



With 16 boats on the line, the J/24 fleet was the largest fleet of the weekend. Photo by Jan Anderson.

The 2014 Sperry Top-Sider NOOD (National Offshore One-Design) Regatta once again proved to be three days of challenging Pacific Northwest one-design competition. Organized by *Sailing World Magazine*, the Sperry Top-Sider NOOD attracted International sailors and one-design classes from across the Western United States, Canada, New Jersey and even Hawaii. Since the 2008 debut of the Seattle NOOD, Pacific Northwest sailors have embraced the buoy racing venue, bringing together a diverse and competitive gathering of keelboats, skiffs, F-18 catamarans and dinghy racing boats. Altogether, 116 sailboats registered for the Seattle NOOD. With 17 classes, the fleet would be spread across the eastern shore of the Puget Sound, racing in one of three designated course areas.

The local hosts of the Sperry Top-Sider Seattle NOOD, would be the Corinthian Yacht Club of Seattle and the Seattle Yacht Club. Managing a large

one-design sailing event, such as the NOOD, is not an easy task. Both yacht clubs are nationally known for their professionalism in race management. The experience gained racing with the Corinthian Yacht Club and Seattle Yacht Club has made Pacific Northwest sailors some of the most versatile and skilled sailors in the nation.

As a national regatta, the NOOD offers an exceptional venue for one-design competition. One-design is by far the most competitive of sailboat

racing. Racing level, boat for boat, where the first over the line wins is, for many sailors, a very alluring challenge. Outside of the boat, it's a game of strategy and tactics, where outwitting your opponent is paramount. Inside the boat, it is a matter of boat handling and crew dynamics. Keeping the boat at its optimum speed and sailing the shortest course is key to winning. How well the crew works together dynamically is critical to outperforming your competition. Maintaining focus throughout a multi-day race can be the hardest task off all.

Day one of the NOOD began with an air of anticipation as the parade of keelboat classes slowly made their way out to the Sound to check the conditions and warm up for the days racing. Divided into two courses, the fleet split. The south course, located just off of Meadow Point, was alive with strong ebbing currents and southerly breeze. The breeze held through the day to run as many as five races among the J/24s, Thunderbirds, Viper 640s,

William McKinnon and crew aboard "Skye Rocket," take second in the J/80 fleet. Photo by Jan Anderson.



J/70s, San Juan 21s and the Merit 25s. The larger keelboats, including the J/105s, Farr 30s, Melges 24s, J/80s and the classic International 6 Meter, headed further north near Richmond Beach to take advantage of the best available breeze. The conditions would hold for three long races until the sun broke through the clouds and the breeze calmed.

The boats earning straight bullets and tied for best overall fleet performance for the day would be shared between Marc Vander Schalie's family-sailed San Juan 21 *Kermit*, Andrew Hamilton's Farr 30 *Through* and Rodger Phillips' International 6 Meter *Frenzy*. The pace and intensity had been set for the next two days. For most fleets, it was still anyone's regatta.

Day two began with building excitement as the International Formula 18 Catamaran (F-18), Star, Laser, HOOT and Snipe boats prepared for their first day of racing. With a forecast of moderate winds and strong tidal currents, the boats sailed out into the Sound, more impressive in numbers than day one. Three courses were set to manage the additional boat classes.



Competing in their Farr 30 West Coast Championship, Andrew Hamilton's "Through" would take first.
Photos by Jan Anderson.

On the Shilshole Bay Course the soft southerly breeze would keep the competition on a constant hunt for consistent pressure. In the swift and agile F-18 class Ben Colwell's *Rum Line*, Todd Christensen's C2 *Shrek3* and Rod Barman's *Catnip* would be in a constant fight for the top three podium positions. As the fourth largest fleet, the Laser and

Laser radial fleet would also see close competition with Michael O'Brien's *Feats of Strength* holding tight to the top podium spot. The Olympic Star class would become a steady match race between Derek DeCouteau and Dave Watt.

