

SeaWind Express

Issue 15

Official Newsletter of the SeaWind Class Owner's Association

Spring/Summer 2011

Eades Takes Sunny R3CR in Naples, FL

By Frankie Novak- SW # 27

The 2011 SeaWind Region 3 Championship took place once again in Naples, Florida on April 1, 2 and 3. The Naples Model Yacht Club hosted the regatta at Village Walk with thirteen entrants from Arizona, Florida, Nebraska, and Virginia. Glorious sunny weather and nearly perfect sailing conditions of Naples, Florida, welcomed the SeaWind skippers from Friday afternoon through all of Saturday and Sunday. Racing was conducted with 13 Skippers in one fleet. A ten-minute break after every three races, allowed skippers to take a breather as well as check batteries and boats.

All thirteen regatta entrants checked in on Friday and had their boats weighed and inspected for compliance indoors out of the wind. The skippers were then able to assess the venue's excellent pond and get in some good practice time. This made for a smooth and timely start Saturday morning.

At the Saturday 9:30 AM skippers meeting, the Naples hosting staff members were introduced and Jack Wubbe, Race Director, outlined how racing would be

conducted. Racing began promptly at 10:00 AM with nice 6 mph ENE breezes. By lunch time nine races were completed, with Dave Haggart taking an early lead with four 1st place wins followed closely by Mike Eades with three 1st place wins. Wayne Starr and Chuck Weaver each scored 1st place wins.

Lunch was hosted by Vice Commodore, Laura Niehus, serving Subway sandwiches, chips, macaroni salad, fresh fruit and homemade cookies. Saturday afternoon, RD Jack Wubbe got racing under way with a revised course due to a wind change to 8MPH steady WSW. Nine races were completed with Mike Eades getting serious and winning five 1st places. Dave Haggart relaxed taking two 1st place wins. Dave Grozier and Frankie Novak each scored 1st place wins.

The SeaWind R3 regatta dinner was held at Spankey's Speakeasy Saturday evening. Skippers and wives enjoyed a great salad bar and excellent dinners of their choice. Everyone had an enjoyable evening with lots of good natured kidding, fun, and SeaWind skipper camaraderie.

Early Sunday morning racing was resumed 9:30 AM with a steady wind at 8



Rounding the mark at the Region 3 CR in Naples

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MPH ENE. After nine close morning races, Mike Eades, Dave Haggart, Chuck Weaver and Dave Grozier had each scored two 1st place wins and Dave Harrington scored one 1st place win.

Following lunch, six more races were completed for a total of THIRTY THREE RACES, WOW! Four throw-outs were taken.

Mike Eades won three more 1st places to secure the 1st Place Regatta Trophy. Dave Haggart, Chuck Weaver and Randy Williams each won 1st places.

Cont' on page 3...

Seawind Class to be Featured Again in MY Issue #169

Once again it is time for the SeaWind Class to be featured in AMYA's Model Yachting magazine. The first SeaWind feature was done in 2005 shortly after the formation of the Class. I have agreed with John Davis, Editor of Model Yachting that we will provide a series of articles for issue # 169, Fall 2012, for which the deadline is May 2012. This is an exciting opportunity to show the full extent of the class's growth and development since the last feature and showcase the SeaWind as a mature, active widespread one-design class.

David Lawrence, Editor of SeaWind Express, has kindly agreed to help me by acting as feature Editor for this effort and

will coordinate and collate our articles to put forth a well rounded feature. We would like to share with you our outline plan for this feature and invite your help in making it one of the best class presentations.

Introduction and Class History – Mike Eades

Building a SeaWind – Charles Samaha, Latitude24Designs.com, has kindly agreed to do a pictorial step by step of the build process based on the current kit and his build practices.

Tuning the SeaWind – David and I feel that Doug Lanterman's original Tuning article is still "the bible" as far as a general guide to tuning a SeaWind is concerned.

