

# Spindrift

Houston Sailing Association's Racing Report



## Windy Sunday Forecast? Don't "Fall Four" It

On paper, in digital form, she looked pretty good. But when we saw her in public on Sunday, Mistress Wind was a mischievous hag. Alternately seductive and spiteful, especially at mark 4 up by Sugar Camp, she doled out favors and punishment by lottery. We hate her. And adore her.

Ever tack from one header into another? Repeatedly? I guess we should be grateful it wasn't another drifter since boats were moving most of the time, but snipping, snipeing and griping might be more fun. Everyone seemed to have their moments of great joy to go along with the occasional dollop of dismay as we tried to round windward marks that seemed to have a wall built around them.

Pete and Rose solved it. It both races, they came off smelling like Roses. Capri sailors spread success around the fleet and gave all something to rightfully crow about. On the next pages we hear from winners and those close aboard to starboard.

## Race Results

### Hobies

1. Charlie Buchert

### Y-Flyers

1. Pete Peters and Rose Schultz 1 1  
2
2. Roger Henthorn/Bobbie Bode 2 2  
4
3. Charlie DeArmon/Claudia Rocklin  
4 3 7
4. Mike Stratton/Steve Albert  
3 4 7
5. Brett Hart/Callie Miller  
5 5 10

### Handicap

1. Chris Snider/Clayton Snider  
2 1 3
2. Jerry Brewster/John Hutchinson  
1 2 3
3. Diane Pierok/Ken Wright  
3 3 6
4. Dominiek Everaet  
4 4 8

# The View from the Capri

Commodore Brewster Gives Us a Full Report

## Race One

Anyone could have won the first race. Chris Snider led the first windward leg, but Jerry Brewster edged past him when he stalled at the windward mark. In the first downwind leg there was a lot of jockeying and a couple of position changes especially between Brewster and Snider, but the Ken Wright/Diane Pierock team was breathing down our necks. After the first leeward mark the Wright/Pierock team went to the inside of the course to take advantage of the stronger winds and ended up passing both Brewster and Snider.

Unfortunately, this strategy didn't work the second time around that 2<sup>nd</sup> windward mark, in a figure eight course in zone 3. This time it was advantageous to go to the outside which provided stronger winds and huge lifts to the finishing mark (#3 in zone 4) in this unusual 1-3/4's lap length race.

## Race Two

In the second race, Jerry Brewster and Dom Everaet made the decision to start on port because it was heavily port favored for the Y-Flyer start. Unfortunately, the wind shifted back to perpendicular 3 minutes later.

The Chris Snider team saw Brewster on port and shut him down by running the line. To Brewster's dismay, his backup plan to duck beneath Snider was shutdown by Everaet who was taking him up from leeward. Brewster had to tack at the last minute and ended up chasing the entire fleet including Everaet who somehow managed to take the lead on that first windward leg despite having to duck behind Snider and starting the furthest from the line.

Everaet somehow lost his lead and the fleet eventually ended up chasing Pierok around the course for nearly the entire race. The entire race was decided in the last windward leg in this 1-1/4 lap race as Pierok gave up her huge lead and Brewster nearly caught Snider by finding some lucky lifts.





## Y -Flyer Fleet Bunches Up a Bit As Fleet Separation Diminishes

*Most notable occurrence last Sunday for the Y's? The time between the first place boat and the last was considerably closer than in the past. That's good news for remainder of the Fall Series as we look to this weekend's Labor Day event - two days, potluck, four races, wowizimo!*

*Here's what the top boat said about last Sunday's mash up - insights from Pete Peters and that darling of the jib sheets, Rose Schultz.*

Sunday was a great day of racing because of the performance of all five of the Y Flyers participating. All the boats were competitive at various times in both races. There was action on the starting line for position in both races. We had to go behind the committee boat in one race because of being forced out at the favored end.

The wind presented challenges throughout of the races. With that said, Rose and I talk about staying close to the competitors. Many times, we're back in the fleet and if the boats ahead are too far ahead there is no chance of being in the action. If you stay close to the other boats, then if they get good wind you get good wind. If the wind is not there, it's not there for everyone.

Now about the races. You have to keep the boat moving all the time. Be prepared to tack quickly with the shifty winds. Lots of times, great tacking puts you ahead of another

boat. I think one time we tacked maybe three quick times when the wind couldn't make up its mind or I couldn't make up my mind. We saw boats catch up from behind and even to windward with different wind than what we had. No need to be upset or discouraged, that's just the way it is. Try to create this advantage for yourself.

Compare your boat's performance to others on the race course. We were not going well and were being caught and passed on the beats. We talked about adjusting the magic box and made a choice to tighten it one setting. That worked and we started moving better. We saw an equipment malfunction which is costly in a competitive situation. We've been there so checking your boat before going out prevents an incident.

On this particular day, Rose and I prevailed in both races. Looking back, we were always close to the leader and we were in the lead at times. We ended up with good starts but not first to the windward mark. Thanks to Rose, the sails were trimmed constantly with the changing wind. When it came down to getting or keeping the lead, good tacking was key.