



The Newsletter of the Sailing Club of Washington



October 2017

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MEET THE NEWEST ADDITION TO THE SCOW FLEET – LIONS PAW.

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Commodore's Log

Ahoy, mates!

One of the joys of being a SCOW tutor/trainer and skipper is the prospect of changing the trajectory of someone's life. I've witnessed students starting at our basic sailing course progress through the cruiser sailing course, and then proceed on to bareboat charters all over the world. I've seen students from our basic sailing course become winning racing skippers within a very short period of time. While a developing sailor's success is primarily a function of his or her own drive and determination, I still like to think I helped influence that outcome if they've spent any time sailing with me.

Teaching the basic sailing class has been a rewarding experience over the past two years for me. Most of the students are brand new to sailing. In fact, I recall that maybe one or two from the most recent class had been on a sailboat previously while the rest were stepping onto a sailboat for the very first time in their lives during the



Joe Leoncio – firmly in control

first class on the water. Initially, they fumble with the easy skills that are second-nature for seasoned sailors, i.e. points of sail, ballast, and knots. Eventually they learn well enough to demonstrate proficiency and to even teach their crewmates.

The most rewarding part is when I teach a concept, and then subsequently see my students successfully teach that concept to others. It's a profound moment to realize that the skills transfer and their application bears a promise of perpetuity - that when I'm gone, the skippers that I train will apply these skills for their own benefit and the benefit of others as I have done for them. It might later impact someone's friend, child, or grandchild. It might lead to that initial spark that ignites a lifelong passion for sailing in someone who I might never meet.

As we move into next year's sailing season, please consider giving your time to SCOW's tutoring or training program. Our training program positions us to better our community, our families, ourselves, and each other with an immeasurable future value. Russell Crowe's character Maximus sums it very well in the movie *Gladiator*, "What we do in life echoes in eternity."

Cheers!

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SCOW Cruiser Fleet Welcomes Lions Paw and Bids Adieu to Skirmish.

By John Kauffman, Chair of Boat Assets Committee

SCOW purchased, with glee, a new cruiser, *Lions Paw* on August 31st. And, with tears, sold *Skirmish* on Sept 14th. *Lions Paw* is a 2003 Catalina 250, the same model and era as *Hiatus*. The total price was about \$13,000, which included the buying price plus a long list of improvements, repairs and equipment that brings her to SCOW standards of safety and convenience. The funds were from the Boat Asset Fund, which receives about 6% of the club's revenue each year. Purchases are suggested by the Boat Asset Committee (BAC) and then approved by our board.

Several features of *Lions Paw* stand out. Like *Hiatus*, she has a head and galley. She also has an insect-proof tent to go over the pop-up hatch while in port; but as of now, she does not have a bimini. Skippers have available a GPS display which also indicates depth and VMG. Her roller furling headsail is larger than *Hiatus'* at 150% vs. 130%. The engine is 8 hp compared to *Hiatus* at 10 hp, but still with electrical start and automatic battery charging. LP's electrical system is simpler in having only one battery, but it can easily be charged by shore power when needed. Overall, these two boats are essentially the same.

When purchased, we knew there were about a dozen tasks to be completed before commissioning. These ranged from rework of electrical systems to swapping engines, registering her, and giving her a three-part scrub and detailing. The BAC contacted all members who, in 2016 or 2017, took cruiser classes or checked out as cruiser skippers. About 15 of them took responsibilities for tasks, recruited teams, did research, and finished the tasks. The club as a whole can be proud of this group. In a frenzy of effort and enthusiasm all work was

completed in just 4 weeks so LP could be commissioned on Sept 28th and be available for wonderful autumn sailing on the Potomac.

A big thanks to all who helped SCOW adopt *Lions Paw* into our fleet.

A Few Things about the Flying Scot

By John Rogers, Chairperson of the SCOW Training and Skipper Certification Committee

One function of the TSCC is to help ensure that skippers have the necessary information to be safe on the water. This is generally done through the sailing classes and Rub-off-the-Rust days in the spring. We teach general procedures that are useful and rely on skippers to use their judgment to adapt those procedures in specific situations. Keeping everyone up-to-date is made more difficult when we change the recommended procedures over time. This article discusses a few items that have changed over time as well as considerations on what to do in emergency situations. Although we try to teach one primary approach to a problem, there are many different approaches that may be relevant depending on the situation and we can always learn new tricks. So, if you have comments or questions on the discussion below, or another point of view, please send me an email:

numericalchemist@starpower.net.