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By Mike Eades — SeaWind #86

The biennial Class Ballot process has been completed and I thank members who took the time to respond. I received 113 validated ballots from current AMYA members (55%) and a further 8 ballots from non-AMYA members who took the opportunity to express their views on class issues. While the response level was down from the previous ballots I suspect one reason is that there were no really contentious proposals this time around. I would like to thank departing Region 2 Director, Joe Phillips, for his contributions to the Class and welcome Donald Tyson of the Annapolis, MD Heritage Harbor MYC to take his place.

All Class Officers were elected with no opposition. The proposed Bylaw changes were all approved by more than 96% favorable votes. A key change will be that in the next ballot, to be held in 2013, electronic balloting will be the norm for all those members who have not elected to continue to receive paper ballots. Some 16 members elected to receive paper ballots on their ballot returns.

If any member did not return a ballot and would prefer to receive a paper ballot next time around you need to inform me by email or snail mail requesting a paper ballot!

The two Rule change proposals were also approved by healthy margins. The proposal to allow placement of the battery box on either the port or starboard side of the boat was approved by almost 86% while the requirement that displayed sail numbers be the same on both jib and main received an almost 95% approval. In the latter case this requirement will be

SCOA Class Officers:

Secretary.....Mike Eades
Technical Advisor.....Ken Bauser

AMYA Regional Directors

Region 1 (NE).....Ken Bauser
Region 2 (NE).....Joe Phillips
Region 3 (SE).....Darrell Krasoski
Region 4 (Central).....Andy Rust
Region 5 (SW).....Bob Piper
Region 6 (NW).....Doug Lanterman
Newsletter Editor.....DL Lawrence

SCOA: *From the Secretary's Desk*

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advisory only until January 2013, at which point it will become mandatory along with some other provisions in Rule 14 approved in the last ballot. Revised Class Bylaws and Rules effective April 1, 2011 are available from either the SeaWind Resource Center web site, US-SCOA page, or the AMYA web site SeaWind Class page.

With the help of Doug Hemingway and the new AMYA database I conducted a full reconciliation of SCOA records of "Active" members with AMYA resulting in the following detailed class census for those who like statistics.

Con't on page 4...

Eric Rosenbaum Wins 2011 Icebreaker Regatta

By Andy Rust, SW #25

When the Air Capital Model Sailing Club (ACMSC) originally conceived of the Icebreaker Regatta, it was intended to be a pre-season 'warm up' to get skippers ready for the regular points series races. Over the course of the past 7 years, the race has morphed into the premier early season regatta for the Seawind class. Through the years the weather has usually cooperated--reasonable temperatures but sometimes pretty strong winds. The last couple of seasons the weather has taken a turn for the worse, with 2010's event being postponed to June due to a nasty winter storm, and this year. Needless to say, this year's event came about as close to earning the name "Icebreaker" regatta without any actual ice being involved!

Seven skippers from the Dallas, TX based North Texas Model Yacht Club made the trip up, combining with six local skippers to make a nice sized fleet. After a nice practice session held at the pond Friday afternoon, 11 of the 13 skip-

pers registered for the regatta gathered at the home of Rob and Nancy Fresh for a meet-and-greet dinner. The fellowship and food were wonderful, and it was a great opportunity for everyone to get acquainted before racing was set to start the next day.

The weather that greeted the skippers on Saturday morning was in a word--bleak. Temperatures were in the high 30's, with a strong Northeast wind at around 12 mph making the wind chill off the pond quite uncomfortable. Having seen the weather man's forecast the night before, most skippers came prepared for the less than ideal weather, with heavy coats, stocking caps, gloves and transmitter covers. After just a couple of heats, a few of the Texas skippers decided to withdraw from competition, making it clear that enduring this regatta to be a challenge indeed! The remaining competitors soldiered on despite the conditions, and from the onset, Eric Rosenbaum of Garland, TX showed he would be the skipper to beat. He logged

eight first place finishes in the fourteen heats contested. Not far behind him in second place was Bob Piper (Lewisville, TX), and Mauricio Dantes rounded out the top three in third. After a couple of hours allotted for skippers to thaw out, they met at a local mexican restaurant for some great food and to swap stories from the day's competition.

