

TenSpeed Winter Edition

Winter 2019

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2019 T-10 NAC Champions Review

Trey Sheehan, Hooligan: Flat Stanley Racing

What a fun season! What a great group of people in this fleet! What a terrific boat to sail! The final T-10 regatta of the year, the 2019 North American Championship, proved to be a fabulous week for the Hooligan family. We were blessed with perfect conditions a well prepared boat and crew, a fabulously planned and executed regatta by the Mentor Harbor folks. Above all, we also received our fair share of lucky breaks.

History

A little history might be helpful. Chuck Simon, Terry McSweeney and I bought the Black Boat (Hull 376) in 2012 we named Hooligan for the season. The three of us spent years with Bill Buckles and the rest of the team racing Liquor Box successfully all over the country. Liquor Box and its' blender became synonymous with Lake Erie

racing and pushed us to new levels of Class and PHRF racing. When Chuck decided to focus more time in Key West and travel the boat was sold and now sits in Winnipeg. Shortly after Terry and I made the jump into the Melges32 Flat Stanley and still enjoy sailing that boat.

We bought Hull 376 in 2012 with the intention of "getting the band back together". Unfortunately, the problem with owning two boats in different classes that generally race the same weekends, in different cities, caused us to never really get everybody together at the same time. I think we also felt relieved us of having to admit same to our spouses. The boat was sailed competitively by The Sheehan and McSweeney kids, Bill Buckles with his

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From Our President—John Schellenbach | Mutiny



The weather in Chicago made it clear that sailing season is over in early October by covering the ground with a white blanket of snow. As another sailing season winds down, we can reflect on the past summer and look forward to next spring when we do it all over again!

A special thank you to Karen Sackett-Rampe who did an excellent job of running the 2019 T-10 North American Championship at Mentor Harbor Yacht Club. I was sorry that work prevented Mutiny from traveling to Cleveland. This was even more the case when I visited MHYC for the summer class meeting and saw how beautiful the club and harbor are.

During our summer meeting, we discussed updating the North American Championship Regatta Regulations to bring them in line with regulations of similar one design classes. We also discussed the sail materials allowed in the jib. Nick Ward volunteered to spearhead discussions with various sailmakers to make sure our new rule doesn't favor any particular brand.

Twenty-Six boats raced in the 2019 North American Championship. After ten races, Trey Sheehan and Hooligan: Flat Stanley Racing were victorious. Last year's North American Champion, Nick Ward and

his team on Proper Villain finished second. Scott Irwin with Team Iball rounded out the top three. Brian Kaczor and team aboard Erica finished first among the Corinthian boats.

For next season, the 2020 North American Championship returns to Lake Michigan and will be hosted by the Racine Yacht Club. Racing will take place August 20 – 23, and there will likely be a feeder race from Chicago the weekend prior.

I hope everyone has some fun activities planned for the off season, and doesn't have to spend too much time on boat work.



2019 T-10 North American Champions Review

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teams, and a women's group every Tuesday night, but the boat was not getting some of the attention it needed.

In January of 2014 we started to sail the J-70 (Hooligan as well) to work on boat handling and get more big fleet experience for me. I had been a crew member for most of my life and effectively had zero helm time in those 46 years. Brad Boston and I would set out to deliberately attend regattas with 60 plus boats to get more comfortable with my driving. He has been working on getting me up to speed while keeping everything fun at the same time.

The Plan

The chance to sail the 2018 T-Ten season with a group of my regular Hooligan J-70 crew and *some* of my kids was starting to take shape and we planned to make the trip to Port Huron. Life eventually got in the way and we could not attend. We put the T-10 away in the Fall of 2018 on a borrowed Team

Pursue Trailer, (see?, this fleet rocks!). We had every intention of tearing the boat apart that winter and making it ready for the 2019 season. In January of 2019 we started evaluating the condition of the boat and decided the free swinging bulkheads and lack of any attention down below would be a hindrance to a serious run at a winning season. Our decision was to gut the boat and rebuild it. Time was not our friend and the boat proved to have surprises for us when we finally started to take it apart.

While sailing the J-70 in Miami in January I mentioned to Brad and Curtis Florence that I would like to bring not just one but possibly two of my three children along for the Tartan Ten campaign the upcoming summer. Brad, Curtis, Terry and I have spent the last five years together in the J-70 and the Melges 32 working hard to teach me how to handle a boat in close



quarters. It has been an exercise in patience for these fellas. My legitimate Attention Deficit Disorder and the onshore and offshore antics that are part of Hooligan Life and a host of other distractions that go along with it have created a chaotic, but fun, Team Hooligan, for all involved. So just mentioning the addition of two more similarly afflicted Sheehans into the boat raised the anxiety level for Brad and Curtis for sure. Frankly, I wasn't certain there was enough room on the boat for all this "personality". The seed was planted to sail with more family.

Back in the barn in early spring we decided to squeeze

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in a couple of regattas down south in the J-70 and put off the boat work. This turned out to be a mistake as we started the work around April 16th. Thirty five years of wear and tear, and wiring that had been spliced and re-used, required replacing everything inside the boat. The panel, electronics, breakers, load distribution and through hulls were ripped out and replaced. The boat was no longer identifiable down below. It really was a disaster. Ziggy Beatty a longtime friend and Flat Stanley/Hooligan crew member came to Cleveland the third week of May to help push the boat along. Griffin Sheehan dug in and learned how to lay glass and worked

on his upper body and core strength by sanding every chance he could get. It was crunch time.

