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2011 T-10 NAC, #217 "SUNDAY MONEY"

BY JEFF SAMPSON

The 2011 T-10 NAC Regatta played out much like most of the NAC events in the past: a handful of boats had a great opportunity to win on Sunday. With that in mind, the easy out for this article would have been for me to take Mike Eckstein's 2010 T-10 NAC article (see TenSpeed June, 2011), change the names and places that he references, and press "save". In short, the universal truth of how most of the past champions have won this thing are a few commonalities: get a good boat and make it perfect (foils, bottom, how it functions, etc...); have perfect sails and rig-tune packages; have a good and experienced crew with a couple of "difference makers" on board; participate in lots of large fleet regattas for "practice"; be consistent and don't "lose" the regatta; and have some good fortune. The boats that follow this formula are always knocking on the door. One additional item that factored heavily for us this year was the "don't panic" factor. This applied to both within individual races as

well as with respect to the entire series.

Day 1

With scores of 3, 1, 1, we had gotten off to a pretty good start in the regatta. However, what those scores don't show is that two of our three starts were no better than average, and in two of the three races we were in 10th place or worse at one point. How did we get out? We got our nose clean, didn't panic, and just sailed how we normally sail – bow down in low traffic density areas and stubbornly going the right way.

Day 2

The first race of the day (Race #4) was a

(Continued on page 3)

Crew of Sunday Money



Upcoming Editions of TenSpeed:

"HOW TO" Edition

Publishing February 15, 2012; deadline for articles January 15, 2012

"Go Fast" Edition:

Publishing June 1, 2012; deadline for articles May 15, 2012



Any suggestions or comments or if you would like to submit articles for the next newsletter, please send them to:
Tenpeed343@gmail.com

From Our President—Scott Irwin



Team Iball had a great time in Milwaukee. The hosting fleet at South Shore Yacht Club did a terrific job both on the water and on shore. The racing was very competitive and I continued to learn things about how to race a T-Ten well. Our sport is a continuing education opportunity. We saw light, medium, and high winds and seas. The last day of racing on Sunday was like no other for me sailing on the Great Lakes.

Sunday brought 20-25 knot northerly breezes with what I believe were waves in the 10-12 foot range. I found that day of sailing to be unlike any other condition I had raced at in a NAC. Similar to Chicago NAC in 2008, but these waves were bigger and the breeze was more up and down. If you attempted to drive up the face and off the back, an interesting thing happened: at the top of the wave the velocity was the greatest and as you drove off at the wave top to accelerate you got blasted with the puff and were

over powered with excess heel. On other waves as you reached the top, there was no back side of the wave and you did a 12 foot demon drop. I really got off trying to make old USA 343 go effectively in those conditions. The best part of the day was that no significant boat damage or crew injury was reported by the fleet. I think this was a result of individual class members making good judgment calls on the individual experience levels of their crews and not putting themselves at risk. 12 boats finished the second race on Sunday.

A couple of weeks prior to the T-Ten preparation conference call for the upcoming annual meeting held each year at the NAC, I was plotting how to bow out as class president. During the prep call, I quickly got the feeling that everyone participating in the call was about to man up for another year of board participation and, hence, here I am entering my third year as your class president.

Over the last two years, we've gotten some important things accomplished. Website refresh, revitalization of the Tenspeed, rules refresh, sail tags, new mast extrusions, and improved class integration with annual sanctioned events across our three primary venues. This next year my focus will be to continue to review boat measurement and assure that the measurement certification process is fairly and firmly enforced to insure the one-design class integrity of the T-Ten Class. My interest here is to make the process of

updating our aging boats uniform and consistent. We have worked hard on our rebuild guide and my commentary to the class is this: "if an update is not provided for within the rebuild guide then it is not legal".

Allow me to provide a word on Charleston Race Week. Last year I participated in CRW for the first time as a crew member onboard Norboy. We had a T-Ten start with 7 boats on one of the 5 racing courses. This year I plan to take Team Iball to CRW and am calling out all traveling class members to make the trip to CRW April 19-23, 2012. I am on a mission to get 12 boats on the line.

Drop me a email sirwin@aktion.com if you are planning to make the trip. If you've ever done Key West Race Week, I think you will find that CRW is half the cost and distance and higher on the old fun meter! Who's with me?

In closing, I want to thank the T-Ten board members for their continued efforts. Our class is continuing to attract new members and as I was reminded at the Fall Bay Regatta last month from a talented PHRF racer, "we love our Evelyn 32 but if we really want to test our sailing skills, we should be mixing it up in the T-Ten fleet".

Scott Irwin—USA 343

T-Ten Class President

Class Secretary Report—Lou Jacob

Hello Everyone,
I hope you had as good a summer as I did or at least got to spend a lot of time on the water. We had a beautiful season here in Chicago although it did start off awfully cold. In addition to our busy local schedule, we brought our boat up to Milwaukee for the 2011 North American Championships. This was our third time competing at this event in our five year history, and as usual, the competition was intense. I am just amazed at the level of competition in the fleet, and especially of those who travel with their boats. For those looking for a challenge, or to just race against some of the best, I

highly recommend traveling with your boat to the North Americans; it is a challenge, to say the least.

In other news, now that the season is pretty much over, I'll be able to spend a little more time keeping our membership organized and fleet communications current. If you've had a change of address or need to update any information related to your membership, you can go here to do so:

<http://www.tten.com/membership.php>

And, also, don't forget about our mailing list where you can also note your local fleet affiliation:

<http://bit.ly/ndFRwC>

Local secretaries can get in touch with me any time if you want to send anything special to your local constituents. Please spread the word about the mailing list and remember it's not limited to just members of the class - invite other sailors who are interested as well!