The Meadow Point course would see sunshine and breeze shifting from

Look who's CPYB certified in Washington

When you choose to work with a **Certified Professional Yacht Broker**, you can rest assured that you are working with someone that has the experience and knowledge to handle every facet of the transaction ethically and professionally.



NORTHWEST CPYB SAILBOAT MEMBERS

Alan Powell	Dave Carleson	Peter McGonagle
Allan F. Johnson	Doolie W. Pierce	Peter Whiting
Andrew Trueblood	Jeff Carson	Rick Shane
Barbara Lippert	Kurt Kingman	Robbie Robinson
Bob Berglund	Mark Gilbert	Ryan Helling
Bob Ross	Martha Comfort	Ted Griffin
Chapin Day	Matt Palmer	Tim Hoving
Curt Bagley	Michael Locatell	Timothy J Jorgeson
Dan Krier	Paris Woodard	Tori Parrott
Dana Motlik	Paul Jenkins	Wes Koenig

Visit www.nwyachtbrokers.com/cpyb.htm

Ballard Sails and Yacht Services

**Sail Repairs
New Custom Sails
Racing & Cruising**



CONGRATULATIONS

- Neptune's Car 2nd IRC - Oregon Offshore
- Kowloon 1st Ballard Cup - Series #1
- Moore Wave *ohs
2nd Santa Cruz OD Regatta
- Mata Hari - 3rd in class - SYC Vashon Island

6303 Seaview Ave. NW • (206) 706-5500
www.ballardsails.com • info@ballardsails.com

Division A Racing One Design Division

J/80

1	USA 151	Crazy Ivan	Bryan Rhodes
2	USA 1	Skye Rocket	William McKinnon
3	USA 331	Fearful Symmetry	Lek Dimarucot
4	USA 44	Taj Mahal	Dulnath Wijayratne
5	USA 69880	Uproar	Stan Moen

J/105

1	USA 272	Delirium	Jerry Diercks
2	USA 269	SeaMist	Todd Rickard
3	USA 114	Jubilee	Erik Kristen
4	USA 403	Inconceivable	Lance Rummel
5	ITA 89	Allegro Vivace	Lorenzo Migliorini
6	USA 212	Last Tango	James Geros
7	USA 475	Usawi	Robert Blaylock

Melges 24

1	USA 838	Mikey	Kevin Welch
2	CAN 591	Honey Badger	Gordon Shannon
3	USA 498		Keith Hammer
4	CAN 371	Lekker	G&M Galbraith
5	USA 282	Maka'ala	Isaac Gillette
6	USA 243	Trophy Wife	Glenn Klute
7	USA 401	Midsummer Hai Yah!	Herb Cole
8	CAN 11	Goes to Eleven	Duncan Stamper
9	USA 623	Pickled Beets	John Rahn
10	USA 620	Brio	Manfred Schmiedl
11	USA 520	Comfort MonkeyDon/Garrett Linrothe	
12	USA 417	Rogue	Alex Krawarik
13	USA 161	Don't Pass the Buck	David Buck

International 6 Meter

1	USA 107	Frenzy	Rodger Phillips
2	USA 81	Goose	Peter Hofmann
3	KC 19	Saskia II	Don Martin
4	KC 12	Cava	Steve White
5	GBR 102	Bear	Andy Parker
6	USA 97	Saga	Kris Bundy

Farr 30

1	CAN 18	Through	Andrew Hamilton
2	USA 691	Dopamine	Patrick Naughton
3	USA 704	Patricia	Chris Tutmark
4	CAN 7	65 RedRoses	Bruce Chan
5	USA 55	Bat Out Of Hell	Lance Staughton
6	USA 64	Project Mayhem	Grady Morgan
7	USA 53	Nefarious	Dan Randolph
8	USA 62	Deep Pickle	Mike Didyk

