

The Windward Sheet, volume 2016, number 7, 30 June 2016

We start this newsletter with a quote from the editor of Scuttlebutt, which is the national sailing newsletter which covers all kinds of sailing events all over the world, and is a forum for looking at how races are won and race programs are developed.

"Comment: Offshore racing is fundamentally an adventure which requires a suitable boat and prepared crew. Satisfaction comes from overcoming the obstacles faced. It's a testament to our sport that, while our society has changed over the years, people continue to take on this adventure. - Craig Leweck, Scuttlebutt"

Final 2016 Spring Series race

For this week's final Spring Series race, we all worked against the obstacle of a distinct lack of wind. JaM started first on a short triangle which was set against a horrendous looking forecast, which had remained stubbornly stable for almost 24 hours prior to the race, of a quickly dying breeze a bit after 7PM.

The starting area was full of fishermen, who staked out that acreage as their own private salmon preserve. After they saw how many sailboats were pouring into the area, most moved on but some remained as interesting obstacles prior to the start while others vocally indicated their claims of ownership for their favored fishing spots.

JaM went first, and many boats started either at the boat end or the pin end. Ken Z again set a lovely long line and boy, did we need it last night. Unusually for JaM, three boats were over early at the boat end of the line simply because they were unable to turn away from the line to run down it due to a lack of steerage. The winners of the start were actually a bit late, but did not have to try and change course to head down the line given the combination of super-light air and a giant crowd of boats taking what little breeze was available. But if you thought things were bad at the RC boat end, you didn't see the pin end.

The pin end was a complete disaster, with boats literally thick as flies. All those boats blanketed each other and it seemed like they were stuck together with glue. A few of the fastest rated boats in each section finally broke through, so that Carrera and Gordon Dill's Silver Arrow from the boat end got on their way in JaM, with Gordon doing an excellent recovery after being over early to begin slowly reeling in Carrera. In Spinn, Zot popped out of the start and sailed alongside Gordon, with Distraction on the Northerly side of Gordon as well. The Farr 395s, Welly and Imagine, were toward the center. The stand out winner of the early part of the first leg was Patrick Nelson's light air rocket ship Captain Blood,

showing tremendous speed on the Southerly route to the mark, and steaming by Carrera, the lead JaM boat, even though Patrick started 5 minutes behind--which is an eternity in these super light conditions. Imagine took off after Patrick and also began to move fairly well.

After all this excitement, the wind did exactly as expected and got lighter and flukier as the first hour of the race continued. At times, two boats headed in the same direction were on different tacks. Spinn boats were wearing their 1/2 oz spinnakers. Jibs were slatting aimlessly. Distraction tried taking down their jib altogether, but it didn't seem to help. One by one the boats caught at the start dropped out. One standout in JaM was the S2 7.9 Little Beauty, who was way back there but found a great strip of wind and eventually overhauled the much faster rated Silver Arrow in the second hour of the race.

But alas, it was all for naught. Even though Ken Zimmerman had wisely shortened the course, only a few boats made the first mark and the time limit expired.

It is unusual for us to miss so many races in a season, with Spinn getting in five out of eight and JaM just four. But we participate in a sport where we are pitted against the elements--and this is a part of the essential appeal, as Craig Leweck noted in the quote above.

There is some good news on this event, in that we had a record turn-out of boats on this perfectly lovely evening without wind. We welcome Ken Stanisz and his daughter back on Velatura for the first time this year, the new W GP26 Sportboat as well, and a stealth entry from a new Jammer that we as of now don't know too much about.

Spring Series Final Standings

We had more boats signed up and racing in this series than in any set of races on record since we began using the computer scoring system in 2008.

Spinn Winners are Patrick Nelson, Captain Blood, by a single point over Bill Born's Distraction, which is two points ahead of Team Wellenreiter. Cynthia is four points back in fourth with Imagine two points away in fifth and Jon Veersma's Zot four points away in sixth. This is the first time that Patrick Nelson has won a Series at SJRYC and the third time that Bill Born has won the second place honors. Congrats to both these fine sailors.

JaM Winners are Carrera, with Silver Arrow two points back in second, and Dan Emery on Fuzzy Logic winning a tie for third with Jim Grant on Infinity both just 3 points out of second place. Fifth is Kelly Kearn's Chateau one point back and sixth one more point back is Keith Sawyer in Windspirit. This is the

first flag for Dan Emery in St Joseph, and a great performance by Jim Grant in his first Series at SJRYC to tie the points scored by third-place flag winner Fuzzy Logic. Congrats to Dan for his first flag in St Joe and to Jim Grant for keeping it close.

Total points spread from first place to sixth in Spinn is 13 points, while in JaM, as is usual, it is much closer at about half the Spinn margin, at 7 points (note that JaM scores one less race than Spinn due to the Spinn-only South Haven race). Points spread matters, as this is one measure of how close the competition has been for the top six boats and the likelihood of one of the other top boats in each section overtaking the Spring Series leaders.

JaM 2016 Commodore's Cup Contestants

Eric Mallen's White Knuckles and Gary Sisson's Winsome have both opted-in to race again this year for the Commodore's Cup. Last year it was a fight to the last leg of the last race to decide the winner.

Chicago to Waukegan Race: Cynthia

Congratulations to Andy Grootendorst and the Cynthia crew for taking 2nd in Section and 2nd in Fleet in the Chicago to Waukegan race last week-end! This was a wonderful day on the water, with consistent moderate Southerly winds and a beautiful sunny day.

Update on last week's heavy weather

We reported on last week's race which was called due to bad weather, but failed to note the existence of significant lightning all around our race area. This was observed during race time visually, and was displayed on various weather radars as the lightning accompanied the storm across the lake.

Summer Series starts next Wednesday night

Until then, good luck to all our SJRYC boats racing in the Queen's Cup this week-end! If the weather prediction holds—and that is, of course, always a big if (!), it will be a fast passage.

We'll see you on the water, Ken Z. and Jim S.

The Windward Sheet follows the SJRYC sail race program and is published at irregular intervals through the season.