



COLORADO SAIL & YACHT NEWS

July 2009

the official newsletter of the



COLORADO
SAIL & YACHT CLUB

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Commodore's Corner

by Brooke Moreland, Commodore

Thank you to everyone that helped make the Junior Regatta such a success. There were 16 dinghies racing that day with 24 juniors racing. The racers had a breeze all day, the food was good and the storms stayed away. All in all the juniors got in 6 races. Supporting the junior regatta is just one of the ways the club can get young boys and girls interested in our sport.

The summer series of racing has started and it is great to see new boats out there racing. Don't want to race but want to feel apart of it contact Bob and Star Malouff and help on the race committee. Being on the race committee boat is fun and you will be right in the thick of things at the starting line, where some of the most exciting sailing takes place as 10 to 15 boats try to all cross at the same time.

Yes for the most part you could say we are a racing club, but we would like to reach out to the non-racing boating community. If you are a club member and not a racer please let the officers of the club know what you would like to do. We try to have events during the year that are not connected with racing and so far it is the same people who race that are coming to the other events. It is the hope of the board that we can expand our club to all boaters both sail and power.

Several positions on the board need replacements immediately. Dave Dawson our social chair is moving to Florida the beginning of August and we need to find someone to finish the year. This is a great position for someone that doesn't race and wants to be more active in the Club. We are also looking for a race director for next year as Joe Chinburg is now serving in his second year in that position. Assisting Joe is the best way to learn about the position so now is the time to come forward and volunteer.

Hope to see you all out on the lake soon. Sail safe.

Dinghy Racing

We need your help. Dinghy Racing on Tuesday nights needs volunteers to be race committee. The race takes place in Roxborough Cove, just around the sandbar from the north boat ramp. No boat is too small or too big to be race committee for the dingies. The club has 2 buoys in the cove to use for dinghy racing. The start sequence is a 3 minute sequence using a horn or a whistle and goes as follows:

<u>TIME TO START</u>	<u>SIGNAL</u>
3 minutes	3 long blasts
2 minutes	2 long blasts
1:30 minutes	1 long blast & 3 short blasts
1 minute	1 long blast
0:30 seconds	3 short blasts
0:20 seconds	2 short blasts
0:10 seconds	1 short blast
0:05 seconds	5 blasts – countdown to start
Start	1 long blast

So please volunteer to be race committee its fun.



2009 CALENDAR OF EVENTS

AUGUST

AUGUST 3
Monday Board Meeting

AUGUST 8
Saturday Fagawie Challenge

SEPTEMBER

SEPTEMBER 14
Monday (change of date because of Holiday) Board Meeting

SEPTEMBER 16
Wednesday Ranger Race

SEPTEMBER 20
Sunday First race of Fall series

OCTOBER

OCTOBER 5
Monday Board Meeting

OCTOBER 10 -11
Saturday – Sunday Columbus Day Regatta

OCTOBER 25
Sunday Last race of the season

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Welcome Change to Wednesday Night Scoring by Bruce Budy, Staff Commodore

Race Director Joe Chinburg has announced a change in the scoring system used for the Wednesday Night Races. The system used over the last few years has been the “Rinderle B”. What does this mean? Well, a fellow named Rinderle devised three alternative ways of scoring sailboat races, ‘A’, ‘B’ and ‘C’, and we used system ‘B’! (I’ll bet you didn’t see that coming!)

His motive was to address one of the problems with fleets racing over a period of time with a variable number of boats in each race. He felt it made sense to award a winner more points if he beat more boats in a given race. This of course makes sense. Should you get the same points for beating two boats as for beating twenty?

To do this he came up with a rather complex formula set forth in an easily used table. We had this available on the web site for all to see, but not necessarily understand.

Over the years CS&YC has used this system to replace the more common “Low Point” system. The “Low Point” is dead easy. A winner gets one point, second place two points, third three points... ok, class, how many points does last place get? It depends on how many boats are racing. In other words, the number of boats racing only matters to last place, for that is his score.

Why, after many years, have we seen fit to return to this absurdly simple “Low Point” system? Because the Rinderle B had a tendency to skew the scoring unfairly, when fleets are relatively stable, as ours have been. Let’s say two or three boats are locked in a vicious battle for first place during a series. Ten boats are entered in the series, but some only come out occasionally. “Jumper” wins one night and gets 89.6 points. “Bravo” wins the next night and gets 92.6 points. “Screamer” wins the third night and gets 95.0 points!