The season started off in Detroit with Bayview One Design and of course two of my “rockstar” family members could not attend at the last minute. Dad was not looking like a champion with the remaining crew, but we pulled the boat together and got it ready and on the starting line in Detroit. It was not pretty and by no means completed but we took the T-Ten Class load cell with us, weighed the boat and queried the owners there with the progress we had made and invited everyone aboard and to express any concerns they had with our work and the boats’ punchlist of work to be completed. We were able to

practice afternoon in Detroit I remembered how much fun the boat was. It all felt great, and the first tack ever driving a Tartan Ten was ugly as hell! But we got it sorted out and every tack got better. The regatta was a lot of fun, but we knew there was more work to be done before Cleveland Race Week.

We took Hooligan back to Cleveland and put it right back into the shop at my office. We worked day and night getting the boat finished and when I wasn’t working in my office I would come down to the boat shop and interrupt everyone’s flow.

Cleveland Race Week was at our home club so we were able to really dig in and fine tune our speed and really work on tuning. Luckily we had the identical sail designs as the Proper Villain guys so we knew the tools were there but just needed to see for ourselves how the boat set up in all ranges, up and down. The line-ups in Detroit showed us the boat was certainly faster than before the work and that speed gave



do very well at Bayview One Design and we knew the boat was getting better each week. After the

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2019 T-10 North American Champions Review

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us some confidence to get ourselves out of trouble when necessary. During Cleveland Race Week my 24 year old daughter Audrey and 21 year old, Josie joined us to round out the crew. With roughly nine weeks to go before the North Americans Josie bluntly asked why she wasn't being considered for the NAC crew?! I did not expect this as her school/work schedule had kept her from being able to commit to any other sailing and now we had a dilemma....The difficult part of the summer was telling a winning crew member that we were moving people around. The weight limit issues made our focus on crew work even more important. Saying there is no room, to any member of the team, is not a comfortable situation. Eight weeks until the NACs and we were feeling the pressure of picking the right team. The next couple of weeks we would have to see if there was room for all four Sheehan's on board.

So before the NAC's we

would have some fun during Bayweek at Put-In-Bay. For me this is really a home club event, as well, as my wife grew up there and we have a couple of small businesses there. The kids have raced out of the Put-In-Bay Yacht Club since they were in diapers. The key to Bayweek has always been, to have fun. This week was no exception and we worked on making sure all rigging and fittings were working and all purchases were just right. We sailed well and learned that we were all able to get along on the boat. It wasn't until the last day of Bayweek that I finally wired the electrical panel to the batteries permanently. We learned a whole lot about the boat, good and bad. We installed new B&G Vulcan instruments and fitted an acceptable Hooligan-



worthy stereo. Did I mention that Bayweek was fun?

Curtis, Zygy and I towed the

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Ten home 51 miles to Cleveland with a center console at 18.5 knots on a perfectly flat lake. We were almost ready for NAC's. The week was consumed with getting the boat measured-in and weighed and then it was off to Mentor for an outstanding week. The boat weighed-in and measured easily and now the work was paying dividends. The boat work was over and we could go sail and have some fun. She still did not have a proper bottom and looks like hell, but it was fair and fast.

We moved two Tens to Mentor on Sunday and prepared to get the circus on the road Monday.

And a circus it was. We moved a four camper and tool trailer caravan into the beach



area and set up a NASCAR like compound for the week ahead. We had four families, and eighteen people moved in and working together to make the place our home for the week. It felt good to be able to relax in the evening and not drive home. Practice days on Monday and Tuesday gave us some strong opportunities to line up with some other teams and get final adjustments completed. In the evening we would gather in the middle of the compound and debrief and relax. Sometimes we cooked meals and every evening we would chat and have a cocktail to discuss the day. Wednesday we finished off our tuning with the Villains and prepared for the first race day on Thursday.

We started the regatta off OK, we came out with low score finishes with pretty conservative sailing. When you have speed you can do this. The next day we went out with similar scores, still in the hunt and



Team I-Ball leading the regatta posting very strong second day scores. Day 3 we had everything line up for us! We had a perfect day.. We were still sailing conservative but had a gear that no one had consistently and we had some lucky breaks. There was also a significant amount of hiking put in on the rail to keep the boat flat and balanced in all conditions. The final day was a bit of damage control or defense and we could watch our tuning partner and close friends finish second behind us. When you have two boats with the same set up and sails, it really makes it easier to tune and talk about settings. Doyle Sails has really worked hard over the last 8 years and Brad and his group have supported me up a steep learning curve against the best sailors anywhere.

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The real secret behind these fabulous boats is the wonderful people who passionately support this class. The regatta crew at Mentor Harbor went above and beyond to support and showcase a National Championship caliber event! Kudos to the membership, MHYC Ten Class members and the Sackett and Pinkerton/Kubichek families in particular! The set-up at Mentor was really sweet. Allowing campers into the North Beach allowed us to

construct a family style compound with my brother Michael's team. The parties they held, the accommodations, were all top notch. Kudos to the whole Organizing Committee and the Club.

