



The Mainsheet

Newsletter of PYC Sailing
Live well! Have fun! Sail!
(Vol 4 No. 2, April 2023)



Spring is Coming!

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Back issues are available [HERE](#).

Photo of the Month



This scene from the No Sweat Regatta is used at the opening of Tom Ehman, Jr.'s twice-weekly video show, Tom Ehman Live

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Handy Reference Links

PYC Sailing Calendar
[Basic Knots \(animated\)](#) [US Sailing](#)

Time to Register for 2023 PYC Sailing

The 2023 Gold and Silver Series Notice of Race and Entry Form are being sent out now to returning 2022 and prospective 2023 registrants. Registrations are due by 1-May to avoid a late fee.

Silver Series

The Silver Series will occur on Thursday evenings starting on 25-May and going through 7-Sep for a total of sixteen race dates. Singlehanded boats will start first and may sail a slightly different course than the larger multihanded boats. As before, there will be multiple short races each evening, followed by dinner and camaraderie in the PYC Park Room. The Silver Series is subdivided:

- Spring/Fall Series: 25-May, Jun 1-8, Aug 24-31, and 7-Sep.
- School’s Out Series: 15-Jun to 17-Aug.

Gold Series

The Gold Series will occur on more-or-less alternating Saturdays (with the exception of Labor Day Weekend) from 20-May through 16-Sep for nine race days. If races cannot be sailed due to weather, there is a makeup day, usually the following Saturday. Multihanded boats will race on those days.

The Gold Series is also subdivided:

- Red Series: 26-May, 10-Jun, 24-Jun.
- White Series: 15-Jul, 29-Jul, 12-Aug.
- Blue Series: 26-Aug, 3-Sep, 16-Sep

Other Events

- **Slalom Race:** Sunday 11-Jun for Lasers and others.
- **Invitational Series:** Thursdays 25-May to 29-Jun for the racing-curious.
- **Fun Events:** Saturday 8-Jul and Sunday 6-Aug.

Invitational Regattas

- **Interlakes:** Hot-to-Trot Regatta, Saturday 19-Aug.
- **Flying Scots:** Hot Scot Regatta, Saturday 9-Sep.
- **Lasers:** 49th No Sweat Regatta, Saturday 23-Sep.

The Ocean Race Completes the Longest Leg – Cape Town, RSA to Itajaí, BRA

The Ocean Race (formerly the Volvo Ocean Race) concluded Leg 3, a 12,500 mile trek from Cape Town, South Africa to Itajaí, Brazil on 5-Apr when Biotherm crossed the finish line in the Brazilian port.

Malizia, skippered by Boris Herrmann, was first to finish, but Holcim – PRB, led by Kevin Escoffier, was first through the mid-leg scoring gate south of Australia and second across the finish line to maintain its lead in the overall standings. 11th Hour Racing, skippered by American Charlie Enright, completed the podium.

The boats are 60 ft semi-foiling monohulls with a canting keel and retractable foils capable of 30+ knots and crewed by four or five people plus an on-board reporter.



Team Malizia at speed. The orange tip of the port foil is visible along with one of the rudders, retracted for maximum speed.

Although fast, the boats are fragile. One boat, GUYOT Environment, suffered delamination of its hull and had to turn back to Cape Town after only three days of racing. The other four boats all suffered varying degrees of damage before and after rounding Cape Horn in the “Furious Fifties” of southern latitude.

The racing was incredibly close for much of the leg. Although Holcim – PRB built an incredible lead of

almost 600 miles over the rest of the fleet early in the leg, they ran into light winds which allowed the fleet to catch up. At about the halfway point approaching Cape Horn, all four surviving boats were within visual range (albeit from the masthead) of each other. The next leg starts on Sunday 23-Apr and goes 6,000 miles to Newport,

RI. From there, the fleet sails to Aarhus, Denmark, The Hague, Netherlands, passes Kiel, Germany, and then finishes at Genova, Italy where there will be one final round-the-buoys race on 1-Jul.

See <https://www.theoceanrace.com/en/home> for more information



Leg 3 of The Ocean Race departed Cape Town and passed Cape Leeuwin in Australia as well as infamous Cape Horn before ending in Itajaí, Brazil. Leg 4 will bring the fleet to Newport, RI in early May.

Circling Penalties – Where it all Began

Sailing World magazine has been around for 61 years. In 2012, on its 50th anniversary, rules guru Dick Rose wrote an article entitled, “Rules – Eight Ways the Game has Changed”. Dick wrote: “Throughout those 50 years, the basic right-of-way rules, as developed by Harold S. Vanderbilt between 1936 and 1947, have not changed. However, eight important game changes have been made since 1962.”

The No. 1 change was common rules worldwide. Instead of different rules in North America and Europe, the rules are now uniform worldwide, although national authorities like US Sailing can add their own prescriptions to tweak certain rules, such as appeals procedures.

