

National C Scow Sailing Association



INLAND LAKE YACHTING ASSOCIATION

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Krech Inland Recap - Part 6

Plant and Duck - then get to the Top mark and Look for B-7

After eating lunch and staring at the scores from the morning races, we knew that the regatta win was within our reach if we sailed smart. I am an Analyst by trade so working out the number combinations in my head was second nature, but being able to visualize our strategy for the afternoon's races had me worried.

We had 14 points going into the last race of day two and we were throwing out a 4th place. Team B-7 (Joe Kutschenreuter, Randy Schmidt and Katie Porter) had 22 points and had two 8th place finishes. Team A-14 (Paul Reilly and Aaron Mann) had 31 points and was throwing out a 15th. So if team B-7, won the next two races they would have 16 points, and or if team A-14 won the next two races they would have 18 points. So to put it simply if we win the race, we win the regatta. However, if we beat both B-7 and A-14 in the race and got 8th or better we could also win the regatta due to B-7 currently throwing out a 8th place.

As we went out to the race course the wind was still playing lots of tricks on our eyes so we decided to switch back to big sail (I-1). We thought this would help us through any possible lulls, and it is an easier sail to get up to full speed after tacks... (Yes, we anticipated tacking on and getting tacked on a few times in this race).

At the start we did not really pay much attention to where we were on the starting line except that we wanted to be between both boats off the start and somewhere in the middle of the line. We got off to a decent start but a slight starboard shift came through that took half the fleet on top of us and we knew we had some work to do to get to 8th place. We sailed what seemed like forever on starboard, before we got rolled by A-136. However, we hung on because A-14 was still below us, and B-7 had not been able to climb over the top of us even though they were about 15 boat lengths to windward of us. If we were

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close at the top mark, we were pretty confident that we could position ourselves on the downwind to sit on either of their breeze.

Bre and Anne were both excellent college sailors, as they sailed in a National Championship every year they were on the Madison and Minnesota sailing teams. This really helps because before the race we talked about tactics and we all knew that when A-14 tacked on to port that our plan was to tack on them to force them back to the left in bad breeze if we had the chance. Therefore, when A-14 tacked on to port, the ladies had already started to move before I said that we were tacking.

E-1, ILYA Commodore-Mark Prange, was about a boat length to windward and about half a boat length back, so when we tacked, we had to duck him hard. When A-14 saw us tack, they went into point mode immediately to stay on our hip about half a boat length behind us. However, when they went into point mode they didn't see E-1 on starboard that we just ducked and now had no chance of clearing. They had to do a last second SLAM tack to avoid a collision and were now trapped in bad breeze.

Our excitement was short lived however, less than 10 boat lengths latter we were pounded on by B-7. This was expected and we tacked away in clean breeze onto starboard. As soon as we tacked back on to port, B-7 tacked back on to starboard and tacked on our face again. OK so guess we had a battle on our hands.... A-14 was still trapped so we tacked out and got clean breeze again. B-7, a former X-boat champion and UW Madison college sailor, obviously knew what it took to win a regatta and came back and tacked on our bow once again. So again we cleared our breeze but this time only by about three boat lengths because we now very close to the port lay line. B-7 came back one more time to tack on our bow but this time we were a little faster out of our tack and were ready for their cover.

As they approached, we went into a hard foot, to build boat speed and made them tack just a little faster than they probably wanted. This allowed us to then go into a hard pinch and we did our best to hang on their hip. Then after a minute or so, a starboard boat forced B-7 to duck them and we stayed into our hard pinch. Now this wasn't the fastest move but going a little higher and slower allowed us to get clean breeze after the starboard boat cleared, and we were able to follow B-7 to the windward mark.

We rounded the windward mark in about 25th place with B-7 in 20th and A-14 in about 35th. On the next downwind, we stayed as close as possible to B-7 trying to return the favor they showed us on the up wind. We were able to catch about 10 boats on the downwind and split from them at the last second by choosing the starboard gate and set off on our own upwind beat.

During the next upwind we really hiked harder than I think we had all in the last two days. We knew that we had an opportunity win the regatta if we could catch another eight boats. However, for as hard as the ladies hiked, we didn't catch any boats, but we did stay in front of B-7, and A-14 had not been able to gain any ground on either of the last

two legs.

We were now still in about 15th place with B-7 in about 18th. This time it was their turn to stay on our breeze. However, the breeze was now way up and they were not about to get close enough to directly affect our breeze. We were able to catch about two boats on the down wind and were now only a couple of boats away from our goal of 8th place.

Most of the leaders rounded the starboard gate and we followed suit. B-7 headed to port gate at the last second and we tacked to cover them in what was a fantastic drag race to the corner. After four or five minutes of sailing on port, the only boat that was anywhere near us was David Porter, who rounded the windward mark in the top 5. When they only crossed us by a few boat lengths, I knew we had the boat dialed in and were had the boat moving fast.

Now it was decision time, a 10-degree shift hit us right on the face. If we stayed with B-7 we had no chance to getting to 8th place in this race. If we left them we were not guaranteed to beat them and they were showing no indication of tacking. So we leveraged our position and took a chance to win the regatta by splitting.

After we tacked, not a word was spoken on the boat. The vang and cunningham were block to block, the tracks were dropped, the ladies were hiking hard, and the mainsheet was moving in and out as much as needed to keep the boat flat. Unfortunately, for David Porter, he tacked just a little too soon and the shift never fell down to him. After about a minute on starboard, he was now in our window along with most of the fleet. The other boats that rounded right in front of us at the leeward mark had taken off to the left side of the course so this shift was not doing them any good.

As we got closer to the finish it was clear the top 4 boats were way out in front and were sailing their own race. However, 5th wasn't completely out of reach and we were stretching to cross V-45. We were just able to cross them and then tacked a few boat lengths latter. We followed them for about 30 seconds to the starboard lay line and tacked right underneath them in a leebow position. We cross the finish line in 5th place and I knew we had won the regatta!

Final story - A Race with Dad

Tim Krech - M20

Maxinkuckee Fall Regatta

Day One

Submitted by Matt Prange E-111

Greetings from the C-boat fleet at the Maxinkuckee Fall Regatta. Writing to you from the Edgewater Bar here in beautiful Culver, IN.

Day 1 was met with calm winds and beautiful summerlike day. The only racing to speak of was 1 leg commencing at around 4 pm in the afternoon. E-111 port tacked the fleet, but it was LF-1 first around the mark before racing was called due to lack of breeze. Actually, the racing was probably the least eventful thing about the day.

Other happenings were as follows:

The Cedar, IN boats explored the Edgewater's Bar facilities to the max... Pun intended. Copious amounts of beverages lead to an eventful night, and a lunch line purging the next day. The largest registered boat in Indiana was conquered when Matt Parker and Matt Prange scaled the hull with the mental tenacity of Sly Stallone in Cliff Hanger. With the lack of wind, the youthful crowd made use of the high dive and the spring board (liability waivers signed by all skippers) to the tune of cannonballs, dives, and the ever present back flop and / or belly flop.

The evening ride to Haus Benedict was mostly uneventful, except for the fact that the navigator gave up hope as the entourage was passing the house. It must have been intuition of the sleeping family inside that the SUV continuously circling the block must have been c-boaters

The above was written while taking pre-packaged shots by sailors from CL-15, E-111, D-29, and CL-2.

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National C Scow Sailing Association

Upcoming C-Scow Schedule

<u>Date</u>	<u>Regatta/Event</u>	<u>Yacht Club</u>
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)