As we discussed at the meeting this summer, almost everyone has been joining or renewing their memberships using our online system. Thanks for making it easy!

Hope you all have a great end-of-the season and get some work done before the weather turns for good.

Very best,

Lou Jacob—Skidmarks Racing) | (

Sunday Money Continued...

(Continued from page 1)

near disaster. Our start was actually pretty good, but we had Team I-Ball on our lee bow giving us some trouble, so we tacked away to clean up our lane a bit. A long story short, we were on the wrong side of a lift that wouldn't go away, we lost focus for a few minutes on the second beat and did some poor course management, and we wound up with a 21. That said, during what we fondly refer to as "The Events of Race 4", we didn't panic. As bad as it got, we didn't pull a Crazy-Ivan and hit a corner just to do something different or change our sail/rig tune combinations to something we'd never done before. We sailed how we always sail. By staying consistent and going with our bread-and-butter, we were able to salvage a couple of boats at the end of the second beat and a couple more on the 2nd run leg. As it turns out, those would be important boats to the end results.

Having collected that 21, our opportunities were minimized, to say the least. We had two options for how to sail the remainder of the regatta: high-risk/high-reward or low-risk/low-reward. Combined with a good boat, great sails from North-Detroit, and our team, low-risk racing has yielded consistently good results for us over the years. With that in mind, but resigned to the notion that we could only control our own boat and the fate of our regatta was pretty much out of our

hands, we decided we'd to stick to our formula. We had a couple of good, aggressive starts and finished out Day 2 pretty strong with a 5, 1, 1. Low and behold, try as we might - after two days of sailing, we had not "lost" the regatta.

Day 3 - No wind, no sailing.

Day 4 - MEGA WIND!

With two races remaining, there were six boats that had a pretty good chance at winning the NAC. All were past Champions, so nobody was going down without a fight. Given how close the point totals were, whoever won the regatta would need to have two good races and get some help. The breeze was on, which limited tactical options and put a premium on finding a way to sail fast in the big breeze/big waves and on boat handling..... and on experience. In the ten NAC Regattas we've done with the boat, we've had the same six crew members together for nine of them. Always knowing what the other guys on the boat would do in any given situation was a huge asset. I doubt more than 100 words were spoken on the boat during the races on Day 4. What a

great, great life experience and a lot of laughs it's been sailing all these miles with John Sampson (my dad), Wick Smith, Michael Boston, Gene Haginers, and Eli Milones. (A special shout-out to John Barker for 2008).

We got through the first race of the day unscathed (sans a hole in the



The Crew of Nuts

spinnaker that somehow held together), but were still three points behind Wild Norwegian and tied for 2nd with Demon Rum. Wine Squall, I-Ball, and Nuts were still very much in the mix, so we needed to do something special. This one time we broke tendency and went high-risk. We were gonna do everything in our power to find a way, or die trying! I'm saying we were less than one foot off the starting line when the gun went off. It's certainly a good thing Wick didn't pull the trigger when I was calling for it or we'd have been waaaaay OCS. With a good start under our belt, we plugged away and got ourselves a 2nd place finish in that last race. Jim Ward and his crew of flat-bellies on Wind Squall showed us a thing or two about how to throw a T-10 around the course when it's nukin', but we had some good fortune with how the other scores worked out. Our collective hat is off to the entire Fleet for the regatta, and especially how everyone performed on Day 4. Those were exceptional conditions, and there was some exceptional T-10 sailing that day. Most importantly, all my friends made it back to the dock safely.

Maybe it was all in the name..... Like Dale Earnhardt once said, "Sunday Money".

Jeff Sampson

T-10 #217



<http://knotjustracing.smugmug.com>

T-10 2011 North American Championship Regatta

Milwaukee, Wisconsin
by Christopher Moll

The 2011 T-10 North American Championship Regatta was recently held on August 11-14 at South Shore Yacht Club in Milwaukee. Thirty Boats came from all over the Midwest along with competitors from around the country to compete in this prestigious event. Over 200 guests utilized the beautiful club facilities at SSYC for 5 consecutive days.

The weather cooperated beautifully on day 1 and day 2 allowing us to complete 7 races in 2 days. Day 3 brought morning thunderstorms followed by no wind leaving us with no racing for the day. On the final day we were greeted with 25 knots of wind from the north-

east and huge waves. This made for some spectacular racing on the race course along with some pretty cool spectator viewing from SSYC's upper deck.

Meals were served under our gigantic tent on the club grounds each night followed by nightly entertainment that included an acoustic band night, Karaoke night (Wow! Can those girls from Ohio sing; yes, I mean you Nuts girls....), and a rockabilly band on Saturday night that led to some pretty crazy dancing.

Racers were greeted each day at the dock by our beautiful ladies along with a tray of beer from our famous beer wall. Much appreciation goes out to the many boats that donated a keg of beer during the nightly parties. Overall, a

great time was had by all each and every night.

When the dust settled, Jeff Sampson & Wick Smith from Detroit were crowned the T-10 North American Champions for 2011. Congratulations to Jeff, Wick, and the entire team from Sunday Money. For more details including complete regatta results and many exciting photos, see the T-10 NAC pull down tab on the SSYC.org web site.

A big thank you goes out to all of the many volunteers that helped to make this a first class regatta. Also, a big thanks to all of the boats that traveled from afar to visit us at SSYC. We do appreciate it and hope you enjoyed your time in Milwaukee. I look forward to seeing everyone next year in Cleveland.

