, NY, reveals she has been so identified much longer than he has had her. He greatly enjoys sailing her in the Gloucester area where she has been kept for a long time. The number is actually Abeking and Rasmussen's hull identifier, as proved by the original builder's plate which is still in place. Jonathan would like to join our association. Can anyone come up with the number assigned by the Class?

Niantic Bay Yacht Club by Norm Peck III

Although the Niantic Fleet has lost eight boats over the course of ten years, we have maintained close to the same number on the starting line. Our enthusiastic fleet has had a consistent five or six boats on the line out of a total of eight. The following list shows where our Atlantics have gone:

36	Ashton, MD	New Fleet? Nah! What a waste!
42	Maine	
44	Maine	Hmm!
74 (wood)	?	?
78	Maine	
91	Maine	What?
135	Maine	What's going on?
142	Cedar Point	Too bad, but better than Maine

This is not as drastic as the 1954 hurricane when just about the whole fleet was lost. What is Maine doing right? I understand they have tea and cookies after the race. Let's try that! We've tried everything else. I for one might

consider that in lieu of bourbon if it meant another five boats. Not three...five!

We all thoroughly enjoy the fleet racing in Niantic and it was particularly interesting this year as the final top three positions were not determined until the last weekend of racing.

Place	Boat Number	Skipper
1	130	Norm Peck Jr
2	141	Chris Judson
3	137	Norm Peck III

Two shorter races are sailed each Saturday, Sunday and holidays. This provides for more incentive and practice. Racing begins at 2:00 p.m. and we are usually back at the dock at 3:45 p.m.

The National Championship was as success with fair sailing conditions and apparently a good time had by all.

We look forward to traveling, I would guess, to Cedar Point in 2002 for another "Great Atlantic" event.



NBYC's Peck Jr, Peck III & Judson



Sail Like A Veteran Today

Technique By Luther Carpenter

When I read the following article in Sailing World originally published in October 2001 and reprinted here with permission, I thought of my brother

David. I am very fortunate to have sailed in 16 of the last 17 Atlantic National Championships with him (he jumped ship in 87' to win the Championship himself sailing A-65). He is the epitome of this article and if you wonder how A-130 has accomplished all it has, read on. I thank David for all he has taught me and hope that we will be sailing together on "Miss April" for many more years to come. Diane Peck Rothman

Years ago I was a young, hungry, youth sailor. I had great starts, flashy roll tacks, the ability to steer perfectly, and my parent's Visa card. I could do anything. But as I started competing around the world, I learned that desire and raw talent were not enough to win major regattas. There were always other guys, a few years older and a bit more serious, who consistently finished at the top of the fleet. I realized that their edge wasn't talent or luck. It was experience.

In 1992, I coached at the Barcelona Olympics and witnessed a near perfect blend of youth and experience. Coaches Jonathan and Charlie McKee and team members Randy Smyth, Keith Notary, Mark Reynolds, Paul Foerster, Mike Gebhardt, Brian Ledbetter, and Hal Haenel had all been to the Olympics before—some had won medals—and they shared what they'd learned from their past experiences at the Games with our energetic and talented Olympic rookies. It was a powerful combination that resulted in medals in nine of 10 classes.

OK, you're saying, I know experience is important. But what, aside from a suntan, rope burns, and wetsuit rashes, do you get from logging countless hours on the racecourse? And, once you know what's so important about all this time on the water, how can those without experience quickly learn the veteran's game? I found myself asking these questions while coaching in Europe this spring and assembled a list of veteran techniques, traits, and habits that would help some of our sailors earn their veteran wings.

1. Veterans have a top-notch boat, and are meticulous about maintenance. The centerboard fits perfectly, the lines and purchase systems are of the best quality and exactly the right length. Accurate marks are made on the boat for trim reproduction. The rudder/tiller system is tight and the extension is the right length. Veterans constantly improve their equipment. They study competitor's boats and innovative ideas in other classes.

2. Veterans read the weather forecast. They think about the "big picture" for the current and following day. This gives them a sense of what to expect and how to distinguish between localized effects and weather system changes.

