

Spring 2009



The Cannonball

The Official Newsletter of the Mutineer 15 Class Association

It's Back!!!

It has been a while since our class has had a newsletter, and we think that's just plain wrong. So, here it is and hopefully this is the beginning of a long tradition.

Since this is my first time doing the newsletter let me know what you think. Is it too colorful? Does it contain articles you like? is the format easy to read? This is your newsletter and it should reflect the things you find important.

I am going to do my best to get The Cannonball published quarterly, but as everybody knows life tends to get in the way of the best laid plans. However, our class is growing and we are fortunate enough to have an active board, so we have a lot of catching up to do.

If you have any suggestions on future articles, or would like to see your pictures in print let me know and I will get them included in the next edition.

*Rich Tenze
Colorado Mutineer Fleet
rich@dead-reckoning.info*

*Countdown To Nationals
October 12th-16th 2009
Lake Guntersville, Alabama*

Important!

The Executive Board has been busy tweaking and modifying the class rules. Our board has worked hard on several updates, go to the Yahoo Group to see the latest.

If you haven't heard the Racing Rules were also changed for 2009-2012. There have been some significant changes made.

In the next issue of The Cannonball we will go deeper into these changes, and how they affect the class.

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Commodore's Column-April 2009

Our Class Publicity Chairman Rich Tenze from Colorado has stepped forward to put together the "Canonball" newsletter. We hope to keep this going and offer this four times a year. In doing so, we are going to need your help. We are going to need stories and reports from all of you out there participating in gatherings and regattas. Please keep in mind when you're participating or planning an event, plan on having a designated writer put a story together before and after so Rich can include it in the newsletter. We want to help you grow your participation in your event. I have heard many people say they decided to come and participate in a Nationals because they got tired of reading about it and wanted to experience it. To a person I think everyone has said it was worth it.

Getting your information out ahead of time to Rich will also allow him to share it with Rey Garza who provides us with one of the best websites in sailing today. We would also like you to print off a couple of copies of the newsletter to keep in your vehicle. You never know when you are at the lake and you will run in to someone interested in your boat. Handing them a newsletter will connect them to our site and hopefully be it new or used, to a boat.

Vince Brobosky brought his boat to Lake Carlyle for Nationals in 2007 to try and sell. A couple came to the Carlyle Sailing Association that weekend to get an idea of what kind of boats exist. They left with Vince's boat excited about what they found. Two years ago Carol and I were out sailing on our lake here in Nebraska. A power boat was following us for a couple of minutes and finally he pulled up closer and asked what kind of boat we had. I told him, he said thanks and he thought it was a great looking boat. I was so shocked I forgot to ask him his name or offer to give him a ride sometime. It won't happen again. It's April, and although October seems a long time from now, we hope we can find everyone making plans to join us on beautiful Lake Guntersville in northeast Alabama. Bea Picou and all of her crew in Alabama have been working hard to put together what is going to be just an outstanding gathering of Mutineer enthusiasts. No matter where you are located in the United States, we hope you can come join us. We realize that dragging your boat from Oregon, Washington, or California would be a long haul, but that doesn't mean you couldn't fly in and sail with someone who lives closer. In the past five years, in Florida, Nebraska, Wisconsin, Illinois and last year in Colorado we had people fly in and participate by skippering or crewing on boats who live close enough to drive. We have plenty of time to put that together. If you would like to just see if someone is interested without a commitment, either by bringing your boat and needing a skipper or crew, or coming in to skipper or crew, please let me know by e-mailing me. I will try and help connect people to each other. Sometimes it gets down to the last few weeks before everyone knows if they can get away, and that's ok as we will continue to work on getting as many boats as we can up to the last minute.

This should be the largest gathering of Mutineers since 1981. I was fortunate to attend those Nationals held on Lake Michigan and can tell you it's a lot of fun being on the water with 20+ boats. As I have said many times before, even though this is our "National Championship" we will have sailors of all ability's in attendance. If you don't think you can sail well enough to attend, I will guarantee there will be someone of your ability that you will battle during the races. You will learn so much throughout the week that you will not leave the same as you arrived. You will find that the top sailors will help answer any questions and explain so many things that your week will be the equivalent of 5 years racing in your local regattas. It is not all about the racing either, you will just become a better sailor and make many new friends who also love to sail. Check out all the information in this newsletter or on the website.

I need to take this time to say a Special THANK YOU some people who have been critical to not only keeping this Class going and growing, but are directly responsible for its re-birth.

Gordon Brookfield has been a mainstay for us the last 4-5 years as our Treasurer. He has collected dues, paid our bills, and taken care of all of the financials at our Nationals. Gordon has been active in both the

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Buc's and the Mutt's. Although he found a new home for "Gee Wiz", we are happy that he is going to continue to serve the Class as Treasurer and we look forward to seeing him in Bama. Gordon claims he wasn't very good on the water, but I remember in one of the practice races at Carlyle in 2007 when he singlehanded his boat to a second place finish. His smile at the finish was something I won't forget.

