



The Mainsheet

Newsletter of PYC Sailing
Live well! Have fun! Sail!
(Vol 4 No. 7, October-November 2023)



Sailing Season Winds Down

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Back issues are available [HERE](#).

Photo of the Month



In what was described as the Race of the Century, Australia II (right) crossed ahead of Dennis Connor's Liberty to take the lead in the seventh and final race of the 1983 America's Cup fourth years ago on September 26, 1983. See page 2 for more history.

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Clark Chapin, Secretary	
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Brook Smith	Steve Wiseman

2023 HPYC Board of Governors

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

Handy Reference Links

PYC Sailing Calendar
Basic Knots (animated) US Sailing

Awards Dinner Set for Friday November 17



The PYC Annual Awards Dinner will be held on **Friday November 17**. Join us for an evening of camaraderie, fellowship, and remembering the past season. Mark your calendars now and stay tuned for details.

Hot Scot Regatta September 9

Rick and Elliott Lyons duelled all day long with Brian and Suzy Hawkins on Saturday 9-Sep for the top spot at the 2023 Hot Scot Regatta. Five races were conducted in (ahem) champagne sailing conditions. After finishing third in the first race, Rick and Elliott reeled off a string of four aces to secure the win.

Michael Ehnis and Jerry Best secured the third spot on the podium

Pos	Skipper / Crew	Club	Sail #	R1	R2	R3	R4	R5	Score
1	Rick Lyons Elliot Lyons	PYC	4529	(3)	1	1	1	1	4
2	Brian Hawkins Suzy Hawkins	PYC	5235	1	2	(5)	2	2	7
3	Michael Ehnis Jerry Best	PYC	4336	2	4	2	3	(6)	11
4	Greg Marion Bill O'Donnel	PYC	3228	(6)	3	3	5	4	15
5	Steve Rajkovich Alice Norris	Crystal SC	1764	(5)	5	4	4	3	16
6	Jack White Nancy Staub	PYC	3854	4	(7)	7	6	5	22
7	Wray Van Voorhis Mark Van Voorhis	Cowan Lake SA	4672	(7)	6	6	7	7	26

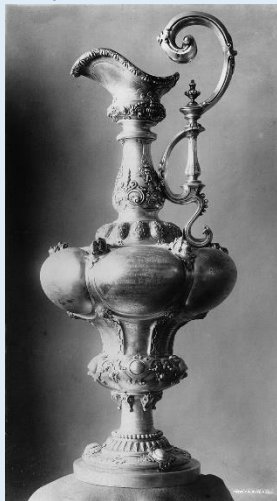


Austalia II's radical winged keel.

The story didn't end there. The Australians defended the Cup in 1986-7 in Fremantle, Western Australia.

Connor, sailing Stars and Stripes representing the San Diego Yacht Club, bested a group of twelve other boats (from six different countries) to win the right to challenge the Australians. In particular, the challenger finals for the Louis Vitton Cup was a close affair since Connor had lost at least twice of the other finalist, New Zealand (KZ 3) in the rounds robin leading to the semifinals and finals. In the 1987 Cup match itself, Connor and Stars and Stripes beat the defender, Kookabura II, 4-0 to bring the cup back to the USA and its new home in San Diego.

40th Anniversary of USA's America's Cup Defeat



Forty years ago on September 26, 1983, the longest winning streak in international sports came to an end when Australia II and skipper John Bertrand overcame a 3-1 deficit to defeat the New York Yacht Club's defender, Liberty, and end the 132-year record of holding the America's Cup. Australia II sported a radical (for the time) winged keel and the

American skipper, Dennis Connor of San Diego, did well to hold off the Australians for as long as he did. Portage Yacht Club's own Thomas Ehman, Jr. had literally a front row seat for this epic and historic battle – he served as secretary to the protest committee and was on board the judges boat that followed the two boats around the race course in each race.

