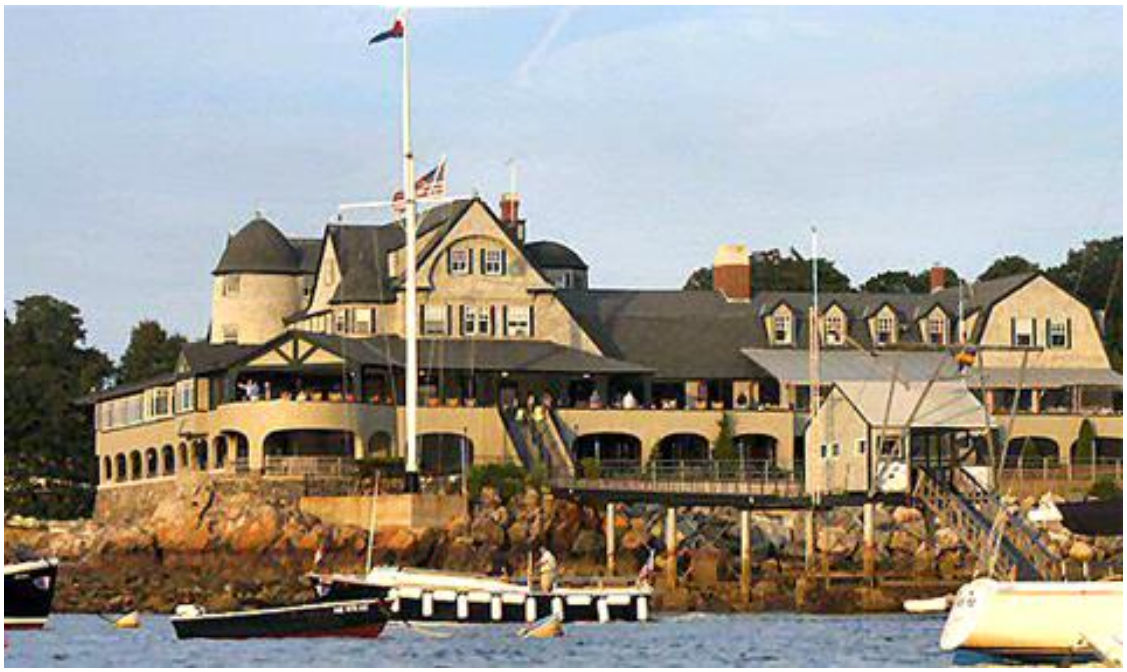
Corinthian Yacht Club
Marblehead, Massachusetts

Rhodes 19 Fleet 5
Marblehead, Massachusetts



2021 National Championship
August 17-20

CLEAN REGATTAS
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Letter from the R-19 Class President

Rhodes 19
Class Association

Mike Lane
President, Rhodes 19 Class Association
http://rhodes19.org/

Welcome to the 2021 Rhodes 19 National Championships and welcome to Marblehead!

As the Rhodes 19 Class Association President and a Fleet 5 (Marblehead) member, it is a thrill to host the Nationals in my homeport.

The Nationals have not been held in Marblehead since 2017, and our regatta Chairs Elise Nash and Kimon Pandapas, along with the entire regatta committee have been working hard *for two years* to put on the best regatta possible. We are looking forward to making it an awesome week for everyone!

This year's championship will be one of the most competitive Rhodes 19 events of the year with sailors from all over the Rhodes universe including Chicago, Maine, New York, and all over Massachusetts representing over 7 different fleets already registered.

To minimize our impact on the environment and to keep our oceans as clean as possible, this year we have registered with **Sailors for the Sea** and will be running the event as a *Clean Regatta*: https://sailorsforthesea.org/programs/clean-regattas

Thank you for coming. You make this a *National* Championship.

Good luck!

— Mike

CORINTHIAN YACHT CLUB
of Marblehead, Ma.

Schedule of Events

Day and Date	**Time**	**Event** (All Events at Corinthian Yacht Club Unless Otherwise Indicated)
Monday	1200-1600	Measurement (w/Prior Notification) and Launching
	1400-1600	Registration (Harbor Room)
Tuesday	0800-1000	Registration (Harbor Room)
	0800-1200	Measurement
	0800-1600	Boat Launching
	1400	**Warning Signal – Tune Up Race**
	1600-1700	Registration (Harbor Room)
	~1700	**National Class Annual Meeting (time approximate / after tune-up race)**
		Followed by Post Race Refreshments (Harbor Room)
Wednesday	0800-1000	Registration (Harbor Room)
	0800-1000	Boat launching
	0800-1000	Coffee, Bagels, etc. (Harbor Room)
	1000	**Skippers Meetings**
	1200	**Warning Signal for First Race of Day 1**
	~1700 - 1800	Post-Race Refreshments, Daily Awards Presentation (Lawn or Harbor Room)
	1830	Regatta Dinner at Home of Larry and Rebecca Ehrhardt*
Thursday	0800-1000	Coffee, Bagels, etc. (Harbor Room)
	1100	**Warning Signal for First Race of Day 2**
	~1700-1800	Post-Race Refreshments, Daily Awards Presentation (Lawn or Harbor Room)
	1830-2100	Regatta Dinner at Corinthian Yacht Club Pool
Friday	0800-1000	Coffee, Bagels, etc. (Harbor Room)
	1100	**Warning Signal for First Race of Day 3**
	~1400-1700	Post-Race Refreshments and Snacks, Boat Haul-Out
	~1700-1800	Daily & Regatta Awards Presentation

* Larry and Rebecca Ehrhardt's home: 11 Ballast Lane, Marblehead, MA 01945, directions page 18

Sponsors

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West Marine

MARBLEHEAD OPTICIANS

Landfall

AT THE FRONT HARKEN

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LOOK NO FURTHER

Raffle Items

RAFFLE!