When competition resumed on Sunday, the weather had taken a further turn for the worse, with temperatures hovering near freezing. Having endured the first day's brutal cold, the skippers who remained came even more prepared to deal with the conditions (one skipper even brought a ski mask and ski goggles!). In the end, Rosenbaum, Piper and Dantes maintained their positions at the top, with Andy Rust representing the host club in fourth place. Despite the ugly weather, the skippers that competed had a unique and enjoyable time. Special thanks go to Travis Donily who served as Race Director for the event and Rob and Nancy Fresh for hosting the fantastic social event on Friday night.

Results, page 6...

R3CR con't from pg. 1

The Regatta trophies consisted of Sailboat images on polished one-half inch thick clear Lucite panels mounted vertically on engraved wooden bases. The extremely attractive trophies were a proper reward for excellence in a great test of SeaWind skipper sailing skills.

This memorable Region 3 championship regatta was smoothly run thanks to the organization and efforts of the Naples MYC, club #108, staff: Past Commodore and Co-Chairman Wayne Starr; Co-Chairman, Frankie Novak; Race Director, Jack Wubbe; Finish Line Judge, Bud Cassidy; Compliance/Weigh-in Officer, Chuck Weaver; Vice Commodore/ Hostess/ Scorekeeper, Laura Niehus; Scorekeeper, Virginia Kendall; Rescue boat / Mark placement, Bill Cromie; and Mark Judge, Bill Westerman.



Winners at the R3CR, left to right– Chuck Weaver #192, Dave Haggart # 73, Mike Eades #86, Dave Grozier # 67. Congratulations on a well sailed regatta! For more pictures, see pg. 7...

| 2011 SeaWind Region 3 Championship – Regatta Results (Top 10) | | | |
|---|-----------------|--------|--------|
| April 1-3, Village Walk, Naples, FL | | | |
| Place | Skipper | Sail # | Points |
| 1. | Mike Eades | 86 | 62 |
| 2. | Dave Haggart | 73 | 74 |
| 3. | Dave Grozier | 67 | 113 |
| 4. | Chuck Weaver | 192 | 114 |
| 5. | Dave Harrington | 281 | 150 |
| 6. | Charles Samaha | 24 | 186 |
| 7. | Randy Williams | 325 | 203 |
| 8. | David Lawrence | 82 | 235 |
| 9. | Frankie Novak | 27 | 246 |
| 10. | Wayne Starr | 225 | 252 |

MY #169, con't from pg. 1...

Rather than repeat this, although we might include the Summary Tuning Guide that I distribute to all new skippers to show other classes how we introduce new skippers to the class, we are thinking that distillations from the two articles about tuning for extremes (heavy and light air) that have appeared in SeaWind Express might be helpful for this feature? We would welcome brief notes, photos etc from any skipper on his tuning tips for inclusion in this article.

SeaWind Fleets – the idea here is to expand on our “Active Fleets” list to show AMYA members where our class is active and to display the character and range of fleet activity (who is involved, recreational or competitive racing etc) in each area of the country. Here I am hoping that, perhaps with David and I pro-

viding some guidance as to what we need, we might solicit inputs from any and all active fleets around the country and assemble them so as to display the whole. Any thoughts and ideas in this area would be especially welcome.

“Rags to Riches”, Robert fresh’s article on restoring to life and old beat up SeaWind had been accepted for publication by MY as a general interest article but space had not yet been found. John Davis suggested we include this in the feature.

Manufacturer’s Viewpoint – I would like to try to engage Kyosho in a dialog similar to the original one providing an update on the SeaWind from their perspective. At this point this is in the “hope” category as I have yet to establish a suitable Kyosho contact but I will be working on it.