3. Veterans never sail past the layline. They're always aware of their location relative to the windward mark. They pass boats that waste time and distance by overstanding. They may overstand slightly if they're in a congested pack, but if they're in the top five, they manage the layline accurately.

4. Veterans assess the length of the starting line and the size of the fleet. Will there be enough room for everyone? How long will they be able to hold their lane? Having these

questions answered before the start enables them to visualize the opening minutes of the race. Veterans also determine the favored side of the line and the course. They think about the length of the beat and how long they will sail on each tack. At the SPA Regatta in Holland this year, the Europe beats were long so we emphasized getting off the line clean, sailing in clear air without tacking early in the beat, and then returning to the center of the course.

5. Veterans know when to go for the big starts and when to back off and start more conservatively. Veterans track the fleet psyche. U.S. Sailing Team coach Gary Bodie used to encourage his college teams to stay away from the pin end during the opening race of a regatta. The fleet's adrenaline is usually high at the beginning of events, and pin-end starts are risky. However, Bodie also told his teams to go for the pin after the lunch break, when the fleet was sleepy.

6. Veterans "beat the fleet" on local knowledge. In the first race of a series in normal conditions, they're not afraid to use local knowledge. At SPA this year, the first day had a typical sea breeze, which we knew would favor the left side. Much of the fleet was hesitant to commit heavily to the left in the first race, so it was a great time for our sailors to leverage left and produce a big opening race.

7. Veterans use the time sailing to the course to assess conditions, and determine what technique and setup will be fast. They compare present conditions with the forecast. They set themselves up for a changing wind scenario, so the gear change comes naturally, and without hesitation.

8. Veterans go after wind velocity. They believe in what they see. Veterans are not afraid to wing it on a side if they need to make a move, or see something good. Veterans are the first to react to big changes.

9. Veterans have perfect weather mark roundings, and they immediately execute their downwind game plan. They're not afraid to stray from the pack for clear air. They've researched the wave angles and are the first to catch waves.

10. Veterans demand to pass boats. They're never happy with status quo.

11. Veteran technique is smooth and fluid. They're sensitive to helm pressure and respond with weight and sail trim.

12. Veterans focus on balance first, and then add kinetics. They feel the boat. Balance is most important; kinetics enhance the balance with extra power. If your kinetics are rough or don't have flow, go easy and feel the boat.

13. Veterans are aware of sheet pressure on all sails. Pressure is everything. A perfectly trimmed sail is one that is pulling on the sheet the hardest.

14. Veterans have excellent leeward mark roundings. This is the gateway to passing boats on the second beat. They focus on execution.

15. Veterans avoid traffic. They know that groups of boats have less wind than single boats. If you find yourself alone, don't rush to get back to the other boats.

16. Veterans have good reasons to tack. If they're going fast in clear air, they keep going unless something changes (windshift, too leveraged, more wind).

17. Veterans rarely sail upwind in bad air. Everyone knows bad air costs you boatlengths; you don't need to prove it.

18. Veterans sail with their heads out of the boat as much as possible. They always know where they are, and where the marks are. They rarely make a navigational error. Chris Nicholson, of Australia, won three 49er world championships by being better at watching the wind up the course, while everyone else focused on a more immediate view.

19. Veterans note wind trends during the race, and think about how they will affect upcoming legs. A big left shift on the second beat is going to tighten the top reach on a trapezoid course and favor reaching on the last downwind leg. Veterans set up the boat perfectly for these changes and open both offwind legs with a gain over those still assessing the leg.

20. After the finish, veterans drink plenty of water, reflect on the wind, think about rig changes, and get to the starting line so they can relax before the next race.

21. Veterans understand the importance of physical size and fitness. They sail boats that match their body types. They know the physical requirements of their class and are properly conditioned. They also can readily admit and act to improve upon or compensate for any weakness.

22. Veterans sail and practice in a quality manner more than their competition. It's a simple fact: Time on the water with specific goals equals improvement.



Nationals Trophy Renovated

A second story was recently added to the Championship trophy to provide room for our champions well into the future. Thanks to Norm Peck Jr and Larry Liggett for their help with this project.

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The Great Atlantic
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