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March 2015 Newsletter

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Commodore's Message

Hello Fellow Sailors:



Just a couple of weeks ago it appeared we were days away from launching our boats and commencing a new racing season. Now reality is back and from the looks of things the groundhog was correct. Although, we know this moisture is necessary to ensure a full season on the water.

To help shake off the isolation from the water, we hoped to keep connected with various winter sailing events. Our first two Winter Seminars were well attended.

The January Seminar was presented by Tom Downing discussing the Racing Rules of Sailing. This presentation is always informative regardless of the amount of times attended.

The February Seminar featured John McGinley, formerly of NOAA. John has a wonderful style as a speaker and makes learning enjoyable. The slide show and other information from this presentation will be available at our website: rmsail.org.

In March we will host the annual Friends and Family Night, which is part of the Come SAIL With Us Campaign. We hope that everyone will invite a friend, or a few, to this event. There have been many instances when I was talking about sailing in Colorado and was questioned about where, because many people do not associate Colorado with sailing. Maybe we can get a few of these people on the water. An invitation will be sent in a separate message. Please print, cut in half and handout to your friends and family.

As a great finale, Randy and Lisa Shelton of Colorado Coconuts will be presenting a video from last years Junior Olympics, with other video clips from various events.

Club Race Officer and Club Judge seminars from US Sailing. This will be

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two one-day seminars, October 31, and November 1, 2015. They are necessary to get your Club Race Officer or Club Judge certification through US Sailing. However, you will leave with a greater understanding of the rules and procedures, so attendance will be beneficial even if you are not seeking certification.

Happy Sailing,
Bob Malouff
2015 SAIL Commodore

Membership

Please help support our mission. A SAIL Membership Form is attached at the end of this newsletter. You can also join online at: 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.

Classified Advertisements

Please send in you advertisements for future newsletters.

Race Handicapping

No news this month

Education

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

**Join the
Race
Committee
Team!**



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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 tmdatanet@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)**



Tactics & Strategy by Ralph Taylor

They asked me to write something for the SAIL newsletter on tactics & strategy in sailboat

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racing, so here goes. These are big, complicated subjects; this could be a continuing series. This introductory article just sets a framework.

Racing sailboats is a difficult sport. Success takes mastering many skills and knowledge. Tactics and strategy are just two of them.

First, we need to get straight is which is tactics and which is strategy:

- Tactics is about close-quarter encounters with other boats, winning battles;
- Strategy is about winning the war of each leg, the race and the regatta or series. It doesn't necessarily involve getting close to other boats.

Do they overlap? Sure. Sometimes you need to win a battle in order to win the war. Especially at starts and crowded mark-roundings, you'll need to fight for a position that allows you to follow your strategy. And, the tactical advantage of starboard tack gives strategic advantage to the right side of the course.

Overview

Sailboat racing is a little like war. George Washington was a great general because he won the Revolutionary War without winning many battles; he understood the strategy of avoiding decisive losses. Andrew Jackson won the Battle of New Orleans with the strategy of forcing the British to attack an impregnable defense across a killing field of mud. At Gettysburg, Robert E. Lee ended any chance the Confederacy had to win the Civil War; he picked the wrong fight.

My philosophy in fleet racing is to prioritize strategy over tactics, long-term over short-term, because it's worked for me over decades – even with old sails and dirty bottom. Match and team racing are different animals; tactics are often more important.

Tactics:

Lesson 1: Pick your battles. Don't take up a fight simply because it's available; tactical encounters slow both boats. I once won a regatta because the two boats leading it got into a tacking duel on the last leg of the final race. We passed them when they forgot to cover us.

Lesson 2: Win the battle. If it doesn't result in a clear tactical or strategic advantage, you've lost -- not just to your opponent but to the rest of the fleet.

Lesson 3: Know the rules. The Racing Rules of Sailing are mostly about tactical encounters and obligations change rapidly in tactical situations. If you break a rule, you lose the battle and maybe the war.

Lesson 4: Boat- & sail-handling are critical to winning tactical encounters and are different than for straight-line speed. If you can't execute the tactical maneuvers, see Lessons 1, 2 & 3.

Bottom line: To do well in sailboat racing, tactics should be part of your arsenal but shouldn't be the main part of your game.

Strategy

Look at strategy like a ski race or a time-trial; how to get your boat around the course in the shortest possible time. Boats usually can't sail directly from one mark to the next, bringing strategic factors into the equation.

There are a couple of basic strategies

1. Sail the shortest distance. Use wind direction shifts to sail a shorter course.
2. Sail the fastest speed. Use wind speed differences over the course to sail faster.
3. Take the right. If you can't decide between shorter or faster, the right side

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of the course gets you starboard-tack rights when everyone comes back together.