1 ticket for $10
3 tickets for $20

- Seacoast Marine Hat (1)
- Seacoast Marine Hat (2)
- Landfall $25 gift certificate (1)
- Landfall $25 gift certificate (2)
- Shubie's $25 gift card (1)
- Shubie's $25 gift card (2)
- Dewalt Tool Bag
- West Marine PFD
- Harken Back Pack
- Maui Jim sunglasses
- Doyle sales – Jib

2021 Nationals Participants – As of Publication

Fleet	Name	Boat Name	City	Boat Number
Rhodes 19	Hebert, Mike	Fandango	Marshfield	3101
Rhodes 19	Sullivan, Dan	PT 1677	Hull	1677
Rhodes 19	Fava, Joseph	Dinner Out	Marblehead	1316
Rhodes 19	Frisch, Peter & Hourihan, Seamus	Hall Pass	Swampscott	1210
Rhodes 19	Cooke, Evan & Kaznoski, Pete	Sundance	Marblehead	2648
Rhodes 19	Lane, Mike	Harm's Way	Middleton	2623
Rhodes 19	Martini, Martha R. & David	Il Prete Rosso	Beverly	1466
Rhodes 19	Pandapas, Christina & Kim	MoHotta MoBetta	Marblehead	982
Rhodes 19	Rubin, David	David Rose	Lexington	2495
Rhodes 19	Reynolds, David & Shoreman, Jeffrey	McLovin	Marblehead	722
Rhodes 19	Taylor, Team	Jabberwock	Marblehead	1926
Rhodes 19	Uhl / Blouin	Woodstock	Marblehead	2585
Rhodes 19	Matt Hooks	The Mighty Rhodes	Boston	1683
Rhodes 19	Sorlien, Peter	It's A Gift	Marblehead	41
Rhodes 19	Dailey, Thomas		Marblehead	1015
Rhodes 19	Thomas, Charlie	Salty Dog	Beverly	1472
Rhodes 19	Ehrhardt, Larry	Rallie	Marblehead	2435
Rhodes 19	McCaffrey, Tim	Action	Swampscott	1925
Rhodes 19	Obersheimer, Charles	Silkie	Buffalo	957
Rhodes 19	Maye, Tim	Aeolus	Forest Park	1892
Rhodes 19	Morrison, Richard	Elysium	Harpswell	1936
Rhodes 19	Berkeley, Joe	roger that!	Hull	892
Rhodes 19	Clancy, Chris	Sweep	Scituate	2692
Rhodes 19	Dittrich, Timothy	Hijinx	Swampscott	1217
Rhodes 19	Ordentlich, Andrew	Two Guys	Lexington	2252
Rhodes 19	Schreiber, C & Thibodeaux, S		Tenants Harbor	1790

Past Nationals Winners

Fleet 5 would like to recognize past and present Rhodes 19 sailors and salute all past National Champions

Year	Host Club/ Location	Number of Boats	Winning Skipper & Crew Home Fleet	Boat Name	Sail #
2020			Covid-19 Pandemic cancelled the event		
2019	Hull/Hingham YC, Hingham MA	36	Chris Schreiber, Debbie Schreiber, Chris Schreiber		1680
2018	Southern YC, New Orleans, LA	20	Rick McGregor, Heather Funkhauser/ Gary Taylor, Jackson Benvenutti	Po Ma Hog	2547
2017	Eastern YC, Marblehead MA	29	Tomas Hornos, Duncan Swain, Lilly Lichenstein	The Mighty Rhodes	1683
2016	Corinthian YC, Chicago, IL	20	Charlie Pendleton, Jim Raisides, Elise Mazareas Nash	Bight Me	1217
2015	Corinthian YC, Marblehead MA	31	Dave Nelson, Frank Hart, Collin Hart		3172
2014	Hingham YC, Hingham MA	26	Nat Taylor, Jim Taylor, Kelly Gorman, Marblehead MA	Jabberwock	1926
2013	Southern YC, New Orleans, LA		Charlie Pendleton, Renee Heffernan, Elise Mazareas	Bight Me	1217
2012	New Bedford YC, Padanaram, MA	19	Ben Richardson, Chris Hufstader, Megan Watson	Tern Too	1343
2011	Chicago Corinthian YC	25	Peter Sladovich	Lickety Split	1712
2010	Corinthian YC, Marblehead MA	45	Bill and Renee Heffernan, Julie Savage	Sweep	2692
2009	Fairhope YC Fairhope, AL	31	Benz Faget, Don Brennan, Elise Read	Shameless Perfection	1575
2008	New Bedford YC Padanaram, MA	37	Jim Raisides, Charlie Pendleton, Vonda Raisides Marblehead, MA	Bight Me	1217
2007	Corinthian YC, Chicago, IL	37	Peter Sladovich, Rocky Sanchez, Elizabeth Duett - New Orleans, LA	Lickety Split	1712

2006	Sandy Bay YC Rockport, MA	37	Jud Smith, Cindy Smith, Lindsey Smith Marblehead, MA		2566
2005	Fairhope YC Fairhope, AL		*Hurricane Katrina cancelled the event*		
2004	Corinthian YC Chicago, IL	33	Benz Faget, Pearson Potts, Chelise Brodtmann New Orleans, LA	Shameless Perfection	1575
2003	Corinthian YC, Marblehead, MA	34	Benz Faget, Pearson Potts, Adam Miller New Orleans, LA	Shameless Perfection	1575
2002	Southern YC New Orleans, LA	31	Benz Faget, Pearson Potts, Cort Adler New Orleans, LA	Shameless Perfection	1575
2001	Hingham YC Hingham, MA	34	Jerry Blouin, Chris Schramel, Shannon Lane New Orleans, LA	Spot	123
2000	Corinthian YC Marblehead, MA	44	Jeremy & Katie Bloxham, Kathy Wright Marblehead, MA	Jumbly	892
1999	Southern YC New Orleans, LA	21	Jerry Blouin, Brock Schmidt, Lisa Millar New Orleans, LA	Spot	123
1998	Cottage Park YC Winthrop, MA	24	Justin Scott Marblehead, MA	Tusker Jammin	2568
1997	Corinthian YC Chicago, IL	20	Tom Dimond, Mark Crawford Marblehead, MA	Dog in the Rhodes	3194
1996	Corinthian YC Marblehead, MA	39	Tom Dimond, Mark Crawford Marblehead, MA	Dog in the Rhodes	3194
1995	Southern YC New Orleans, LA	20	Tom Dimond, Mark Crawford Marblehead, MA	Dog in the Rhodes	3194
1994	Sandy Bay YC Rockport, MA	33	Randy Richmond, Luke Brown Rockport, MA	Flash	889
1993	Corinthian YC Chicago, IL	19	Randy Richmond, Luke Brown Rockport, MA	Flash	889
1992	Corinthian YC	37	Bob Jensen, Jan Atkensen,	Rhubarb	1216

