



The Mainsheet

Newsletter of PYC Sailing

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 Back issues are available [HERE](#).

Photo of the Month



Santa is coming, and maybe by sailboat, as long as the lake doesn't freeze!

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Your 2020 Race Committee

Jack White, Chair
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 Clark Chapin, Secretary
 Fritz Wagner, Quartermaster
 Ty Cathey (IL) Rick Lyons
 Tom Ehman Bill O'Donnel
 Bill Foster Kerry Pebbles (FS)
 Brian Hawkins Ann Taylor
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2021 HPYC Board of Governors

Brian Hawkins, Commodore
 Clark Chapin, Secretary and Past Commodore
 Brook Smith, Treasurer
 Bill Foster, Governor
 Bill O'Donnel, Governor

Thomas Lott Award



"In recognition and gratitude for continuous outstanding contributions to Huron Portage Yacht Club and yacht racing, and for inspiration to others to follow this course."

Our club's highest honor is the Thomas Lott Award. It is awarded, not by the Race Committee or the Board of Governors, but by the Past Commodores of the Club. Since its inception in 1969, it has been awarded only 24 times. This year's recipients were Tyler and Felicia Cathey for, among other efforts, their tireless work this year to organize informal racing, both on Thursdays and Sundays when formal racing was not possible.



Tyler and Felicia Cathey, recipients of the 2020 Thomas Lott Award

When informed of the award, Tyler and Felicia wrote, "Tyler and I would like to thank all of you for honoring us with the Thomas Lott award. We

realize what a special award it is. We set up and ran

the "horsing" program this summer in an effort to keep the racing program somewhat alive in these difficult times. We will be glad to do so again if the COVID situation does not improve by next summer. Hopefully that will not happen."

Who was Thomas Lott?

Thomas Lyman Lott (1910-2004) was a young attorney who courted and married Jane Cadwell, the daughter of R.T. and Florence Cadwell who had a cottage on Portage Lake just north of where the Catheys now reside. He served in the Coast Guard during World War II and was a member of Bayview Yacht Club in Detroit. In 1951, he was part of the crew of the 72.5-foot yawl "Escapade" that set a record that will probably never be equaled: She won the major long-distance race on four Great Lakes, leading the Detroit Free Press to call her "The Queen of the Great Lakes". This included the Chicago and Port Huron to Mackinac Races, but also the Mills Trophy Race on Lake Erie and the Rochester Cup, a 277-mile "one lap of Lake Ontario." In 1950, she set the course record for the Port Huron to Mackinac "Shore Course" (the only course back then) of 25:47:19, a record that stood for forty years. The current record is 19:11:31 set in 2013 by "Il Mostro", a Volvo 70. Bayview is still proud of Escapade. A hull half-model and a description of her 1951 triumphs graced the Regatta Room in their old clubhouse and will presumably have a place of honor in their new, under construction facility.



Escapade, the "Queen of the Great Lakes"
(Rosenfeld Collection, Mystic Seaport)



The crew of Escapade. Wendall Anderson (skipper) is back row, left. Tom Lott is in the front row, right. Also pictured are Lott's law partners, Harry Watson and Ed Wunsch. The firm, "Watson, Lott, and Wunsch", was known informally as "Watson Lost his Lunch."
(Bayview YC photo)

First Racing on Portage Lake

During the summers, Lott often spent time at the cottage of his in-laws. One day in June of 1953 while in his father-in-law's Chris Craft runabout, he accosted a young man sailing in a sloop and asked if he was interested in sailboat racing on Portage Lake. The 20-year-old said that had participated in some racing on Burt Lake, and that he was indeed interested. He followed Lott to the Cadwell cottage where Lott described a handicapping system for small boats that had been featured in Yachting Magazine. The two men then split up the lake – Lott took all the cottages and sailboats on one side of the bridge and the other, Tom Ehman, took the balance. On June 27, a week before July 4, 10-12 interested sailors converged on the Cadwell cottage and their boats were measured: Length, waterline length, sail area, and foretriangle

dimensions. Tom Ehman then fashioned some crude marks out of inner tubes, boards, and small flags and set them in three locations: Off Cadwell's cottage, near the bridge, and east of the present location of PYC.

The following Saturday, July 4, RT Cadwell used a 10-gauge shotgun (with real ammunition, not blanks) to fire off guns at 10 minutes, 5 minutes, and at the start. The race was two laps around the marks, finishing at the starting line. Tom and Jane Lott timed each finish with a stopwatch.

