

# SOUNDINGS

NANTUCKET YACHT CLUB



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## 2012 International One Design World Championship

by Ian McNeice  
IOD Fleet Captain

### FROM THE COMMODORE:

My tenure as Commodore began November 1, 2012, just in time to be at the helm as “Superstorm Sandy” and as an even more brutal nor’easter battered the Island and the NYC with high winds and flooding. At the annual NYC Thanksgiving gathering, held at the “new” Nantucket Hotel (hosted so warmly by owner Mark Snider and his wife Gwenn), we congratulated ourselves on surviving the big storms and keeping the building project on track. However, Mother Nature wasn’t finished testing our team.

Sandy was followed by weeks with multiple days of high winds and cancelled boats and flights. Then Nemo became the “Blizzard of 2013” with more high winds and flooding, followed by many more days of high winds and cancelled boats. And March 2013 certainly came in like a lion with yet another nor’easter and another round of higher winds and even worse downtown flooding. As our intrepid chronicler of construction progress and weather challenges, Michelle Roberts, so aptly put it after the latest storm, “nor’easter, anyone?”

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With tropical storm Sandy taking aim at the Eastern Seaboard states, Team HOTEL flew out of Boston headed for Bermuda and the 2012 International One Design World Championship. As we landed in Bermuda, the winds had increased to a steady 20 knots plus – just the beginning of more to come!

After a character building cab ride into the town of Hamilton, we found that the location of our hosts for the week was on the other side of the harbor in Warwick Parish. Another twenty minutes found us at the home of Leslie and Megs Crane. We could not have been blessed with nicer hosts who took us in as family for the week. They had a home that was representative of “old” Bermudian charm, a sprawling elegant bungalow style with magnificent gardens and a view over the harbor toward the Royal Bermuda Yacht Club. Our morning “commute” to the RBYC was to be around the harbor front immersed in a frenetic traffic rush of cars and motor scooters – one had to keep their wits about them just for survival on the roads.

Saturday afternoon saw us occupied with registration; and that evening as the winds steadily increased, the opening ceremonies took place at the Bacardi corporate headquarters. Later an impromptu skippers/race committee meeting wisely decided to postpone the racing for the next day as the wind was forecast to keep increasing.

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# IOD World Championships

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A sleep-in the next morning was welcomed by the whole crew. The day was very stormy with several ill-timed squalls crossing the island as the “Nantucket Scooter Gang” spent the afternoon exploring mid-island.

Monday dawned with a further increase in the wind, and after a morning waiting at the RBYC, the day’s racing was finally cancelled at noon. More scooter forays about Bermuda were called for, this time to the old Royal Navy yard and a local bar in Somerset Parish where we spent a worthwhile time with Peter Bromby – a three-time IOD World Champion and many time Bermuda Olympian in the Star Class.

Tuesday gave us windy but manageable conditions so the anxious IOD World Championship fleet sailed for Great Sound and what would be the first day of racing. In my opinion, there is nothing better than racing in windy conditions and flat water which is what we had for the next three days with a SW wind of 18 – 25 knots. The wind direction tended to veer to the right as the day progressed

– just as the literature states for this area! It is difficult to set up a regulation length IOD World Championship course in Great Sound, but they just managed it by locating the windward mark very close to the shore which led to very changeable wind conditions at the top of the course.

Our first race consisted of a good start on the left, second at the weather mark but a disappointing fourth place finish. Our boat speed to weather was very good, but somehow we missed the lanes of pressure downwind – this was something that would haunt us for the length of the regatta. After changing boats for the afternoon race, I had an average start; but our upwind speed was so good that by the approach to the weather mark we were rapidly overhauling the leader when our jib halyard let go. By the time we had re-hoisted the jib on the spinnaker halyard we had lost two positions - but worse was to come. To fly the spinnaker we had to drop the jib, change halyards then hoist. Although this all sounds like standard procedure, we were out of our rhythm, and many small errors on all our parts culminated in the

spinnaker being well wrapped around the forestay with a building breeze and the rest of the fleet breathing down our neck. In our struggles to correct this, foredeck crew Spencer Verney almost got knocked over the side by a flailing spinnaker pole, but by some superhuman effort, managed to stay with us. Now we were in sixth place and soon to be worse before we finally got the mess sorted and flew the spinnaker for the last quarter of the run. The rest of the race was playing catch up, and we managed to finish fourth which was improved to third on redress. Yes sometimes, time in the “Room” can be beneficial even if you miss the post-race festivities.

The second day of racing once again greeted us with a solid twenty-plus knot SW breeze. The start of the first race of the day was a disaster as the mast of a boat to weather of us became entangled in our mast, and they forced us into the boat to our leeward before punching a hole in that boat. After managing to free ourselves without losing the rig, but not realizing that the jumpers were bent upward, we took off in pursuit of the fleet. After the second beat we were up to second place and held on to finish there – a very satisfying sail that made me wonder if these boats are much faster with no jumper tension. The only problem was that we were being protested by the boat to our leeward. The afternoon race was basically a non-event for us as the tiller broke less than a minute after the start and we had to retire. It is a strange feeling that I cannot put into words when a boat that you are feeling good about breaks down and you have to watch the rest of the fleet sail off into the distance while you limp back to port. As a consequence of the broken tiller we were also being protested by another boat for allegedly fouling them – another issue to dwell on while sailing back to RBYC.



