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April 2015 Newsletter

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Commodore's Message



Hello Fellow Sailors:

A few years ago at one of the SAIL Winter Seminars Jim Young proposed the idea that you can work on your racing skills during the off season by thinking about the different situations you may encounter on the water. It appears there have been many sailors and racers doing just that, by attending seminars.

The first three SAIL Winter Seminars were well attended, with quite a few new potential sailors attending. Hopefully, these seminars helped to keep your sailing and racing appetite alive.

Next month is our last winter seminar and should be a great kick-off to the sailing season. Randy and Lisa Shelton of Colorado Coconuts will be presenting a film with the 2014 Junior Olympics and several other interesting take-outs.

We will finish our spring with a Race Management clinic presented by Tom Downing. Please attend this, there will be information that is not readily available from other sources. Please see below for information concerning this clinic.

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Have a safe and successful sailing season

Bob Malouff
2015 SAIL Commodore

Membership

Please help support our mission. For a SAIL Membership Form go to: rmsail.org. Payment can be sent in with a check or paid online through Paypal.

Did you know your **US Sailing dues are reduced** if you are a SAIL member through their MVP Program? This applies to individual, family, club and fleet memberships. SAIL will also receive credits from US Sailing for each member to assist with training and materials. Visit <http://www.ussailing.org/membership/> and click on the MVP Program link in the left sidebar. This applies to new members and renewals.

Junior Sailing

Calling all 13 to 18 year old junior sailors!

Here is the final Area F Junior Championship qualifier schedule for 2015:

Smythe singlehanded qualifier on BYOB Laser Radials will be on **May 2-3, 2015** at Texas Corinthian Yacht Club during the 2015 Laser Gulf Coast Championship

Registration deadline is midnight on **April 22, 2015**

Event website is at: <http://www.regattanetwork.com/event/10030>

Bemis doublehanded qualifier on BYOB C420s (some borrowed C420s will be available) will be on **May 16-17, 2015** at Rush Creek Yacht Club during the TSA Chocopalooza Regatta

Registration deadline is midnight on **May 6, 2015**

Event website is at: <http://www.regattanetwork.com/event/10085>

Sears quadruple handed qualifier on borrowed Ensigns will be on **May 30, 2015** at Houston Yacht Club

Registration deadline is midnight on **May 20, 2015**

Event website is at: <http://www.regattanetwork.com/event/10077>

There will be no onsite registration!

I encourage all 13 to 18 year old junior sailors to register. (Please note, competitors must have reached their 13th birthday, but not their 19th birthday during 2015.)

These qualifiers are races between clubs. The helmsman of each team represents their club. To clarify, all the team members don't have to belong to the same club!

So, get your teams ready!

If you don't have a C420 or an Ensign, no worries! Privately owned Ensigns will be

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provided for the Sears quadruple handed qualifier by Houston Yacht Club. Some C420s will be available on a "first come first served" basis for the Bemis double handed qualifier through Rush Creek Yacht Club - just indicate on the registration form that you need to borrow a boat.

These are the Area F Junior Championship qualifiers. They are ladder events. The two top singlehanded winners ("teams"), the two top double handed teams, and the top quadruple handed team will be selected to move on to the National finals in Wyanno, Massachusetts on August 2-6, 2015. There are 12 US Sailing Areas. This Area F covers 8 States: Texas, Oklahoma, Colorado, New Mexico, Kansas, Wyoming, the Western part of Montana, and the Western/Southwestern part of Nevada. Each US Sailing Area will send their top teams to the finals, where the competitors will race against each other for the prestigious Sears Cup, Smythe Trophy, and Bemis Trophy. The top singlehanded (Smythe) and double handed (Bemis) winners at the finals will receive early acceptance to the US Youth Sailing Championships if they choose to apply. There will be great competition at the finals, and a clinic, where the top junior sailors will get an opportunity to display their skills to get on the Olympic pathway!

Five teams for the Smythe singlehanded and the Bemis double handed qualifier must be registered by the deadline and on the start line, and three teams for the Sears quadruple handed qualifier must be registered by the deadline and on the start line for our Area F to be able to have each of these qualifiers. So, competitors must register early.



This Cruise an archipelago of craft beers and sway to the sound of live music. Enjoy delicious cuisine at the 2015 *Spirit of Sailing* Gala Island Hop. Join us for dinner, dancing, and auctions to celebrate the 20th year of our organization. Guests will navigate through time with sailing chronicler and seafaring aficionado, [John Rousmaniere](#) as he explores our calling and the passion behind "Why We Sail." Proceeds benefit Community Sailing of Colorado to help make sailing in Colorado accessible to all. The *Island Hop* will be held at the History of Colorado Center on Saturday, April 25th beginning at 6:00 pm. For more information and ticketing, visit www.sosgala.org or call 303.757.7718.