This class really is strong and fun. I have been fortunate to spend some time in other classes and there is no doubt this class is special. That is why we wanted to get back to the Ten and we had a fantastic summer.

The racing this season on the Tartan Ten proved to be the

most rewarding and exciting we have ever had. Sailing with my family made it special, winning with family made it spectacular.

Huge thanks to all my Hooligans, Audrey, Josie and Griffin Sheehan, Brad Boston, Curtis Florence and Zyggy Beatty. Special thanks as well to my wife, Sara, for putting up with our habit, Terry McSweeney, Abie McLaughlin, Chuck Simon and of course, John, Jinder and the yard group at Edgewater YC for all their help. See you all next spring.

2019 T-10 North American Champions Results

Place	Yacht Name	Owner/Skipper	Total Points	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	Race 10
1	Hooligan: Flat Stanley Racing	Trey Sheehan	27	1	6	3	5	3	1	1	1	1	5
2	Proper Villain	Greg Kinney / Nick Ward	44	7	7	1	2	5	4	9	5	3	1
3	Team Iball	Scott Irwin	48	2	4	6	1	2	2	11	8	9	3
4	TAZ	Hanson Bratton	57	8	9	8	8	13	3	2	2	2	2
5	Erica	Brian Kaczor	61	11	2	2	3	6	5	10	4	5	13
6	Perfect	Ted Pinkerton	71	5	1	7	10	7	12	12	6	4	7
7	Diamond Girl	Amy & Rick Cermak	85	6	3	10	18	9	9	5	14	7	4
8	Troll	Tim Britton	89	10	8	12	15	1	6	7	3	12	15
9	Cracker	Steve Sackett	93	4	5	4	12	10	7	19	16	8	8
10	Nuts	Heidi Backus	97	3	10	17	4	12	11	4	9	10	17
11	Liquor Box - Hooligan Racing	Michael Sheehan	109	12	11	16	6	8	13	3	7	27/RET	6
12	Bear	John Barker	112	9	19	5	14	4	8	14	17	11	11
13	Rumline	Bill Frissell	137	15	16	14	9	15	17	8	10	6	27/RET
14	Thinkinblue	gary disbrow	141	17	12	15	16	17	10	6	11	15	22
15	Hillbilly Deluxe	Jim Herold	151	16	14	9	7	16	19	17	21	16	16
16	Hot Sauce	Mike & Karen Better	152	14	20	20	20	14	14	15	13	13	9
17	OnePass	Todd Imbler	157	18	27/UFD	13	17	11	20	13	12	14	12
18	PurSue	Sue McIntyre / Suzie Zack	166	19	13	21	11	18	15	21	18	20	10
19	Independence	Tom Humphrey	175	13	15	11	22	19	16	16	15	21	27/RET
20	Patrimpas	Audrius Jucaitis	178	20	18	18	13	20	18	20	20	17	14
21	Star Ten	Harald Bransch	201	22	17	19	23	22	21	18	19	19	21
22	Lazy Lass	Ted Mahoney	222	23	22	22	24	26	22	24	22	18	19
23	Alchemy	Christopher Glynn	228	24	23	25	21	24	25	23	23	22	18
24	Kraken	David Samanich	231	21	21	23	19	23	23	22	25	27/DNS	27/DNS
25	Coyote	Mary & Trever Dodge	235	25	24	24	25	21	24	25	24	23	20
26	Distant Thunder	Daniel Horn	254	26	25	27/DNS	26	25	26	26	26	24	23

2019 T-10 North American Championship Review

by Karen Sackett-Rampe

Where do you begin to tell a story that has so many myriad chapters? I suppose from the end forward! So, let's begin by congratulating our Championship yacht, Hooligan, and her crew, Trey Sheehan and team. Hooligan's home is Edgewater Yacht Club – nice to have a Lake Erie boat win. Of the 10 races completed, Hooligan finished first in half of them, including 4 first place finishes in a row. Quite a feat given the great competition! To quote one participant, “the best Nationals I've ever sailed in, epic!”

The Championships began with registration on Wednesday and racing Thursday through Sunday. 28 boats registered from all over the Great Lakes, representing Yacht Clubs from Illinois, Michigan, Ohio and Wisconsin. Of the 28 registered boats, 26 sailed. Evidently, we had an “in” with the wind gods, as we were able to get 10 of a scheduled 11 races in over those 4 days. Five different skippers brought their boats across the finish line first throughout the regatta, which showcases the intense level of competition. Congratulations go out to our MHYC representative yachts, Perfect (6th), Cracker (9th), and Rumline (13th) – nicely done! Although the focus of the event is the sailing, there

were great social activities included from our Poolside Cookout Thursday, to the Backyard BBQ on Friday and finally, the Mardi Gras party on Saturday (complete with “Best Costume Awards”) that ended with a tremendous West Beach Bonfire. Fun was certainly had by one and all!

There are countless volunteers to be thanked for all their time and effort. First and foremost, thank you to the membership of Mentor Harbor Yachting Club for their support, patience and participation during the regatta. Thank you to our culinary staff - If we heard it once, we heard it a hundred times – “this was the best food I have ever had at a regatta!” Thanks abound to our Principal Race Officer, Joe Colling, our Chief Judge Mike Dawson, and our Judges Panel of Nancy Zangerle and Cathy Newpher. Great job, all, we appreciate you. Thanks also to all of our various Regatta Sponsors, Proper Pig Smokehouse, and all of the entertainers who helped make this such a memorable regatta.