In medium to strong air, “shortest distance” usually works best. In light air, “sailing faster” can more than make up for more distance. “Take the right” works when the other two are toss-ups.

Lesson 1: Make a strategic plan for each leg. “Failing to plan is planning to fail.” You can’t follow a strategy if you don’t have one. Even if you’re unsure of the perfect strategy, any plan is better than none.

Lesson 2: Make the plan before the leg. After you’re on the leg, it may be too late to follow the ideal plan. You don’t, though, really need a plan for leg 3 while you’re still on leg 1.

Lesson 3: Let the whole crew know the plan; say it out loud. Everyone needs to be on the same page, singing the same hymn. If the plan is “shortest distance”, they need to watch for wind-shifts; if “fastest speed”, they’re looking for puffs. If the plan calls for a jibe-set at the weather mark (i.e., go right), the foredeck has to set up differently.

Lesson 4: The plan can change. Conditions can change or the plan you made before can’t be executed. It’s OK to make a new plan for the rest of the leg.

Lesson 5: Use tactics only to execute the plan; don’t let them distract you. The exceptions to this come at the end of the leg, race or series when you “need” to beat a particular boat.

Bottom line: Have a plan, communicate & follow it, but be flexible enough to make new plans when the old one isn’t working.

Following articles will expand on these lessons. Stay tuned.

Club Comments

Dillon Yacht Club

FROM YOUR COMMODORE ...



There are about 100 days before we’ll be putting our boats back in the water and so much to do before then.

First, we have changed the race schedule for the first time in many years. I hope this schedule will make it possible for more of you to participate in racing. My main motivation for advocating the change began when it became more and more difficult for me to recruit crew that would commit to racing all 14 days of our previous schedule. Another reason for the change was to make racing more inclusive for our members. The new PHRF series purpose is to provide our members with an environment where crew development and fun are emphasized. The Match Racing series is meant to add excitement for any fleet that can field two or more boats. North Sails, through an anonymous donor, will be providing coaching and race committee education the first weekend in June

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to all who want to try this challenging form of racing. The Frostbite series brings fall racing back to our schedule when the wind is the best.

Second, we're adding monthly cookouts on non-series Saturdays. You can sail all day and join your fellow members in the evening for drinks and dinner.

Third, we're establishing a committee to evaluate the feasibility of replacing the clubhouse with a permanent building. This will be an ongoing process to determine whether we can obtain a long term lease from the Town of Dillon and construct and maintain a building with the resources we have available. Fourth, we are working on changing from an event based liquor license to something more permanent.

Finally, 2015 membership dues will remain the same as 2014. To make all this happen we need your help.

Our club is dependent upon volunteers to make anything happen. In our January board meeting, we discussed the different means of providing the best racing, food and beverage, amenities and infrastructure to our members at the lowest cost. Volunteerism is the key to keeping dues at their current level without sacrificing the quality of services our club offers. Some of the choices we have available include requiring members to perform x hours of volunteer duties as part of their dues, offsetting dues for volunteering, requiring fleets to contribute members or encouraging members to volunteer by means of a schedule. Personally, I'm reluctant to requiring members to contribute time to facilitate all the things our club provides and would rather let each member choose what they can do to help make Dillon Yacht Club all it can be. We are putting together a schedule of volunteer duties that need to be filled and will be available to all via a link to Google Docs. I'll be the first by volunteering to be the chase boat driver for the season and I encourage all of you to join me by signing up. The link to the volunteer schedule can be found below under 2015 Volunteer Opportunities (and permanently in the links on the left) and will be fully populated for next months Tell Tale.

Full speed ahead,
D.B. Tanner, Commodore

MORE RACING OPTIONS - ONE DESIGN, MATCH RACING, PHRF & FROSTBITE

For many, many years, we've had between 7 and 9 weekend regattas where we raced on Saturday and Sunday. For the last 3 years, the number of boats paying race dues have not changed. Back in the day, there were over 50 boats on the start line and we're changing the game to increase participation.

Most Yacht Club Series racing are weekly series for O/Ds and/or PHRF. Many of the series are run during the week in the evenings which won't work at Dillon. Feedback received in the last month from members, Fleet Captains and Flag Officers along with survey results has indicated a desire to increase participation by decreasing the number of races on the schedule.