SAIL News



The 2015 **Come SAIL With Us Program** has been implemented to promote sailing in the Rocky Mountain Region. The intent is to get new

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sailors on the water and to increase participation in club regattas by encouraging all racers to travel.

The kick off for this initiative was the Community Sailing Movie Night Featuring Kurt Russell in Captain Ron.

The second event was The SAIL March Winter Seminar at Brooklyn's. This was our annual Friends and Family Night. All sailors were encouraged to attend and bring at least one guest, and a non sailing guest was encouraged. We broke out into groups based on interest and individual abilities. There was a youth group, beginning sailors, beginning racers, intermediate sailors and racers and advanced racers. Advanced level sailors and professional instructors from Community Sailing and Victoria Sailing School led the individual groups.

The third phase will be for each individual club to host an on the water event. A beach party with dinghy sailboats and maybe a keel boat is anticipated. However, each club can determine their own event. SAIL, Community Sailing and Victoria Sailing School members will be available to assist with these events.

The final step would be for the new interested members to sign up for sailing lessons with Community Sailing or Victoria Sailing School.

The other aspect of this program is to encourage all racers to travel to at least two regattas off of their home lakes. Many racers have yachts that cannot be easily transported. These individuals should offer to race with other members who may not be able to find crew. Also, helping with race management is a way to support this cause.

Please consider your involvement with this program. We can accomplish our goals if we can operate together as a sailing community. Your support is necessary to accomplish our goals.

Sincerely yours,
Bob Malouff
2015 SAIL Commodore

Classified Advertisements

WANTED

Child's wetsuit, foulies, and PFD for slender, 12 year old beginner girl with a great passion for sailing. Used is fine.

Please contact Robin Jackson at 303-667-3884 or rockinrobinjax@msn.com

For Sale

*****Banks Headsail, 155 Mylar Tall Rig**

Near new condition.

\$1500.00

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\$1500.00

*****Wireless Wind Transmitter and Wireless Micro net Race Master System.**

\$1,250.00 this includes everything needed to install. Thru hull, solar panel, wiring, transducer etc.

Wireless Wind

\$600.00

Taken off my Capri 22 prior to its sale this spring.

Please call if interested.

Randy Gray

720-244-0017



Sail boat - Catalina C25

Although I love this boat I have outgrown it and need to sell it. Ready to sail today!

Catalina 25, Sloop Rig, White, lots of goodies. New 9.8 Nissan Outboard, New Auto Helm, New Deck Organizers, New Port Hatch Hinges. Main, Ginny, Jib, head sale (150, 100, and a 75). Swing Keel for easy trailering and in and out of smaller lakes, Tiller tamer, Auto Helm brand new, wench handles, Main and Jib sail cover, mast Raising system, bumpers, pop up top, pop up cover, deck lights, stereo, modified extended the quarter berth, modified cabin full bed, extra insulation on the cooler, alcohol stove, extra lighting, navigation light in cabin, cushions, 25 gallon water storage, port-a-potty, full rigging, ladder with two mounting points, anchor, easy Loader trailer with new lights, and added reverse spot lights, electric brakes, spare tire. Call 303-881-3876 for details. \$6,900



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Race Handicapping

Please get your PHRF Application in as soon as possible to ensure you are legitimate on the water. This not only ensures you have the correct rating but it also provides membership into the SAIL Performance Handicap Rating Fleet. To race in a fleet you should be a member of that fleet.

Education

The Victoria Sailing School will be holding an ASA Instructors Clinic the weekend of April 20th through April 22. Certifications available at the clinic will be the ASA201, ASA203, ASA204 & ASA205. The clinic will start Friday evening (7:00 p.m.) and will take all weekend, completing Sunday afternoon at 5:00 p.m. Further details are available by contacting Jim Cook at either jimc@victoriasailingschool.com or 303.697.7433. The Victoria Sailing School is looking for instructors for the 2015 season.

[Subscribe](#)[Share](#) ▾[Past Issues](#)[Translate](#) ▾[RSS](#)**Don't miss this:****Race Management Seminar
Saturday April, 18, 2015**

Please join early so we can prepare the material necessary for this seminar.

**SAIL RC Workshop for 2015
Saturday April 18th at the
Cherry Creek Meadow's Clubhouse**

The SAIL Race Committee (RC) Workshop will be held Saturday April 18th at the Cherry Creek Meadow's Clubhouse, 8821 E Amherst Ave., Denver. There is a \$15 charge for materials and lunch. This is sponsored by the Sailing Association of Intermountain Lakes (SAIL), your representative to US Sailing.

