

National C Scow Sailing Association



INLAND LAKE YACHTING ASSOCIATION

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Krech Inland Recap - Part 5

So after four races, we were able to open up a small a lead on B-7 Joe Kutschenreuter (7 points), OO-88 Peter Keck (11 Points), V-45 Andy Burdick (15 points), and A-14 Paul Reilly (18 Points). However, with a throw out, B-7 had 11 points, OO-88 had 12 points OO-7 Kurt Mihelich had 12 points, A-14 had 15 points, V-45 had 16 points, and Ed Eckert had 18 points.

Keep it cool - Look up the lake and make your own decisions

The wind was still playing tricks with us at the start of race five so we once again set the boat up for the lulls. This was a good decision. However; my spot on the starting line was not. We were in the upper ¼ of the starboard end of the starting line (Remember how favorable the left was last race? We didn't). We got off to a clean start but couldn't extend off the line and as the first port shift of the race came through, we had to duck a boat to get clean air. Now you remember when I told you we tacked HARD on the V-45 in race three multiple times? This was their chance for payback. The eight time ILYA C-scow Champion Andy Burdick, V-45, was the boat we had to duck and he wasn't about to let that happen. He tacked on our bow as we went to duck and we were stuck in bad air with no outs, pinned to their leeward back quarter. Now had the situation been us in front of V-45, I would have tacked on them also as it was the right tactical move but this put us in a really tough spot.

After a minute of going into foot mode to try and get clean air, we were still struggling in V-45's bad air so we tacked out to starboard and were finally in clean breeze. The only problem was that we were headed in the wrong direction. We tacked back as soon as we could and we were looking good for a little bit until the V-45 came back and tacked on our breeze again (DAMN IT!). This was the right tactical move but this one kind of got to me because there was no way we could afford to hang in their bad breeze again.

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[C-Scow website](#)

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Again we were forced to tack left and at this point I believe we were the only boat in the fleet on starboard. CLEAN AIR IS A MUST IN BIG FLEETS!!! However, you usually don't need to go far to find it and then you must get back in to phase with the shifts. We tacked back after about 300 feet and continued on port for two to three minutes. Then guess who came back and tacked on our bow? You guessed it. With V-45 in front of us and the left side of the fleet already flying up the lake we were in bad breeze... again. At this point I remember Bre saying "I guess they're not going to give this one to us huh?" Anne laughed, I swore, and we tacked on to starboard under what we thought was an oncoming starboard shift. It's very important not to let things like this bother you and to stay cool when things aren't going exactly your way. It's a long race and there are plenty of opportunities to catch up.

We were able to hook the puff and get under the boats that had over shot the mark to windward. We were not in the clear yet as the top mark was jammed with boats. Because we were in first for the regatta, we couldn't afford to come in on port and risk a protest. We got in line and took our lumps as we watched V-45 take the same starboard shift we did but then they went to the port lay line, tacked, and found a hole to throw slam tack in at the windward mark. We rounded the top mark about 20th to 25th with V-45 in about 10th to 15th.

We knew we had a lot of work to do on this downwind and playing the shifts really helped. On the down winds, we all have different jobs that are all equally important. The thirds job, Anne, is watching for weeds and to look for boats underneath us to make sure I don't hit anyone like at C-Nationals. My job is to steer through the waves, find us a lane with clean air, and to analyze the information the Bre is feeding me. Bre's job on the down winds, besides from always having her hand on the vang, is to call out all of the puffs on the water. This downwind I have to give props to Bre for job well done.

After we jibed about 5 times in the first half of the downwind, we had caught up and were in the top 15. We were now crossing back and forth with B-7 and were closing in on A-14. As these two headed to starboard side of the downwind leg, most of the fleet was headed for the port side of the lake. At this time I think V-45 was now in first as the fleet was really compacted in a great battle. We split slightly with A-14 and B-7 towards the bottom of the leg to be as conservative as possible and play the middle incase the wind really came down hard on the port side. Unfortunately this meant that we had to sail into a hole so we jibed back again to back right and join up with A-14 and B-7. As we were now near the bottom of the lake, we started to plan for the next up wind.

A-14 was in 12th, we were in 13th and B-7 was in 14th. As the rest of the fleet was coming at us from the port side of the lake on starboard, we were forced to right gate. I don't think any of us minded though as this is where the wind was. Right before we all rounded the mark and I looked up the lake, we could see that there was a major puff coming down the middle of the lake. We, along with A-14, tacked as soon as we cleared the oncoming boats and realized something amazing. We were hiking like crazy with the tracks dropped on a lift while all of the

boats that rounded the port gate had people sitting on the low side trying to get through the bad air and chop by the oncoming downwind boats. We sailed for a little while further, tacked on to starboard and we, along with A-14, took control of the race.

On the next downwind, A-14 was able to pull away from us slightly as we were doing everything possible to stay between the fleet and the downwind mark. The wind had really picked up now and A-14 only had two on so we thought we could run them down but to no avail. They didn't give us an ounce of fresh air the entire upwind leg. I bet we had at least an extra 20 tacks and they stayed with us every time, which is exactly what they should have done. Nice Sailing Paul and Aaron! Congrats on another Race win.

B-7 took a little different approach on the second up wind and had to really battle back on the last leg to windward, catching two new up and comers in the fleet Cody Ziegler and Derek Packard to get third in the race. Going in for lunch after the second morning of racing, things were really tight but we now knew exactly who we had to beat to win the regatta.

Upcoming stories -

- **Plant and Duck - then get to the Top mark and Look for B-7**
- **A Race with Dad**

Tim Krech - M20

Fish & Weeds Regatta

September 12th

Turns out Maxinkuckee isn't the only place to race your C-Boat next weekend. The Browns Lake YC is hosting the Fish & Weeds Regatta on Saturday.

- Boat launching and trailer parking Saturday morning at Fischers Park
- Tow and spectator boats available for everyone. The spectator boats will be stocked with water and beer for all sailors!
- Three races planned with trophies and party planned for late afternoon.

For more information contact Commodore [Patrick Lynch](#) (yes, you read that correctly. Someone voted Patrick *Commodore* of the BLYC...).

[Fish & Weed NOR](#)

Maxinkuckee Fall Regatta

September 12-13

The Maxinkuckee Fall Regatta is a week away. Registration and Welcome Party is Friday night. Racing is planned for Saturday and Sunday. Details below. Make plans for Maxinkuckee.

[Maxinkuckee NOR](#)

[Online Registration](#)

[See Who's Registered](#)

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The National C Scow Sailing Association (NCSSA) needs you! Please support your class association and its activities by submitting your membership dues today. You can pay your dues online now via PayPal using your credit card or PayPal account.

Go to the cscow.org [MEMBERSHIP](#) page now to sign up.

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	Fish & Weed Regatta	Browns Lake YC
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)