Reefing on the Water

If you need to reef on the water, I suggest dropping the main sail, sailing using just the jib while reefing the main, turning into the wind, quickly raising the reefed main, and sailing off. You may need to quickly tack or jibe while sailing with just the jib. You will not be able to sail upwind.

Anchoring!

So, you probably haven't anchored recently (or ever)? Whether you are stopping for lunch or dealing with a thunderstorm, knowing how to anchor is important. So, let's review a few important points:

- 1) If you are planning to anchor or think there may be a storm coming in, get the anchor ready to deploy before leaving the dock. It is harder to get the anchor ready on the water.
- 2) In the past, we taught students to pass the end of the anchor line through the bow eye and tie it to the base of the mast. **NO!** People at the Flying Scot factory say that the base of the mast is not very strong, so, **Don't Do That!**

The front end of the lifting bridle is attached to a bolt that goes through the wooden stanchion below the mast step (I call this the bridle bolt). If the bridle bolt is strong enough to lift the boat, it is strong enough to attach the anchor to. So, pass the anchor line through the bow eye and tie it to the bridle bolt (a bowline knot will do).



Figure 1. Anchor line coming from the bow eye is tied around the bridle bolt using a bowline.

- 3) If you need to reduce scope, pull the anchor line from a position within the cockpit and, once again, tie it off to the bridle bolt (without untying the end of the bowline at the end of the line).
- 4) When it comes time to anchor, head up into the wind to lose speed, lower the anchor over the side forward of the shroud, making sure it will pull from the bow eye (i.e., the anchor rode should be under the jib sheets), and let the boat blow downwind to hang off the anchor... OOPS! The boat wants to sail off! So after dropping the anchor, raise the centerboard and drop the sails. The boat will still swing around somewhat.
- 5) Anchoring takes some time, even if the anchor is ready to deploy.

What to do if you expect a thunderstorm with 50 MPH winds?

We don't really teach this (we teach watch the weather and get to a safe place before a storm hits), but you know, the best-laid plans ... I have been thinking about this, so, based on anecdotal comments from various sources, consider the following:

- 1) Everyone puts on a life jacket.
- 2) If you have time to anchor and are in a good place to anchor (not in the channel), Great! Otherwise,
- 3) Lower the sails fast and stow them or tie them down. The fastest way to get the main out of the way is to remove the gooseneck from the boom and shove the boom (with the main sail attached) under the foredeck and in the floor of the cockpit. Tie down the jib so it does not catch wind.
- 4) If you have gotten this far without blowing over, keep low in the boat, head downwind, raise the centerboard, and hope for the best.
- 5) Raise the centerboard. Raising the centerboard and heading downwind helps avoid capsize in situations where capsize is otherwise unavoidable.
- 6) If the boat capsizes, stay with the boat. It will probably turtle and you will need help to get it righted.



Figure 2. Fitting on the gooseneck that allows you to remove the boom. Pull out on the button below the gooseneck and slide the gooseneck up.

Capsize Recovery

Ok, so the boat goes over - what now? Many have taken the capsize course and seen how easy the Flying Scot is to right. Thom and Stuart do a great job teaching the course. The following are some caveats for when things get difficult:

- 1) If the centerboard is up when the boat goes over the, the boat will quickly turtle; you may not have time to get to the masthead to support the mast in order to avoid a turtle.
 LESSON: if it is windy enough that you might capsize, make sure the centerboard is down, even when going downwind. OK, the racers may not want to follow this advice; hopefully the water is not too cold. Yes, I know this is different than I said above, but different situations require different solutions. Lowering the centerboard helps assure that the boat can be righted if it capsizes on any point-of-sail.
- 2) If there are four people in the boat, one can go to the masthead to support the mast and turn the boat into the wind, one can go the bow to help point the boat into the wind and act as sea anchor, one can hang off the centerboard ready to right the boat, and one can hang onto the cockpit seat ready to roll into the boat and balance the boat when it comes up. But, what if there are only two people in the boat? Here is my suggestion: a) one goes to the mast head; b) one goes to the bow painter; c) they turn the boat to point into the wind; d) the person at the bow painter goes to hang off the centerboard; e) the person at the masthead goes to the bow painter while the person on the centerboard keeps the boat from turtling; f) the person at the centerboard rights the boat as the person at the bow acts as a sea anchor.
- 3) By the way, when righting the boat, pull on the end of the centerboard. At some point, the land class slides incorrectly said to stand or pull on the base of the centerboard. If you still remember that rule, over-write your memory.