Fifty Years of the Interlake Nationals

By Clark Chapin

The 2023 Nationals at Grand Traverse Yacht Club marked fifty years since my first Nationals. I haven't attended every one since then, but the event gave me pause to consider the many changes in the boats and the event itself.

The Boats



Standing on the right Terry Kilpatrick of Customflex and Joe Holtzman class Sec. - Treas. admiring boat No. 1000.

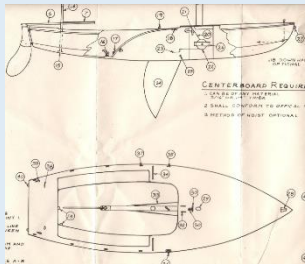
In 1973, one of the newest Interlakes was #1000, sailed by long-time Intercom Editor Bill Jellison and his wife Lois. This year, the newest boat was #1442, but two

boats built in 1972 (Bryan Parker's #923 and Nate Ireland's #953) were among the fastest in this year's event, which testifies to the durability of the basic design.

In 1973, the class allowed spinnaker poles as long as 9 feet, a full 12 inches longer than today. That was part of a package of specification tightening changes that the membership passed in 1980 or 1981 under the guidance of Tony Burkhart, the

Chief Measurer. Also in that package was the change that reduced the position of the chain plates from 106 ± 6 inches to 100 ± 1 inches. Moving the side stays forward allows Interlakes to sail much deeper downwind angles. At that time, the spinnaker pole dimension was tightened from 84-106" to 95-97". Later, the lower limit was dropped back to 84" to assist smaller crews in setting the spinnaker, since there seemed to be no performance advantage to a shorter spinnaker pole.

Some of the older boats still used wooden masts and booms. The T-shape cross-section of the wooden boom wasn't nearly as stiff as the aluminum boom and some people sailed with aluminum booms on their wooden masts.



Enclosed centerboard trunk and seated deck.

In those days, most Interlakes were built with the seated deck where the cockpit started 96" back from the bow. The following

year, a "fully seated deck" was allowed where the seats extended forward another foot and rearward all the way to the transom. Meant to attract day sailors, it soon fell out of favor. Nowadays, most newer Interlakes are built with the flush deck (without seats) that extends forward closer to the mast to make setting the spinnaker pole easier without having to climb onto the foredeck.

All centerboards were enclosed in the centerboard trunk. The cut-down trunk was not adopted until several years later. It was much harder for crews to get across the boat during tacks without incurring bruised legs. Many (more) female crews were asked at doctor's appointments whether they felt safe at home or had fears of domestic abuse.

Elvstrom bailers were a very new thing in 1973. Most boats used simple buckets to bail during the off-wind legs.

The Regatta

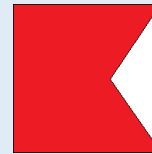
In those days, the format of the Nationals was a seven race series, mostly in the middle of the week. The first three races were the Qualification Series. The top half of the fleet then raced in the

Championship Division and the lower half in the Challenger Division. The entire concept of a Challenger Division was only in its seventh year in 1973, having been first used in 1967.

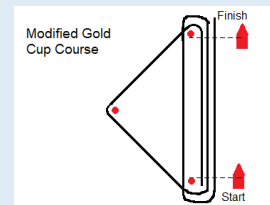
After the Qualification Series, boats carried their scores into the Championship and Challenger Series and a boat's worst score was only discarded if the full seven races were completed.

This was years before the concept of standardized sailing instructions or certified race officers or judges were developed. Often, the quality of the race management or protest hearings were, shall we say, uneven.

The Racing



The biggest single change since 1973 was the introduction of what we now call The Two-turn Penalty. In 1973, the ISCA Bylaws mandated that, in a sanctioned regatta, there could be no penalty other than disqualification. Of course, this led to numerous protest hearings that often dragged on into the night.



Race courses were almost always the "Modified Gold Cup Course" consisting of a triangle-windward-leeward-windward course. Often, the leaders at the first weather mark would

extend their leads in the two reaches so that it was hard to overtake them.

Marks were rarely, if ever moved. If the wind shifted during the race turning the windward-leeward legs into reaches, that was just the way it was.