2019 Award Winners

- Sparkman Stephens Performance Trophy – Hooligan, Trey Sheehan
Winner of a race by the widest margin
- Charlie Britton Memorial Award – Rumline, Bill Frissell
Most improved performance throughout the regatta
- Elaine and Wes Pignolet Award – Hooligan, Trey Sheehan
Best performance with at least 3 family members
- George & Nancy Ward Award – Diamond Girl, Amy & Rick Cermak
Best husband and wife boat performance
- Schrammy award – Cracker, Steve Sackett
Lowest final finishing place among boats that were in the top 5 on the second day

2020 T-10 North American Championship Regatta



Racine Yacht Club is excited to host the 2020 North American Championship. The Doubletree by Hilton is on the Harbor and has a block of rooms reserved for us. Racine has a lot to offer; downtown is within walking distance with charming restaurants boasting cuisine from Japanese to Italian.

Arrive a few days early to check out the Racine Art Museum, the lakefront Zoo, or the Wind Point Lighthouse which is the oldest and tallest working lighthouse on the Great Lakes. If you are a Frank Lloyd Wright follower you should also check out the SC Johnson Global Headquarters and Research Tower or Wingspread, the Prairie-style home Frank Lloyd Wright designed for third-generation leader, H.F. Johnson.

Oh, did I mention we have Kringle and great racing! I hope to see you all there.

**2020 T-10
NORTH
AMERICAN
CHAMPIONSHIP**
**Thursday, August 20 -
Sunday, August 23**

**Racine Yacht Club
Racine, WI**

Congratulations: Amy Cermak Racine Yacht Club Commodore

Congratulations to T-10 Class member Amy Cermak (Diamond Girl) on being sworn in as the first ever female Commodore of the Racine Yacht Club this past November. Amy also is active in youth and women's sailing in the Racine area, as well as being co-chair of the 2020 T-10 North American Championships hosted by Racine Yacht Club.



Pictures from the 2019 T-10 North American Championship



NAC Award Winners



Hot Sauce



PurSue



Distant Thunder



Patrimpas



Perfect & Coyote

Pictures from the 2019 T-10 North American Championship



Troll



Hooligan



Rumline



Diamond Girl



LazyLass



Team I-Ball

2019 Great Lakes Intercollegiate Offshore Regatta

By Nick Zomer

The 2019 Great Lakes Intercollegiate Offshore Regatta kicked off with a heavy 20-30 knot breeze out of the southwest. “It was not only an exciting heavy breeze day on the water, but a big learning experience for all who may have never sailed in truly difficult offshore conditions...” says Regatta Co-Chairman Nick Zomer. During the day we saw some oscillation and puffs as high as 33knots. The race committee did not fly flag K (which indicates spinnakers not allowed) and instead left that decision up to crews and boat owners. This worked well as competitors worked with boat owners and learned about making decisions around how to use their boats during heavy winds.

At the top of the leaderboard for the Tartan 10 fleet all day were Wisconsin-Madison and Miami University. Miami University came out of nowhere this year to lead the fleet for the first part of the day, Wisconsin-Madison took back the title of top boat in the last few races. Wisconsin



and Miami ended the day with a tie at 8 points, Wisconsin winning the tie-breaker. In the J 105 fleet three teams dominated the leader position, the Naval Academy, the University of Notre Dame and the University of Michigan. All three teams sailed tightly all day, any mistake was punished by losing precious boat lengths which were rare to come-by in this fleet as a whole. By the end of the day the Naval Academy led the pack with 9 points with Michigan and Notre Dame in a tie at 11 points with Notre Dame winning the tie-breaker.

During the day boats suffered breakdowns, including two for

which yachts retired, those boats were the yacht “USA 345, Out of the Blue” and the yacht “USA 411 – Minister”, both teams were moved to backup boats for Day 2 of the event. Due to the heavy winds and crew illness the team from Ohio State withdrew at the end of Day 1.

Day 2 at the 2019 Great Lakes Intercollegiate Offshore Regatta provided ever more challenging conditions. The wind was out of the west, steadily between 20 and 25 knots with gusts all the way up to 35 knots. It was

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2019 Great Lakes Intercollegiate Offshore Regatta

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overcast with a temperature around 65 degrees. Teams raced one additional race, setting in stone the final results for the event. The winner of the Tartan 10 section was Wisconsin-Madison on board the yacht Hot Sauce. The winner of the J 105 section was the United States Naval Academy on board The Asylum.

