

National C Scow Sailing Association



INLAND LAKE YACHTING ASSOCIATION

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Krech Inland Recap - Part 3



How Do You Cover the Whole Fleet?

I wish that I would have wrote this immediately after racing, but from what I remember of this race, we started off by getting completely smoked off the starting line by E-111 Team Dead Fish / Ball Buster. (Nice start Matt, Liz and Carla!) However, the wind shift quickly to port and we were able to tack and duck a couple of boats and find our own lane. We worked up the middle of the lake and ended up in the top 5 at the windward mark. On the downwind we tried to stay as close as possible to A-22, Mr. Jim "I am the fastest downwind sailor in the fleet" Tews.

Seriously folks, if you want to see someone that always has their boat moving on the downwind check out A-22. They are always the first boat to switch to low side when the breeze goes light and the boat speed that they can generate by doing that is amazing. They are also a male/female team and in my experience having female on board helps more in this situation than any other. Because the ladies weigh a lot less than most men, when they move forward to hold the boom out in the front of the boat, the bow doesn't dig into the waves the same way the that it does when a guy is moves forward in the boat. You are able to float over the waves instead of pound through them.

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Ok, back to the race. We followed A-22 around the port gate while OO-88 picked the starboard gate. As we sailed off on port, we kept getting lifted and had good but not great pressure. After sailing for a little while we realized that the pressure had collapsed on the left side of the lake and the boats that rounded the starboard gate had their crew and thirds on the low side.

We had a pretty good first couple of races and wanted to play this leg as conservative as possible. We also had the GREATEST C-ILYA CHAMPION of all time now right behind us: V-45 Andy Burdick with Coye Harrett. We obviously didn't want to have them pass us. As we kept getting lifted on port tack, we did everything possible to stay up on A-22's windward back corner (Yes, we pinched like mad to stay out of their bad air). After a good five minutes of sailing on port everyone in the fleet was on our tack. We figured the best way to sail conservative and cover the whole fleet was to bang the right corner.

Then our right handed shift came in and we were laying the windward mark. We got a knock later and had to make a couple tacks at the windward mark. But for a while we looked amazing.

Because we were able to hang on A-22's windward hip, we were able to tack first and pinch them off on starboard to gain the lead. On the downwind we spent a lot of time making sure that we stayed between A-22, V-45 and the downwind marks. We discussed different cover strategies for the last leg to windward. We knew that A-22 and V-45 would probably want to split on us, but figured that if they didn't immediately split at the gates we would have a much better shot at covering both of them. We thought the port gate was slightly favored, but there was decent pressure up the entire lake, and a lot of the boats were coming in hard on starboard to the port gate. We choose to go to the starboard gate hoping that both of them would head the port gate. Our decision worked, we were able to sail about 5 boat lengths and tacked onto port right as they were rounding the port gate.

As the fleet sailed over the top of them, they couldn't tack and had bad air but they were bow out on us. We put the hammer down, started to foot and raced to get our bow back to even with them and to windward. We were about 1/4th the way up the lake and the plan was working. However, we knew Andy would only stay in dirty air so long. Then he tacked and came back at us. This was now decision time for us. A-22 was heading back to the right corner, V-45 had a great angle up the middle, and B-7 was heading hard left but was not in contention and we had them by a good 500 yards.

We decided to tack HARD slightly to windward and about 10 boat lengths in front of V-45, hoping that they would tack back onto port and head right with A-22. They did and we sailed long enough to give them clean air on port and also tacked to port. We now had the 2nd through 9th place boats in our window and were feeling good. However, my head wasn't on a swivel and we forgot about B-7. Yet even if we had seen their left handed 30° personal shift we couldn't have left the entire fleet just for them. We had to stay with the fleet in case something came in from the right.

As we worked our way up the course and protected the right, V-45 kept coming at us and closing the gap. We continued to tack HARD on their bow to force them to tack back onto port. If we would have set up a loose cover, let them get left and followed them, we probably would have won the race. But there was no way to know that the left handed shift would have been there for so long. So we stayed with the game plan to force V-45 right, and watched the B-7 cross us by a good 100

feet.

We continued to push right and SLAM tack V-45 every time they came at us on starboard (we might have woke up a monster by the number of times we tacked on their bow. But we weren't going to let them get by us). Also, we had separated from A-22 so there was some room for us to get in a little bit of a tacking duel. Lastly, we just lost what I think is the coolest race trophy in the IYLA so "team bitter" was about to come out if we lost the 45.

In closing: when we are winning a race, we want to get the race over ASAP. The best way to do that is to not get in a tacking duel and protect one side of the race course. Unfortunately, this didn't work for us in race three, but going 4 - 3 - 2 on the first day of the ILYA in a fleet of 47 boats is nothing to complain about. After we looked at the scoreboard we were "team all smiles" - and couldn't wait to get to the Goose Blind and buy Bre a BIRTHDAY DRINK.

Upcoming stories -

- **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



The B-7 team talks about their first day and first C Inland race win

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Regatta Chairman Michael Morgan is working hard to put on an amazing 50th anniversary Blue Chip regatta. If you are one of the fortunate Qualifiers don't take it for granted. This years Blue Chip will be awesome! In case you haven't heard all past Champions are invited back. This is on top of the usual 25 normal entrants. So far 18 past Champions have committed to sailing. We're looking at a 40+ boat Blue Chip!

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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)