



## Cedar Point Yacht Club

*Sailboat Racing at its Best*



### Notes from Nov 19th 2006 (week 7) by day winner Paul Craine.

Thanks to Blake and his crew in getting off six races with 55 boats on the line. Also, for setting up long courses, that had lots of room for me to play catch-up after the starts. The first two races were pretty light and the last two races had plenty of pressure. In the last two races, Alex Weiksna was very fast in winning both and moving into second for the day. Scott Furnary had all top 10 races and was the most consistent after missing the first start. Britt, Phil and Larry also had a very good day with very few races out of the top 10.

Here are my thoughts from this past weekend. The forecast I use called for NW 5-10 (from sailflow.com) and the current would be going out all day. This set the plan to stay away from the channel and right side going upwind and work the channel side (N/E side), going downwind. I was lucky to get out on time and spent the whole trip out to the start area sailing by the lee on port and starboard. It really helped feeling comfortable with my vang settings for the wind and wave conditions.

It was very hard getting the windward mark in every race; I was often getting passed on both sides of the course at different times due to the wind oscillating and the pressure changes. The closer I was to the windward mark, the further I migrated away from the middle of the course to find a shift to take to the mark. I think I ended overstanding at least four times. The current pushed a lot of boats into the windward mark that had not made it into the last shift and pressure, or they were just passed by the boats that slightly overstood and were in greater pressure.

Heading upwind when the wind was lighter, it was very common to sail thru a lift and more pressure and then have the velocity reduce and still be on the lifted tack. I was able to pass a number of boats upwind that tacked after the pressure dropped and their bows went down slightly thinking they were headed, only for them to tack into a light air header on the other tack. Being able to wait and tack on a header with more pressure was huge all day.

Going downwind I spent most of the time sailing by the lee on starboard and reaching up as a shift or pressure came in that was more from the west. The lighter the wind pressure, the less vang I use when sailing by the lee. Any transitions from by the lee to a run requires more vang and heading up more to a reach, still with more vang on. If I'm sailing by the lee and having trouble getting the the pressure to build, I generally have too much vang on and will ease it. You'll see the lower leech start to fold over if you have too little vang on in light air while sailing by the lee. If you were having trouble keeping the boat upright going downwind, watch The Boat Whisperer DVD's.

The leeward gate was also a place to pass a lot of boats and to learn more about the current on the course. In the second race, I rounded the starboard gate, which was more to weather, only to find a Mark Foster tack right around the mark and have me wondering how he was going to make out. Very quickly he was very far ahead and a lot more boats were inside of me. For the rest of the day I rounded the port gate where there was more pressure and apparently no greater current being that far out. From the port gate, I was able to hold if lifted and wait for a header to take back or tack quickly onto a starboard lift and had passed most everyone that went around the starboard gate.

I hope to see you out next week. - *Paul Craine*