



## Cedar Point Yacht Club

*Sailboat Racing at its Best*



### Fall 2006 Frostbite Regatta: 62 Boats and Challenging Conditions Dominated by Steve Fisk

Hand-me-down 1987 Laser from older brother: free  
 Third top spar: \$300  
 Third sail: \$1000  
 Second boom: \$250  
 Winning first CPYC laser event after 18 years: priceless  
 Losing ability to justify a new boat to wife: bummer

What was probably key in helping me to “seize the day” was listening to Marc and Andrew for the past few seasons and effectively putting their advice into practice (for at least one singular day). Additionally, rather than allowing myself to get hypnotized by my telltales, I kept my head out of the boat and was able to watch the lead boats to gauge shifts and hit them well to stay in phase.

The starting line was very intimidating with 62 boats, so I tried to find a hole close to the RC Boat to get a free lane. This approach did not work all the time, and when I was second row at the start I would immediately tack out for clear air, duck some stems to get some separation, and then try to get back in phase. Just finding clear lanes and keeping good boat speed by shifting gears helped a lot throughout the day.

The current was very strong, and I believe it was worse to the left going upwind, so I tried to stay away from the left side of the course when possible. This also might have helped my starts near the RC Boat even when the pin was wind angle favored. Downwind the current was strongest from left to right in the last half of the run (Saugatuck River channel going out with a southerly flow and then funneling east) and I was doing well by sailing the left lane and getting the push at the end of the run from the current to take me to the gate. This was additionally beneficial because the left gate was heavily favored and allowed me to get inside boat on several occasions.

The first race I won was sheer luck. My mainsheet wrapped around the end of my boom at 30 seconds and I was third row at the start at the RC Boat. I flopped to port and had good pressure all the way out, and the 30 degree header at the end of the beat to flop onto the starboard layline certainly did not hurt. How does that saying go, it is better to be lucky than good? Something like that.

Strangest observation of the day: During the last beat of the final race I rounded in 8th and was immediately behind four boats on port. A lift came in, but the back boats got it first and more persistently and I, being one of those in back, was lifted up and inside the boats ahead, all to my delight. Not sure how the physics on a back shift work, but I ended up coming in second in that race so who am I to question science? \*

See you all next week. - *Steve Fisk*

\* (From the mark boat, I watched the first five or six boats go around the left gate in that race, only to see Eric R, who was probably fifth of that group, lift up inside the boats who had rounded ahead of him, all of whom ended up crossing behind him, only to find that when Eric tacked, he too was well behind the boats that rounded behind him or had rounded the other gate mark! It was a big lefty that only filled across slowly - *Chris J*)