Afterwards, Lott provided soft drinks for the competitors while he also discussed the racing and some of the rules involved. Meanwhile, Tom Ehman sat in a corner with his slide rule and calculated preliminary results,



pleading that complete results would have to await later when he could use his Frieden mechanical calculator. This was the first sailboat race on Portage Lake.

Growth of Sailing

That winter, Tom Ehman and Tom Lott met several times to discuss the racing process as well as the racing rules. According to Tom Ehman, Lott's most profound impact was a sense for "the majesty of the rules." Lott spoke from his experiences at Bayview and from an understanding of the rules as they were interpreted in the Detroit area at that time. The next few years, the number of boats grew and before long, there were three Snipes, three Lightnings, and a smattering of other boat types. The late Jack Coleman's father bought one of the first fiberglass Interlakes in 1956 and raced it that year.

For the next several years, races were held on Sundays from July through Labor Day. During that period, Tom Lott subsidized the cost, including the after-race soft drinks at the Cadwell cottage.

Creation of Huron Portage Yacht Club



Huron Portage Yacht Club Burgee

In 1957, Lott suggested that the time had come to organize the sailboat racing on Portage as a club. He supplied a copy of the bylaws from Bayview Yacht Club, although some changes were necessary. For instance, Bayview's rules at that time required that a member had to be a resident of Wayne or Oakland Counties; a requirement that was clearly not suitable for Portage Lake. Even in those days, there were many "Portage Yacht Clubs" throughout the nation, so the decision was made to name the new organization "Huron Portage Yacht Club" because Portage Lake is a part of the Huron River's chain of lakes. To reinforce that decision, the background of the

Club's burgee is a white flag with a blue border – Code Flag "P".

Tom Lott was chosen as the first Commodore and served in 1957 and 1958, succeeded by S. Lewis Barstow and then Robert Bird. Lott and his wife Jane had a home on Russell's Island (adjacent to Harsen's Island) on the St. Clair River. As the most senior Past Commodore, Tom and Jane hosted the annual meeting of the Past Commodores (as a nominating committee) and their spouses at their

home each year. The evening was always complete with views of freighters passing by the adjoining shipping channel. After that home was sold, Tom continued to host the Past Commodores at Bayview Yacht Club each year until he moved to Stuart, Florida. Although Tom was not as involved with the Club as the years went on, his wife, Jane, was the Secretary to the Board of Governors for many years, so he continued to stay in the

loop and knowledgeable.

The Legacy of Thomas Lott

Although he never sailed competitively on Portage Lake, Tom Lott left behind more than a trophy that bears his name. He was crucial in establishing Huron Portage Yacht Club and infusing "the majesty of the rules" and a sense of sportsmanship into the early members. His influence resulted in contributions to the wider sailing world by our members including innovations in the racing rules and serving at the highest levels of the North American Yacht Racing Union and US Sailing.

Credits: Compiling this history would not have been possible without the efforts of Brian Geraghty, Frank Kern, and Ted Everingham of Bayview YC; Jan Davis; and especially Tom Ehman, Sr. Other materials were obtained from Motorboating Magazine and Mystic Seaport. CEC

Thomas Lott Award Recipients 1969-2020			
Year	Recipient	Year	Recipient
1969	Lewis Barstow	1995	Dave Moody
1971	Thomas F. Ehman, Sr.	1998	Richard Barker
1973	John Laird	2000	Clark Chapin
1975	Jack Bartlett	2002	Don Thiel
1976	Richard Moehl	2004	Clark Chapin
1978	Martha Ehman	2005	Thomas F. Ehman, Jr.
1980	Thomas F. Ehman, Jr.	2006	Carole Moody
1983	Junior Board Sailing Committee	2007	Tyler Cathey
1984	David Pryor & Ib Bentzen-Bilkvist	2011	Fritz Wagner
1985	Gordon & Betty Chapin	2014	Dave Williams
1988	Thomas F. Ehman, Sr.	2019	Rick Lyons
1993	Brook Smith	2020	Tyler & Felicia Cathey



HPYC Past Commodores Meeting

The Huron-Portage Yacht Club Past Commodores Committee is made up of all Past Commodores who are still active in the Club racing program (or is a spouse of an active member). The Committee is chaired by Tom Ehman, the most senior Past Commodore. The Committee selects the Board of Governors and also has the sole authority to change the Club's Bylaws. This year's members were;

