

Addendum to January 2018 Fo'c's'le

Force 5 Fleet Report - Winter 2018

The HSC Force 5 Fleet is off to a great start in 2018. We have members who will participate in the Force 5 Class Association Mid-Winter Race Week in Key Largo in next month, February 19 - 24. This is a week-long event sponsored by the Upper Keys Sailing Club with several days of practice, fun races and great evening events leading up to the 3 official days of racing for the Mid-Winter Regatta. There's no frostbiting in Key Largo and rumor has it that the sun, fun and rum are worth the 2,800 mile round trip! Stay tuned for updates and maybe a few tall tales at our Spring Membership Meeting.

Back by popular demand - HSC will host the 2018 Force 5 North American Championship this summer! We hosted this event in 2015 and members of the national fleet still talk about the great interactions we had both on and off the water. This regatta is scheduled for July 18th through the 21st and we're planning a great time for participants and for the HSC volunteers who staff the event. I have attached an interview with our Vice Commodore, Andrew Gilmartin, following the 2015 NAC Regatta. Andrew finished in 1st place in the Challenger Fleet, which is not surprising considering his sailing acumen. He offers a refreshing observation about the fellowship of the Force 5 national class and insights about the technical aspects of Force 5 racing on Spruce Run.

Have a great winter. 'See you on the water this spring!

Jay Halsted



More Winter Pictures
from Spruce Run



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Andrew Gilmartin Interview (Copied from Force 5 Class Association Newsletter – The Broad Reach

Broad Reach: Andrew, if I remember correctly, you arrived at HSC about a year ago having moved from Massachusetts and having already purchased a Force 5. I don't think I have heard the story behind all that. Did you just happen to have the boat, or did you buy it because there was a fleet here?

Andrew Gilmartin: My wife and I had just moved up from Lawrenceville, NJ after the birth of our first son to be closer to her parents while I completed my residency in Trenton. I came across a HSC magnet on a car at the Clinton Shop Rite and looked it up on the web. The Force 5 really caught my attention, so after joining HSC I found a 1978 Force 5 in Wareham, MA on Craig's List that had recently been restored and spent the winter fitting it out.

BR: As I remember, this was your first Force 5. But you clearly arrived with some background in racing. Fill us in please. Other boats? Venues? Competitive events?

AG: I grew up in Falmouth, MA on Cape Cod. I did not start sailing until age 13 but spent the rest of my teenage summers sailing in a youth program at the Waquoit Bay Yacht Club. I first learned to sail on Sunfish and Beetle Cats then advanced to racing 420's and Cape Cod Knockabouts. I took part in weekend club racing events, local youth regattas, and once placed 3rd



in the Junior Cape Cod Knockabout Nationals. However, my focus was mainly on team racing. In high school I raced 420's and FJ's while on the sailing team at Tabor Academy where I was coached by Tobey Baker who is considered the father of high school intercollegiate

sailing. I also worked as a sailing instructor and coached the youth racing team at WBYC at the end of high school and through most of college but after high school no longer sailed competitively. Before joining HSC last year, I had been on a 17 year hiatus from sailing.

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BR: How was the transition to the Force 5?

AG: It has definitely been a challenge with a steep learning curve and is the most technical boat I have ever sailed. I have never raced a boat that required so many adjustments during a race. I was used to setting the rig based on the conditions prior to but not much during the race. The first time I sailed a Force 5 was a disaster. It was a weekend in early May with 25 mph winds and gusts into the 30's. I death rolled twice and called it a day.

BR: How did the recent Force 5 NACs compare with other events that you have been in?

AG: The Force 5 NAC's was a wonderful experience. One thing that really impressed me was the talent and the range of age within the fleet. It's a very laid back and welcoming group, including a number of characters, which is a pleasant change from the cut throat youth sailors that would yell out protests citing the actual number and section in the rule book.

BR: Were you aware that by winning the Challenger Division, you would get "promoted" to the Championship Division for life?

AG: Yes, I was aware that the winner of the Challenger Division would be promoted to the Championship Division. We had a great group of sailors in the Challenger Division all of whom could have very easily won. My placing first in the division was pure luck. I tend to sail better in heavy air which we were fortunate to have on the second day. It could very easily have been a different story if we had a light breeze. The good news is that the talent pool will continue to widen in the Championship Division as these individuals win in future events. This in turn, will continue to promote the growth and success of the Force 5 Class.

BR: Is there anything else that you might like to share about the boat, the club or the class?

AG: Inland lake sailing is tough. I remember watching the members at HSC rig their boats on one of the first club races that I took part in. I had never seen the use of so many weather vanes or other wind indicators on different parts of the boat in my life. I grew up racing in bays and inlets where the conditions were very predictable with a steady sea breeze, tidal current and little chop. I had also never sailed a triangle course where every leg turned into an upwind leg. It has certainly been a tough transition from team racing to fleet racing. Where in team racing the focus is on boat handling, boat coverage, and concentration on team positional combinations, as opposed to boat speed and constant surveillance of the change in conditions are what may give you the edge in fleet racing.

It has been a true pleasure to find a group of individuals who share a common interest and are eager to share their knowledge of the reservoir and the boat. Leaving the coast to move inland (and yes, 30 minutes from the ocean is inland for me) has been one of the most difficult things I have ever done. After the tension before and the focus during the race, my favorite time of the day is the sail in from the course. It allows me to relax and reminisce on times from the past and that is why you will see a smile on my face even if I have had a bad day on the course.