What if the boat turtles?

If the boat turtles, the centerboard will fall into the centerboard trunk making it essentially impossible to right without help. Hopefully the rescuers will know what needs to be done. In any case, it is helpful to understand a few things:

To right the boat pass a line from the rescue boat over the upside down hull and attach it to the boat. It might be attached to the base of the shroud or to the jib sheet cleat (I am not clear on which is better). Pulling perpendicular to the hull will pull the mast out of the mud (if it got stuck) and right the boat. If possible, a crew can get into the boat as it comes up. Drop and secure the sails and bail, if possible (if the water is above the top of the centerboard trunk, bailing will not help, water will come back in through the trunk).

The boat can be towed, even if it has water in it. Option one: attach a line to the bow eye and pull. Option two: use a Rescue Bridle (<https://flyingscot.com/wp-content/uploads/2017/04/RescueBridle.pdf>) to pull from below the bow. In either case: 1) have one or two crew in the back of the boat to keep the bow up; 2) one crew needs to steer to keep the Flying Scot behind the towing boat; and 3) the tow boat should take wide turns and slow down slowly. When starting to move forward, open the transom inspection port to drain water. Before slowing down, close the transom inspection port. You might like this video of DCSail using the Rescue Bridle:

<https://vimeo.com/11979591>.

Have you noticed the transom inspection port?

Figure 3. Transom inspection port on Elisse.



2017 Leukemia Cup Regatta Fundraising Sails Past Goal

By Nancy Brown

Wow! The Leukemia Cup Regatta fundraising goal for this year was set at \$185,000 but the regatta sailed right past that to raise over \$215,000! SCOW teams led the way by raising over half of that money for the Leukemia &

Lymphoma Society. SCOW's Team Tartan is not only the top fundraiser in the DC regatta, but also one of the top in the nation, raising an astounding total of over \$105,000! Team Tartan includes Chris McGraw, Gary McGraw, Esther McGraw, and Amy Barley, along with fundraising help from Gary McGraw, Sr., Faith Rodell, Anna Sheinberg, Jamie Russo and Chris von Guggenberg. At 5th place in the DC fundraising was Pied Pirates - Nancy Brown, Barbara Thacker, Chris Tindal, and Maggie Kruesi - raising \$7500. Placing for the first time this year was Jeanette – Richard Kaiser and Bernadette Yu – with over \$1,100 to take the 10th place in DC fundraising.

Raffle ticket sales are part of the fundraising efforts, and the drawing for the trip for 2 to an Antigua resort was held on Sept. 27th. Unfortunately, SCOW teams did not sell the winning ticket this year, but the lucky winner was one happy lady when called immediately after the drawing. All money from the raffle and donations goes to support new research to cure blood cancer and for on-going support of patients. In recent years, successful leukemia drugs have been tested on other cancers and are improving outcomes for those cancer patients, too.

So thanks to all SCOW members who made a donation or bought a raffle ticket – YOU made the regatta a success in the fight against leukemia and lymphoma!



Team Tartan – top DC fundraiser and one of the tops in the US! (Photo courtesy Jamie Russo)



Team Tartan – top DC fundraiser and one of the tops in the US! (Photo courtesy Jamie Russo)

Halloween Party: October 21st from 6PM to 10PM

By Julie Pixler, SCOW Social Director

The Sailing Club of Washington is having a Halloween Party on **Saturday October 21st from 6PM to 10PM at The Eagles in Old Town Alexandria on Cameron Street.**

It is a costume party, but everyone is welcome to come as you are, and join your fellow SCOW sailors for a fun evening of dancing to great music under a large disco ball!

It is also a potluck, and we are asking partygoers to bring a side dish, or a spooky themed dessert, to add to the spooky buffet. We will be having a costume contest, pumpkin cutting and decorating, and other fun surprises are in store for everyone to enjoy.

I have heard from SCOW members from years ago that SCOW used to have an annual Halloween party, and so I am bringing it back this year. So, get creative, start thinking of a costume and join us in Old Town at The Eagles ballroom located at: 1015 Cameron St, Alexandria, VA 22314 from 6PM to 10PM Saturday October 21st.

If you would like to volunteer to decorate the space before the party during the day, please email me at: social@scow.org.

Hail & Farewell: November 18th, 2017 from 7 PM to Midnight

By Julie Pixler, SCOW Social Director

The Sailing Club of Washington will hold the annual formal event **Hail & Farewell** this year at Fort McNair on November 18th, 2017.