This day’s “post-race” time was booked for me in the ‘Room’. We were party to four hearings, three of which involved our



Nantucket Scooter Gang

fate in the regatta. I was happy to emerge unscathed from the two hearings against us and did receive redress for the broken tiller; but the impact of these hearings hinged on our results over the whole regatta, so we would not know where we stood until the completion of the last race. Two days of racing and five hearings – I was getting to know the judges too well!

Thursday was more of the same – SW wind at twenty plus knots, and we haven't seen the provision for racing without spinnakers used by the race committee yet! Actually the boats were not too difficult to control downwind in less than 22 knots, but when it got up to 25 knots it was a different story. As the Bermuda boats did not have twings, we made up our own with pieces of line we had with us and used them to keep both the tack and clew of the spinnaker over trimmed and hopefully reduce the side to side oscillation – hence

reduce the dramatic rolling of the boat. I must admit to just hanging on and going for the ride many times, not knowing what the outcome would be. For some in the fleet, heavy broaches were not uncommon – not a good situation when all boats are in close proximity and the masts closer.

This day my starts could only be described as mediocre at best and although our great upwind speed was there, the combination of the starts and an indifferent downwind performance tactically, yielded a 5th and 4th respectively. However, no protests or redress hearings this day! At this stage of the regatta we did not know our standing exactly but thought we may be in 3rd place ahead of Marblehead's Bill Widnall. Hopefully we were in store for one more good day of racing.

After arriving at the RBYC on Friday morning the wind conditions did not look

too promising with the wind blowing over 25 knots, but the race committee sent us out anyway. Just leaving the dock without losing one's damage deposit was a difficult exercise in itself. After checking in with the RC boat which was now flying the 'no spinnakers' flag, we sailed the weather leg and with the sails trimmed for the conditions, the boat felt great under us. We were all looking forward to this last day of racing, but as we eased sheets to run back to the start, the vang block exploded so we had to run for a sheltered cove for repairs. In the meantime there were five more breakdowns in the fleet and wind gusts had risen to over 30 knots. The race committee wisely decided to cancel the day's racing... and so ended the tropical storm influenced 2012 Worlds. After what seemed a forever wait, the final results were posted with Team Hotel finishing comfortably in 3rd place.

Although two of the planned racing days were cancelled, we still had six great races in a fleet that was very competitive. Although one small mistake could easily cost three or more places in any race in this World Championship, I feel that we sailed very well overall and were always in touch with the lead when I had reasonable starts. Finally I am very optimistic about the future performance of our Nantucket teams and can see no reason why other Nantucket teams cannot acquit themselves very well in this championship in the future.

**BERMUDA**  
SAILING ASSOCIATION

**BACARD GO TOGETHER!**  
150 YEARS

**2012 IOD World Championship**

**FINAL**

Sail Number	30-Oct-12		30-Oct-12		31-Oct-12		31-Oct-12		01-Nov-12		01-Nov-12		Total	Drops	Final	
	Pos	Pts	Pos	Pts	Pos	Pts	Pos	Pts	Pos	Pts	Pos	Pts				
Penny Simmons	2	2	8	8	1	1	1	1	2	2	1	1	15.00	8	7.00	
Elliott Wislar	8	8	3	3	3	3	2	2	3	3	**RDG3.8	3.80	22.80	9	14.80	
Ian McNeice	4	4	RDG3		3	2	2	RDG*	4.90	5	5	4	4	22.90	8	15.90
Bill Widnall / Matt Lindblad	1	1	2	2	9	9	9	9	1	1	6	6	28.00	9	19.00	
Rich Pearce	7	7	6	6	4	4	10	10	7	7	2	2	36.00	10	26.00	
John Henry	6	6	5	5	8	8	8	8	4	4	3	3	34.00	8	26.00	
Martin Rygg	13	13	1	1	6	6	4	4	8	8	9	9	41.00	13	28.00	
Charlie Van Voorhis	5	5	7	7	5	5	6	6	RAF	14	5	5	42.00	14	28.00	
Rick Thompson	3	3	11	11	13	13	7	7	6	6	7	7	47.00	13	34.00	
Urban Rastorp	9	9	12	12	7	7	5	5	9	9	8	8	50.00	12	38.00	
Tim Heskacher	12	12	9	9	10	10	3	3	10	10	DNF	14	58.00	14	44.00	
Mike Conlin	11	11	10	10	11	11	11	11	11	11	10	10	64.00	12	52.00	
Fred Ford	10	10	13	13	12	12	12	12	**RDG11.6	11.60	11	11	69.00	13	58.00	

\* RDG given under CR 7.4 b)  
\*\* RDG granted under 62.1 (b) Appendix A10.b

02/11/2012 7:09 PM