The No.2 change was on-the-water penalties. Dick wrote:

Before 1964, if you broke a rule you were expected to retire from the race. In 1961, Tom Ehman Sr. had the idea that a 1080-degree turn penalty should be a sufficient penalty for a violation of right-of-way rule (only a 360-degree turn was required if you broke a rule while your spinnaker was set). Ehman’s goals were to make the penalty fit the crime and to keep boats racing. Three years later, he convinced his club, the Portage YC in Michigan, to try his idea. It was a success. He lobbied the rules committees in the United States and the United Kingdom to include his penalty turn in the rulebook as an alternative to retiring, and in 1973, an appendix was added allowing the sailing instructions to specify either a 720-degrees turn penalty or a 20-percent scoring penalty as an alternative to retiring. In 1997, the 720-degrees turn penalty became the default penalty. It has been slightly changed today to a Two-Turns Penalty. (emphasis added)

Yes, the circling penalty for most racing infringements was invented right here at Portage Yacht Club by Tom Ehman, Sr., 1964 Rebel National Champion and Life Member of the Interlake Sailing Class Association. Tom is celebrating his birthday this month and all racing sailors can thank him for not having their day ruined and ended by a simple mistake.

Sail GP: On to the Grand Final!



Canada’s SailGP team notched its first event victory on 18-Mar at the penultimate event of Season 3. Heading into the Grand Final in San Francisco on May 6-7, they now have an outside chance to jump over France and Emirates Great Britain into the \$1M Winner-Take-All final race.

Defending champion Australia and New Zealand are in fairly comfortable positions for the final with France and Emirates Great Britain separated by a single point for the third and final spot. Canada’s chances depend upon winning the San Francisco portion of the event and then having one of the top three boats being unable to compete – otherwise it’s between FRA and GBR to fill out the field.

Rank	Team - Skipper	Points
1	Australia - Tom Slingsby	84
2	New Zealand - Peter Burling	73
3	France - Quentin Delapierre	69
4	Great Britain - Ben Ainslie	68
5	Denmark - Nicolai Sehested	60
6	Canada - Phil Robertson	59
7	United States - Jimmy Spithill	57
8	Switzerland - Sébastien Schneider	29
9	Spain – Diego Botin	29

The remaining event is in San Francisco, California, May 6-7 (Finale)

After the fleet racing portion of the San Francisco event, the top three boats, based on the season points, will race for a winner-take-all \$1M prize. It’s not easy to watch the racing in real time in the US, but you can find videos at: <https://sailgp.com/>. NBC Sports may broadcast the grand final in May.

Dear Rick



Dear Rick, I need help learning more while out sailing, but I don't have a clear overall vision, can you help me set some goals?

Goal-Setter

Dear Goal-Setter...This is a good time of year to think about setting some goals for the coming season, while working to keep physically fit as well. I happened to be watching a recent Sailing Illustrated online and one of the regular contributors, Jon Emmett, did a report on Goal Setting [HERE](#) at about 20:49 in the SI program. His report centered around preparation for higher level events than what we do here at Portage Lake, but the nuance is that at any level the goal setting he speaks about could be applied to anything.

Afterwards I did a google search and found this link [HERE](#), which deals with a business related goal setting topic, but it could easily be nuanced to setting sailing goals.

The gist of a goal setting plan as mentioned in the links boils down to it must be; Specific, Measurable, Achievable, Relevant, and Time-bound. "SMART", and in Jon's segment he adds; Exciting and Realistic. You might be just learning to sail or race and your goal may be to; get in and out of the marina, or achieve good boat handling in 8-12 mph winds, or learning to be near the starting line consistently at consecutive starts, or good mark roundings, and so on.

You know your skill level and what goal(s) you'd like to achieve, and by using SMART(ER) could work up some goals. If you need help relating this to sailing, or struggling with goal priority, I'd be happy to listen and from there we could work up a goal or two, and move you to more goals as those are achieved.

From the Back of the Boat – Steve Wiseman



A couple of years ago I sequentially re-injured both of my shoulders over the winter. It was a reminder that my 50-year-old shoulder repairs from my gymnastics

days were not meant to last forever in an aging body, especially if I did not work at maintaining them year-round. Since then, I have needed to work on them continuously to stabilize and strengthen the joints as well as working on my core. Even so, when we started racing last year, I still had other areas that were out of shape for racing. Every year there is a universal groan by racers with complaints of tired arms, backs, legs, cramping hands, and sore butts early in the season.

If you didn't do any prolonged sailing this winter, you are out of shape to start racing 2 months hence. It is not too late to do some pre-emptive exercises to make it less traumatic. You don't need to do a full-body workout to make that happen but even with that you would be likely to miss some areas unique to racing. Think of the muscles and areas that hurt at the beginning of the season. Think of the actions of pulling in sheets, repeatedly holding the sheets tightly for many minutes straight, hiking in and out, holding the hiked-out positions and sitting on a hard surface for an hour or so. Now target those muscle groups in both isometric (think planks, wall-sits or sustained hiked out position on a hiking bench, rowing machine or even holding a sit-up position with feet hooked under couch) and isotonic exercises (sit-ups, leg lifts...think ottoman lift, push-ups, squats, curls, pulls up if you can, etc.). Don't forget to work on your grip with repeated prolonged holds! I hang from a bar in my basement for a couple minutes at a time. In the case of trigger-fingers developing, deep massage and stretching the joints is beneficial (personal bilateral experience).

Stretch and do some isometric exercises for the areas you are going to work on before doing the isotonic strengthening ones. A few minutes at a time will work wonders.

See you out there.