



Cedar Point Yacht Club

Sailboat Racing at its Best



Spring 2007 Week 8- Scrivan finds consistency on a day that was anything but

Cedar Point has to be one of the greatest places to frostbite from. Sunday we sailed 6 races with at least 3 races held in completely different wind directions. As squirrely as the breeze was between races, each individual race proved challenging and tactical but never unsettling with “unfair” racing conditions.

On such a tricky day of setting courses I did not hear one competitor complaint, nice job to the RC guys. Because almost every race was different I instilled a rather conservative approach to the day. In every start I positioned myself in the middle of the line and took advantage of the line sag due to down course current. After this point, my usual strategy of drag racing off on starboard until I felt the first knock, seemed to pay. Only a few times did this approach result in rounding the weather in 1st but 90% of my roundings were top 4 or so. In somewhat shifty and inconsistent breeze it is virtually impossible to control everyone up the first beat, so I would identify the competitors I was near at the top ½ of the leg and position myself to beat them to the mark.

The same theory was applied on the remaining legs, sail conservatively and win my group. More than once I was winning on the last beat and left one competitor to stay with 2 or 3 others only to get passed by the boat I left. That is simply what happens in those types of conditions. Sure I was frustrated to lose a boat on the last leg, but it is better than losing 2 or 3.

For all of you who did not attend the post race debrief, you missed Marc’s very helpful suggestions. He went into great depth on posture in the boat, loading and unloading the boat, and getting the most boat speed out of body movements. I would really recommend attending the debriefs, many times you will learn more at a debrief than racing on the water.

Other things that helped me:

1. As I mentioned taking advantage of the line sag.
2. Changing gears. We had several velocity changes that held for more than a minute. Reacting and adjusting the c-ham, vang, and outhaul is key. You would never set your boat up for 5 knots and race a whole beat in 10 kts, so do not let a minute go by without adapting your sail plan to the new velocity. The new gear is so easy to adjust you have no excuse not to.
3. When you can, split the gate. Downwind, and when you are not fighting for an overlap with multiple competitors, instead of committing to an end of the gate from several hundred yards out, sail your proper course to the middle of the gate. Once you are about 25 yards out or it becomes apparent head up or gybe and round the favored gate. I did this several times and made out big. Waiting to commit also buys you time to check back upwind for last minute puffs that are developing on one side of the course or the other.

See you next week- Make sure you Qualify for the season! – Andrew Scrivan

Photos

Daily Results...