Rey Garza not only has been taking care of our website, he has been steering this ship as Commodore for the past two years. I feel honored to follow him as your Commodore and have learned so much in observing how he has handled several situations in the last few years. We are all going to see the largest gathering of Mutineers in October because of Rey's vision and leadership. Last year in Colorado when we were discussing where to go next year, Rey was the first to say "I think we should go to Alabama." The rest will be history. Rey was one of the two founders who re-birthed the class. It was Gib and he who through the use of the worldwide web started bringing 6000 Mutineers back to life. Rey is a great competitor and is as low key on the water as he is off. I had the privilege of him crewing for me in Colorado 4 years ago. Even though he damaged the seats of my boat, (from Cheek Dig-another story for Bama) in 30+ gusts on a run, I still think he is still a great guy to hang around.

Gib Charles has not only been our leader on the water, but he has held about every office to keep this going. He along with Rey not only resurrected the class, he is the one directly responsible for talking Nichols into resurrecting the boat. He is a fierce competitor, but more importantly is a great friend to all.

If you are looking for 1 good reason to come to Alabama, I just gave you three. Come meet them, and you will understand why I said what I did.

Looking forward to meeting y'all at the "Battle in Bama".

Ernie

Ernie French, Commodore

Mutineer 15 Class Association

4th Generation Mutineer

Gib Charles

I've owned Nickels Mutineer #8002 for a year now. It's my third Mutineer over 13 years. My first was a 1974 Chrysler that had all of the typical problems of the first generation of Mutineers: a sagging deck at the mast step, a clumsy jib furling system, fragile rudder head, soft hull, deck and seats, etc. When I found a 1983 Wellcraft that addressed all of these problems I was thrilled. Here was a boat that I could trust, it was built very sturdily. I sailed it hard on Lake Michigan several times (MNC 2002, 2006), The Choctawhatchee Bay in Florida (MNC 2004) and on the Ware River in Virginia (MNC 2003). I spent hundreds of hours customizing and improving that boat.

I consider the Nickels Mutineer to be the 4th generation of Mutineers, and like cars, each new generation builds upon the successes of the previous generation. I loved my older Mutineers, but now that I've had my Nickels for a year, I'd like to describe some of the differences. Just as there were many upgrades in marine technology and materials available in 1983 that weren't available in 1974, the same holds true 25 years later in 2008.

- Nickels uses a closed-cell foam as the core in their fiberglass sandwich construction of the hull, deck and cockpit. This makes a very stiff boat while keeping the weight down and including some inherent flotation. Nickels Mutineers have been weighing-in within 10 pounds of the Class weight of 410 pounds.

- Nickels uses a vinylester gelcoat which is harder and more durable than the standard polyester

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gelcoat.

- Nickels re-engineered the molds and construction technique for the rudder and centerboard. Not only are these stronger than they've ever been, but they are practically a work of art in their fine finish.
- Nickels also re-engineered the deck mold to create a number of advantages:
 - The spinnaker snout is now integral with the deck, so there are no sharp edges or screws, and every Mutineer comes spinnaker equipped.
 - The snout leads to a fiberglass "mailbox" which is fixed to the underside of the foredeck. It acts as a structural "beam" making the foredeck unbelievably rigid and strong.
 - The "mailbox" never enters the hull space like the older boats. It opens to the cockpit so any water that enters the snout ends up on the cockpit floor.
 - The floor has also been re-graded so the lowest spot is directly behind the centerboard trunk, where they put the single large bailer, eliminating the bailers that were always being stepped on alongside the centerboard trunk.
- For hardware they chose the latest from Harken, Ronstan and Racelite, including a custom jib car/block/cleat assembly from Harken which functions the best of any I've tried.
- The fiberglass cap is wide, making a comfortable seat for the crew and making it easy to mount hardware.
- All of the locations for hardware mounts are substantially reinforced with additional fiberglass, including the furling drum, jib tracks, chain plates, etc. Even the hull has extra reinforcement where it sits on the custom Nickels trailer bunks.
- The trailer itself is a major improvement from any I have owned, with its over-sized, stackable, galvanized frame, 5.3" X 12" wheels, custom built removable light bar/mast crutch, etc.

There are so many more changes I could list, but this is probably enough for you to see that this is a whole new generation of Mutineer. We are really lucky that Nickels took an interest in our boat, and brought a classic design into the modern age. Like a new car, the 2nd best way to evaluate the changes is to read a review or sit in one in the dealer's showroom. The best way is to take it for a ride! Come to Colorado or meet me at Nationals in Alabama in October and I'll toss you the keys!