	Marblehead, MA		Paul Zelewsky Chicago, IL		
1991	Southern YC New Orleans, LA	16	Al & Judy LeBlanc, Tommy Taggart New Orleans, LA	LocoMotion	2533
1990	New Bedford YC New Orleans, LA	13	Jonathan Cressy, Stu Wales, Mark Crawford Marblehead, MA	Opera Ain't Over till the Fat Lady Sings	1683
1989	Manchester YC Rockport, MA	--	Jonathan Cressy, Stu Wales, Steve Duff Marblehead, MA	Opera Ain't Over till the Fat Lady Sings	1683
1988	Fairhope YC Fairhope, AL	8	Barrett Norman New Orleans, LA	Flurry	1984
1987	New Bedford YC Padanarum, MA	18	Rob Hitchcock, Ted Scott South Darthmouth, MA	Toad's Hull	1301
1986	Corinthian YC Chicago, IL	11	Frank Hart Marblehead, MA	Opera Ain't Over till the Fat Lady Sings	1683
1985	Corinthian YC Marblehead, MA	27	Frank Hart Marblehead, MA	Opera Ain't Over till the Fat Lady Sings	1683
1984	Southern YC New Orleans, LA	12	Barrett Norman New Orleans, LA	Flurry	1984
1983	New Bedford YC Padanarum, MA	29	Michael Carpenter, BJ Mansfield, Richard Brown, Art Radke Marblehead, MA	Blue Chip	1090
1982	Corinthian YC Chicago, IL	20	Bob Jensen, Carol Anderson, Judith Kemp Chicago, IL	Rhubarb	1216
1981	Larchmont YC Larchmont, NY	31	Bob Jensen, Carol Anderson, Cary Fisher Chicago, IL	Rhubarb	1216
1980	Southern YC New Orleans, LA	20	Bob Jensen, Carol Anderson, Cary Fisher Chicago, IL	Rhubarb	1216
1979	St. Francis YC San Francisco, CA	18	Jeff Madrigalli San Francisco, CA		
1978	Corinthian YC Chicago, IL	23	Peter DeWolfe Marblehead, MA	Saffron	2379
1977	Corinthian YC Marblehead, MA	40	Peter DeWolfe Marblehead, MA	Saffron	2379
1976	Fairhope YC	16	Bob Jensen, Carol Anderson, Tom McKean	Rhubarb	1216

	Fairhope, AL		Chicago, IL		
1975	Corinthian YC Chicago, IL	20	Bob Jensen, Carol Anderson, Tom Pardon Chicago, IL	Rhubarb	1216
1974	San Francisco YC San Francisco, CA	24	Ted Lacey San Francisco, CA		1649
1973	New Bedford YC Padanarum, MA	31	Bob Saltmarsh South Dartmouth, MA	Saltissimo	938
1972	Southern YC New Orleans, LA	19	Al Grevemberg, Chip Grevemberg, Chris Clement New Orleans, LA	Scuba	1433
1971	Corinthian YC Chicago, IL	21	Bob Jensen, Peter Kornhaber, Tom Pacer Chicago, IL	Rhubarb	1216
1970	San Francisco YC San Francisco, CA	20	Martha Martin San Francisco, CA	Dulcinea	1550
1969	Boston YC Marblehead, MA	20	Bob Saltmarsh South Dartmouth, MA	Saltissimo	938
1968			Art Anderssen St. Petersburg, FL		
1967			Dr. Robert Stine Fairhope, AL	Gimlet	
1966			Tom Talbert Fairhope, AL	Day Off	
1965			Jack Glover Fairhope, AL		
1964			Thomas E. MacNiven Larchmont, NY		
1963			Matt Coneys Port Washington, NY		

Welcome to the Corinthian Yacht Club – Helpful Hints!

- **Cash Bar** will be available. However, for convenience and other charges (dining room, pool, etc.), you can request a **guest card** from the front desk. Guest cards should be shown to Club employees when requesting services. You may pay by cash, Master Charge or Visa credit card upon departure.

- Our front office receptionist will assist you with **reservations for dining**.

- **Dress code**
  - Prior to 6:00 PM, Casual attire (Boating and sailing attire and neat T-shirts. Swimming or bathing attire is not appropriate, regardless of gender, without a proper cover-up, which must be long enough to cover the swim attire and not made of see-through or mesh material) is acceptable throughout the Clubhouse and on the Porch, seven days a week.
  - After 6:00 PM, Business Casual attire is required throughout the Clubhouse and on the Porch, seven days a week. Collared shirts, khakis, resort shorts, skirts, or slacks, resort shoes, and dressy jeans (jeans that are not ripped, frayed, patched, or otherwise distressed). Tennis whites are acceptable.
  - Gentlemen are asked to remove their hats in the club house.

- **Cell phones** are an integral part of the way we communicate and stay in contact with others. In a group setting, one person's usage should not hinder another's enjoyment of the surroundings. Here are our guidelines for cell phone usage that are designed to keep everyone's best interest in mind.
  - Please no telephone calls, videos or other audible noises inside any Club buildings or outdoor spaces, especially on the porch.
  - Silent cell phone usage, such as texting or sharing photographs is allowed as long as it is discreet and minimal.
  - Cell phone conversations on Club property are permitted in the open air outside and away from the buildings and entertainment areas.

- The Corinthian Yacht Club observes the naval tradition of **evening colors**. When the sunset gun is fired, members and guests rise and remain standing until the club burgee and the American flag have been lowered for the evening.