Hail & Farewell for SCOW is a festive evening that the club holds every year to honor the exemplary service and hard work of our 2017 club volunteers. To the newcomers, our club has been around for 50 years now, and it is because of its members who train, teach racing, coordinate maintenance, bring food, clean PFDs, work on the boats, skipper boats for social sail, work as dock masters, bring boats out of the water, and offer support to the board members for a variety of tasks year around.

This is a night to celebrate our 2017 season together as we welcome new members, and give big thanks to those who have lent their time and efforts to making it a vibrant club!

It will be held at Ft. McNair in Washington DC, which is a military base. Because of that, in order to be admitted **promptly** into the event that evening, guests must either fill out the background vetting forms before the event and email it back to me at: social@scow.org or if you have a military ID that will get you onto the base quickly.

If you choose to not fill out the forms prior to the event, you will have to allow the gate officers to do a quick background check before you are able to drive on to the Officer's Club where our event will be held. There is free and ample parking outside of The Officer's club on the base.

I highly recommend that you print out the vetting forms attached to the reservation online at SCOW.org, sign them and either hand deliver to me, or email me the forms to social@scow.org. You can bring them to the Halloween Party if you like and give them to me in person or at our Membership Meeting coming up on Monday October 23rd, 2017 from 6:30 – 8:30PM.

Key details to keep in mind for Hail & Farewell 2017 are:

1. Tickets are \$50.00 for SCOW Members & Guests
2. The registration deadline to purchase tickets is November 13th
3. The deadline to fill out the vetting security forms is Friday November 3rd.
4. All other forms will be given to the gate officers the night of the event.
5. If you prefer a vegetarian entrée, email social@scow.org
6. If you have dietary restrictions, email social@scow.org
7. There will be a sit down dinner with cake, a champagne toast, dancing, and awards will be presented to our super volunteers for 2017.

Please join us for a memorable night on November 18th, 2017.

*If you would like to volunteer to help set up 1 hour before the event on November 18th or if you are able to be at the check in desk for the first hour, email Julie Pixler at social@scow.org.

See you there!



The Fort McNair Officers Club venue.



Dick Vida (right) congratulates Mike Hooban for his service as Treasurer for SCOW.

SCOW Racing Program

By Dave Beckett, SCOW Racing Director

The SCOW 2017 racing season is in the books. It was a fun year hallmarked by great attitudes and fun close racing despite the light winds and massive hydrilla impact. Special thanks to Ronnie Lewis and Scott McConnell for their outstanding work on Race Committee throughout the year and to Dick Kerr, our Wednesday Night Race Coordinator and weatherman. Thanks also to the many people who came out and helped with Race Committee. Lastly, thanks to the racing skippers and crews who have helped set a new standard for sportsmanship and competition on the Potomac.

Fall Series Championship Regatta

The SCOW fall finale took place on beautiful cool 1 Oct. True to form, after 25+ kt winds on Saturday, we had just enough wind to get it done on Sunday. PRO Ronnie Lewis and his Race Committee (Scott McConnell-Coxswain, Fiona Jungi-Timer, and Wayne K. Williams-Signals) did a great job of setting up a course under really sketchy conditions that could, at best, be described as "light and variable." Light meaning anywhere from zero to 5 kt and variable meaning wind coming from anywhere in a 180 degree arc. The first race, intended to be a W-1 with the wind from the north, ended up turning into a "windward-windward." The key to winning a series or regatta is consistency, but on this day, consistency was hard to come by. The wind was up and down and so were the scores. Chip Lubsen took a bullet in the first race, followed closely by Baris Ornarli and got off to a good start in the next race, but ended up dropping down to 6th and 6th in the next two races. Bhaskar Purkayastha, finished 7th in the first race but came back to take second in the next race. Between races, the wind died and then "filled in" if you can really call it that, from the south. In the interest of getting the races off, it was decided that it would be better to just have a downwind start rather than spending the time to reset the course and risk losing the wind, so we had a couple of unusual downwind starts with upwind finishes. After finishing a distant 3rd in the first race and trailing early in race 2, Triple B (Dave Beckett and Justin Orr) took back to back bullets to finish 1st overall. Baris Ornarli and Jonathan Weller (Selkie) sailed consistently well scoring 2-3-3 and finished second overall. Chip and Laurie Lubsen and Mike Schwartz (Elisse) beat Dick Kerr and Dana Howe (Sunset Song) in the tie breaker to finish third place overall. As was the case all year, the racers and Race Committee maintained a fantastic attitude in the face of very challenging environmental conditions. The racing was spirited and clean and it was a good close out of the 2017 season. [Fall Series Championship Final Results](#)



Race Committee: Ronnie, Scott, Wayne, Fiona



Crowded mark rounding. Chip Lubsen (Elisse) rounds ahead as three boats approach.