Tartan 10 Mast Extrusion Update Brian Barker

The Tartan 10 class and Premier Rigging have been working together for the better part of a year developing a high quality replacement spar that is as close to the original as possible.

A die has been made and approved by the Chief Measurer Jeff Sampson. To approve the new section Jeff took a sample from the new die shape and compared it to a section from an old broken spar. The new shape is .054 pounds lighter per foot and more symmetrical side to side than the original. The difference comes from the older shape being from a die that was hand cut to a die that now has been made from a CNC Machine. The result will make the new mast 2.4 pounds lighter overall than the original but still complies within the class rule of a minimum weight per foot for the mast

section.

This new die will now be controlled by the class as well as the inventory of replacement spars blanks which will be warehoused indoors at Samuels Specialty Metals.

As of October 7th the class is waiting on pricing from the extruder to determine how many blank runs will be put into inventory. The new blanks are expected to be done, inspected and placed into the warehouse before the end of November. Once the new mast blank tubes are put into stock they can be purchased from the class for \$1000.

For further information please contact Brian Barker at Premier Rigging (330) 592-9881 or brian@premierrigging.com.

Fleet 16 Update Jim Ward

Fleet # 16 (Sandusky, OH) has had a very active year. In total we ran three successful events (The Islands Race, Robert Henry Memorial Race, and the Hog Wild One Design Regatta/Pig Roast). We are excited to report that our fleet has grown in the last year to a total of nine boats, with the hopes of gaining two additional boats in 2012.



“New” Mast Section Approval

September 26, 2011

To: T-Class Association
 From: Jeff Sampson – T-10 Class Chief Measurer
 Re: “New” Mast Section Approval

We have completed the review and comparison of the existing/original T-10 mast section vs. the “new” section (ref. Official Plan B: Samuel Son & Co. Die No. P-2976B rev.C 4/12/11). The existing section sample was taken from a broken T-10 spar (provided by G. Disbrow). The new section sample was taken from the prototype run of the Die No. P-2976B rev.C tooling (under the supervision of Premiere Rigging, Inc.). Both sections were cut into lengths of 3.88” for the old, and 3.88” for the new. Sectional weights were taken on a certified scale (increments of 1/1000 lbs) at A&R Hydraulics Mfg. Dimensional measurements were taken with hand held digital calipers (certified) by Jeff Sampson. Dimensional measurements were taken three (3) times and averaged.

Dimensional Measurements:

Note: Stations are from Forward to Aft, at approx. 1” increments between sections, with “Station 1” being the most forward, and “Station 9” being the most aft.

Analysis:

- Wall thickness, on both the sidewalls and tunnel, is more consistent on the new section.
- The old section is asymmetric – with the starboard side being thinner than the port, with the aft end of the starboard side even thinner.

Sectional Weight:

Section	Sample Length (in)	Sample Weight (lbs)	Weight per Foot (lbs)
Old	3.87	1.025	3.178
New	3.88	1.040	3.124

Analysis:

- The new section is 0.0.054 lbs/ft lighter than the old
- Over the approx. 44’ length of the spar, the new tube is 2.4 lbs lighter than the old.

Other Considerations:

- On visual inspection, the external sectional shape of the new section is a more consistent ellipse: both fore/aft and side-to-side.
- Tooling for the new section was built from a CAD drawing and cut by a CNC machine. Tooling for the old section is from a hand drawn paper drawing and hand cut.

Station	Existing (in)	New (in)
S 1	0.134	0.129
S 2	0.126	0.128
S 3	0.122	0.126
S 4	0.121	0.125
S 5	0.116	0.123
S 6	0.116	0.121
S 7	0.111	0.123
S 8	0.115	0.118
S 9	0.116	0.117
P 1	0.135	0.129
P 2	0.14	0.133
P 3	0.137	0.13
P 4	0.138	0.128
P 5	0.134	0.127
P 6	0.137	0.125
P 7	0.132	0.119
P 8	0.134	0.124
P 9	0.127	0.117
Tunnel S	0.133	0.13
Tunnel CL	0.11	0.121
Tunnel P	0.111	0.131

Conclusion:

This memo shall be considered official approval for use of the section produced by the Samuel Son & Co. Die No. P-2976B rev.C 4/12/11 tooling and provided by Premiere Rigging, Inc. as the T-10 mast section.

Although Rule 3.5.3.a stipulates a minimum sectional weight of 3.0 lbs/ft, mast tubes shall not be altered (i.e. – machining, tapering chemical etching, etc...) to achieve a sectional weight of 3.0 lbs/ft. Ref. Official Plan B General Data.

Fall Bay Regatta 2011—Leif Sigmond

At the urging of our fearless leader, Scott Irwin, I brought my Chicago based T-10, Norboy (#183), to the 31st Annual George C. O’Connell Fall Bay sponsored by the North Cape Yacht Club. The event is a two day regatta held this year on September 24-25 with multiple classes including T-10’s. Not only would this be my first Fall Bay regatta, it was my first visit to Put-In-Bay which is located on South Bass Island, Ohio. It wasn’t until a few weeks before the regatta that I fully understood that we would have to actually take a ferry to get to the island. Nevertheless, we arrived in Put-In-Bay on Friday night so that we could register at the Boat House Bar and Grill. There were eleven T-10’s entered in the regatta.