- **Box lunches** are available at the Canteen by the pool. Please allow sufficient time to order lunches before heading out on the water.

- Waterfront: **Launch hours** are 8 a.m. – 11 p.m. Launch may be hailed on Ch 09 VHF.

- **Shower, restrooms and laundry** facilities are available on the lower level of the club. There are additional showers available on the second floor of the clubhouse.

- **Swimming pool and Tennis** privileges are available at a nominal charge by showing your guest card to the lifeguard.

- The Club is a **non-smoking club**, members and guests are requested to leave the Clubhouse or porch when smoking.

- All **children** under the age of twelve must wear a lifejacket on the launch, and any unaccompanied child under the age of twelve must wear a lifejacket at all times while on the waterfront beyond the pier house.

Arrival and Logistics

ARRIVAL

- When you arrive on Monday or Tuesday, you can park your boat temporarily in the **designated area** of the parking lot (see map).
  - If arriving between 12-4 Monday or 8-4 Tuesday, one of our fleet members will be around to welcome you. Arriving at other times – park on the street. Suggest letting us know (Steve Uhl 781-367-5772) so we can help if needed.
  - This area is available for boat setup on Monday and Tuesday but **NOT Wednesday and Thursday**
- Due the volume of trailers and limited parking area, empty trailers must be stored at "Usher's Lot" which is ACROSS the street from Riverhead Beach during the regatta (see map)
- **Check in** at the main Rhodes 19 registration desk located inside the clubhouse for all other regatta information such as sail measurement, etc.

LAUNCHING

- Massachusetts law requires that a CYC licensed crane operator operate the hoist for your launching. Steve Uhl, Mike Lane and Jim Taylor are licensed and plan to be available, and other CYC members are licensed as well
  - We suggest letting us know your approximate planned launch time to minimize any delays
- Jack Carney and the rest of the Corinthian Waterfront Staff will get you to a temporary mooring for the regatta. Launch service is on channel 9.

HAULING

- You may pre-stage your trailer back in the designated area of the parking lot on Friday morning, if you like, or just retrieve it after sailing Friday.
- Crane operation requirements for hauling are the same as launching (licensed operator required)
- An additional option for hauling out is at Eastern Yacht Club

For any problem or question feel free to contact Steve Uhl, Logistics (781-367-5772) or Regatta Chairs Elise Nash (781-504-5598) or Kim Pandapas (617-901-8845). We want to ensure you have a delightful regatta.

Do not drive on the road with your mast raised.
The overhead power lines will do damage…..!!!

Directions to the CYC

From Boston and South:

Take Route 93 (South East Expressway) to the Callahan Tunnel Route 1A North. Follow 1A North through Revere and Lynn toward Swampscott. Once in Lynn, follow the signs to Nahant. At the rotary, go around to the left toward Swampscott. Go through Swampscott to Marblehead. Approximately 1.5 miles after the Marblehead line, take a right at the four-way intersection onto Ocean Avenue. (Follow In Marblehead Directions)

From The North:

Take Route 128 South to exit 25, Route 114 East for Marblehead. Follow 114 into Marblehead (pay attention to the signs as Rt 114 takes many, many twisted turns). At the fire station, take a right onto Ocean Avenue. (Follow In Marblehead Directions)

From The West:

Take Route 95 / Rt 128 North. At exit 45 stay straight on Rt 128 N. to exit 25, Route 114 for Marblehead. Follow 114 into Marblehead (pay attention to the signs as Rt 114 takes many, many twisted turns). At the fire station, take a right onto Ocean Avenue. (Follow *In Marblehead* Directions)

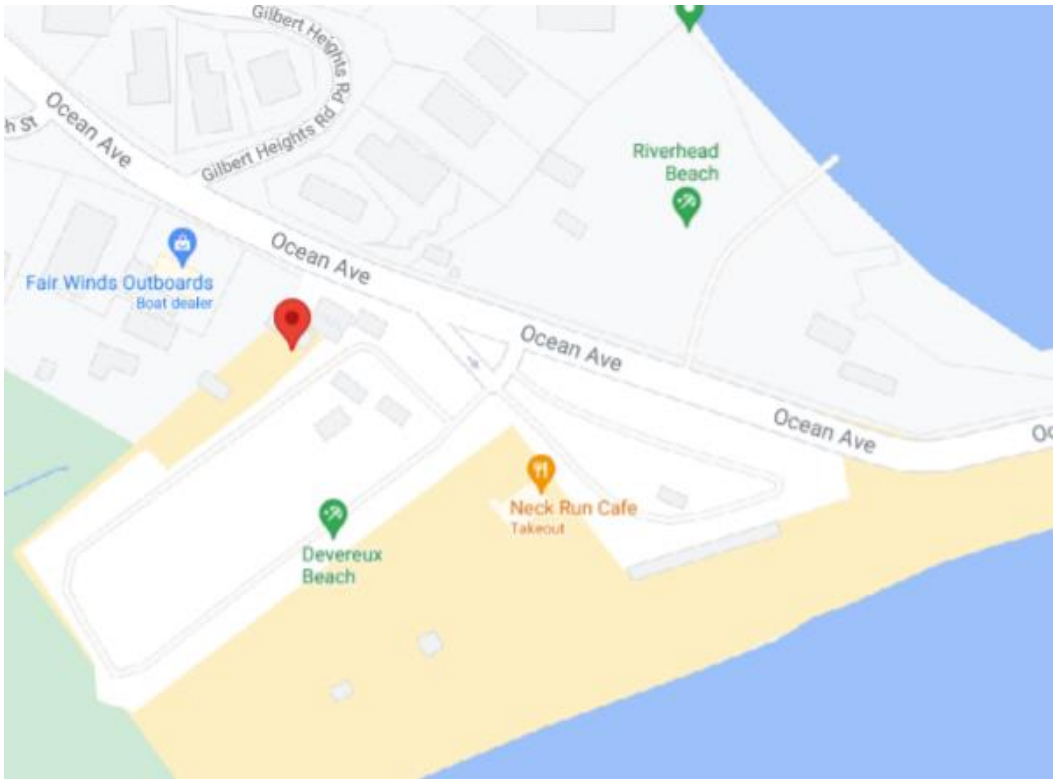
In Marblehead:

Follow Ocean Avenue across the causeway. Marblehead Harbor will be on your left. At the end of the causeway, bear left onto Harbor Avenue. Pass the Eastern Yacht Club. At the rotary, bear left. Take second left onto Corinthian Lane.