- | | |
|-------------------------------|---------------|
| Tyler Cathey & Felicia Cathey | Clark Chapin |
| Pam DeTullio | Brian Hawkins |
| Rick Jarzembowski | Bill O'Donnel |
| Dave & Carole Moody | Brook Smith |
| Jack White | Todd Willford |
| Dave Williams | Steve Wiseman |

The Committee met in a Zoom meeting on Thursday November 5, although not all were able to attend. At the meeting, the Committee took several actions:

- The Committee re-nominated the 2020 Board of Governors to serve again in 2021.
- The Thomas Lott Award awarded to Tyler and Felicia Cathey for their efforts to set up the informal racing that was conducted this year.
- Several changes to the HPYC Bylaws were approved to deal with the situation where an entire year goes by with no organized racing.
- The Bylaws were also changed to create a new class of membership, called "Associate Member" that includes anyone who is not an Active or Honorary member but is interested in sailing activities on Portage Lake.

There are currently no dues for any membership type. The Board of Governors can now set about selecting a Race Committee and Social Committee for 2021.

Vendée Globe 2020



What is the hardest and most grueling sailboat race in the world? Not the Port Huron to Mackinac or even

the Trans Pac. How about:

- Around the world
- Singlehanded
- Non-stop

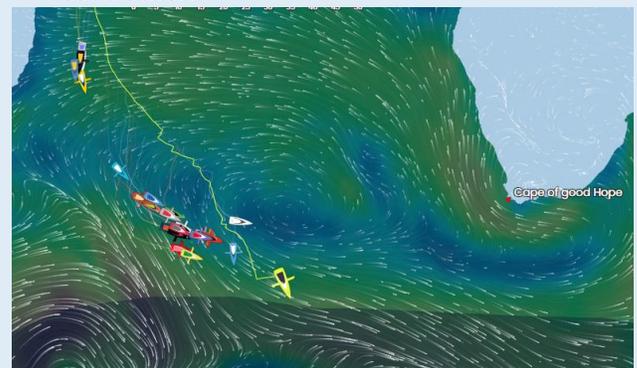
- No assistance beyond publicly-available weather data (i.e. no customized individual weather routing services)

A competitor can stop somewhere to make repairs, but they cannot accept **any** assistance. If anyone lays a hand on the boat, they are disqualified. 33 skippers, including six women, started on November 8, on an incredible odyssey that will take them through some of the toughest stretches of ocean, including Cape Horn.

Most of the boats have large foils to provide lift, but they do not ride above the waves and the ride can be brutal for the occupants for days on end.

Many of the leading skippers are French since singlehanded ocean sailing is popular in that country, but there are two perennial favorites from the UK and some wonderful back stories:

- Alex Thomson in Hugo Boss has been competitive, but never a winner in the big singlehanded races.
- Samantha Davies in Initiatives-Coeur who finished 4th in the 2008-9 edition of this race.
- Romain Attanasio in Pure-Best Western is the partner of Samantha Davies and competed before in the 2016 edition of the race. This is the first time they have participated against each other.



As of press time, the leaders are maneuvering around a high pressure area before turning east toward the Cape of Good Hope.

You can follow the fleet [HERE](#) as they fight their way around the globe.

Sailing Practice Tips

Each month in this column a video link or a written commentary will dig deeper into the practice tips introduced in August of 2020. These techniques not only help your racing ability, but are great for those daysailing too. Some of these can be found at the [Interesting Links section of the PYC website](#).

Some thoughts about year-round training to keep fit without visiting the gym, as well as and some sensible calorie intake. (Warning: I'm not a Physical Trainer or Dietitian, so personal research is encouraged).

Cross training while enjoying nature:

Hiking, biking, snowshoeing, cross-country/downhill skiing, gardening, and stairs/hills. These all raise cardiovascular function a bit and can help with relative fitness and aid in quicker recovery during extended sailing.

Virtual Cockpit Reps

- Set two sturdy chairs a cockpits width apart; then sit, stand, swivel, move, and sit or crouch repeatedly from one to the other, as you would while tacking or gybing. If your enjoyment of sailing is crewing, add something in the middle to step over like a pre-laptop tower case unearthed from the basement or maybe still using...and jump in here too. For the Laser get even lower using a pair of two shorter step stools similar in height to the cockpit edge (like those pictured) for your Laser "cockpit" (you might want to start with the chairs and work your way down). In short order you'll work out the best ball of foot balance, cat like moves, and build stamina as you push it.



complete your cockpit, introduce a tiller with extension or broom handle loosely tied to a third chair, and piece of line as the mainsheet and practice the hand over hand sheeting grip and release (highlighted in our

September 2020 Mainsheet), the tiller extension/mainsheet behind the back hand switching trick as you do your reps. Plus, holding both in one hand to free up the other for critical functions like; tuning the sail, clearing weeds, hydrating, or patting your crew on the back.