From the first moment we arrived, we were impressed by the warm welcome provided by the Lake Erie T-10 fleet. People seemed excited that a Chicago boat would be sailing in the regatta. The hospitality was amazing. After registering, my Chicago crew and I got to experience the Put-In-Bay night life. I must say that despite Scott’s description I was not prepared for a night at Put-In-Bay. If you’ve never been, let me just say that it is one big party! In fact, it reminded me of Duval Street in Key West.

On our way out to the race course

Saturday morning, I noticed that the sailing instructions included courses that were more than just your typical windward-leeward. Indeed, out of four possible courses, three courses were around various islands in the area. I remember thinking before the first race that the T-10’s would definitely be doing the windward-leeward. I was mistaken. All races that weekend were raced around the islands. While a little surprised, I found this to be really fun racing and a terrific way to end the season. During the various races, I got to do things that are not typically part of my T-10 sailing, for example, sailing on a tight reach and sailing around an island while figuring how close to shore we could get without hitting bottom. But again, the racing was great and, at times, really exciting.

The first race was a 7.5 nm race around Green Island and then Rattlesnake Island. Gary Disbrow in Think Blue won the first race followed by Nuts and Team I-Ball. The second race that day may be one of the more interesting races that I’ve had in a few years. The race was counter-clockwise around Middle Bass Island and Sugar Island. The first leg to Middle Bass was a reach too tight for a spinnaker. Upon rounding the south end of the island, we all hoisted our spinnakers to head for the next mark of the course, a bell buoy at the north-east corner of the island. After rounding the bell buoy we were on a tight reach, but this time we

were able to carry the spinnaker. At this point the leaders, which I think were Nuts, Team I-Ball and Adios, had established a substantial lead and were sailing west along the north shore of Middle Bass. Then the wind died, and I mean it DIED. A few boats discovered that there was some breeze to be found by hugging the shore of the island. The leaders remained almost motionless while the rest of the fleet sailed along the shore line and caught up to and passed the leaders. The race committee shortened the course and set a finish line off Sugar Island. As the now-converged fleet ghosted toward the finish line with spinnakers gently flying, there was still a noticeable advantage in hugging the shore. Unfortunately the rocks near the shore line were unforgiving as one inside boat went hard aground. The finish was interesting to say the least. Much of the fleet finished closely together and I’m still not sure how the race committee was able to tell the finishing order, but they did. By the way, the race committee work all weekend was fantastic. In the end, Gary Disbrow won again followed by Dutch Oven and Nuts. Interestingly the next two boats were scored as tied for fourth, each receiving 4.5 points.

The next day there was a single race around Middle Bass Island. We started with spinnakers up and, with a long beat in between, finished with our spinnakers up. Scott Irwin on Team I-Ball won the race followed by Think Blue and Nuts.

Place	Boat	Skipper	Race 1	Race 2	Race 3	Points
1	Think Blue	Gary Disbrow	1	1	2	4
2	Nuts	Heidi Backus	2	3	3	8
3	Team I-Ball	Scott Irwin	3	6	1	10
4	Bear	John Barker	4	4.5	5	13.5
5	Norboy	Leif Sigmond	6	4.5	4	14.5
6	Dutch Oven	Sjoerd-Jan Vanderhorst	5	2	10	17
7	Adios	Charles Vanderhorst	7	8	7	22
8	Wildcat	Nate Parson	11	7	6	24
9	Hilbilly Delux	Jim Herold	8	10	9	27
10	Hog Wild	Frank Hill	9	9	11	29
11	Skim	Jim Johns	10	12f	8	30

Over all, this was a great event. The racing was fun, competitive and well run. The social aspects of this race are unbelievable. Again, as the only Chicago boat, we could not have felt more welcomed by the Lake Erie Fleet. They are wonderful hosts. I encourage all the other non-Lake Erie boats to attend this regatta next year – it’s a blast and well worth the trip.

Lake Erie Report—Jim Ward

I am very much looking forward to my new role as Lake Erie Representative. Our family purchased Wine Squall (#285) new in 1981 and have raced it every summer since purchasing the boat.

Over the years, I have observed a great deal of changes in the fleet. We have a great group of boats and an even better group of people. Moving forward, I look forward to working with our fleet with the hope of improving participation in our annual regattas.

One of the first tasks will be to discuss the Lake Erie Championship in 2012. For the last few years, Ted Mahoney has worked tirelessly to turn Cleveland Race into the Lake Erie Championship. This event has quickly grown into one of the premier events on Lake Erie. I would like to work with Ted to ensure that this event continues to grow. Not to mention, the 2012 event will be an ideal opportunity for boats to get some practice in at the 2012 NAC site and take advantage of Edgewater Yacht



From Left to Right: George Ward, Nancy Ward, Janye Ward and Jim Ward

Club's excellent facilities and even better Race Management Team. There was some discussion at this year's NAC's to possibly moving the 2012 Lake Erie Championship to Bay Week held at Put-in-Bay. I look forward to discussing this topic at the winter meeting and coming up with a plan that is in the best interest of the fleet.

Please don't hesitate to contact me with any comments or concerns and I look forward to my new role with the class.