Division B Racing One Design Division

Viper 640

1	USA 129	Kaa	Garrett Johns
2	USA 174	Whack-a-Mole	Douglas Stumberger
3	USA 147	Wise Asp	Dan Holden
4	USA 131	Dragonfly	Rafe Beswick

J/24

1	USA 2365	Baba Louie	Pat Dore/Chris Snow
2	USA 2845	Self Abuse	Harry Dursch
3	USA 5471	Tremendous Slouch	Scott Milne
4	USA 1238	Spark	Steve Travis
5	USA 5354	Hair of the Dog	Brad Miller
6	USA 1890	Joy Ride	Jeff Bond
7	USA 2950	Joss	Noel Morgan
8	USA 2171	Jailbreak	Lydia Volberding
9	USA 3421	Suspence	Carl Sheath
10	USA 3839	Irrational	William Vlases
11	USA 5322	Ghost	Philip Brzytwa
12	USA 2176	Evil Octopus	Jasper Van Vliet
13	USA 3732	Djinn	Nojan Moshiri
14	USA 3747	Roshambo	Mark Daniel
15	USA 3695	Allegria	Luigi Confalone

16 USA 3695 Allegria

Luigi Confalone

J/70

1	USA 79	Just Listed	Sail Northwest
2	USA 80	Peridot	Andrew Mesher
3	USA 19	DaSpencer	Michael Pitt
4	USA 81	Rip Van Winkle	Arthur Henry

Thunderbird

1	USA 1255	Predator	Craig Burnell
2	USA 1244	Invader	Mike Dotson
3	USA 1248	Kuma San	Stuart Burnell
4	USA 101	Selchie	Kwadwo Copeland
5	USA 1019	PocoMas	adam southerland

San Juan 21

1	USA 1033	Kermit	Marc Vander Schalie
2	USA 986	Wooglin	Chris Popich
3	USA 1524	Chosen Juan	Stephen Jensen
4	USA 92	Juans 2B	Paul Von Stubbe
5	USA 630	Wild Juan	Scott La Roy
6	USA 897	Mizu	Christian Lamp

Merit 25

1	USA 77040	Nausicaa	Tod Bassham
2	USA 69896	Paradox	Rhys Balmer
3	USA 87938	Runaway	David Paligo
4	USA 298	Kestrel	Bruce Newton
5	USA 69024	Little White Rabbit	Nick Fannin

Division C Racing One Design Division

Star

1	USA 7620	Misty	Derek DeCouteau
2	USA 7462	7462	Dave Watt

Laser

1	USA 204477	Feats of Strength	Michael O'Brien
2	USA 206068		Carlos Abisambra
3	USA 204234		David Brink
4	USA 200192	D22	Kurt Hoehne
5	USA 199207	Streaker	Jay Winberg
6	USA 176176		Jacques Garrigues
7	USA 206066	MPH	Dan Falk
8	USA 191552		Talia Toland

HOOT

1	111	Ulular	Todd Twigg
2	USA 08	Hoot	Jake White
3	CAN 12	Dyspareunia	Michael France
4	USA 10	Toot	Chris Maas

International Formula 18

1	USA 750	Rum Line	Ben Colwell
2	324	Catnip	Rod Barman
3	USA 329	ShackAttack	Ken Marshack
4	USA 7007	Shrek 3	Todd Christensen
5	CAN 92	Team Storm	Brian Hunt
6	CAN 7	Nauti Gear	Mark Jones
7	CAN 2554	Honey Badger	Benoit Sonrel
8	USA 2217	99 Problems	Chris Gross

Snipe

1	USA 29015	MindRacer	Katia Smith
2	USA 28472	Wasabi	Cliff Wright
3	USA 29905	Etude	Tom Colligan
4	USA 28141	OC	Jeffrey Crombie
5	USA 28108	Sure Shot	David James

