



Cedar Point Yacht Club

Sailboat Racing at its Best



Spring 2007 Frostbiting Week 1 (3/11/07) Report by daily winner Andrew Scrivan Scrivan and Weiksna go head to head

The first week of the 2007 Spring Series was one not to miss. 50° 7-15 kts and 35 hungry sailors made for an awesome day. The RC did a great job of keeping us all warm by running races back to back with little pause, not to mention how well laid out the course was all day in the shifting breeze.

For the majority of the day the shifts were coming out of the left and starting 1/3 of the way down towards the pin was the sweet spot. In every race the leaders at the top mark derived from that segment of the line. After the second race I realized this and tried hard not to deviate from my game plan. Upwind tactics were fun to call. With picture perfect puffs hitting the water you could literally tell how long it was going to take to enter the puff as well as how great of a shift was accompanying it.

Alex and I must have been listening to the same inner voice as we both ended the day with 2 firsts, 2 seconds and 2 3rds. We also both pushed the line too hard once and received scoring penalties. In the end the tie-breaker was won by who beat who in the last race. Unfortunately Alex Zed flagged the first recall on the last start and opted out of the second start, knowing that it was this throw out.

A few speed factors that helped me:

- Set up for the lulls. No matter what leg I set my boat up for the lulls and hike extra hard through the puffs. This gives you more horsepower, better acceleration, and less chance of stalling.
- Heads up sailing: Sunday was a perfect day for spotting puffs. The shifts were super clear and made for a fun game of prediction.
- In puffs blast dead down wind. I split the day sailing the runs on Starboard and on port. One thing I was conscious of was taking the puffs dead down wind, by eyeing my bow windex (making sure it was pointing right at my stern), and sheeting in to 80 degrees. In the lulls I would ease back out to 90 degrees and go quite hard by the lee. My vang was off quite a bit, allowing it to bounce enough in the lulls but not open up in the puffs.

Here is what I do when the puff hits (load=acceleration):

- Let the boat accelerate briefly then trim in to 80° or so and bear off. Doing these two things simultaneously, loads up the boat a great deal by bringing the leach closer to the wind.
- Often I would shift back a few inches. This places a bit more weight on the flat planing surface of the hull plus it lifts the v part of the bow out of the water allowing for smoother steering.
- I also try to lift the board almost all the way, trying to reduce drag and hopefully skim across the water (I like to think positively).

Hope to see everyone next week when its above 50°, bring a friend!

- *Andrew Scrivan*