By Jim Ward – Lake Erie Representative
Wine Squall

National Fleet Captain Report

I hope everyone enjoys this edition of the Tenspeed as we end the 2011 sailing season. It has been a good year for the T-Ten Class with a great North American Championship in Milwaukee, availability of mast blanks, return of Fleet 10 Chesapeake Bay (Thanks, Aaron Ressler), increased participation in all sanctioned events including the Midwinter Championship in Charleston and many other accomplishments. Thanks to everyone who has contributed to the many recent editions of the Tenspeed. It would not be a worthwhile newsletter without your articles, input and many pictures. The coming edition in February is on **"How To"**. Think about how you improved your boat, fixed a nagging problem or how you just made the T-Ten easier to sail and more enjoyable and jot it down for the upcoming Tenspeed. If you have a nagging question about rigging, repairs, etc., send your question to **Dr. Tenspeed** for a response in the next Tenspeed. In addition to the improvement topics in the next issue, I would like to hear from every T-Ten fleet. What is going on, what are you doing to increase participation and what are your plans for 2012? If you elect a new Fleet Captain, please send contact information. We missed hearing from #3 Mentor, #1 Waukegan, #15 Vermilion, #22 Sarnia and #4 Detroit in this issue. Thanks to those fleets who did contribute.

The website www.tten.com has been up and running for almost two years and most of our objectives have been met thanks to Mike Puig. It is a depository for all critical information related to the boat and the members. It contains history, rules, repair procedures, results, forum for member exchange, training and information of interest to all members. Please send your comments and questions regarding the website to mahonetd@roadrunner.com.

Thanks from the team working to improve the T-Ten Class, Tenspeed and the T-Ten website in order to add value to your membership.

Ted Mahoney – National Fleet Captain



Cleveland Harbor Fleet 19 – Season Wrap Up

By Harald Bransch – Fleet Captain

Another year of exciting sailing is behind us, time to reflect as the weather starts to favor ski enthusiasts. Fleet 19, effectively a combination of Edgewater Yacht Club and Cleveland Yachting Club boats, is alive and well. We have eight active boats, with up to 16 boats that compete in the Lake Erie Championships, part of Cleveland Race Week. It is tough making the most of the 5 months of sailing to squeeze in 55 scheduled races, with an additional 8 with Cleveland Sailing Association races in two fringe regattas, but someone has to do it.

As in other years, we have four primary series that get combined to select an overall winner. Once again, the results are close, and different boats succeed in the various events. Fleet 19 divided up the year into an Overall, consisting of a separate Sunday series, with races shared between Edgewater YC and Cleveland YC, and a Regatta Series, with five of the seven Cleveland Sailing Asso-

ciation (CSA) Regattas. There were also a Wednesday evening series and a Distance Series of longer races. The CSA also had a division for the Tartan 10 separate from the larger PHRF fleet.

The big winners were (pts, boat, owner):

Overall (Sun + Regatta)

38; Distant Thunder – Robb Finicle

58; Star Ten – Harald Bransch

89; Celebration – Don Cairns

Sunday Series

18; Wind Sprint – Chuck Gustafson

28; Bad Influence – Tom West

32; Distant Thunder – Robb Finicle

Regatta Series

17; Distant Thunder – Robb Finicle

29; Star Ten – Harald Bransch

57; Celebration – Don Cairns

Wednesday Series

10.5 Celebration – Don Cairns

14.4; Bad Influence – Tom West

15; Coyote - Trevor Dodge

Distance Series (High Point)

81; StarTen – Harald Bransch

42.9; Coyote - Trevor Dodge

40.9; Bad Influence – Tom West

Congratulations to all. Clearly there were several boats excelling in different categories. Good racing, leading to a strong fleet. Looking forward to an amazing 2012 season.

Speaking of 2012, did you hear who is hosting the NAC's? None other than Edgewater Yacht Club and your humble Cleveland Harbor Fleet 19.

Planning is well underway for a Rockin' good time bashing around in T-10's. There will be a lot more information coming shortly, so stay tuned.

2012 T-Ten Midwinters Preview – Charleston Race Week

By Andrea Krasinski – T-Ten Pegasus

PLAN NOW - Join other T-Tens after a long winter for the 2012 T-Ten Midwinter Championship at Charleston Race Week (<http://www.charlestonraceweek.com>).

It is one of the best opportunities to race a T-Ten during the off season. It is half the cost and time of Key West and 3x the wind of St. Petersburg, with more T-Tens than either. The racing is tremendous, it is a great treat for the crew (everybody who came with me last year has already asked to go this year) and a good way to come together as a team and get the kinks out before the season, as well as see what you need to work on. We hope Demon Rum will come and defend their title because racing against boats from another venue is a big plus. We have 5

Chicago boats already: Wild Norwegian, Silver Surfer, Norboy, Pegasus and Erica. Last year was the first year Temerity missed and we are working on Doug. This gives us a one design start already! What about some boats from Lake St. Clair and Lake Erie??

Location – Still based out of the Charleston Harbor Resort and Marina. They (Charleston Harbor Resort and Marina) have a discount for reserving rooms early. This on-site venue sells out every year so you must book your reservation ASAP and no later than December 31st for the biggest discount and best availability. The link to the resort is under Logistics on the Charleston Race Week website (<http://www.charlestonraceweek.com>). A lot of us rent houses from www.islandrealty.com.

Even with as many bedrooms and amenities as you want it will still probably be cheaper than the hotel and allows easy breakfast as well as lunch preparation.

It is the real South with a whole different culture, food and attitude. Any family that comes along will enjoy sightseeing, shopping and eating while you are racing. There is a lot of military history, including spending a day on the Yorktown and really learning about the naval battles of WWII.



The Fleet On The Bay Is Back—Fleet #10

By Aaron Ressler

The Tartan Ten Chesapeake Bay Fleet 10 is working to become active again. We have been able to track down 6 T-Tens on the Bay that are actively racing in various PHRF fleets through out the Bay from Baltimore to Norfolk. There are some other T-Tens on the Bay that have been identified but not located yet. The goal of the fleet is to identify and race in key regattas during the season.