As the season wears on, we can imagine that these three racers may have their final score adversely, or perhaps, perversely, affected. The range shown here illustrates the difference between a six boat, eight boat and ten boat race. The night “Bravo” was third and “Jumper” won, with only six boats racing, “Bravo” gained only 55.7 points.

Later in the series, if all ten boats show up, “Bravo” might win and earn 95 points, while “Jumper” earns 74.5 for third. With one win and one third place each, “Bravo” has 150.7 and “Jumper” has 164.1.

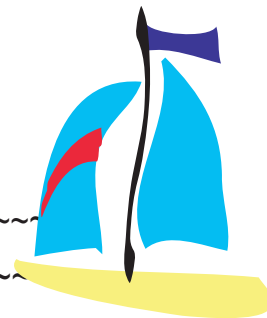
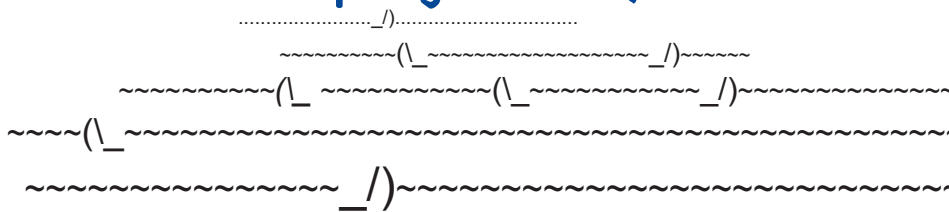
Hhhmmm, each has won one race and placed third in another, but they are separated by 13.4 points? This has come about because others in the fleet have showed up late or not at all, not because they have made the competition between these two closer.

Under the “Low Point” system, both boats would be tied with $1+3 = 4$ points each.

In other words, we have returned to a gentler, simpler time. Enjoy.



Final B Fleet Race of Spring Series , 2009



The tenth and last race of the Spring Series began with a nice, gusty breeze, 15-20 kts, as everyone maneuvered around for the pre-start trying to make wise choices with their sails, to reef or not to reef. The season had seen some rather 'variable' winds, even for Chatfield, and skippers had to anticipate anything!

As the start drew nearer, all had opted for full sail as the breeze moderated to an estimated 15 kts.

The course was posted as 3-4-5-6.

We observed the first start and noted that almost immediately after crossing the line the majority tacked to port.

We decided to avoid the delay of making that immediate tack from starboard to port and held a position short of the starting line where we could hopefully be on a port tack as we crossed the line, dipping the starboard tackers as necessary.

Ostrander, on O', managed a good start from the pin end, having been able to stall there until the horn, and almost immediately was able to tack to port ahead of the approaching fleet of starboard boats.

Our plan went more or less as hoped for. Rainbow Chaser was closing on us with its 'starboard rights', and we hailed for them to carry on and we would dip behind. They apparently realized that port was better in any case, and tacked just below us, and we crossed the line side by side.

On the port beat to the layline we discovered we were doing well, with only O' slightly ahead and Stars & Stripes closing in, both off to our port side.

We were first onto starboard heading for the mark...but a bit too early. We would in fact make it, but at the cost of pinching too much and losing speed. O', Stars & Stripes and Four Day would round just ahead of us, by a length or two.

As we reached from #3 to #4 we slowly reeled in Four Day and eased to leeward of Stars & Stripes. Evenly matched and with the same PHRF we were happy to gain inches.

O' rounded #4 first and we three in our following group rounded with not much to choose between us.

We selected a straight course to #5 with the genny poled out to port. S&S and Four Day bore off on a reach hoping to gain speed, albeit with greater distance. O' continued ahead, wing and wing, no pole.

As we approached #5, I made a major blunder. It became necessary to gybe the main briefly to the port side, in order to get up to the mark. Our crew, Rick, had been controlling the boom on the downwind run. I eased over too quickly and the wind got behind the main, throwing the boom across before he could get fully out of the way. I saw him drop out of sight, expecting to have to haul him back aboard! However, he had landed more or less safely, on the other side of Gary from my vantage point, on a winch and assorted other protrusions that were less than comforting.

Luckily, no lasting damage was done to the winch, or Rick, and we gathered things back together quickly.

At #5 we rounded just on O's transom, very close indeed, with S&S and Four Day sorting themselves out somewhere behind.

We messed up the trim a bit as we came onto the reach to #6 and O' edged ahead. We four more or less held our distances en route to #6, the breeze was continuing nicely and there was not a lot to do

except watch the trim and try to keep max speed.