We have reserved the facilities at the Cherry Creek Meadow's Clubhouse and we have a FULL day planned. Starting at 8:30 for check-in, we will be busy till 5:00. Lunch and a copy of the presentation materials and RC forms are included for the \$15 fee. But you will be "working" thru lunch. (Think of it as lunch on your RC Boat!)

We will be reviewing all aspects of the Principal Race Officer's (PRO) duties; certification & training requirements, RC positions and tasks, what equipment & supplies you will need to have during a race, Recordkeeping & Scoring requirements and how to handle protests. Besides the "book learning", we will all have the opportunity to "Run" a regatta and each "Race Committee" boat will get a bit of "hands on" experience, without getting wet.

The Cherry Creek Meadow Clubhouse is located about ~3 miles due north of Cherry Creek State Park; one mile north of Hampden Ave in SE Denver, just off of South Yosemite St at 8821 Amherst Ave in the Cherry Creek Meadows townhome development.

If you have any questions or to register, please e-mail me tmdatnet@msn.com or call me at 303-745-8725 (H).

Please pre-register for this seminar. We need to prepare the materials and order US Sailing manuals. We also need a minimum number of participants to insure we have an interactive training session. We will have registration cutoff one week prior to the seminar. **Please register before April 11th by contacting Tom Downing by telephone or email.** Look forward to seeing you.

**Tom Downing – SAIL Race Management
303-745-8725 (H)**

**Join the
Race
Committee
Team!**

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Tactics & Strategy, #2

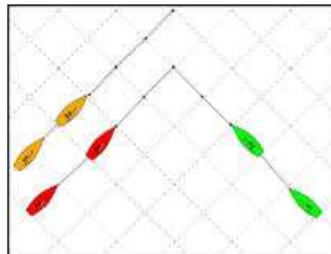
by Ralph Taylor

OK. In our second installment, let's take some specific problems on the race course.

Tactics

Crossing situations

Crossings are the most common tactical situations in racing. In the diagram on the right, the green boat is on starboard tack, orange and red on port. All three are on a close-hauled beat.



You do know the rules don't you? Port tack boats must keep clear of starboard tack boats; boats tacking must keep clear of boats not tacking; windward boats must keep clear of leeward; boats clear astern must keep clear of boats clear ahead; and a boat acquiring right-of-way by her own actions must initially give the other boat room to keep clear.

You need to know **early** that you're into a crossing situation. When the other boat is maintaining the same relative bearing, you'll collide if neither changes course. If the other boat seems to be falling back ("losing trees") you'll cross ahead; if gaining bearing ("making trees") they'll cross ahead.

How early is soon enough? Certainly before position 2 in the diagram, but not 100 lengths away. Position 1 is about the latest to decide.

Two types of situations:

1. **Tack or cross?** (Orange & green boats in the diagram above.)
2. **Tack or duck?** (Red & green boats.)

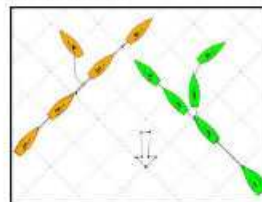
The decision should rest on two questions:

- Where — left or right? — is the strategic advantage (e.g., shift, puff, etc.)?
- Do you want to stay with the other boat or separate from it?

Tack or cross?

This diagram shows both options for both boats.

The orange boat has the tack or cross choice; without changing course it should cross ahead. (The safety margin is at least $\frac{3}{4}$ boat length, or whatever Green thinks it is.) If Orange expects the next advantage to be right; it should cross.



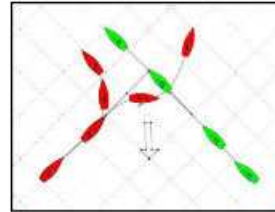
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If Orange expects the next advantage to be left — or if beating Green is a priority, or if Orange hails for room to tack — it should tack. Green does not have to maneuver to avoid until Orange has completed her tack; don't leave it too close!

Green, too, has a choice to tack or let Orange cross. If it expects the next advantage to be left or it just wants lateral separation, it should do nothing. If it expects the next shift to be a righty or it wants to stay close to Orange, it should tack.

Tack or duck?

Between Red & Green, it's high stakes at position 2. Somebody's gotta do sumpin in the next two boat lengths! If they're J24s, making 5 knots, it's about 2¾ seconds until both boats try to occupy the same point in space and time.



If Red expects the next advantage to be right or wants separation; it should duck — and start **now**, hailing as it bears off. (We don't want Green also bearing off.) Red will get a momentary lift as it sails by Green's transom; it should take that small advantage to minimize distance lost.