The racing season on the Chesapeake Bay is a little longer than the Great Lakes. We start at the beginning of May with the Annapolis NOODS (May 4, 5, & 6) and end late November. In 2011 several T-Tens from the Midwest made the journey down to Charleston Race Week in April.

I would like to encourage those boats and crews to make the trip up to Annapolis for the NOODS at the beginning of May. I would also like to talk with those interested in racing but not bringing their boats to the Bay. I would encour-



age some of them to reach out to the T-Tens on the Bay and offer to join their crew for the NOODS or other Regattas. The goal is to bring some of the knowledge from the years of intense One-Design racing on the Great Lakes to the boats on the Bay. We are still in the or-

ganization process, updates and details will follow. I would like to ask the other fleets for their support in restarting Fleet 10.

Aaron Ressler
Parrot Head



Chicago Fleet 2—2011 Season Wrap Up

By Steve Fink

The harbors are still open for those who want to get in the very last chances to sail. However, even the beer cans are over and planning has already started for next year's races. Fleet 2 is looking forward to the annual dinner, awards ceremony and election of officers on December 2nd at Chicago Yacht Club's Belmont Ave. station. Our speed seminars are still in planning but will begin in January. We will have our booth at Strictly Sail Chicago and more seminars, and, Hey!, its almost time for sailing!

This summer the Chicago T-10 sailor saw 33 boats on the line for the Chicago NOOD Regatta and 23 boats go north to Mackinac in a very challenging race. In our three Boat of the Year series these are the top boats in order of finish using our preliminary scoring.

In the buoy series:

- Tango
- Erica
- Lightning
- Winnebago
- Mutiny

In the overall standings:

- Erica
- Wombat
- Mutiny
- Cheap Thrill
- Jing Bang

In the Port to Port series:

- Cheap Thrill
- Wombat
- Erica
- Pegasus
- Temerity

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Wish You Were Here—My Summer On A T-10

Each summer I embark on a vacation “trip” of sorts and frequently crew on a T-10 which races out of DuSable harbor in Chicago. Fortunately, I can negotiate with my husband for sailing time. My summer long adventure, not unlike most, involves me attempting to avoid: severely injuring myself, falling off the boat, get hollered at by the captain, or breaking any equipment. Seems easy enough.

The Chicago season begins in May, and I start by wiping 7 months of cobwebs off my boat gear stored on the top shelf of the closet and take inventory for the trip. I wash out my worn musty gloves, attempt to decipher my wrist watch’s count down feature (again), analyze which Mount Gay rum hat should actually get tossed this year due to excessive sun exposure, and finally locate my foulies.

Every passenger on this “trip” has luggage. Physically, like most, there is a weight limit but emotionally the

weight can be unlimited. What I like most about my summer travels with my fellow crew members is that we leave another life on the dock and we begin to intertwine our lives on the boat. We learn about menu preferences, job woes and love lost. We laugh at new dirty jokes. We drink beer together. And we often wonder what others can possibly do on land all day and why.

The chance for mistakes is about equal to the number of crew squared.

- Ted Turner

Our boat loves to compete and we’re a fun bunch of amateurs. We have our share of shining moments, but, believe me, we make our share of mistakes. However, everything occurs as a team effort. At the end of each race we talk about what happened and why the good (or bad) result. We then progress to discussion of how to proceed in the next “opportunity to excel”. We like to think that making mistakes is a part of racing and actually provides the challenges for conquering in competition. Another great aspect to racing is that there’s always a chance to catch a boat at the next rounding by doing maneuvers cleanly and letting the other guy make the mistakes. Also, passing boats by doing simple things, like catching wind shifts, rolling tacks, choosing the right sails to fly, or spotting the mark before it’s too



Cheryl Hurst, Trish De Preter, Elizabeth Chabot-Dickey

late! Yes, these seem basic but I’ve been on a lot of boats where basic is overlooked.

Errors don’t always happen on the race course.

After 12 summers on the water, I dropped my first piece of boat equipment into the harbor this year. Pathetically, we were docked. Watching a shackle screw pin “jump” out of my hand, into the murky harbor water like a glittering fishing lure was deflating. “Was that an expensive one?”, “No, it was just the only one!” We have a running joke on our boat when something breaks or is found in disrepair. We sing out in unison, “Cha-Ching!” I guess it’s funnier when you’re not paying the bills.

“Marge! Look at all this great stuff I found at the Marina. It was just sitting in some guy’s boat!”

-Homer Simpson

This 2011 summer “trip” was not for the faint of heart. I recall shivering through a cold and foggy Chicago NOOD, fighting rough winds at the Milwaukee NAC’s, and sizzling through a steamy VERVE Regatta. All the time wondering why don’t more people do this racing thing? I have leisurely sailed in the past but often

(Continued on page 15)



What Is It Like? Sailing with Nuts—John Shockey

Introduction by Susan Backus

“Needing a mainsheet trimmer a couple years ago, we looked right next door. Yes, the son of Heidi’s summertime neighbors was ready to be recruited. John Shockey and his twin, Kevin, were already champion collegiate and Laser sailors. But was John willing to forego the glamour (and testosterone) of the Laser circuit for a soggy aft bunk, beer filled cooler and crew of middle-aged + women on a Tartan Ten built 10 years before he was born?

We’ve never been sure exactly why he came aboard...or why he’s stayed, until now.”

What is it like?

This being my first contribution to TenSpeed, I was hoping to write an opening statement that would capture the reader’s attention while demonstrating what I feel is a most unique perspective: that of the “token male” and main-trimmer aboard Hull # 342: NUTS! The following came to mind...