The Interlake, the Nationals, and the ISCA have come a long way, but the experience of good fun, close racing, and good friends endures.

49th No Sweat Laser Regatta

September 23

Craig Pearson of North Cape Yacht Club won four of the six races to capture the 49th No Sweat Regatta on 23-Sep, edging out PYC's Rick Lyons by two points. Michigan Sailing Club's Carey Jones filled out the podium finishing third overall.

The Weather Gods were smiling as the breeze stayed fairly steady in both direction and strength throughout the day for PRO Clark Chapin and his stalwart race management team. A full schedule of six races were conducted well before the mandated cutoff time.

Rank	Skipper	Club	Sail #	R1	R2	R3	R4	R5	R6	Pts
1	Craig Pearson	NCYC	167251	1	1	1	2	(5)	1	6
2	Rick Lyons	PYC	145449	(2)	2	2	1	1	2	8
3	Carey Jones	MSC	210113	6	3	4	3	(10)	4	20
4	Paul Offer		150937	7	7	5	4	2	(9)	25
5	Ovidiu Adam	MSC	210118	3	(8)	8	8	4	3	26
6	Steve Wiseman	PYC	158712	(11)	5	3	7	3	8	26
7	Hugh Blaxill		198685	4	4	6	6	(7)	7	27
8	Jim Sunstrum	PYC	158720	5	6	(9)	5	6	6	28
9	Elliott Lyons	PYC	159777	9	(11)	7	9	9	5	39
10	Jerry Best		116879	8	9	(10)	10	8	10	45
11	Ryan Bennett		166900	10	10	(11)	11	11	11	53
12	Tom Kimball	PYC	176256	12	12	(DNC)	DNC	DNC	DNC	63

Sunny skies and winds that varied between 3-12 kts made it a great day to sail on Portage Lake.



Eventual winner Craig Pearson rounds the leeward mark with a healthy lead in the 2023 No Sweat Regatta.

Afterwards, the competitors gathered in the picnic area to

swap stories and, of course, lie about how fast they were.



Jim Meyer, Ryan Bennett, Jerry Best, Clark Chapin (PRO), Steve Wiseman, Elliott Lyons, Rick Lyons, Chuck White (Asst. PRO), Hugh Blaxell, Craig Pearson, Ovidiu Adam, Carey Jones, Jim Sundstrum, and Paul Offer.

From the Back of the Boat – Jack White



No one likes to see the racing season end particularly on inland lakes in Michigan. On Portage Lake, where we sail, the end of the seasons brings the first hint of fall colors. Racing in amazing

light- sailing home right at sunset. The end of the season brings our last duty as part of the race management team and our last Thursday-night suppers with the sailors at our club. It's beautiful but, also, kind of sad at the same time.

This year was no different. We had a good year of sailing. It seems like we had fewer weather problems and generally nice wind on most days. It was our first year of racing with all three fleets on Thursday nights. Members of the race committee stepped up, as they always do, to rework our courses, and outfit the signal boat to accommodate the large-boat and Laser fleets racing together. Despite some doubts it worked out well.

Our Laser fleet is doing ok at about eight or nine boats. The number of large boats is dwindling but



we did have brand-new sailors who, finally, got to the starting line. Our own Chuck White provided on-boat coaching to newer teams in a style that is uniquely Chuck: tactics,

strategy, and... a bit of psychological warfare.

We held our yearly invitational regattas: the Hot Scot, the Hot To Trot, and the No Sweat. All hands pitched in to make these events happen and the results are three very-professionally run Regattas. For the most part we had good PYC and off-lake participation. The wind and weather cooperated, and all of this added up to some great racing.

We missed Felecia and Tyler Cathy this year. They reluctantly sold Farkelberry II, ending about 50 years of sailing at PYC. But they are still around to help from time to time and tell the occasional story.

I want to close by thanking my fellow race committee members for their work, behind the scenes, to make all of this happen. As always it is a pleasure to serve with you.