

Just Wow!

Our Own 2019 Mayor's Cup-An Impressive Success!



Photos by Otto Afanador

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More Mayor's Cup Photos



Photos by
Linda
Marsh

To see more Mayor's Cup photos from photographer Linda Marsh use the URL below

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Lake Townsend's 42nd Annual Mayor's Cup Results

Flying Scot Class

Class=Flying Scot ScoreMethod=One design (Finish position)

Overall Results

	Sail	Skipper	Crew	Total	One	Two	Three	Four	Five	Six
1	5341	Wake,John	,Sharonna	10	1	3	1	1	2	2
2	5171	O'Donnell,Sean	Rink,Dave	25	2	2	2	17 OCS	1	1
3	5691	Safirstein,David	Claypool,Carol	31	5	6	5	3	3	9
4	5971	Buckner,Charles	Oller,Dale	34	6	1	3	17 OCS	4	3
5	775	Bouknight,Robert	Rosinski,Chris	37	3	4	7	12	7	4
6	5451	Bews, Tom	Wilson,Mark	38	7	7	6	2	9	7
7	6101	Jones,Steve	Jones,Anderson	52	9	9	4	13	6	11
8	4125	Easton,Rob	Enell,George	53	11	11	9	8	8	6
9	5980	Gundlach,Wendell	Wulforst,Leigh	56	4	15	12	10	10	5
10	3500	Morris,Steve	Russell,John	56	12	8	10	5	5	16
11	6092	Price,Joe	Grey,Don	56	13	5	13	6	11	8
12	4381	Howard,David	Howard,Anna	61	10	12	8	9	12	10
13	2595	Barker,Hudson	Caleb,Bob Hoffman	67	14	10	11	4	15	13
14	5295	Hemphill,John	Bonnell,Elizabeth	67	8	13	14	7	13	12
15	1149	McDermott,Trish	Sherman,Caroline	83	15	14	15	11	14	14
16	1939	Duff,David	Ford,Linda	93	16	16	16	14	16	15

Open Class

**Open Monohull and Open Multihull
Class=Open ScoreMethod=Portsmouth**

Overall Results

	Sail	Skipper	Type	Total	One	Two	Three	Four	Five	Six
1	5276	Streb,Bart	BCN	6	1	1	1	1	1	1
2	5253	Chaplinsky,John	BCN	16	2	2	3	5 DNC	2	2
3	2041	Hamilton,Peter	ISTP2	16	3	3	2	2	3	3
4	1842	Afanador,Otto	BCN	28	5 DNC	5 DNC	5 DNC	3	5 DNC	5 DNC

Wayfarer Class

Class=Wayfarer ScoreMethod=One design (Finish position)

Overall Results

	Sail	Skipper	Crew	Total	One	Two	Three	Four	Five	Six
1	10978	Heine,Uwe	Collins,Nancy	10	1	1	1	1	2	4
2	2458	Heffernan,Jim	Heffernan,Linda	12	2	2	2	3	1	2
3	864	Leonard,Phil	Leonard,Cathy	20	3	3	5	2	6	1
4	11134	Covington,AnnMarie	Reiner,Jason	25	4	4	4	5	3	5
5	10945	Trudeau,Evan	Kayashima,Yukako	30	5	6	3	4	5	7
6	449	Butler,Ken	Walters,Gail	33	6	5	6	6	7	3
7	11148	Forman,Andy	Francis,Bill	38	7	7	7	7	4	6
8	3446	Krasowski,Mitch	Freyeldenhoven,Steve	49	8	8	8	8	8	9
9	9411	Durack,Kim	Collins,Ryan	61	11 DNC	11 DNC	11 DNC	11 DNC	9	8
10	276	Grefe,Annette		64	11 DNC	11 DNC	11 DNC	11 DNC	10	10

Tanzer Class

Class=Tanzer ScoreMethod=One design (Finish position)

Overall Results

	Sail	Skipper	Crew	Total	One	Two	Three	Four	Five	Six
1	232	Rasmussen,Eric	Rasmussen,Joleen	8	1	1	2	1	2	1
2	2000	Thorn,Peter	Brice,Ann	10	2	2	1	2	1	2
3	161	Altman,Arch	Stavely,Jane	23	4	4	5	4	3	3
4	1592	Hood,Jay		28	3	5	3	3	7 DNC	7 DNC
5	1567	Gilbert,Dave	Gilbert,Carson	32	5	3	4	6	7 DNC	7 DNC
6	1543	Stalnaker,Matthew	Black,Sarah	37	6	6	6	5	7 DNC	7 DNC



