



The Mainsheet

Newsletter of PYC Sailing
Live well! Have fun! Sail!
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Spring is Coming!

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Back issues are available [HERE](#).

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2024 PYC Race Committee

Marc Gleichert, Chair (IL)	
Clark Chapin, Secretary	Jack White
Rick Lyons (LA)	Tom Ehman
Bill O'Donnel	Bill Foster
Brian Hawkins (FS)	Ann Taylor
Brook Smith	Steve Wiseman

2024 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](#)

Photo of the Month



Spring will be here before you know it! Sailing season plans are underway

Race Committee Plans for 2024

The PYC Race Committee is already planning for the 2024 season and will meet again in mid-February. After multiple years, Jack White has stepped down as Chair and the Board of Governors nominated Interlaker Marc Gleichert to take his place. Jack White and Nancy Staub donated their pontoon boat and its hoist to the racing program last year. This generous donation will be used to revitalize our current assets and fund new initiatives. The Committee is purchasing a new 25 hp Yamaha outboard to replace the well-used unit that powers the Signal Boat now. Along with the motor will come new controls and new fuel tank as we transition away from a two-stroke engine. At the top of the list of changes to the 2024 race schedule is a shift away from the formal Gold Series on weekends to a more informal and impromptu series that will not use the PYC Signal and Service Boats. Registrations for the Gold Series had dwindled to the point where the Race Management Team for each day's racing sometimes outnumbered the competitors.



Thursday evening's Silver Series, on the other hand, continues to be popular and will be slightly expanded at the beginning and end of the season.

The PYC Slalom Race will be back for its fifth year. Slalom racing

features only two boats on a short race course for a short race of 3-4 minutes that places a premium on boat handling and steering rather than straight-line speed.

Olympic Sailing Team Taking Shape



The 2024 Olympic Regatta will be sailed in Marseille, France starting on July 28, and lasting until August 8.

A total of ten different

types of boat and boards will be included, but a country must qualify itself for an event. Of the ten events, the USA has qualified for six:

Women's Windsurfing

Women's Kite

Women's Dinghy

Men's Skiff

Women's Skiff

Mixed Multihull

There are still opportunities for the USA to qualify in the other four events:

Men's Kite

Men's Windsurfing

Men's Dinghy

Mixed Dinghy

The members of the US Sailing Team for the 2024 Olympics is taking shape. Selection trials were held in Miami during January for several classes.

Discipline & Class	Class Winner
Men's Kite Formula Kite	Markus Edegran
Men's Skiff 49er	Ian Barrows Hans Henken
Men's Windsurf iQFOIL	Noah Lyons
Women's Windsurf iQFOIL	Dominique Slater
Mixed Dinghy 470	Stuart McNay Lara Dallman-Weiss

Olympic Trials for the ILCA 7 (Laser) and ILCA 6 (Laser Radial) representatives are scheduled in Miami for later this month.

New US Sailing Question Emphasizes Safety



Are these sailors in danger? Question 127 says that you should assume they are until it is obvious that they are not.

Safety is a prime consideration in any on-the-water activity and sailboat racing is no exception.

The first numbered rule in the Racing Rules of Sailing makes this clear:

1. SAFETY

1.1 Helping Those in Danger

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

On the other hand, in a race, a boat cannot receive outside help, except in limited circumstances:

41 OUTSIDE HELP

A boat shall not receive help from any outside source, except

(a) help for a crew member who is ill, injured, or in danger;

(b) after a collision, help from the crew of the other vessel to get clear;

...

There is a potential conflict between these two rules: A boat might refuse outside help for a crew in the water because if the boat violates rule 41, her penalty is to withdraw from the race.

The US Sailing Appeal Committee also answers and publishes formal questions regarding interpretations of the racing rules that, while not binding, help to understand how rules should be interpreted and applied within the US.

New US Sailing Appeal 127, dated January 2024, gives welcome guidance to sailors in the US.

The complete appeal is [HERE](#), but the important part is:

"a boat cannot be penalized if she receives help for a crew member who was in danger. To enhance

safety, Question 127 explains what rule 1.1 requires and rule 41(a) permits.”

The appeal goes on to state that any time a crew is in the water, “the possibility of injury, harm, or danger exists. Therefore, it should be considered that they are “in danger” until it is obvious that they are not. There are many reasons a person in the water may be in danger, including injury, fatigue, hypothermia, pre-existing health conditions, physical disabilities, being tangled in the rigging, being separated from the boat, being in water where there are sharks, and other reasons.”

Taken together, sailors and race management personnel should assume that a person in the water is “in danger” and lend assistance.

Sailboat racers should know that accepting assistance for a crew in the water does not mean that they must retire from the race and they have not violated rule 41.

Racing Rules Book Club Returns!