The event would not be possible without our sponsors:

- The Chicago T-10 Fleet Association
- The Chicago J105 Fleet 5, Quantum Sails
- Buddig Meats, United Engravers
- Beemsterboer Slag Corp
- Skyway Yacht Works



Place	Yacht Name	University Team	Total Points	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6
1	Hot Sauce	University of Wisconsin Madison	10	3	2	1	1	1	2
2	Mutiny	Miami University	12	1	1	2	2	2	4
3	M*A*S*H*	Northwestern University	23	4	5	3	4	6	1
4	Winnebago	Purdue University	28	2	4	7	5	4	6
5	KamiKaze	Team USA	30	6	3	4	6	8	3
6	Terminal Velocity	Marquette University	35	7	8	5	3	7	5
7	Retention	Western Michigan University	36	5	7	6	7	3	8
8	Erica	Michigan State University	50	10	6	11	11	5	7
9	Tango	University of Wisconsin-Madison Honey Badgers	55	9	11	8	8	10	9
10	Amateur II	Ohio State University	61	8	10	12	9	12	10
11	Skidmarks	Michigan Technological University	61	11	9	9	12	9	11
12	Glider	Cleveland State University	68	13	12	10	10	11	12
13	Out of the Blue	Baldwin Wallace University	84	17/DNS	13	13	13	13	15
14	Water Works	Indiana University	87	14	14	14	14	17/DNS	14
15	Minister	University of Illinois Urbana-Champaign	93	12	17/DNF	17/DNS	17/DNS	17/DNS	13

2019 Great Lakes Intercollegiate Offshore Regatta



National T-10 Class Winter Meeting Notes

Feb 9, 2019

Aktion Associates, Toledo OH

Class President John Schellenbach called the meeting to order at 11:07 a.m.

Board Members Present:

President John Schellenbach, Vice President Nick Ward, Secretary Brian Kennalley, Chief Measurer Steve Gregory, Past President John Barker, Regional Vice President Lake Michigan Mark Croll

Board Members Not Present:

Treasurer David Tritsch, Regional Vice President Lake Erie Heidi Backus, Regional Vice President Lake St. Claire Sean Murphy

Members Present (including via teleconference): Mike Better, Herold Bransch, Ralph Richards, Karen Sacket, Amy and Rick Cermak, Steve Karstrand, Scott Irwin, Jim Herold, Mike Platzke, Brian Barker, Dan Synowiec, Kim Stange, Ted Mahoney, Ted Pinkerton, Greg Kinney, Larry Peterson

OLD BUSINESS

Fleet Reports:

Lake Erie: Fall Bay Regatta was a great time but only 5

boats attended. Cleveland Race Week is June 14 - 16.

Lake Michigan (Mark Croll): There is a detailed article in the Ten Speed about Chicago events. Mark's second year as fleet captain, he has continued his focus on fun and community building. The fleet had a big flip cup party in Waukegan, a playpen raft up, and its famous St. Joe Blender Party. In December, we also have an annual dinner with 150 attendees.

Detroit (Bruce Richardson): There were four T-10s in Port Huron-Mac (short course, ORR-EZ rating); 2019 PH-Mac starts July 20; Port Huron is hosting 2019 Lake Huron Championship Aug 2 - 4 and trying to create as many one design classes as they can; info is on yachtscoreing.

Treasurer's Report (John Schellenbach for David Tritsch):

The booms and boom die the class purchased cost \$10,000, so our cash balance is down from mid-year numbers. Beginning balance was \$34,671. Current balance is \$22,315.

We have also purchased the following insurance: D&O,

liquor liability for events, and general liability. We have no property coverage. Do we need to insure tangible assets like masts or booms? Ted Pinkerton to research.

Secretary's Report (Brian Kennalley): The Class had 70 voting members in 2018, an increase of 4 over 2017! It's a small move, but it's in the right direction. We also have 15 new associate members, up from 3 to 18. This is probably due to our decision to make associate membership free to try and engage crew members and other non-boat-owners to join and stay up to date on class communications. Membership renewal is actually available now; renewal notices will go out within the next few weeks or so. We'll do renewals via tten.com again. Boom stickers will be mailed in late April or early May.

Measurer's Report (Steve Gregory): We sold 56 sail tags last year. They are still \$15.00. 56 is pretty average. A lot of the sailmakers buy them in blocks of 10 or 20 because they don't expire.

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National T-10 Class Winter Meeting

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Boom update (Brian Barker):

The boom section is signed off, order is placed and paid, and the die should be done in mid-March. Metal should be available early April. We got a better deal on the metal and die by paying in advance. We need to set a price. Cost to the Class per boom is \$250, but we will likely have to hold them in inventory for a long time so it will take time to recoup the initial cost. What do we want to sell them for?

Scott Irwin **MOTION** to set mast prices at \$1,200 and boom prices at \$500. Seconded. Discussion took place prior to a vote. Motion **PASSED**.

Sail material: Can Cuben Fiber be used in jibs? Research suggests increased costs and minimal performance gain. This question is largely driven by the notion that North Sails is going to stop making Kevlar sail cloth. North is doing molded sails for J/105s but Perry Lewis says they can no longer do them for T-10s. Proposed sail material change would not allow 3DI, which is a new method of building sails.

Traditional sail building process: buy cloth, stitch together. String sail: cut into pieces and stitch together. 3DL:

3d mold the shape of the jib, lay mylar, lay fibers, lay mylar and thus the shape is molded in. 3DL is supposed to be more durable in terms of delamination. 3DI that North is moving to uses the 3DL mold and there is no mylar, it's just individual fibers glued together and it looks more like a Dacron sail. Battens and headboard are all just part of the sail made as one unit. There was a 3DI test T-10 sail moving around the Chicago fleet. North Sail uses Dyneema or Spectra.