Cover Photo - Last but by no means least we need a great cover photo! Here is an opportunity for all SeaWind skipper/photographers to strut their stuff! The magazine cover is critical as it says more about the class than many words can do. We need to capture the essence of the class and display who and what we are in a single great photo. We would like to invite all photographers to submit a maximum of 5 entries each of what you consider a potential cover

shot. Some constraints – it should be in portrait orientation and all SeaWind sails displayed must be properly numbered according to current, 4/1/2011, Class Rules.

Since this is a competition, the winner will be selected by AMYA’s Model Yachting Photo Editor, there will be a suitable prize awarded to the submitting photographer of the selected cover photo!

For further guidance on suitable photos for Model Yachting please read Rich Matt’s article on submitting photos in Issue #159 “Getting Started”, page 41. Please send all submitted photos to the SWE Editor, David Lawrence at dllawrence@yahoo.com, not to the AMYA.

Got a Good SeaWind Story or Idea?

Tuning tip? Building idea? I’ll bet you do! If so, why not submit it in Word format to me, David Lawrence, Editor, and we’ll get it published in the next issue of SWE! All submissions are welcomed!

dllawrence@yahoo.com

See Desk, con't from page 2...

SeaWind COA - "Active" Member Census 3-31-2011

| Region | Current AMYA | Extra Family AMYA | Lapsed AMYA | Non-AMYA | Total |
|---------------|--------------|-------------------|-------------|-----------|------------|
| 1 | 18 | 2 | 4 | 3 | 27 |
| 2 | 15 | 0 | 2 | 3 | 20 |
| 3 | 61 | 3 | 15 | 19 | 98 |
| 4 | 22 | 1 | 12 | 8 | 43 |
| 5 | 55 | 3 | 8 | 12 | 78 |
| 6 | 38 | 1 | 13 | 9 | 61 |
| Totals | 209 | 10 | 54 | 54 | 327 |

"Active" - For whom I have a current email or mailing address.

To complete the picture here is a Treasury Report over the past fiscal year:

| | |
|--|-----------------|
| Cash balance at 3/31/2010 | \$894.60 |
| Income: | |
| Yacht Registration Fees: New 54; Transfers 9 | 441.00 |
| Expense: | |
| “S” logos | 76.00 |
| Stamps | 35.20 |
| Standard weight mailing costs | 10.70 |
| Envelopes | 9.00 |
| Biennial Ballot | 613.80 |
| Stationery & print cartridge | 200.00 |
| Copying | 76.80 |
| Postage | 337.00 |
| Cash balance at 3/31/2011 | \$590.90 |

Make your plans early! Announcing the 2011 SeaWind Class National Championship Regatta

Skippers, set your calendars for November 4,5 & 6, 2011 when the Central Florida MYC #241 will host the 2011 SeaWind NCR in Orlando, FL. This is a first class venue conveniently located to combine with that trip to Disneyworld you have always planned. Let's make this the best SeaWind NCR ever!

See you there! Mike

The 2011 SeaWind National Championship Regatta
 Hosted by the Central Florida MYC (#241)
 At Firkin & Kegler, Orlando, FL

NOR and Entry Form visit www.seawindrc.com/US-SCOA/
 Additional Information: www.sundaysloopers.com
 Contact: Darrell Krasoski (dkrasoski001@cfl.rr.com)

An SCOA “Member Moment” with Doug Lanterman, SW#1010

How old are you, what is your occupation and where do you live? I'm 72,retired now, was an electrical engineer/manager until I was laid off in '92. Now spending most of the time in Kona, HI, as a sport fishing charter boat operator/owner.

What was your exposure to sailing? Sailed a Penguin (a 12' cat boat) as a young boy and learned RC sailing from my father, who sailed Newport 12 Meters.

What was your first RC vehicle? A Santa Barbara. Your first sailboat? I sailed it at Spreckels Lake in Golden Gate Park, San Francisco from '92 to '99. The folks at the club there taught me the rules and how to sail competitively. They sailed

twice a week year round and added official races on Saturdays through the season.