I’m reluctant to begin with an opening statement that attempts to condense into one line the story of the Backus Girls from Hell so without further adieu I bring you tall tales of sailing tell-tails and drinking cock-tails.

And then I thought about this year’s NACs...

The pinnacle of the 2011 summer came on the top of what may have been a 20-foot wave during a fierce NorthEast blow on Lake Michigan, as I and the Backus Girls from Hell plunged into a barreling wave at the NACs on the graceful Tartan Ten notoriously known as NUTS.

But to truly demonstrate the story from my perspective as it really is...

What is it like? Sailing with all those sisters? How do you do it, man? The answers to these questions, bantered about the bar by both tried and new sailors alike, are routinely scrutinized the next morning while motoring—late—to the race course among the contingents of NUTS.



Where to begin? I first stepped aboard NUTS in 2006, and it is hard to say if I knew what I was really getting into, but I would like to think I did. Half a decade later and yet another NAC victory for 217, I can safely say that the Tartan Ten class is a joy to be part of. I have been blessed to be treated like a king among my queens while traveling, competing, partying, and sleeping among the crew of NUTS.

I think it is safe to say every sailing crew has their own special dynamic and sailing with *the girls* is no exception. Sailing with the team of four sisters (Susan, Gretchen, Heidi, and Amy) is always a special time. So special in fact that today I can see why at Nationals the Pignolet Trophy is awarded to the top-finishing family boat; it is not so much an award for family excellence as it is more a praise of a family’s resiliency to withstand each other regardless of the emotional, verbal, and sometimes physical assaults every family boat can relate to. But as family boats know, it is not all shouting and blaming, and 99% of the time it is the family dynamic that keeps us coming back to these events time and time again; the other 1% is to keep us on our game!

Before I retired from college sailing, I

studied Psychology at Old Dominion. As it turns out, ODU taught me many skills that would be most applicable while sailing with NUTS. To let you in on a secret: it does not matter who is crewing on NUTS, because as long as Heidi is driving, she is going to speak forward until the boat is doing what it ought to. That said, I learned to curb the amount of tactical input I provided and today serve a more vital role as mediator around the racecourse; it is always remarkable to witness the disconnect between bow and stern riders. Before I knew it, I was lauded as a terrific family counselor and sports psychologist for the boat, and they have kept me aboard ever since!

In our sport it is tradition that makes up the rich culture of sailing today. Not to call any one person out, Heidi was once quoted in an interview naming Susan’s part in the tradition—“she makes a hell of a sandwich” —and Amy cannot help but explode on another competitor at least one time a year (we have deemed it “nautical rage” but in my non-professional opinion it stems from her years of coaching collegiate basketball.) If Gretchen (G-Lo) has not had a beer by the end

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Lake Erie Championship Wrap Up—2011

**Great Racing, Great Hospitality and Home of the Original T-Ten Blender Party”
Edgewater Yacht Club,
Cleveland Ohio**

By Mary Dodge

Congratulations to Jeff Sampson and the crew of 'Kentucky Jelly' for their victory at the T-Ten Lake Erie Championship (LEC) at Edgewater Yacht Club, June 17-19. Heidi Backus Riddle sailing 'Nuts' took second place after seven races of this T-Ten sanctioned event. Mike Dills, PRO, ran a great regatta with sixteen boats participating. Friday racing was a drifter after waiting two hours, but Saturday and Sunday came back with great racing. After no racing on Friday, everyone enjoyed an 'Old School' T-Ten Blender Party supported by Brian Barker of Premier Rigging. Edgewater Yacht Club (EYC) has once again put in a bid for the 2012 Lake Erie Championship. The previous two



Harald Bransch, Heidi Backus

LEC's have been held at EYC in conjunction with the club's annual racing event Cleveland Race Week. If selected again, this event would be a great opportunity for T-10 sailors to have the opportunity to test out the waters and conditions on Lake Erie in preparation for the National Championships to be held at the club in August.

If accepted the proposed venue for the class sanctioned event would be one design weekend of Cleveland Race week: June 14th-17th. Racing would begin around 12 p.m. on Friday (though lack of wind the past two years has made this an impossibility) followed by the "old school" blender party on the EYC pavilion. Racing would also be held Saturday and Sunday. There will be live entertainment and Cleveland Race Week's blender party on Saturday as well as live entertainment at the Sunday awards ceremony after the racing. Additionally, EYC has two outdoor bars, an indoor bar and dining room and new in 2010 a swimming pool. Also, Coral Reef Sailing attire and equipment trailer will be on-site for wardrobe emergencies during the entire 9 days of CRW.

The advantage of holding the competition in conjunction with Cleveland Race Week is for participants to benefit from the race committee and other resources for the event (sail repair, dockage etc.) and the great social events associated with the event. Also, participants can keep their boats at EYC for the remainder of CRW and participate in PHRF racing the following weekend (EYC has always had enough T-10s during this weekend for its own class and start).

Cleveland Harbor Fleet 19 is hopeful



Harald Bransch, Jeff Sampson, Wick Smith

to once again capture the bid for the LECs and we welcome everyone to come and enjoy great racing and great hospitality at Edgewater Yacht Club – home of the 2012 North American Championship.



Harald Bransch, Jim Ward

Pictures from Cleveland Race Week and the Blender Party!



T-Ten Supporting Suppliers Update

“Are you taking advantage of the ‘Supporting Supplier’ Program?”