If Red expects the next advantage to be left or wants to stay close, it should tack. **Now!** If it waits any longer, it will be blanketed.

- If Red chooses to tack, it needs to hail Orange "Room to tack", forcing Orange's hand to either immediately tack or hail "You tack" and give Red room to do so. (Rule 20 turns off 10 & 13 at "You tack".)

Green, too, has a choice of tack or duck or continue. It could just wave Red across and duck. (If that's your intent, don't hail "Starboard"; they'll think you're insisting on your rights.) Or it could tack. Or, if Red tacks or ducks, Green could hold course. Which it does depends on the factors above and Red's action.

Bottom line: Have a plan and follow it. Recognize the situation; make your decision & communicate it **before** getting this close.

Strategy:

Last time we mentioned the basic strategy categories: Playing shifts (wind direction changes) and playing puffs (wind speed changes).

1. When should you play the shifts?
2. When should you play the puffs?

First, you need answers to some questions about the conditions you'll be sailing in. No strategic plan is better than the information it's based on.

For Colorado lakes, you can mostly forget about current & waves, which complicate the problem. We don't have much current and waves will mostly be other boats' wakes. (When we do get wind-driven waves, they're perpendicular to the median wind.)

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Questions to answer:

- Is there a **geographic shift**? For example, wind blowing 30° or less in line with a dam will funnel and line up with the dam. Other geographic features can also change the wind in their vicinity.
 - o Lake Dillon's Windy Point has the same effect.
 - o At Klamath Lake (Oregon) wind tends to funnel along the east shore, giving the right side a strong advantage.
 - o In Santa Monica bay, the geographic shift (in wind & waves) is so profitable we used to say "First boat to the right wins."
- Is the wind **light, moderate or heavy**?
 - o In light air, play the puffs. The lighter the wind, the more playing puffs is favored; small differences in wind speed make big differences in boat speed. Don't, though, chase puffs that will be gone by the time you get there.
 - o In heavy air, play the shifts, almost certain to be there for the taking. (Strong winds are turbulent.) With everyone sailing at max, there are no speed advantages to be had.
 - o In moderate air, combine playing shifts and puffs. Play shifts until you spot an area of sustained stronger wind.
- Are wind shifts **oscillating, persistent or progressive**?
 - o Oscillating shifts go left and right across a median (middle) direction. The upwind strategy is to be on that side of the fleet that the new wind is coming from. We call it "sailing to headers"; you sail one direction until the header hits, then tack and sail toward the next header.
 - Downwind, you reverse this and "sail to the lifts"; when the lift hits, jibe.
 - o Persistent shifts go "bang and done"; the median direction changes dramatically and then holds. The upwind strategy is to sail toward the new wind, then play oscillations; or if dramatic enough, just sail to the mark.
 - Typically, persistent shifts happen as a front moves through.
 - Downwind, sail away from the new wind before jibing.
 - o In progressive shifts, the median wind just keeps changing in the same direction—left, left, left or right, right, right. If this is what's happening, the upwind strategy is to sail deep enough into the header until its continuing progression lifts you to the mark.
 - Downwind, sail deep enough into the lift until a jibe heads you to the mark.
- Is there **current**, say a river flowing into the lake? Plan so as to spend the least time in foul current (against you) and most time in fair (with you) current.
 - o Current will be strongest in deep places like the channel's center and weakest in shallow places like near shore.

Bottom line: Collect & analyze the data and forecast your sailing conditions. Then, make your plan.

Next issue, we'll take up starts and "staying in bounds".

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SAIL

Sailing Association of Intermountain Lakes

2015 Membership Application

SAIL memberships are annual. They expire on December 31 of each year.

Name/Names: _____ Birth Date: ____/____/____
Month Day Year

Address: _____

City, State: _____

Phone: Home: _____ Work: _____ Cell: _____

E-mail Address: _____

US Sailing Membership #: _____ *(Optional)*

Boat Name: _____ Boat Class: _____ *(Optional)*

Fleet or Club Affiliations: _____ *(Optional)*

Check one	Category	Annual Dues
<input type="checkbox"/>	Individual or Family	\$15.00
<input type="checkbox"/>	Club, or commercial	\$60.00
<input type="checkbox"/>	Fleet	\$30.00
<input type="checkbox"/>	PHRF Fleet Dues <i>(if desired)</i>	\$5.00
<input type="checkbox"/>	Total	

(Complete PHRF application [online](#).)

Volunteer Interests: _____
(Newsletter/Directory/Race Management/Judging/Training)

Return to:

SAIL

Joe Beierl

1570 South Logan Street

Denver, CO 80210

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