Shortly afterward, Triple B rounds with Suzie Q, Green Hornet, and Caroline close astern.



Race 1: Chip Lubsen (Elisse) finishes first, followed by Baris Ornarli (Selkie) in second.



Race 2: Prestart maneuvering in super slow-mo.



Race 3 Prestart: Baris and Jonathan pass by to starboard.



Race 3 Prestart: Dick Kerr and Dana Howe (Sunset Song) pass by to starboard.



Race 3 Start: downwind start with spinnakers flying just after the gun. A funny and fitting way to end an environmentally challenging sailing season.

2017 Leukemia Cup Regatta

The National Capital Area Leukemia Cup Regatta was held on 9 Sep. A ton of money was raised for a great cause and there was a bit of racing too. Gary Jobson, America's Cup sailor, commentator, and survivor, spoke at the after party, which was a real treat.

Congratulations to the following SCOW skippers who had podium finishes.

PHRF Non Spinnaker A Fleet:	Henry Cheng	Second Place
PHRF Corinthian Fleet:	Jay Weitzel	Second Place
Flying Scot:	Chip Lubsen	First Place
Flying Scot:	Mike Hooban	Second Place

2017 Presidents Cup Regatta

Usually the best one design regatta of the year inside the Beltway, this year's Presidents Cup was a disappointment. All races were cancelled on Saturday and the wind was so light on Sunday that the Race Committee was able to run only two races on a short windward-leeward course. A couple Flying Scots came over from Selby Bay. The slow motion racing was tight with four Scots alongside heading to the leeward mark at one point. Steve Young on Mayhem, had two great starts and won the first race and finished second in the last. Dave Beckett and Mustafa Jamal overcame a couple mediocre starts and hitting the windward mark in the first race to take a second and then a bullet in the last race and finished in first place overall after the tie breaker over Mayhem. Joe Warren, Esther Massey, and Andrew Price, hung in close and finished third in the last race and

won the tie breaker over John Graham and Becky Cole to take third place overall. Results here: http://www.regattanetwork.com/event/14962#_home.



Mayhem beats Triple B at the start of Race 1.



Race 1. This is what it looks like right before you have to do a penalty turn for hitting the windward mark.



Race 2. Mayhem leads all boats to the line at the start of Race 2 and jumps out to a big early lead.



Race 2. Five boats alongside heading downwind. John Graham and Becky Cole fighting for the lead. Mayhem is to the left outside the camera's view.



Race 2. Mustafa completes the jibe as Triple B makes a move, rolls over Mayhem and takes the lead.

2017 Cantina Cup Regatta, 23 September

Baris Ornarli and crew, Dario Tadic, and Fatih Orhan, took second place overall in the 2017 Cantina Cup Regatta, which may be that last Cantina Cup for the near future as The Wharf construction expands. Baris was the only SCOW entry and he made sure no DC SAIL boats finished ahead of SCOW. Steve "Mayhem" Young, from Fleet 42, struck to take first place.



Baris Ornarli raises the dark and stormy cup of victory.

Flying Scot Results

1st Place - Steve Young	6 points
2nd Place - Baris Ornarli	13 points
3rd Place - Patrick Rottman	20 points
4th Place - John VieBrock	21 points

Flying Scot Atlantic Coast Championships (ACC) - Fishing Bay Yacht Club - Deltaville, VA



Thirty Flying Scots showed up for the 2017 Flying Scot ACC. Ethan and I entered with hopes of finishing in the top ten. I dealt a serious blow to that possibility by being over the line early in the first race. We knew we were over and the individual recall signal went up so we went back and restarted. The Race Committee didn't not acknowledge us and the "X" flag was still flying, so out of an abundance of caution, we crossed for a third time and the "X" flag remained. Somebody, not us, was going to get an OCS in Race 1. So off we went in dead last place and stayed that way for a long time. We picked off a few boats on the upwind finish to finish 22. We brushed it off and went into the second race looking for a great start and mistake free race to get back in it. I told Ethan we needed some of the leaders to be over early this time. We had a great start and a bunch of hotshots were over early. Unfortunately, too many of them were early and the general recall signal went out. We did it all over again and didn't have as much speed or clear air as we needed and we seemed to drop back into bottom of the fleet. ACC Results: http://www.regattanetwork.com/event/14962#_home.



