

National C Scow Sailing Association



INLAND LAKE YACHTING ASSOCIATION

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Krech Inland Recap - Part 2



Confidence in your Crew

Race 2 started as soon as the first race ended. We grabbed Anne (our third) from the spectator fleet and started sailing downwind. We adjusted the back pulleys to the heavy air setting and moved the boards all but one click back from the stern of the boat. This is the easiest and most important adjustment that I think you can make in a C-boat. We then adjusted the Jackstays to 48 pulled the mast rake back to normal and grabbed some water. After we got down the lake, we tested out the new set up and decided we were good to go and rested until the start of the race.

One thing that is a pre-race ritual with us on Team Fire & Ice is that after Bre catches the five minute gun, we give each other high fives and get down to business. Having a ritual like this works well to get myself and the crew back into race mode. On our boat Bre and Anne

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can and do talk about anything and everything before the five minute gun as we take readings of angles and pressure on the water (they are using vacation days for this so making sure everyone is having fun is a must) but when the first gun goes off and we go into race mode we are a very quiet boat.

At about three minutes, I say where I would like to start and where I want to go on the first beat. Then I ask Bre (and Anne if she is on board) what she thinks. I think this is important because no one is perfect, the more information that you can collect from your crew the better. Besides, your crew and third should have their heads looking up the lake more than the skipper (The skipper has to steer through the waves so you can only look up the lake so much). Also, your crew will probably agree with you 9 times out of 10, and if they don't it's probably for a very good reason you haven't thought of. Lastly, on our boat this is the last conversation that you will have for the next hour so it's good that everyone get's input even if it doesn't concur with what the skipper thinks (People may not agree with me on that but it works for us).

Now for the start... In a big fleet with big air, it is important to set up early with both boards down in the water. This will keep you from side slipping. Next, as the skipper, you need to keep a closetful watch on the hole below you and the boat to windward of you. At this point, it should be a 3 boat race for the skipper while the crew concentrates on the big picture. Bre (and Anne when she is on board) constantly give me input on the line like "30 seconds to go", "2 boat lengths to the line", "someone is coming in hard below you", etc. With all this input from the crew, I concentrate on keeping our bow even with the boat to windward of us and bow out on the boat to leeward. Then at 10 seconds, the windward board comes up, we foot and then shoot the line (Again people may not agree with me that this is the best way to start, but it works for us). Obviously it takes a lot of confidence in your crew to feed you this information and to keep you in the right spot. If you don't have that kind of confidence in your crew, you should ask yourself why... and you might want to think about some stop and start drills to work on this.

Back to the race... We got off the line clean, worked left, and rounded the windward mark in about 7th. I think we could have come close to throwing it in at the top mark in the top five, but it was too risky and Bre and Anne found us a hole. If you are coming in to the windward mark and it is really blowing hard, the worst thing that you can do as a skipper is come in from hiking and look around. Usually the skipper is the biggest one on the boat and is the one controlling the heel. You lose at minimum $\frac{1}{2}$ a boat length when the skipper peaks for a hole I recommend having your crew or third look for you instead. If that isn't working for you, then you can have everyone hike really hard all at once, ease the main three feet and pinch slightly. This will flatten your boat out and you will be able to see oncoming traffic over your toes and you can make your own decision. Either way - the skipper must keep the boat going fast and maintain proper boat heal or you will give up a lot of ground.

After we rounded the top, mark we held our own on the downwind

wind and we were able to pick the port gate and head out to the right side of the lake. Now, let me preface this by stating that I love sailing with Team Mud M-25 Chris Andert, JR, and Becca and they kicked our butt in the season championship this year on Tonka; however, on leg 2 of the second race my ladies out-worked them. After we sailed about a minute on port, we tacked on to starboard about 10 boat lengths to leeward and one boat back from M-25. By sailing as flat as we possibly could, calling out weed patches and wave sets in the big breeze, we were able work out of their bad air and sail up in front and on top of them. Did I mention that Team M-25 got 6th in the regatta!!!

After that, we moved into second where we held on for another leg before getting passed by OO-7 Kurt Mihelich about 200 yards from the finish. Wow has that Lac LaBelle fleet come on strong. They had a 1-2 finish with Peter Keck (also from Lac Labelle), winning the race in a landslide.

In conclusion, put pressure on your crew to give you information before the start and during the race. They see just as much of the race if not more than you do when it is windy. Ask them what the top boats are doing and to think about different things that you can adjust to make your boat go faster. Remember you are a team and can't do it all yourself.

Upcoming stories -

- **How do you cover the whole fleet**
- **Boat Speed makes up for Tactical Errors**
- **Keep it cool - Look up the lake and make your own decisions**
- **Plant and Duck - then get to the Top mark and Look for B-7**
- **A Race with Dad**

Tim Krech - M20

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Thank you to those that have already joined. We are actively updating the [membership list](#) as people join.

National C Scow Sailing Association

Upcoming C-Scow Schedule

<u>Date</u>	<u>Regatta/Event</u>	<u>Yacht Club</u>
Sep 12-13	Fall Regatta	Maxinkuckee YC
Sep 19-20	50th Blue Chip	Pistakee YC
Sep 19-20	Fall Regatta	Lake Felton YC
Sep 19-20	Lotawana Fall Regatta	Missouri YC
Sep 26-27	Beulah Challenge	Lake Beulah YC
Sep 26-27	Polar Bear Regatta	Lake Davenport SC
Oct 3-4	C-Worlds	Lake Delavan YC

[For the complete 2009 schedule go to cscow.org](http://cscow.org)