Joleen and Eric Rasmussen, Tanzer Class Winners and William (Bill) Myatt NC State Championship Trophy Winners



John Wake and Sharonna, Flying Scot Class and Mayor's Cup Winners



Cathy and Phil Leonard, Third Place, Wayfarer Class



Jim and Linda Heffernan, Second Place, Wayfarer Class



Pete Thorn and Ann Brice, Second Place, Tanzer Class



Nancy Collins and Uwe Heine, Wayfarer Class Winners



Carol Claypool and David Safirstein, Third Place, Flying Scot Class



Janet and Bart Streb, Open Class Winners and Winners of the Bryan Cup



John Chaplinski and crew, Second Place, Open Class (Linda Marsh photo)



Arch Altman and Jane Stavely, Third Place, Tanzer Class (Linda Marsh photo)



Sean O'Donnell (L) and Dave Rink, Second Place, Flying Scot Class



The Commodore welcomes the crowd.



Nancy Torkewitz thanked everyone who helped put Mayor's Cup Regatta 42 together and made it successful.



An appreciative crowd at the awards ceremony.

Proud of Our Club for Taking Recycling Seriously.
Our Club Rocks!

Robert Uzzle



Notes from a Member of the Crew Union at Mayor's Cup

By Andy Forman

As an active member of the Dinghy Racing Crew Union ... actually the International 505 Crew Union, I never know what to expect when I agree to crew for a new skipper. However, after sailing with many different skippers on many different boats, I have learned a lot and have developed some useful rules of thumb for successful racing on any boat and with any captain. (You also develop skills for talking smack about your competition, but I'll digress on that topic at a later date.)

For the Mayor's Cup, I agreed to crew for Bill Francis, a sailor who spoke with excitement of his history of multihull sailing on Hobies, Isotopes, A-Cats, and Nacras. Bill said he had acquired a "new" Wayfarer, a monohull boat that had been purchased by the previous owner in 2016 and never sailed and was then acquired by Bill in 2018 and again, never sailed. My thoughts were that, being a multihull sailor, Bill might not be aware of how often a monohull tacks during a race. As you know, multihulls try to avoid any unnecessary tacking (just acknowledging...)

A few years ago, I crewed for/skippered for the inexperienced owner of a newly refurbished "woody" (all wood) Wayfarer with new sails at Lake Eustis ... to his extreme delight we got second in non-spinnaker in the Wayfarer fleet, having been at the back of the fleet up until then. Key to our success on that boat was to significantly shorten the brand new jib halyard so proper forestay tension could be applied in the heavier wind and puffs, thereby allowing us to control mast bend/depower, point high, sail fast and compete.

As I did then, I offered to Bill Francis that I would be happy to crew and/or helm for him so he could get familiar with the many controls on a Wayfarer and train up before taking the helm in future races.

Bill indicated that he had not sailed the boat yet because the retrieval line for the jib halyard needed repair. We agreed to meet at Lake Townsend on Friday afternoon before the race and try to repair it.

I reached out to the Wayfarer fleet to get more intel on the retrieval line. As soon as word got out that I had agreed to sail with Bill, the Wayfarer fleet rumors came in. "It's a new boat." "It's never been raced." "It's one of the new Mark IVs." *"It ought to be really fast!!"* *"Will you be skipper?!?"*

On Friday afternoon, Bill arrived and the Wayfarer fleet swarmed the boat and helped replace and splice the retrieval line (thanks AnnMarie Covington!) and ensured that all settings were proper for a new boat (thanks Uwe Heine! and Ken Butler! and Phil Leonard!)

After hoisting the mast, it became apparent that the jib halyard wire was too long and therefore, no shroud tension could be applied, so we shortened the jib halyard with help from parts and tool loans from Phil, Ken, and Eric Rasmussen. The repair was obviously incomplete but we had no time to perform proper measurements and get it perfect.

On Saturday, Bill and I chose not to fly the new spinnaker to minimize confusion with all of

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the new controls for Bill to learn. We then did what we had hoped to do, not finish in last place over three races, even though we competed without a spinnaker.