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Why? Well, the first answer is why not? It's easier for skippers to get crew to come for 1 day. A weekend commitment is hard, especially for those with families and those who commute from the Front Range. Variety. Windward, leeward is great for a while, but a steady diet doesn't make you all that better a sailor. By adding a match racing seminar that North Sails will give to us early in the season will get the competitive juices flowing for many of our members and, there are 6 weekends where a O/D boat could fleet race on Saturday and PHRF or Match race on Sunday. Participation. A regular series for PHRF (which O/Ds can participate in) with spinnaker and non-spinnaker starts will boost participation and fun for all. Learning. Many members who do not currently race are intimidated by the yelling and screaming of the O/D classes. The PHRF series is meant to promote crew development, be educational, less stressful and more fun oriented.

There are separate race dues for each of the four series allowing O/Ds, for example, to race up to 17 days a season (excluding Aspen and the Dillon Open) if they had the desire AND harvest up to 4 different trophies (O/D, PHRF, Match, Frostbite) at the end of the year. Race dues for the entire season (all series races on the calendar) will be \$400. The key here is flexibility and the opportunity for ALL members to enter some kind of sailing series they have a chance to be successful in.

Sailing Instructions will be adjusted as follows - fleets would no longer be responsible for RC duties but everyone will be encouraged to volunteer Race Committee duties (total of 2 needed per racing day) to assist the paid PRO. Race throwouts will be the equivalent of 1 missed day + 1 race (in a maximum of 30 O/D races that would be 6 throwouts). We're also changing from a low points system to a high points system to reward boats who participate.

Each Saturday race in June, July, September and October will be followed by dinner and a cash bar. In August, we'll have lunch before racing and a rhumbline and cash bar afterwards. Each Sunday race will have a rhumbline and cash bar. In addition, on four weekends where we don't have a series race, there will be a cookout for all to attend.

Race dues will be as follows:

One Design Series - 6 Saturdays, maximum of 5 races per day including 3 Frostbite Series days \$200.

PHRF Series - 4 Sundays, maximum of 3 races per day \$100 (open to ALL members).

Match Racing Series - 4 Sunday round robin series which, depending upon participation, can include any fleet with two or more boats entering \$130 (including a required 2 ½ day Match Racing Seminar presented by Bill Gladstone from North Sails).

Frostbite Series - 3 Saturdays, maximum of 2 races per day \$50 (included in One Design race dues).

Specialty Races - 2 Saturdays, 1 Sunday - (Ladies Day, 2 ½ Men,

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Single/Double Handed) free to all members.

Single day entries for all series will be \$35.

This is a RADICAL change, one that will inevitably ruffle a few feathers. But then again, it just might get some members that have chosen not to race because of the schedule to rethink and participate again.

We're still working on start times to better take advantage of seasonal wind, Sailing Instructions and Notices of Race which will be announced in April. This is an exciting change that should provide a range of racing options to all of you who enjoy sailing and racing the most challenging, beautiful venue there is, Dillon Reservoir.

The following is your 2015 race schedule as approved by your Board of Directors.

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
June 2015		1	2	3	4	5 Match Race Clinic - PM	6 M/R Clinic all day June cookout
	7 Match Race Clinic - all day	8	9	10	11	12	13
	14 Match Race Series	15	16	17	18	19	20 O/D Series
	21 FRRF Series	22	23	24	25	26	27 Cruiser Regatta
	28	29	30	1	2	3	4 Boat Parade July cookout
July 2015	5 FRRF Series	6	7	8	9	10	11 Aspen or 2 1/2 Men
	12 Aspen	13	14	15	16	17	18 O/D Series
	19 Match Race Series	20	21	22	23	24	25 O/D Series
	26	27	28	29 Etchells Regional	30 Etchells Regional	31 Etchells Regional D Open Welcome	
							1 Dillon Open
August 2015	2 Dillon Open	3	4	5	6	7	8 Ladies Day August cookout
	9 Single Double Handed	10	11	12	13	14	15
	16 Match Race Series	17	18	19	20	21	22 O/D Series 1:30
	23 FRRF Series 1:30	24	25	26	27	28	29 O/D Series 1:30
	30	31					
September 2015	1	2	3	4	5	6	7
	8	9	10	11	12	13	14 O/D Series
	15 Match Race Series	16	17	18	19	20	21 O/D Makeup Sept cookout
	22 FRRF Series	23	24	25	26	27	28 Prostate Series
	29 FRRF Makeup	30					
Oct 2015					1	2	3 Prostate Series
	4	5	6	7	8	9	10 Prostate Series

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The 2015 **Come SAIL With Us Program** has been proposed to promote sailing in the Rocky Mountain Region. The intent is to get new 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 will be The SAIL March Winter Seminar at Brooklyn's. This will be our annual Friends and Family Night. All sailors are encouraged to attend and bring at least one guest, and a non sailing guest is encouraged. We will break out into groups based on interest and individual abilities. There will be 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 will be leading 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

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