Do you sail any other classes competitively? I am inactive in model sailing since there is not a venue here in Kona. I still own a fleet of RC sailboats that I have sailed competitively including SeaWind (one NCR first and one third), 36/600, Odom, US1M (one NCR third), Newport 12 (one NCR first and one third), International 1M, Soling 1M, and Marblehead. I recently completed a scale RC schooner the America and would love to find a place to sail it competitively.

Do you still, or have you sailed or raced 1:1 scale?

I still own a Hobie 16, but racing it is now a bit beyond me.

Best advice for someone new to the hobby? Find a local club and sail the classes they sail. One or more of the members should be a great help in learning boat speed and tactics.

What other interests do you have other than RC sailing? I am now into RC airplanes. The fly here in Kona two to four times a week, both powered and soaring. The new electric and foam models are quiet, reliable and easy to repair. When I am back in Auburn, CA, the Sierra Foothill RC Flyers fly up to three times a week.

Tuning and Techniques for Sailing in Very Light Winds

By Kelly Martin, SW #319

The best one-design fleets continue to improve when those who do well give back to the fleet by sharing. As I sailed well at the Region 5 Seawind Championships, I was asked to provide my thoughts on sailing the boat in very light and drifting conditions. This was my first Seawind regatta, so I am still learning it myself. I don't have a secret formula for boat speed in light airs, but I will provide several techniques that taken together helped me sail in these challenging conditions.

Setting the Boat Up

Setting the boat up for very light wind is the first step. The first goal is to have sails that are full and breathe well. That is a challenge in a boat that has non-paneled sails and shrouds that are attached to the deck well aft of the mast. When reaching or going to weather, the jib is very important in accelerating the boat in a slight puff or after a tack. It must be full in very light airs. Using the [Seawind Quick-Reference Tuning Guide](#) by Doug Lanterman as a starting point, loosen the backstay almost completely off. Reduce the tension on the forestay by loosening the shrouds a couple of turns. Loosen the upper shrouds an equal number of turns on both starboard and port. Do the same with the lower shrouds. Make sure that the mast remains straight. Trim the sails to their close hauled position, lay the boat on it's side in the grass and sight down the jib luff. Using backstay and shroud adjustments, I like to see 0.25-0.5 inches of curve as shown in Figure 1. This provides the fullness needed for very light airs. Set the boom vang on the main to get about 10-12 degrees of twist to keep it open breathing well. Note in Figure 2 that the black line on the top batten is twisted off about 10 degrees from the boom. Move to the aft of the boat and look at the slot between the main and jib. Make sure the jib leach matches the curve of the main leach to ensure that the sails can breathe and work together as shown in Figure 3. I found that letting the jib sheet off a bit more than usual (2-3 degrees) will help keep the slot open. Finally, note that

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Lanterman tuning guide recommends lower camber in very light airs. This is because very full camber in light airs can detach the airflow, disturbing it making the sail less efficient.

The second goal is to reduce rudder and windage drag. In big boat sailing we often talk about rudder drag whenever the rudder is more than 4 degrees off center. I am sure this applies to model yachts as well. Setting the boat up to reduce rudder drag can be done by minimizing lee helm. The key adjustment is to let the rig aft a bit. My forestay is set at 51.75 to 52.25 inches in very light air. Anything more than that may cause the main to move to centerline, making it less effective in drift conditions. I also do everything I can to reduce windage. When going to weather or close reaching, anything on the rig that is not helping the boat move is causing drag. That includes bowsies, sail telltales, masthead flies. It may not seem like much, but the total area of these items adds up quickly. You can move the bowsies down to deck level where possible. You'll need to weigh the value of masthead flies and telltales against their drag. Currently, I do not use either. I figure that there are enough indicators of wind without them. If you feel that they help you sail better, then you may want to keep them.

Sailing Techniques in Very Light Airs

The goals are simple: acceleration and momentum conservation. Your boat is already set up to accelerate, which can be maximized by driving off a bit and opening the jib-main slot when going to weather or reaching. This allows the sails to breathe. Acceleration when going downwind is done by driving up slightly and trimming your sails to match the new course. I try to be careful not to over-trim as that will disturb and detach the air from the sails.