Can we get info from J/105 Class? Mike Better to investigate Carbon Fiber. Board needs to decide by beginning of the season. Agreed by all: If we make a change it should be effective as of a NAC so it doesn't disadvantage people who already bought sails in this sail year.

T-10 North American Championship: We have one bid for 2019; Mentor unanimously chosen. Bid features easy haul-out, good docking, good parking, a swimming pool, and close accommodations. It is a good location for family. They hosted in 2009. Playgrounds, basketball court, and

beaches are nearby. Dates will be 8/15-8/18. The Verve Cup is Aug 9-11; NAC was moved to accommodate the Verve. A corinthian award is to be included. Mike Dawson will serve as Chief Judge. PRO is Joe Colling out of Edgewater.

MOTION for the Class to provide the NAC Committee a \$2,000 stipend for the 2019 event. Unanimously **PASSED**.

The Class is soliciting bids for the 2020 NAC on Lake Michigan.

2019 Sanctioned Events:

- Bay View OD May 31 - June 2
- Lake Erie Championship June 14 - 16
- Chicago NOOD June 7 - 9
- T-10 NAC Aug 15 - 18

Class Rules Update (Mike Platzke):

- General rule cleanup proposed: organizational fixes, not changes. Up to CMRC to review. There are a couple small changes.
- Define World Sailing: Rules said ISAF, which no

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National T-10 Class Winter Meeting

(Continued from page 16)

- longer exists.
- Defined terms more clearly. Moved Class Association Fees out of One Design rules. Move boom sticker out of measurement rules.
- Allow advertising for regattas that have advertising.
- Make terminology more in line with offshore regulations.
- Put class approved extrusions at the top of the mast and boom rules.
- Spar bands were not removed from the rules. Most one design fleets have spar bands. The bands are needed to define the size of the sail and they way it can be set e.g. outhauling a blown out main further than the Class limit.
- Update rules to include CMRC which are in bylaws but not One Design rules. Chief Measurer says this requires a Class vote, but it's a good idea. In the event of a conflict of interest, somebody can fill in.
- Boat weighing: remove duplicate sections, consolidate so the same

thing isn't listed in multiple places.

- Proposal: Modern winches use composite bearings and the original rule doesn't allow for it. Chief Measurer can make a ruling on that without a Class vote.
- Rules state you can't change your jib during a race.
- Clarify that drivers have to be full members, not associate members. Need to fix this to allow non-members to drive Wednesdays, Mac race, etc.

NEW BUSINESS

- Forward Sailing in Virginia is in the process of forming. It is run by a disabled veteran. No tax status or anything yet. They have four T-10s currently on the Chesapeake and are creating an organization for veterans to sail and race.
- T-10 Class Association is a registered Illinois NFP corporation and was involuntarily dissolved in 2012.
- Proposal for T-10 Class Wind Condition Limits (Heidi): Races will not be started in less than an average of 5 knots of wind

established over the entire course area. This lower limit may be higher if there is a strong current in the racing area. Races will not be started in excess of an average of 25 knots or if gusting to 28 knots or above. These limits may also vary depending on sea conditions, current, and rapid changes in velocity. Races will not be started if reduced visibility prevents the race management team from sighting the starting line and identifying premature starters. The fact that the first mark cannot be seen from the starting area is not, in and of itself, a reason to postpone racing.

- Do we do this for NAC only? National Sanctioned only? Takes pressure off the PRO. Keeps things safe and fair. Needs to be at the sole discretion of the PRO and not protestable.

T-10 ORR rating has taken a hit noticed in Lake Huron.

Meeting adjourned at 1:09

T-10 Class Association

August 1, 2018 through August 10, 2019

Beginning Cash Balance		\$34,671.07
Income		
Dues	\$4,650.00	
Mast Sales	\$3,000.00	
Boom Sales	\$2,500.00	
Sail Tags	\$705.00	
Less PayPal Fees	(\$183.65)	
Total Income		\$10,671.35
Expenses		
Purchase Booms	\$9,415.00	
US Sailing Dues	\$200.00	
Insurance	\$1,025.00	
Insurance: Officers & Dir	\$730.00	
TenSpeed	\$200.00	
Website	\$497.86	
T Ten Nationals	\$2,000.00	
Decals	\$191.55	
Chicago "GLIOR"	\$600.00	
Total Expenses		\$14,859.41
Cash Balance as of August 10, 2019		\$30,483.01
Less Items not Paid Lake Erie		(\$221.60)
Balance		\$30,261.41

3 Masts
22 Booms

Chicago T-10 Ladies Takeover Pursuit Race

In mid-September the women of the Chicago T-10 fleet got together and organized a women's only takeover pursuit race scheduled to take place during on of the Chicago Corinthian Yacht Club's regularly scheduled Wednesday night pursuit race. There were all-women crews on *Erica*, *Mutiny*, *Skidmarks*, *Rainbows End*, *Amateur II*, *Minister* and *Hot Sauce* and all told, over 30 women participated in this event.