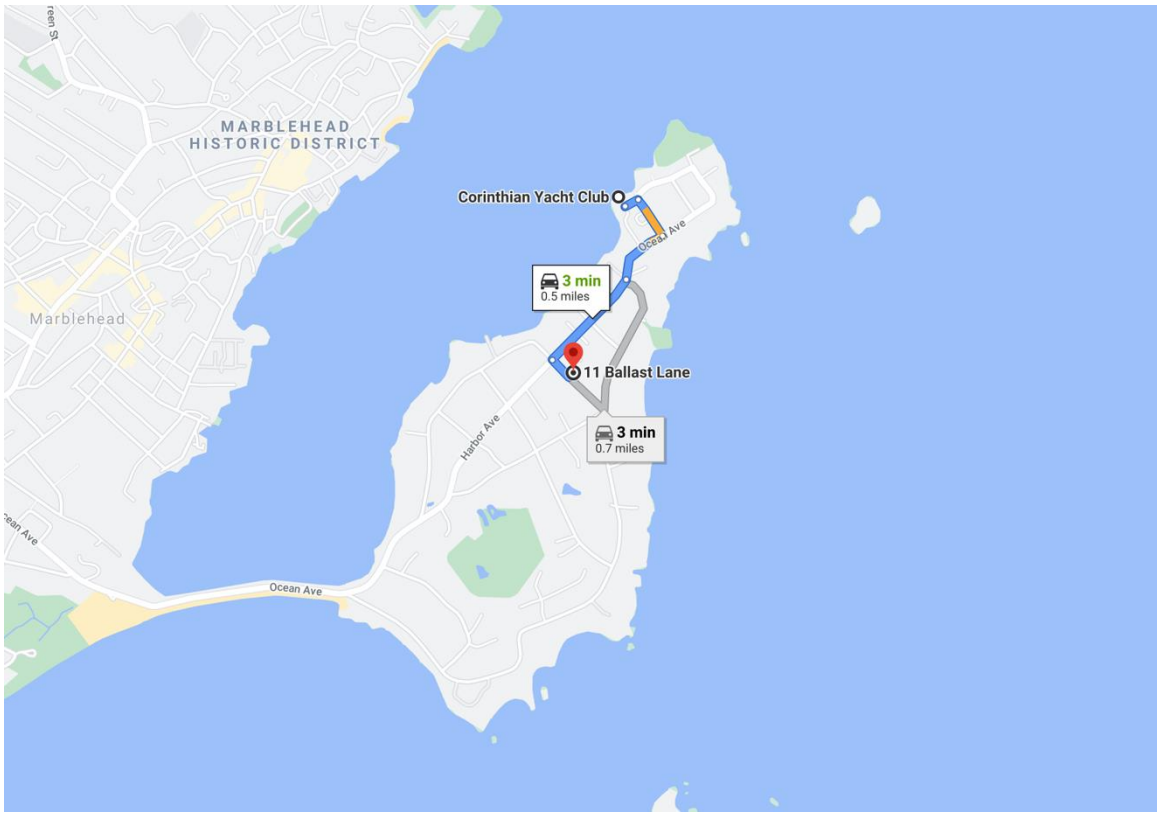
(Note: As you start cross the causeway, you will see Riverhead Beach on your left with a parking lot. This will be where the trailers are stored during the regatta.)

Trailer Parking

Trailer Parking is at “Usher’s Lot” which is 101 Ocean Avenue, just to the left of Fair Winds Marine at the start of the causeway to Marblehead Neck. This location is ACROSS from ‘Riverhead Beach’ where you may have stored trailers in the past.