Momentum conservation is all about keeping whatever speed you've already got. Once the boat gets moving, the apparent wind can actually help you through the holes on the course. Techniques to conserve momentum are to avoid any extra

TECH Corner

Con't...

tacks where possible, try not to use too much rudder, minimize the amount of sail trimming by making slow smooth adjustments (avoids disturbing air and detachment), and keeping the boat in the wind as much as possible.

I hope that helps. See you at the pond!



Figure 1



Figure 2



Figure 3

Icebreaker, con't from pg. 1

Event: Icebreaker Regatta

Class: Seawind

Date: March 26-27, 2011

Location: Wichita, KS

Host Club: Air Capital Model Sailing Club

Entries: 13

Winds: 5-15 mph from the NE, E

Races completed: 25 races, 2 discards

Scoring system: Low point

Regatta Committee & Valuable Assistants: Travis Donily,

Brenda Rust, Rob and Nancy Fresh

**6th Annual Icebreaker Regatta
March 26-27, 2011, Wichita, Kansas**

Results

| Place | Skipper | Sail # | Points |
|-------|-----------------|--------|--------|
| 1. | Eric Rosenbaum | 67 | 44 |
| 2. | Bob Piper | 465 | 62 |
| 3. | Mauricio Dantes | 371 | 73 |
| 4. | Andy Rust | 25 | 106 |
| 5. | Dennis Corder | 1040 | 107 |
| 6. | Rob Fresh | 220 | 152 |
| 7. | Jonathan Wood | 249 | 160 |
| 8. | John Stark | 213 | 161 |
| 9. | Scott Moses | 309 | 183 |
| 10. | Garrett Fresh | 212 | 273 |



Bob Piper (#465) and Eric Rosenbaum (#67) cross the starting line together



Dennis Corder's #1040 sails downwind side by side with Jonathan Wood's #249

Kelly Martin Takes Arizona State Championship

By Al Stiewing, SW# 135

Hosted by the West Valley RC Mariners, a highly competitive fleet of sixteen skippers arrived in Litchfield Park on a picture perfect Arizona day to battle for the state title. The racing began in light zephyrs which slowly built throughout the day to 10 to 12 with stronger gusts providing a good test for the skippers in all conditions. The early races were marred by a large collection of floating debris ranging from leaves, seed pods, twigs and plastic bags which randomly snagged boats. Several trips by the crash boats and the increasing winds eventually cleared the course. The twelve race 2 throw out regatta was raced under the Odds/Evens format which in addition to keeping the fleet manageable and the scores close also provided plenty of "Volunteers" for race management with the skippers not racing providing starter and mark judge duties

and assisting Pat Barnes scoring the finish line.

In addition to the usual collection of full time Arizona residents and snow birds we were pleased that Kieth Radcliffe from Santa Fe NM was able to join us.

Kelly Martin captured the title with a strong performance that included 7 bullets. Ray Dagenais, with three bullets, edged Mike Eades on a tie breaker. Mike's performance was a testament to the value of consistency as he captured third without a single heat win, the only skipper in the top 9 without a win. Dave Nydell edged Tim Winklepleck for fourth on a tie-breaker with a win in his final race to give him three bullets to Tim's two.

Typical of SeaWind class events, the only thing higher than the level of competition is the level of camaraderie and mutual support. This is especially true at the WVRMC events where the whoop-

ing and hollering for fellow competitors goes from 1st to last place. Harvey Mickelsen lent Steve Sherry his wife Stephanie's boat after Steve's boat sank during practice on Thursday. George Kramer made his boat available to Kieth for the regatta. Whenever a boat needs repair there are always a few fellow competitors around to offer advice and parts. A special thanks to Pat Barnes for her scoring assistance all day.