2019 Chicago Fleet 2 Awards and Year End Party

Between 170 and 180 people packed the Chicago Yacht Club Belmont Station on December 6th for the annual Chicago T-10 Fleet 2 awards and year end party. This annual celebration of Chicago T-10 sailing serves to close out and recap another year of fantastic racing on the water and great times on shore after racing. For the second year in a row, *Erica* swept the boat of the year series, winning the buoy, port-to-port and the overall. *Retention* took 2nd in

the port-to-port and overall series and was prevented from a second year sweep of second place when *Meat* squeezed by them for 2nd place in the buoy series. The tightest competition was in the port-to-port series, where 3rd through 7th place was separated by 7 points. The party committee put on another fantastic event, highlighted by the T-10 timeline, which showed how the fleet's boats had changed names throughout the 40+ year history of the fleet.



Boat of the Year - Port-to-Port

1st - *Erica* - 73 pts
 2nd - *Retention* - 59 pts
 3rd - *Waterworks* - 49 pts
 4th - *Skidmarks* - 46 pts
 5th - *Amateur II* - 45 pts

Boat of the Year - Buoy

1st - *Erica* - 460 pts
 2nd - *Meat* - 419 pts
 3rd - *Retention* - 399 pts
 4th - *Winnebago* - 391 pts
 5th - *Mutiny* - 361 pts

Boat of the Year - Overall

1st - *Erica* - 605 pts
 2nd - *Retention* - 510 pts
 3rd - *Meat* - 476 pts
 4th - *Winnebago* - 438 pts
 5th - *Mutiny* - 423 pts

Chicago Fleet 2 - 2019 Summer Report

The results are in. Simply put, the Chicago T-10 Fleet is the best offshore fleet on Lake Michigan. Once again, the Chicago T-10 fleet provided any sailor that enjoys racing his or her sailboat by far the most opportunities to do that this summer. To underscore this point, I did a quick review of CASRA racing dates for buoy and non-casual offshore races in the summer of 2019. I multiplied the days with races by the number of boats on the line for each one design fleet. The results prove the dominance of the T-10 Fleet in providing excellent racing opportunities:

Fleet	Boats x Days
T-10	385
Beneteau 36.7	150
J/105	102
Beneteau 40.7	100
J/111	93
J/70	69
J/109	51*
J/88	45

*(including 3 of the top 4 places in the Mackinac Cup Division, ORR)

These racing days include four days when the T-10 section was the only one design section racing and six more days when only one other offshore section was also buoy racing.

But that only tells half of the story. The Chicago T-10 fleet is also the most friendly and socially and educationally active. A partial list of social activities last year:

- Three educational seminars on racing and weather topics on select Saturday mornings in January, February and March.
- Set to sail party in April.
- Flip Cup party on the Waukegan Harbor Porch after the Waukegan Race in June
- Playpen rafting party in July.
- Blender Party at Bi-State on St. Joe YC lawn.
- GLIOR regatta for 19 college teams (in conjunction with J/105 Fleet) in September

Awards Dinner and Season Celebration on December 6, 2019.

It's hard to know where to start to congratulate and thank all of the people who contributed to the success of the Fleet. Maybe we can start chronologically. First, Steve Fink once again put together a scintillating line-up of speakers for the Saturday morning seminars for talks on rules, weather and boat preparation, tuning and strategy.

The social committee of Felicia Platzke, Aimee Smith and Cindy Boynton put together a great spring welcome party and are planning a smashing end of year celebration this month. Word has it, we may have a homecoming theme to celebrate the longevity and inclusiveness of the fleet.

The Flip Cup party keeps getting better and better each year. It is interesting to study the inverse relationship between the amounts of studying that may have been done at college with the absolute mastery of the game of Flip Cup shown by some. The

(Continued on page 22)

Chicago Fleet 2 - 2019 Summer Report



(Continued from page 21)

a fabulous but challenging GLIOR regatta. Their strong efforts in preparation were matched by the strong wind speed and tough conditions on the course. After a spectacular jibe broach and being pinned for what seemed like forever, my Western Michigan team picked themselves up and had

a good regatta. I'm sure others had exciting times as well.

Oh yeah, as I noted when I started this article, we had some sailboat racing; in fact a lot of close exciting and challenging racing all summer. One of the true beauties of our fleet is there is always someone at your level to race with and someone who may be a little better on one given day that you can strive to beat the next race. That is true of course unless you are Erica. Once again they dominated the circuit and BOY overall standings. Congratulations once again to Brian and all of his great crew on Erica.

We on Retention were consistently lucky enough to see Erica's transom before the others for maid-of-honor honors for the

fourth year in a row, followed closely by Meat, Winnebago, and Mutiny for overall honors. But the Port-to-Port series had some new boats in the mix after Erica and us, including Water Works, Skidmarks, Amateur II, Minister and Perspicacity.

Congratulations to everyone who placed well. But more importantly congratulations to everyone who came out and enjoyed their time on the water. What goes on on land, stays on land. To me, that's what it's all about, and we are the lucky ones who have that opportunity and are smart enough to take advantage of it. Now, it's important that we keep talking and sharing and figuring out how we can keep it up and keep improving.

Mark Croll
Fleet Captain

rafting party got interesting when the initial raft of four boats circled around its anchor, pulled it up, and started heading for an unlucky downwind boat. Quick thinking saved the day. It did not stop Darren Beck from visiting all of the boats swimming with his noodle....

And we are all so generous. Even though we made over 100 pitchers of blender drinks at the Bi-State Blender Party, as testified by Bob Warnecke, we ended up with a case of booze left over that is now in my basement. I am looking for suggestions on what to do with it.