Of course, on the very first start, we got peeled off the starboard starting line by the top competitors of the fleet. (Yes, I'm showing my admiration and respect for Jim Heffernan, Phil, AnnMarie and Uwe...)

In preparation for the second start, we observed a Flying Scot hugging the left side of the course along the golf course and successfully beating all but three boats to the upwind mark. We also observed portions of the fleet sailing into dead wind holes on both the upwind and the downwind legs. Our choice was to go right and seek to tack back into the puffs and pressure and not the holes, and avoid the fleet on the cross or cross them on starboard tack.

Yes, we over-tacked. Yes, we were too slow in completing our tacks. Yes, our head was in the boat too often. And yes, Ken Butler successfully rolled us on a reaching finish when we noticed him but did not pay attention (good move, Ken!) In summary, our sailing on Saturday was OK on the upwind legs. Bill was becoming more familiar with the boat and the controls and with the priorities with regard to what to focus on.

We noticed that the slot between the jib and the main was closing at the leech too quickly, so we adjusted the jib cars back a bit.

We also noticed that the jib halyard was still not tight enough to allow the boat to compete in the upwind combat in pressure and puffs so, after Saturday's racing, we shortened the jib halyard again with help from Phil, Ken, and Eric and finished the job on Sunday morning with proper tools that Eric brought.

Between Bill's skills development, the jib car reposition and the shroud tension improvement, the boat really performed much better on Sunday. **To our surprise and delight we got a 4th and a 6th in a fleet of 10 boats that day, and us without a spinnaker.**

Tricks applied during Mayor's Cup! - you all know this stuff -

- Keep the telltales on the jib flying!
- Complete your tacks properly and with determination. Not over, not under, no delay, sails perfect.
- Ease, hike, trim - don't let the boat load up and overly heel in a puff. Your attempts to use the rudder to counter the boat's weather helm (tendency to turn to windward) will slow you down.
- Check the slot and adjust the jib turning blocks as needed to keep the slot open and parallel to the main. This changes with wind pressure.
- Keep the weight forward at all times! ... I stood up and against the thwart almost the entire weekend and leaned over Bill on the downwind runs. You'll notice that this affects your need for the effort on the tiller/rudder. Weight forward will result in less rudder being needed and less friction to slow you down.
- Look out for Ken Butler! He has a consistent way of being there in time to mess with your tacks.

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- Hydrate your captain and yourself after every race to avoid becoming mentally foggy in the heat! It is common to not feel thirsty. Don't be fooled!
- Keep the boat close to flat and level unless you are straining to get around the upwind mark on the last starboard tack. Almost every captain I have ever sailed with likes to sit back and enjoy the view. This results in the weight shifting aft and the boat dragging its stern. As crew, you can counter by leaning forward onto the bow or forward of the shrouds. You can hear the turbulence of the water that is created when the boat drags its back end. When you move forward the turbulence and related sound subside and you steam past your competition...upwind and down.
- Check your shroud tension, vang and bridle if you can't point as high as the fleet (well ... as high as Phil and Cathy Leonard anyway). Check and adjust frequently as conditions change.
- Use the Scot fleet and other boats before and during the races to spot the pressure, favored side, effective tacks, wind direction and puffs, and plan your options accordingly. Note whether a Scot succeeded with their strategy.
- Note that a downwind fleet of Flying Scot spinnakers breaks up the wind and really inhibits effective beating in the shadow of this onslaught. Who would want to sail in this messy air?
- Keep your air clean! Don't wait too long to tack and get stuck under someone's wind shadow.
- On downwind reaches, use the boat's polar chart to best effect because going with the spinnaker parade is always a losing proposition... especially if they have a spinnaker and you do not.
- Continuously monitor and adjust shroud tension, vang/kicker, outhaul and traveler in the puffs upwind. More shroud tension, vang, and outhaul in the puffs, less as the wind goes light. Release all on the downwind. Feel the boat and power! Observe the main leech tension and optimize.
- Assert your starboard rights!

Thanks again to Bill Francis for the opportunity to sail with him. Thanks again to the Wayfarer fleet for help on shore. With a bit more tiller time, Bill will be sailing with a spinnaker and competing successfully with the fleet.

Sail on!

Andy Forman

Member in good standing / 505 International Crew Union