**SeaWind Region 5 Championship Results
November 6/7th, 2010 Litchfield Park, AZ**

| Place | Skipper | Points |
|-------|-----------------|--------|
| 1 | Kelly Martin | 17 |
| 2 | Ray Dagenais | 22 |
| 3 | Mike Eades | 22 |
| 4 | Dave Nydell | 24 |
| 5 | Tim Winklepleck | 24 |
| 6 | Dennis Desprois | 29 |
| 7 | Al Stiewing | 33 |
| 8 | Jay Barnes | 35 |
| 9 | Chuck Goerke | 41 |
| 10 | Dennis Poole | 52 |



Naples MYC's spectacular venue- and fantastic weather as well.. It doesn't get any better!



A crowded rounding, and reach for the offset mark at the R3CR in Naples

Martin Scores Narrow Win over Eades at Region 5 CR

by Al Stiewing & Mike Eades

The 2010 SeaWind Region 5 Championship returned once again to Litchfield Park, home of the West Valley RC Mariners, November 6-7th. The 16 competitors included Robert Nordeck of Riverton, Wyoming who managed to combine the trip to his first major SeaWind Regatta with a visit to family in Flagstaff.

A mirror pond greeted the competitors on Saturday morning. The forecast wasn't promising, and unfortunately, the weatherman was right as the variable winds ranged from 0-4 all day. The lack of wind created challenging conditions for the windward leeward course set by Race Director Hap McGill. It was not unusual to find the fleet drifting at the start with boats pointing in every direction. One or two boats would catch a puff and open a large lead and then either do a horizon job on the fleet or sit and wait for the fleet to come charging down on them using their momentum to leave the leaders in their wake only to have the favor returned later in the race. Mark rounding's were particularly hazardous requiring a wide berth as a lull often resulted in boats drifting into the mark. Flyers could result in big gains or painfully being left out in a corner to dry. Patience, gentle sail changes and judicious use of the rudder were paramount. Kelly Martin from Gig Harbor MYC, the newest member of the West Valley RC Mariners, put on a light air clinic and led at the end of the first days racing with 5 bullets in 6 races. Mike Eades was second

one point ahead of 2010 SeaWind NCR champion Dennis Desprois.

Competitors and their spouses relaxed Saturday evening at Al and Janis Stiewing's with Smoked brisket with all the fixin's and homemade desserts.

Sunday's wind was as light and variable as Saturdays but with more and longer calms. Hap set a shorter course. Still some races took so long that more than once the competitors not racing were congratulating the leader on winning as he passed thru the Start/Finish on the 1st lap of the twice around the course.

Kelly Martin captured the Region 5 Championship by mastering the light and variable conditions on both days of the 12 race 2 throw out series. Mike Eades made a late strong charge with 4 bullets on the second day but fell just short to take second. Al Stiewing edged Dennis Desprois for third. Dennis Poole, sailing his best regatta took fifth losing to Dennis Desprois on a tie breaker. Steve Sherry, sailing a strong regatta, was sixth only two points behind. Dave Nydell garnered two firsts and took seventh. Peter Jennings, Jay Barnes, and Harvey Mickelsen separated by a mere three points rounded out the top ten. Fifteen competitors had top three finishes. In spite of the tight competition and trying conditions, the competitors displayed great camaraderie cheering at the success of their fellow sailors. A special cheer greeted Robert Nordeck as

he caught a strong lift and sailed around the bulk of the fleet on the penultimate leg of one heat and held on to record a third place.

A special thanks to the race committee Hap McGill, Rowland Stevens, and Jerry Fletcher.

SeaWind Region 5 Championship Results November 6/7th, 2010 Litchfield Park, AZ

| Place | Skipper | Points |
|-------|------------------|--------|
| 1 | Kelly Martin | 12 |
| 2 | Mike Eades | 15 |
| 3 | Al Stiewing | 24 |
| 4 | Dennis Desprois | 30 |
| 5 | Dennis Poole | 30 |
| 6 | Steve Sherry | 32 |
| 7 | Dave Nydell | 37 |
| 8 | Peter Jennings | 42 |
| 9 | Jay Barnes | 44 |
| 10 | Harvey Mickelsen | 45 |

*Sorry, no pictures submitted for this regatta.