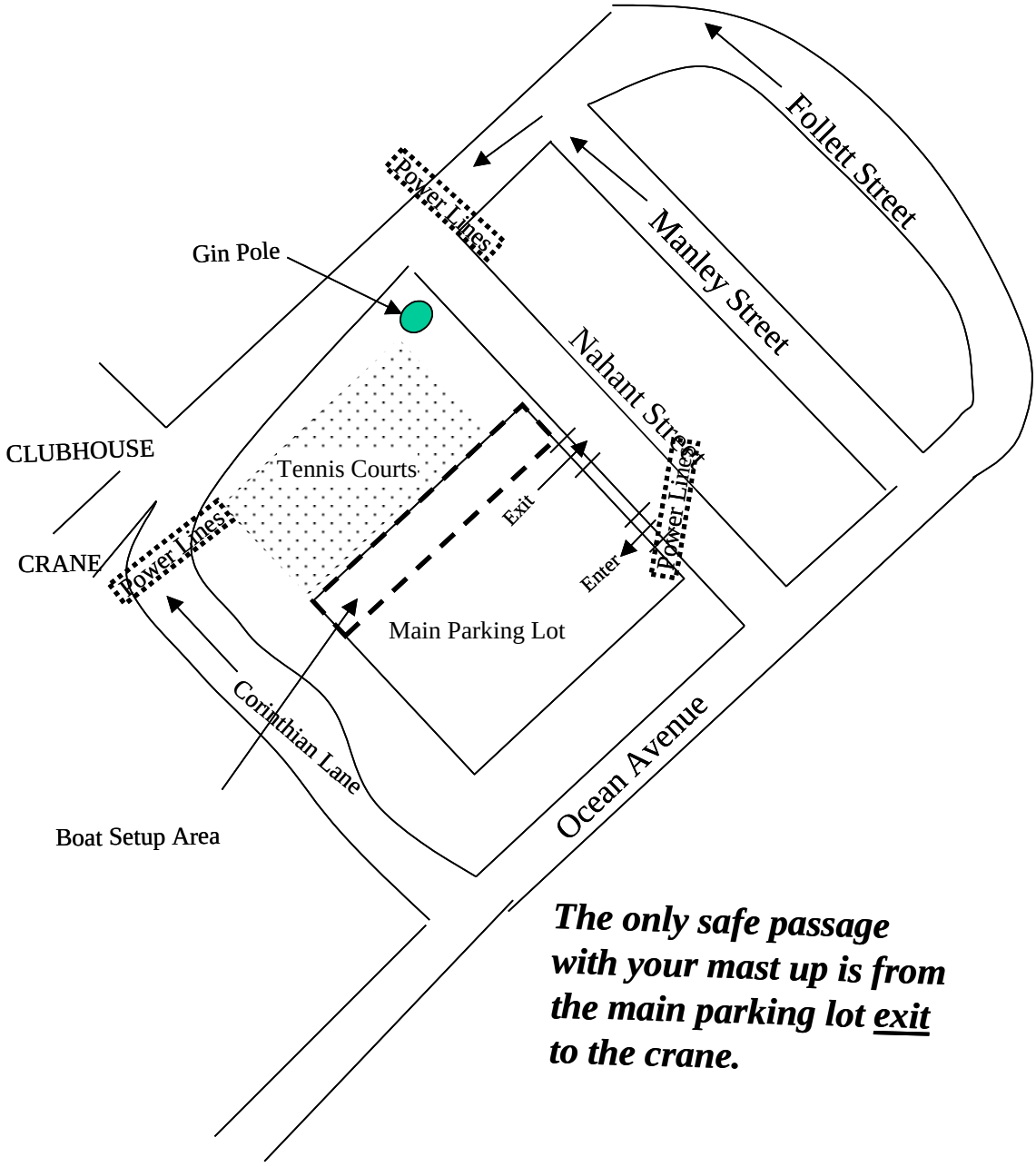


Directions to the home of Larry and Rebecca Ehrhardt



- Head northeast on Corinthian Lane toward Nahant St
- Use any lane to turn right onto Nahant St
- Turn right onto Ocean Ave
- Keep right to continue on Harbor Ave
- Turn left onto Ballast Lane

Corinthian Yacht Club Parking and Traffic



The only safe passage with your mast up is from the main parking lot <u>exit</u> to the crane.

History of the Corinthian Yacht Club

(excerpts)

Marblehead was a thriving summer resort in the second half of the nineteenth century, and yachting events drew a large following. The well-established Eastern and Boston Yacht Clubs were involved in what was considered large boat racing, but there was such strong interest in smaller racing vessels (between 16 and 30 feet) that a new yacht club was organized on Marblehead Neck – the club that became the Corinthian Yacht Club. "Corinthian" means a devotee of amateur sports, especially a yachtsman, and a stipulation for Corinthian yachtsmen was that they could not have paid crew.

Corinthian Yacht Club was organized on July 7, 1885, and Irving S. Palmer was chosen as chairman. The club's certificate of incorporation was filed on January 17, 1888, listing as members BenjaminW. Crowninshield, John B. Rhodes, Irving S. Palmer, Everett Paine, Frank E. Peabody, William S. Eaton, Jr., George A. Stewart, William W. Whitcomb, George W. Tyner and C.H.W. Foster.

The club now had yachtsmen and summer residents as officers to oversee its operation. The first commodore was Benjamin W. Crowninshield, who was related to then-Seretary of the Navy Crowninshield. The vice commodore was Irving S. Palmer, and the club's secretary was Everett Paine, who remained in that office until 1906 when he was succeeded by Herbert Goodwin. The treasurer was John B. Rhodes, and he held the position from 1885 to 1905. The first regatta chairman was Mr. E.H. Tarbell, who relinquished the position to George A. Stewart in 1889. Charles H.W. Foster was the club's first yacht measurer.

The initial membership total was sixty-five. Annual dues in 1885 were set at $5 with no initiation fee. By 1889, the dues had climbed to $10 per year.

The Club thrived that first year. The membership – males only – quickly climbed to eighty-two, with forty-four boats racing. Within a very short time Corinthian Yacht Club began hosting many important small boat races, which significantly contributed to the establishment of Marblehead as the yachting capital of the world.

By 1898, the most important event of the season was Midsummer Race Week, which proved to be the most popular event hosted by the Corinthian. Non-members were able to participate in the event by invitation. During the early 1900s, the regatta turned into a full week of racing, drawing sailors from around the country. Marblehead Race Week continues, with all eligible yachts invited to participate.

Corinthian Yacht Club flourished and prospered over the years. It expanded its facilities by adding a men's bar shortly before 1920. Prohibition did not stop activities at the bar, for individual lockers were added to accommodate the storage of private stock.

These now-unused lockers can be seen in the bar, with members' club numbers still attached to their doors. The Harbor Room and veranda were added during the 1920s. The veranda initially faced down the harbor and continued around to the wall facing Fort Sewall, though this portion of the veranda was enclosed and now is part of the main dining room.

A swimming pool was opened in 1937, and with the acquisition of additional property tennis courts were installed. During 1964 the Club increased parking by purchasing land off Corinthian Lane, and a hoist pier was added to the waterfront in 1973.

Over the years, many world-renowned individuals visited the Corinthian Yacht Club. Prominent among them was Sir Thomas Lipton, who in 1914 donated a cup that remains on display in the Trophy Room. During 1925 and 1926, the presidential yacht, Mayflower anchored off Corinthian when President Calvin Coolidge made his summer White House in Swampscott and used the Corinthian waterfront. In 1997 Corinthian hosted USS Constitution when she came to Marblehead, sailing under her own power for the first time in 116 years.

In 1891 Corinthian established races for women and by 1910 Corinthian women were able to use the dining room. It was not until after World War II that women were permitted to enter the club bar, and not until 1985 that they were admitted to full membership. Today Corinthian women participate in all activities and chair a number of committees.

David W. Graham, Club Historian

History of the Rhodes 19

(excerpts)
By Fred Brehob

Born in the halcyon days post WW II, the Rhodes 19 evolved during the next fifty years in response to advancing technology. Adaptability has enabled the boat and its class organization to enter the twenty-first century as a successful, exciting one-design sailing racer, day boat and cruiser, supported by a strong national following.