And a huge shout out to Steve Karstrand and Nick Zomer for



Chicago Fleet 2 - 2019 Summer Report



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We are **Doyle Sails**, through the Doyle Boston loft in Point Edward we have been working hard to provide fast, long lasting and affordable sails for the T-10 Fleet. We have had some great success capped off this year with Propper Villan winning the 2015 NAC. The Doyle Boston loft enjoyed the fleet so much that they purchased a T-10 to

If you have any questions regarding easy to trim and fast sails for your T-10 please do not hesitate in contacting:

Brad or Tac Boston:

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Contacts

Brad Boston 519-344-5236 brad@doyleboston.com
Tac Boston 519-344-5236 tac@doyleboston.com
John Baxter 312-421-9900 Doylemidw@aol.com

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Pictures from 2019 Cleveland Race Week



Regatta Results

2019 Bayview One Design Regatta Results

Place	Yacht Name	Owner/Skipper	Total Points	Race 1	Race 2	Race 3	Race 4	Race 5
1	Hooligan: Flat Stanley Racing	Trey Sheehan	8	1	1	2	1	3
2	Proper Villain	Nick Ward - Greg Kinney	11	2	3	1	3	2
3	TAZ	Hanson Bratton	12	4	2	3	2	1
4	Hillbilly Deluxe	Jim Herold	22	3	5	4	5	5
5	Team Iball	Scott Irwin	23	6	4	5	4	4
6	Britsar	Ken Schram	29	5	6	6	6	6
7	Double Jeopardy	Sean Murphy	36	7	7	7	8	7
8	Pulsation	John Schaeffer	40	8	8	8	7	9/RET

2019 Chicago NOOD Regatta Results

Place	Yacht Name	Owner/Skipper	Total Points	Race 1	Race 2	Race 3	Race 4
1	Erica	Brian Kaczor	6	2	1	1	2
2	Diamond Girl	Amy & Rick Cermak	13	4	2	6	1
3	Retention	Mark Croll	15	1	5	2	7
4	Winnebago	Tim Rathbun	22	7	3	8	4
5	Anonymous	Chris Manick	25	3	6	7	9
6	Mutiny	John Schellenbach	26	6	4	3	13
7	Thunderbolt	Steve Karstrand	26	5	8	5	8
8	Meat	Brian Kennalley, Edward Mui, Craig Roehl	27	8	10	4	5
9	Grytviken	Piotr Madrzyk	34	10	7	11	6
10	Liberty	Ray Douglas / Kris Maybach	37	13	11	10	3
11	Kamikaze	Darren Beck / Andrew Fernandez	40	9	9	12	10
12	Amateur II	Michael & Felicia Platzke	52	11	12	14	15
13	Proving Run	Andrew Roccasalva	54	14	13	16	11
14	Water Works	Rick & Mary Ann Lillie	59	12	18	15	14
15	Minister	Blane & Cindy Boynton	60	17	17	9	17
16	Hot Sauce	Mike & Karen Better	60	20	15	13	12
17	Perspicacity	Robert Cohen/ Adam Collins	62	15	14	17	16
18	Skidmarks	Jamie Sunderland	70	16	16	19	19
19	American Dream	Rainish/Siekmann/Fassnacht	75	18	19	18	20
20	M*A*S*H	Ron Kallen	85	19	24/DNF	24/DNC	18

Regatta Results

2019 Cleveland Race Week Regatta Results

Place	Yacht Name	Owner/Skipper	Total Points	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6
1	Hooligan: Flat Stanley Racing	Trey Sheehan	9	1	3/RDG	1	1	1	2
2	Team Iball	Scott Irwin	15	2	2	3	2	2	4
3	Proper Villain	Nick Ward - Greg Kinney	19	3	6	2	4	3	1
4	Bear	John Barker	30	5	5	4	7	4	5
5	Independence	Tom Humphrey	39	6	7	7	11/SCP	5	3
6	Cracker	Sackett Sackett	48	8	4	14/SCP	8	8	6
7	Think blue	gary disbrow	56	15	15	6	3	10	7
8	PurSue	Sue McIntyre/Suzie Zack	59	10	10	12	11	7	9
9	Hillbilly Deluxe	Jim Herold	61	16	3	11	12	11	8
10	Patrimpas	Audrius Jucaitis	71	7	12	9	10	12	21/DNF
11	Star Ten	Harald Bransch	71	9	9	13	15	13	12
12	Nuts	Heidi Backus	73	4	1	5	21/DNC	21/DNC	21/DNC
13	Lazy Lass	Ted Mahoney	75	14	13	16	13	9	10
14	Coyote	Mary Dodge	79	11	14	15	9	16	14
15	Alchemy	Christopher Glynn	82	13	11	14	16	15	13
16	OnePass	Todd Imbler	86	21/DNC	21/DNC	21/DNC	6	6	11
17	Kraken	David Samanich	93	12	8	10	21/DNC	21/DNC	21/DNC
18	Instant Karma	Christopher Beal	96	18	17	17	14	14	16
19	Distant Thunder	Daniel Horn	104	17	16	18	17	21/DNF	15



2019 Cleveland Race Week

Class Officers

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VICE PRESIDENT	Nick Ward Port Huron, MI
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