The PYC Racing Rules Book Club, an innovative and interactive way to learn and understand the Racing Rules of Sailing, returns for its fifth year in 2024. Six sessions are planned, starting on Thursday evening March 28. Each session is on Zoom and we have had participants from Ohio, Indiana, and all over Michigan in past years. This year, there has been interest from as far away as Cape Cod.

Each session, which runs from 7:30-9:00 PM features about five different quizzes taken from Dave Perry’s quiz books, other sources, or from the participants themselves.

Each quiz starts with a diagram of the boats and a description of the facts of the case. The major rules pertinent to the situation are briefly reviewed, and then the participants

The participants are asked for their opinions and discussions ensue until something of a consensus is

formed. When that happens, the answer is revealed.

Sometimes, multiple variations of the same scenario are presented and the participants explore how slightly different facts or boat movements affect the outcome.

Geared to less-experienced sailors, the quizzes concentrate on the rules when boats meet and mark roundings, although other realms of the rule book are also included.

To receive the meeting notice, email ClarkEChapin@gmail.com.

37th America’s Cup is Coming!



The 37th America’s Cup, the oldest trophy in international sports, is heading towards the Cup Defense in Barcelona in October. The boats will once again be the AC 75s, 75 ft foiling monohulls capable of breathtaking speeds.

The preliminary events, sailed in

smaller 40 ft boats, have been completed and each of the teams is now rolling out their new boats for this Cup. The teams are:

Team	Club	CEO
Emirates Team New Zealand (Defender)	Royal New Zealand Yacht Squadron (NZL)	Grant Dalton
INEOS Britannia	Royal Yacht Squadron (GBR)	Sir Ben Ainslie
Alinghi Red Bull Racing	Société Nautique de Genève (SUI)	Ernesto Bertarelli
Luna Rossa Prada Pirelli	Circolo della Vela Sicilia (ITA)	Max Sirena
American Magic	New York Yacht Club (USA)	Tom Hutchinson
Orient Express Racing Team	Société Nautique de Saint-Tropez (FRA)	Bruno Dubois

The Louis Vuitton Cup, to select the challenger, will be held August 29-October 5, and the Cup Match will start a week later on October 12.

The Women's America's Cup and Youth America's Cup, sailed in scaled down AC40s, will be conducted in Barcelona September 14-October 14, on dates when the "big boats" aren't sailing.

American Magic has a good chance to bring the Cup back to its rightful home!

Eight Bells – Scott Savage



Three-time Interlake National Champion Scott Savage of Columbus, OH passed away on January 20, after a short battle with multiple myeloma and leukemia. He competed in the Interlake Nationals 30 times and finished in the top 5 in 25 of those attempts, winning the Challenger Division in his debut year of 1979 and the Championship in 2001, 2005, and 2010. Scott also sailed with his father Gary in his younger days.

The Savage family has been a fixture of sailing in the Columbus area for decades. Besides his late father, Scott sailed with his son, Matt and wife Lynn. Scott's brothers: Rick, A.J., Tim, and Doug all have sailed in Interlakes and their mother Jan has been active at Leatherlips Yacht Club as well. Scott also served the Interlake Sailing Class Association as its Chief Measurer and for two terms as President (1998 and 2011).

A memorial service was held on February 2, and a sailors celebration of his life will be held on Friday May 3, the evening before the Chiefs Regatta, which Scott won an astounding 19 times.

From the Back of the Boat – Marc Gleichert



Having just taken on the job of Race Committee Chairman, this is my first time writing this column. So, this is perhaps a fresh perspective (read "newbie"). The Race Committee has already begun the work of

planning and preparing for the next season. In fact, there is a long-established timeline of activities to accomplish throughout the winter to ensure the planning is done and entry forms are sent out ahead of the season. True to form with this group, we are ahead of schedule.

A significant issue we are addressing is how to shore up our signal boat. The Race Committee has recently decided to purchase a new engine for the signal boat, and this effort is underway so the boat is ready by spring. In addition, our last Race Committee Chairman, Jack White, donated his pontoon boat to the cause. The Race Committee is working to determine how best to take advantage of this gift for the benefit of the racing program. Updates to come!

As has been standard these last couple of years, unfortunately, we also address what we can do to increase participation in the racing program. Along with that is addressing how best to set up the season based on what we learned in the last year. This year, we are again discussing changes in weekend racing to encourage participation but minimize the race duty overheard commitment. Discussions are ongoing.

To me personally, the offseason gives a chance to work on the boat (usually with significant help from Rick!), so we begin the new season at 100%. Also, some thoughts and activities go towards how to race better and keep up with our best sailors! This year, it's an on-line course and (always) more reviewing of the Racing Rules of Sailing (Clarks' book club is coming up soon). All these activities help the mind look forward toward spring and better weather.