Seaworthy design enabled the Rhodes 19 to win Yachting Magazine's 1967 Heavy Air One of a Kind Regatta over keel speedsters such as the International Tempest, the 110 and the 210. Sail Magazine in the seventies, named the Rhodes 19 as one of the "Classic" one-designs of the post WW II era.

When WWII ended, the Allied Aviation Corporation of Cockeysville, Maryland was forced to convert its molded plywood production facilities from airplane fuselages to a product that could survive in a peacetime economy. In those pre-fiberglass days, a number of one-design sailboats such as International 14s', Thistles and Jolly Boats used molded plywood as a hull material.

Accordingly, Allied commissioned Philip Rhodes, to draft the lines for a wholesome, inexpensive sailboat that was fun to sail. He responded with a nineteen foot, round bilged centerboarder, the Hurricane. It had a small forward deck, wooden spars and a sail plan much the same as the pre-war Lightning.

A Hurricane fleet formed at Greenwich Cove, Connecticut and competed in Larchmont Race Week for a few years. Unfortunately for Allied, no national interest in the Hurricane developed and after an initial flurry of orders, the company fell back to producing bare shells for buyers to finish as they saw fit.

In 1947, The Southern Massachusetts Yacht Racing Association (SMYRA) was searching for a sturdy boat to serve as junior trainer and club racer. Palmer Scott, an established New Bedford, Massachusetts small boat builder, purchased a number of Allied's unfinished hulls and fitted them with keels, flotation and a redesigned deck with cuddy cabin. The resultant fast, unsinkable boat with aluminum spars was accepted.

Sporting a jaunty whale sail logo, new SMYRA class boats sold in 1948 for $1,695.00, complete with Ratsey sails. They became especially popular at Edgartown and other Martha's Vineyard locations.

In the 1950s, fiberglass began to replace molded plywood for boat building. Marscot Plastics of southern Massachusetts established itself in the new industry and with Palmer Scott's blessing, used a SMYRA hull to build a production mold. Subsequently,

Marscot associated with American Boat Building of East Greenwich, Rhode Island and the George O'Day organization.

Before long, Marscot and American Boat Building moved on, leaving the SMYRA with O'Day's company. In 1958, O'Day arranged with Philip Rhodes to use his name to identify the boat. In 1959, the O'Day Company changed the name to "Rhodes 19" and sold fifty of the new one-designs. At this time, they decided to offer centerboard as well as keel models. Over the years, centerboarders have flourished in shallow water areas such as Cape Cod, Nantucket and the New Jersey shore.

By the spring of 1960, sales of the Rhodes 19 had mushroomed, especially on Long Island Sound. It was there the boat caught the eye of Frederick P. Warne, a Rye, New York corporation lawyer. He was so impressed that he quickly sold his 210 and bought a new Rhodes.

His experience in the 210 class and his legal training convinced him that if the Rhodes 19 were to be successful as a one-design racer, it would need a national organization, complete with charters, a constitution and controlled one design rules. He contacted his supplier for names of other local owners, gathered them for a meeting and was rewarded by being elected president of the group.

The cadre's efforts to locate enough Rhodes 19 owners across the country to form a national class association took the better part of five years. The first recorded national meeting was held February 19, 1965 at the Larchmont Yacht Club. Interim accomplishments were the sailing of the first national championship regatta and the publication of a rules book in 1963.

The Rhodes, however, was able to attract an ever increasing number of avid owners due to its sound design, low price and stable class management. Well drafted rules and their change process enabled the class to maintain one-design standards while staying abreast of technological advances. At the peak of this nautical heyday there were as many as twenty active fleets in all parts of the country.

During the late '70s and the early '80s, the class was confronted by its greatest challenges, the loss of its sole builder, followed by an inept replacement builder.

Economic change in the form of radically higher raw material costs forced the O'Day Corporation to limit production of small and moderately sized fiberglass boats. A secondary consideration was the labor intensive hand layup production process used for the Rhodes 19 and its sister ship, the Mariner. Accordingly, O'Day and its successor, Bangor Punta, discontinued active promotion and requested the Class to help locate a new builder.

The spring of 1980 announcement that Rhodes 19 production facilities and rights of sale had been transferred to a respected, small one-design manufacturer was greeted

with sighs of relief from the class membership. The new builder, Rebel Industries of Jackson, Michigan, had previously acquired the Daysailer 1, promised to start Rhodes production in March of 1980 and favorably impressed the Rhodes 19 Class officers with their management's know how and integrity.

The bloom of optimism was of short duration. By the summer no Rhodes 19 production had occurred, the class newsletter noted the lack of written specifications for the boat and the new builder had changed its name to Spindrift. Subsequent developments confirmed the appropriateness of the new moniker. The company's promises proved to be as ephemeral as the wind blown sea foam of its name.

Many other one designs, faced with similar circumstances, have succumbed and faded from the scene. Although the class suffered some attrition due to its lack of an active builder for nearly five years; thanks to its wholesome design, a strong class organization, a bit of luck and the dedication of two successive administrations; it endured and emerged with a more attractive, viable boat and an enhanced position on the one-design stage.

The Christine Francis administration, 1981-1982, maintained class membership by extensive fleet contact and interaction. Charlie Loutrel's years, 1982-1984, catalyzed the process that converted the boat to a more easily produced, modern configuration.

The 1982 National Championship Regatta in Chicago saw the debut of the new Spindrift Rhodes 19, prototype 1. It was sailed in competition by the class Rules Committee Chairman and was found wanting in several regards. A "Specifications Committee" of top Rhodes 19 sailors, class administrators and builder representatives was formed to correct the design.

The group met in New Orleans during November, 1982 They subjected a corrected design, prototype 2., to a series of races and measurements by a USYRU certified measurer. The result of their efforts was approval of the new boat as a valid Rhodes 19 that replicated the original in all significant appearance, dimensional and performance criteria.