PHRF Division

North Rally Class

1	Perfectly Strange	Pocket Rocket 22	Paul Kalina
2	Challenger		Chris Archer
3	Smilin' Jack	Morgan 27	John Wade
4	Yahtzee	Grand Soleil 39	Andrew Cross
5	Katzenjammer	Dehler 39	Gordon Stoll

courtesy of <http://www.yachtscore.com>
dns, dnf, dnc not shown

a soft southerly to a chilly northerly late in the morning. The CYC race committee worked diligently to run as many as three races. The crew that was able to play the critical shifts and break away in the best current and breeze would horizon their respective fleets. Racing in the San Juan 21 NW District Championships, Marc Vander Schalie's *Kermit* would play the shifts perfectly throughout the day. The largest fleet at the regatta, the J/24, would experience extremely close racing with the top half of the fleet each vying for the podium. Holding their National Championship this year at the Seattle NOOD, the Merit 25's competition would be too close to call, right up until the end.

The north course would have similar conditions to the south courses, keeping the SYC race committee working hard to run as many as two races. The second largest fleet of the regatta, the Melges 24 racing in their Pacific Coast Championship, had the most competitive fleet action with packed mark roundings and close course exchanges. The classic International 6 Metre was the showcase of the regatta with it's beautiful lines. Rodger Phillips' savy team aboard *Frenzy* would have their work cut out for them to hold off Peter Hofmann's *Goose* and Don Martin's *Saskia II* to keep ahead. The J/105s, with seven boats racing would see mere seconds between boats on the course with Jerry Diercks' *Delirium* tied for the lead with newcomer Todd Rickard aboard the *SeaMist*.

With Andrew Hamilton's *Through* solidly in first, the race for the remaining two podium spots of the Farr 30 West Coast Championships would be fought between Grady Morgan's *Project Mayhem*, Patrick Naughton's *Dopamine*, Bruce Chan's *65 Red Roses* and Chris Tutmark's *Patricia*.

Debuting in this year's NOOD was the North Rally Race; a one day, random leg, PHRF-scored race for new-to-racing sailors, families and custom boats that don't typically fit within the Regatta's one-design concept.

Day three of the NOOD was met with a southwesterly and plentiful sunshine. The stage was set for the final play of the Regatta. After two days of tight competition, those holding on to first place positions would have their work cut out for them. For most, who

would have the remaining will and determination to make the podium.

In the Viper 640 fleet, Garrett Johns' *Kaa*, would be sitting in first by just one point ahead of Douglas Stumberger's *Whack-a-Mole*. The burgeoning northwest J/70's fleet saw strong completion with Andrew Mesher's *Peridot* and Michael Pitt's *DaSpencer* fighting tooth and nail for podium positions. The HOOT fleet would be decided with just a few critical races. In the J/80 fleet Bryan Rhodes' *Crazy Ivan* held a narrow lead with William McKinnon's *Skye Rocket* and Lek Dimarucot's *Fearful Symmetry* hot on his heels. The Snipe fleet was still too close to call, and among the top three boats it was still anybody's regatta. In the classic Northwest Thunderbird fleet, Mike Dotson's *Invader* would need to pull out all the stops to break his tie with Stuart Burnell's *Kuma San*.

By the end of day three, as the winds finally calmed, the Sperry Top-Sider NOOD proved to be a rewarding regatta for all. The boats that maintained the most consistent and competitive performance during the regatta finished with the greatest of expectations. Ultimately, at the end of the day, the payoff was having the most fun possible, while racing with the people you enjoy sailing with the most.

The overall winner of the Seattle NOOD with the honor of racing in the Caribbean at the Sperry Top-Sider NOOD Championship went to Chris Snow and his team on the J/24 *Baba Louie*. Congratulations Chris!

by Joshua May



Above: The second largest fleet of the regatta, the Melges 24 racing in their Pacific Coast Championship.

Below: The classic International 6 Metre are always so elegant.

Lower left: The always competitive Laser fleet.

Lower right: The overall winner of the Seattle NOOD went to Chris Snow and his team on the J/24 "Baba Louie."

Photos by Jan Anderson.