All these boats to windward were over the line early, which drew a general recall and negated our nice start. It felt good for a few seconds anyway.

This was more disconcerting than what happened in the first race because we were now getting crushed not only by the elite of the Flying Scot Class but also by a bunch of guys we had already beaten in regattas this year. We picked off a few boats again on the last leg and finished 22 for Race 2.



2017 Flying Scot Atlantic Coast Champions, Dave Neff and Jason Hair onboard "Scratch," to port during the prestart in Race 3. That's about as close as we got to them all weekend.

In Race 3, we managed to start ok and were up among enough boats to make it interesting. We had near perfect execution on our spinnaker work and at mark roundings were able to overtake people. But we couldn't point well all weekend and still have no idea what the problem is. Whatever the problem is, it's significant enough that other skippers noticed and commented afterwards. Maybe I just can't point in odd numbered months; seemed

ok in Aug. We finished 17 in Race 3, a big improvement, but still not in the top half and out of the running for attaining any of our initial goals. We went into Day 2 just wanting to do better to shake off whatever had a hold of us on Saturday. After the misfires on the starts on Day 1, the Race Committee (RC) used the "I" flag as the prep flag, which means if you are over the line or its extensions in the last minute of the start sequence, you must round one of the marks at the ends of the line to restart. That's a significant penalty in a big fleet. We were cautious, but still aggressive at the start out of necessity. We had a really nice start in Race 4, but again a lot of boats were not respecting the line and were over early, prompting a general recall. This happened twice before we got a legitimate start. In a big fleet, that is the most stressful time of the race and it's mentally taxing to have to do it twice in a row without reaping the benefits of a good start. Since the "I" flag wasn't scaring enough people, the RC brought out some weapons. I was in uncharted territory now. I expected to see the "Z" flag (20% scoring penalty) or Black flag (disqualification) as the preparatory signal. What we got was the "Z" flag on top with the "I" flag under it at the prep signal. The best I could figure, that meant you got nailed with the 20% scoring penalty, plus you had to round one of the ends of the line if you were anywhere in the triangle on the course side formed by the RC Boat, pin, and windward marks. That would be real crusher. Somebody was over early and got the 20% mark down. Those were the starting parameters for the rest of the regatta.

Unfortunately, I didn't get to recharge the GoPro battery for Day 2 so I don't have any cool photos of the RC flags or some of the really hairy situations we got into. After two good starts that didn't count in Race 4, on the one that counted, we got jammed up at the pin end and had to settle for an ok start, but were up in the middle part of the fleet with a lot of action so it was a fun race and we finished 15. In the last race, started under "Z/I" flags, we found ourselves in a complete debacle once again at the pin end on starboard tack, having run out of room and in a crowd of other boats in trouble as well. I jibed out and then came back across behind the fleet heading toward the RC boat on port tack. You want to be in the front row. I think I put us in our own row #4 and I had that sinking feeling of blowing the last race as we passed painfully through all the bad air of the entire fleet, still too deep in the box. But at last we were able to pop out on the opposite end of the line right near the RC boat. We were a little slow but in the clearest air we had seen at the start all weekend. We headed out to the right and got on top of a lot of boats. It was refreshing to be in the middle of the action and we rounded the windward mark around mid-fleet. We battled a bunch of boats all the way around and finished 14. Ironically, after bad races in which we outfoxed boats on the last leg all weekend, we actually lost two boats on the last leg of the last race, because we tacked for the finish line too early and let them slip by. It was a good weekend despite our disappointing performance on the first day. We did better on the second day and felt like we were just getting on the upswing and then it was over.



Heavy traffic in the prestart. Heading toward the RC boat on port tack looking for a spot on the line.



Off on starboard tack after the gun in Race 3.



Ducking a starboard tacker in Race 3. At least we were close enough to have to duck someone.



It's our strongly held opinion that it's highly preferable to view spinnakers while looking upwind rather than this view...they look much prettier when they are behind you.



Finally reeling some people in.



Intense and exciting moment on Day 1 at the finish. We are coming in fast from the right on starboard, attempting to beat two port tackers to the finish line at the pin, which is the yellow buoy that can barely be seen under our boom, beyond the blue boat. We forced them to tack and beat at least one of them, but never found out if we beat the blue boat.



Fishing Bay Yacht Club piers on the Jackson Creek side.



Cruisers anchored in Jackson Creek on the north side of FBYC.



What could it be now?



To the rescue! Well, a valiant effort anyway.