We had gained a few inches on O', at #6, as we rounded and headed to the finish line.

O' bore off a bit and we headed straight to the line, noting that it would be a close thing whether we could cross at the committee boat end without tacking. Again, O' was smarter to bear off for speed, while we hoped to save a pair of tacks, albeit at the cost of again pinching.

Some skippers never learn!

He was mere length or two off our starboard bow quarter.. As the line drew nearer it was obvious he would not make it without tacking. If we were able to skooch across without tacking, we might beat him!

However, as he tacked across ahead of us, it became obvious it would require a very large "skooch" for us to cross the line without tacking too. We sailed as close to the committee boat as possible, tacked at the last moment past her stern, (close enough to note they were using #2 pencils for scoring), and luffed, slowly, agonizingly, across the line. O' made his final tack at the other end of the line, six seconds later.

It was merely a symbolic victory for us, as his 237 PHRF handily put him ahead of our 221 rating,

It was only a 30 minute race, and this rating difference would have required us to beat O' by more than thirty seconds.

In retrospect...we did about as good as we could, but he obviously did better. Pinching en route to #3 and to the finish line was not a good tactic on our part.. Meanwhile, we handily beat S&S and Four Day, with 221 and 222 ratings respectively. Obviously O' is fast and well sailed. Had we started alongside and matched tack for tack, it still does not appear we would have gained the necessary 30+ seconds lead, needed to overcome our handicap...

The series concludes with Four Day, sailed by Joe and Denise Chinburg., winning the Series overall, having won five of the ten races!

Kaija, Bruce and Diana Budy, managed to climb to second spot overall, with a single win and four second places.

O', Dave Ostrander, held on for third despite missing two races, with one win and three seconds.

Stars & Stripes, Ray Yager, had one win, one second, and scored a fourth place overall.

Tireless, Norm Affleck, had one win and one second and will be fifth overall..

Rainbow Chaser, Larry and Brooke Moreland, was a steady threat, but failed to break through into the top ranks.

Offering up the biggest surprise of the series was Manana, a new Merit 23 entry sailed by Graham Pryce. After missing the first three races, he spent the series either last or next to last, except for one brilliant race, which he won!

Mike Coulter continues to learn about his new boat, Soggy Paws, and should be a threat in the next series.

Of particular note is the fact we had six winners among eight competitors ! This underscores the amazing dominance of the Chinburgs, in Four Day, when nearly all of their competitors proved to be winners as well.

CS&YC In The Caribbean Part II

by Bruce Budy - Kaija

Our first “real” charter in the Caribbean had been with two couples we barely knew. As described in the last newsletter, we had met due to a “Latvian Connection”! Diana is Latvian and three of the four people we sat down to lunch with at that initial chance meeting, were Latvian. We had decided, upon discovering our apparent compatibility, to pursue the idea of chartering together one day.

They were “old hands”, having chartered two or three times before, and we felt comfortable letting them guide us through the planning and more or less taking charge. They had had a good experience with Footloose Charters, based in Road Town, Tortola, British Virgin Islands, and we were happy to go along with this choice. The Footloose rates are somewhat cheaper than the better known Moorings. In fact, they essentially acquire ex-Moorings boats as they complete their five year contract and give them five more years of testing under the assorted demands of skilled sailors and eager neophytes.

Prior to e-mail, this collaboration probably wouldn’t have happened. Our new friends lived in Washington, D.C., and exchanging ideas and suggestions via e-mail was instantaneous, while earlier, slower methods of communication probably would have led to the prospect gradually fading and dying.

But an enthusiastic and entertaining period of e-mailing eventually put us all together again on the dock at the Footloose operation, albeit roughly two years on.

We had a nice Beneteau 40, three cabins, three heads, not without flaws, as you might expect from a boat in charter after close to ten years, but excellent for meeting our demands. The week turned out to be up to all expectations, and more. We all got along very well, worked together nicely as a team while sailing and enjoyed each others company while “off duty”.

Of course Diana and I learned a lot during that week. The best part was discovering how well our time on Chatfield in a 24’ Yankee Seahorse had prepared us for “The Big Time”. In many ways, the Caribbean waters around the BVI are simply an oversized lake, no tides to speak of, modest currents for the most part, and navigation easily done by eye. Well, two eyes; one on the chart and the other on the surrounding area.

There are differences. Driving a 40’ foot ‘monster’ into a marina which doesn’t seem much bigger than ours at Chatfield, and backing into a slip with very expensive yachts all around and under the critical eye of the dockmaster, produces a bit more anxiety than the usual crash landing at Chatfield.