Despite the Association's approval and enthusiastic support, Spindrift produced only three additional boats. Then, in December, 1982, without notice, the molds and inventories were sold to Stuart Sharaga, a Rhodes 19 owner and successful entrepreneur. Thanks to his dedication and integrity, Rhodes 19 fortunes took a sharp upturn.

He immediately set up a Maine facility, known as Stuart Marine. He contacted Rhodes 19 Class Rules Committee Chairman and leading edge Naval Architect, Jim Taylor to help in creating production methods and molds that could produce a profitable, sound boat, conforming to the configuration that had been approved by the forenamed Specifications Committee. Production of superb Stuart Marine Rhodes 19s in centerboard and keel models began in 1984.

An early keel model was displayed during the 1985 Rhodes 19 National Championship Regatta at Corinthian Yacht Club in Marblehead, Massachusetts. It met with unanimous approval as a well made, durable Rhodes 19, conforming to Rhodes 19 Class Rules.

In 1995 a Stuart boat won the Rhodes 19 National Championship Regatta at the Southern Yacht Club in New Orleans and repeated in 1996 and 1997 at Marblehead and Chicago. The 1998 National Championship Regatta, won by Justin Scott in an O'Day model, was hosted superlatively, by new fleet number 45 at Cottage Park in Winthrop, Massachusetts.

Despite the risk of grievous omissions, no history of an organization can be complete without mention of the people who played noteworthy roles during the course of its years. In addition to those mentioned at significant points above, Bob Jensen demands recognition.

A model sportsman with seven national championships, Bob has set a record that is unlikely to be duplicated. But, his most important contribution is undeniably the role he played in leading the 1995-1999 Class Rules' update and clarification. He brought stature, integrity and basic engineering skill to the task.

In the early years, Kirk Smith brought a note of humor and a willingness to share his go fast ideas. From his West Coast location came Joe Madrigali, ultimate collector of dues, self proclaimed, "Greatest Rhodes 19 sailor ever," and father of Jeff Madrigali who won the 1979 Nationals and went on to Olympic stardom in the Soling.

In the middle years, Dick Welch used his communications skills and his managerial talents to produce a valuable tuning guide while promoting national recognition for the class. From the South came Al Leblanc, winner of a National Championship, who served the class well as a promoter, president and dedicated Rules Committee Chairman.

Norm Cressy is a long time competitive bridesmaid, trophy donor, sailmaker and dedicated class promoter. No such list would be complete without a true southern gentleman, Al Grevemberg. He transcended his roles as National Champion and President by his dedication to the Rhodes 19. He served as an honored judge at national competitions on both coasts and no National Regatta at his beloved Southern Yacht Club would have been successful without his hard work, hospitality and sunny smile.

At the end of his life, he admonished Arthur Mann, his executor and Class Officer deserving of recognition in his own right, to, "Keep the class strong." It is incumbent upon the rest of us, owners, current and future to heed his words.

Marblehead History

The town of Marblehead has a dynamic and varied history. Its early settlers were fishermen and seafarers. The town's prosperity immediately preceding the Revolutionary War was based on fishing and overseas Atlantic trade, making Marblehead a flourishing colonial community.

In 1775, wealthy merchants supported the American Revolution by providing ships and funds for the cause of independence, and the town sent an entire regiment under the command of Colonel, then General, John Glover, who was highly respected by George Washington for his courage and abilities.

The town's fishing industry was decimated by the Revolution, and later in a devastating gale on the Atlantic Grand Banks in 1846. Shoe manufacture replaced fishing as the town's leading industry, until it was destroyed by two great fires in 1877 and 1888.

By the end of the 1800s, growing interest in yachting and the town's beautiful harbor turned the town into a summer resort, popular because of its cool breezes, scenic beauty, and quaint historic charm.

Today, Marblehead is a year-round residential town, which offers access to its harbor, history, and hospitality through its yacht clubs, many historic buildings, enticing shops, fine restaurants and charming bed & breakfasts.

Local Restaurants

Breakfast

Driftwood
63 Front Street
781-631-1145

The Muffin Shop
126 Washtington Street
781-631-8223

Plus Café
34 Atlantic Avenue
781-309-6776

Maria's Java Sun
35 Atlantic Avenue
781-990-5047

Lunch - Sandwiches

Shubie's*
16Atlantic Avenue
781-631-0149

Village Market
165 Pleasant Street, Next to DD
781-639-1200

Manhattan Sandwich
1 Bessom Street
781-631-0605

Dinner Favorites

Caffe Italia*
10 School Street
781-631-5700

Five Corners Kitchen
2 School Street
781-631-5550

The Barrel Man
259 Washington Street
781-584-0469

The Barnacle
141 Front Street
781 631 4236

Sea Salt
126 Washington
781 631 2323

The Landing
81 Front Street
781 639 1266

Maddie's
15 State Street
781 631 9824

* Sponsor

Marine Supply Stores

West Marine*
32 Atlantic Ave
781-639-6451

Boat & Sail Services

Doyle Sails*
978-740-5950
(on-site service)

Chris Small Boat Works
978-500-9021

Harvey Rigging
781-883-4496

Lewanda Marine Inc.
978-525-2700

Seacoast Specialty Marine*
978-255-2769

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KIM PANDAPAS

Social
LARRY EHRHARDT

Web Site
NAT TAYLOR

Tide Table for August 16-20

Marblehead Harbor

	High		Low	
Date	AM	PM	AM	PM
Mon 8/16	5:55	6:21	11:59	
Tues 8/17	7:02	7:25	12:47	1:01
Wed 8/18	8:10	8:30	1:52	2:04
Thurs 8/19	9:14	9:31	2:57	3:07
Fri 8/20	10:14	10:30	3:58	4:07

For August Tide Tables click here:
https://www.usharbors.com/harbor/massachusetts/marblehead-ma

****Please note that boats cannot be launched / hauled within ~1 hour of low tide****

Check out
http://2021nationals.rhodes19.org/
for more details including results,
local wind knowledge
and Marblehead attractions

https://r19fleet5.org/go-fast-tips/local-conditions/

https://r19fleet5.org/go-fast-tips/marblehead-winds/

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