If not, what would you like to see? We have fifteen suppliers and seven sail makers offering discounted parts, services, publications and classes.

Take a look at your boat and see what you need to make it faster and easier to sail next year. Most everything is available at discount prices. These suppliers also offer great Christmas gifts (clothing, education etc.) for you and your crew. Best of all, they know the T-Ten and offer discounts to T-Ten members.

Our newest supplier is **Premier Rigging**. (Brian Barker T-Ten “Bear”). They were previewed in the last TenSpeed and now they are ready to serve all your T-Ten needs for hardware, service and special requests. Premiere Rigging has been working closely with the T-Ten Class in developing a new class approved replacement spar. If you are interested in obtaining a new mast or refurbishing your existing mast, Premier Rigging is the right place to start. Once you have paid the T-Ten Class for a blank tube, Premier Rigging can help you finish it according to your requirements to make a class legal spar.

For more information call Brian Barker at (330) 592-9881 or visit their website at www.premierrigging.com and go to the T-Ten product page.

North U has a lot of books, CD’s and seminars to get your crew ready for 2012 – Great Christmas Gifts. North U is continuing to offer free shipping to T-Ten members ordering from their website www.northu.com. Just insert “T-Ten Free Shipping” in the comment area. North U is continuing the seminar discount for 2012: T-Ten skippers can attend 2012 North U TRIM seminars at the crew price - a savings of \$30. Sign up as a crew and add: “T-Ten Skipper” in comments in your registration.

Please consider our Supporting Suppliers when you purchase hardware and services for your boat and crew. Tell them you belong to the T-Ten Class Association to get a special discount. If you have a favorite supplier willing to discount their products and services to T-Ten members, please ask them to give me a call.

Thanks, Ted Mahoney

Wish you were here! Continued...

(Continued from page 11)

found myself wondering if by trimming the jib a bit, we could maybe “take” that boat over there. Or, noticing a group of boats in the distance and wondering if they’re in a race?

Fortunately the boat we rented had a motor in it. You will definitely want this feature on your sailboat too, because if you put up the sails, the boat tips way over, and you could spill your beer.

-Dave Barry

When it comes to choosing how I want to spend my recreational time, rather than watching TV or playing with the dog, my first choice is racing a T-10. 2011 was another memorable summer and sadly it’s over. It’s time to retire the sailing garb to the closet shelf and pull out the winter boots. Until next year!

- Trish De Preter – crew on ‘Lightning’

What Is It Like? Continued...

(Continued from page 12)

of the first race it’s because we are not there! And Former Rolex Yachswoman of the year, Heidi Backus Riddle, definitely carries with her a tradition of winning races, but more importantly if we’re not leading the racing she makes darn sure to put us in a position to win the party.

My favorite traditions while sailing with NUTS have to be the famous taunting of the men (in good fun, of course). For instance, if you are a man and you have ever used the lake as your rest-room in between races, you have without question provoked someone on my boat to say, “I think ____ is trying to tell you something” and sure enough, the girls look every time!

But in all honesty, sailing with the girls is a pure joy. Sailing in itself is a joyful celebration that once it’s taken hold, it cannot be replaced. This winter I’m looking forward to the regular Sunday dinners at Gretchen’s house in the Vermilion Lagoons as it is here where sailing lives on during those long and dreary Lake Erie winters. If you are ever passing through I’m sure Gretchen would happily oblige in accommodating you, as is tradition!











- Jim Schockey

T-Ten Supporting Suppliers Update








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Please patronize our supporting suppliers Discounts and ordering information on “Links” www.tten.com

 <p>http://www.premierrigging.com</p>	<p>Premier Rigging is your one-stop shop for T-Ten standard parts and they offer customized products and services including: shrouds, backstays, halyards, lines, splicing, graphics, decals and T-Ten new mast construction.</p> <p>Brian Barker, T-Ten Bear, has the experience and can answer your questions and make T-Ten rigging to fit your boat office (330) 592-9881 customerservice@premierrigging.com Free Shipping in the state of Ohio</p>	<p>White Water Marine Custom Stainless Steel Hardware</p>	<p>White Water Marine Inc. produces the deck fittings to move the shrouds above deck for \$235 plus tax & shipping. 15% discount on bow rails, stern rails, stanchions, bases and a 10% discount on stern boarding ladders. Mention TTEN.com Additional Information - Mike Klass 810-987-4837 e-mail address: sales@whitewatermarineinc.com</p>
<p>North U.</p>	<p>Get Free Shipping when ordering on-line by adding "T-Ten Free shipping</p>	<p>Pyacht.com</p>	<p>Stocking replacement tillers from H&L Woodworking</p>
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	<p>10% discount on a Velocitek SC-1 or SpeedPuck Order online and enter coupon code "T10"</p>		<p>Chicago Yacht Rigging offers rigging products and service using only the best hardware, cordage and equipment. Now shipping to all T-Ten owners. Kristian Martincic knows the T-Ten. 773-894-4324 Check out T-Ten Rigging Seminar Click T-Ten Specials – best pricing until 3-15-11</p>
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	<p>Dieball Sailing</p> <p>Skip Dieball 419-729-4777</p> <p>Now is a great time to get New or Used T-10 sails. For more information please call Ernie at 419-726-2933 or email at ernie@dieballsailing.com</p>
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<p>If you have any suggestions or questions, contact Ted Mahoney at mahonetd@roadrunner.com</p>	

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Pictures from the 2011 NAC!



Pictures from the 2011 NAC!



More pictures available for purchase at <http://knotjustracing.smugmug.com>