And anchoring amid a crowd of earlier arrivals, seemingly all assessing your talents and the risks you bring to the scene, is another scenario played out on a much larger scale in the BVI. And there are surprise currents which might catch a lake sailor unprepared, so a careful review of charts and close attention to advice from locals and to checkout instructions is always a very good idea.

But, we came through unscathed, and anxious to do it again! This time, we were to be the experienced ones!

In most, if not all ways, our second charter was the opposite of the first. It was the result of a conversation with an old high school pal and occurred within months, rather than years, after the initial idea came about. We had discovered a mutual enthusiasm for sailing, something unimagined during those per-historic high school days, when cars were all we thought of...(ok, we were teenagers, cars weren’t the ONLY things we thought of..)

But we had quickly agreed that it would be fun to charter a boat together. They had done it before, also in the BVI, and we knew we had shared a lot of good times in the old days. When Diana and I were in Tortola as part of our annual vacation in the US Virgin Islands, just a ferry ride away, we casually stopped in a small charter office and inquired about available boats. After learning we could get a 45’ Beneteau for well under \$2,000 for a week, in January, we made some quick phone calls and two weeks later were on the water with my high school mate and his new bride.

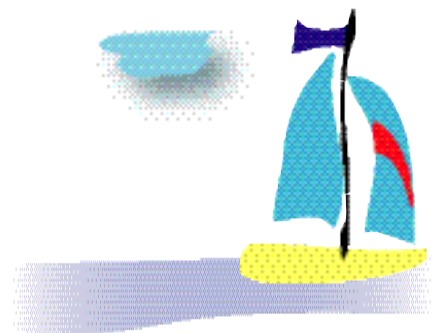
He was retired from a career as naval pilot, followed by a stint with a major airline, and had chartered previously...and “loved sailing”. In other words, he was eminently qualified to co-captain a 45’ boat. Maybe. The first sign of trouble began as we motored out of Road Town to begin the week. I suggested we get the main up, as I steered free of the channel. “The halyard is on the right”, I offered. He turned to me and declared, “Don’t give me all that sailor talk! You guys just use it to make it seem more complicated than it really is! Just tell me which rope you want pulled and leave it at that!”

HHHmmm. Not a good sign. He continued to insist throughout the week that there was no need to learn this “useless” jargon . He also either challenged or ignored plans made as we approached a docking situation. He would jump off the boat and begin to improvise with the dock lines, in the most notable instance dropping the bow line altogether. After this most crucial innovation, under the watchful eye of the adjacent boatload of Frenchmen understandably alarmed as we blew towards them, he later explained he had dropped the “rope” so as to have his hands free to stop the boat directly. Of course the wind took our boat out of reach in a moment as the abandoned line followed it through the water.

There are a list of moments like these, but suffice to say it was not an easy week. If you heard his version it would no doubt be different, and I have no idea what it might be. In the course of the week I asked how much sailing they had done on that previous week, which had led them to “love sailing”. He complained that the couple they had shared the boat with on that charter had preferred to motor, so in fact they had actually sailed for only one day.

The point of it all is that the choice of shipmates can be crucial to the success of a charter experience.

Happily, our latest combination proved to be a pleasure for all, and I will describe it next time.





Colorado Sail & Yacht Club Registration

Name _____ Spouse's Name _____
 Home Address _____
 Home Telephone _____ Work Telephone _____
 Cell Phone Number _____
 Email Address _____
 Boat Owner: *Yes/ No* Type of Boat: *Power/ Sail* Slip Number _____
 Manufacturer _____
 Model _____ Boat Name _____
 Are you interested in racing? *Yes / No*
 Sail Number _____ PHRF _____ (Please include Certificate)

Fees

_____	General Annual Family Membership	\$75.00
	Wednesday Night Racing Fees (<i>General Membership required</i>)	
_____	Spring Series (April-June)	\$45.00
_____	Summer Series (July-September)	\$45.00
_____	Full Season Discount (Both Series)	\$75.00
_____	Tuesday Night Dinghy Series (June - August)	\$30.00
_____	Crew membership	\$20.00

Total Fees: _____

Please make checks payable to: CS&YC
 Mail registration and check to: Alecia Cope
 400 South Quail Street
 Lakewood, CO 80226

If you are a new member, please go to csyc.org and fill out the Online Member Information Form.

If you are a renewing member, please go to csyc.org and login to verify your information is correct. If there are any updates required, contact the website administrator and include the new information.