- The additional bonus is that you can take the time with your virtual cockpit, to visualize and practice how to do these moves smoothly and efficiently, take notes as reminders when actually in the boat, prepare questions to ask or research, and learn work-arounds if you have a physical hindrance.

Stretching



Quadriceps Stretch

This should bookend all the activities mentioned to help keep you limber with less chance of cramping. See a list of stretching exercises [HERE](#).

Calorie Intake

A lean diet while steering clear of; deep fry, added sugar foods, processed foods, fruit and juice drinks, and soft drinks regular or diet should be beneficial. Also, especially limit foods labeled diet, lite, sugar free, or artificial sweetener added versions of any food or drink (you can look up the evidence from multiple sources), which tax bodily functions, reduce health, and make recreational activities like sailing, or fun cross training activities more difficult and less enjoyable.

Summary

I'm not pretending to be an exercise or food expert, but these things have helped me along over the years, so thought I'd share.

Stay safe in the months to come and watch for those icy patches when moving around outside enjoying our natural world.

Rick Lyons

TFE Live Moves to YouTube



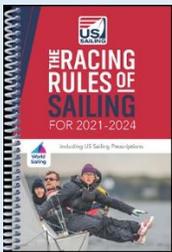
Tom Ehman, Jr.'s video blog, "TFE Live" is live at 4 PM every Tuesday and Friday. After some errors by the Facebook

copyright-checking algorithm, the show has moved to YouTube. Look for "Sailing Illustrated TV" or click [HERE](#). The YouTube channel includes replays, so you can watch anytime.

Some recent shows are shown below with links to the videos:

- [#348](#) (November 10) The start of the Vendée Globe.
- [#352](#) (November 23) Analysis & comparison of the four AC36 boat by Britton Ward.

New Rules in 2021



Every four years (in the year after the Summer Olympics are held) World Sailing (formerly ISAF or IYRU) revises the racing rules. Even though the Tokyo Olympics have been postponed until 2021, the new rules will go into effect worldwide on January 1.

Every US Sailing member will receive an electronic copy of the new rules and will be able to get a printed rule book.

There aren't any earthshattering changes (like when "mast abeam" was abolished in 1997), but some changes are significant. We'll discuss some of these in the coming months.

This is the second in a continuing series. The new words are underscored:

1.1 Safety: Helping Those in Danger

A boat, competitor or support person shall give all possible help to any person or vessel in danger.

A "support person" is "Any person who (a) provides, or may provide, physical or advisory support to a competitor, including any coach, trainer, manager, team staff, medic, paramedic or any other person working with, treating or assisting a competitor in or preparing for the competition, or (b) is the parent or guardian of a competitor.

This means that if you're part of the event, you not only "may" provide help to a person in peril, but

you have an obligation to (shall) provide that assistance.

From the Back of the Boat – Clark Chapin

What were you thankful for on Thanksgiving? Oh sure, family and friends (even in these pandemic times) and a roof over your head. How about in the realm of sailing?

I am continuously thankful for crew on our Interlake. While that may seem obvious, I have been truly blessed by all of the folks who have sailed on #1317 with me.

Of course, that list is topped by two people: my father Gordon and my son Bill. I learned sailing on Interlake #173 on Belleville Lake in the mid-60's and then learned so much more sailing on Portage Lake when we joined the Interlake Fleet in 1968.

Originally, Dad and I traded off the helm, but after a year or so he became the crew. Yes, back in those days there were some tensely quiet rides home from the lake, but we also shared our learning experiences – and there were many. Our entire family was honored in 2002 when the Board of Governors created the Exemplary Crew Award in his honor and made him the first recipient.



Bill joined us at the age of nine. In his first year, he had one important job: Releasing the spinnaker halyard at the end of the leg when his grandfather

called, "Halyard!". His first Nationals was in 1989 at Indianapolis with Tom Poulter. Later, his practice and training at Northwestern made him an excellent boathandler and tactician as well – all I had to do was drive and go where he told me. This list goes on and from each I've learned something as well: Chuck White, Barb Johnson, Colleen Hughes, Tom and Mitch Kimball, Michelle Bushaw...the list goes on for longer than I have space here.

For each of them, I am truly thankful.

Clark Chapin

Race Committee Secretary