

Hello Laser Fleet 10 Folks,

We had another beautiful Sunday for frostbiting even if it was a little cold. Winds were from 10 to 12 with lulls as low as 5 and some gusts up to 15, sunny and brisk. We had a good turnout of Radials, with 8 boats starting the first race of the day. Winner's write up and results are below:

Nice day for frostbiting. Although cold we had breeze, sun, a good turnout (Standard and Radial) and no AYC boats to compete with. Breeze was NW, generally around 10 kts but with lulls down to 5 and gusts to 13 or 14. It was shifty but the shifts were long enough in duration that it wasn't crazy. There was a very slight flood but I never felt it was a factor. The course was set up close to the channel so that most of our breeze was funneling down the Severn instead of out of the harbor (made possible by the absence of the AYC fleet).

The starting line was generously long so there was plenty of room. Even so we had 2 and I think 3 general recalls. The boat end was pretty favored for the first two or three races so I started there and felt like I immediately had a jump on the fleet. Later on I started closer to the pin. In the last two races my line check at 2 minutes indicated slightly pin favored but both times a right shift came in under a minute so I was left on the outside of the shift. Lesson Learned is eyes out of the boat and looking upwind as much as possible during the starting sequence to see when and where the next puff was going to be.

My generally strategy for the upwind legs was to sail towards the most velocity and when there get on the lifted tack. The puffs were pretty easy to see. I was a little lucky in that whenever I needed to come back on port I seemed to have good lanes and not get tacked on.

Downwind is about finding the slots of pressure. Later in the day I found it very successful to work the right side of the fleet. There were less boats to contend with and those on the left all seemed to go a little high and ultimately sail more distance. So even though I was to the right I was actually pretty close to a straight layline and minimizing distance to the bottom mark. I did look behind a lot and when possible repositioned to the left or right to work towards or stay in pressure.

After rounding the bottom mark I just tried to sail on the lifted tack. In the past few years I have learned that it is not detrimental to follow in leading boats wakes as long as you can hold a lane. This is especially true if it is the lifted tack or if in the act of tacking it takes you into the remaining fleet working downwind. It is a little painful but generally someone ahead will lose their lane, tack, get out of phase, and make room for you to continue to sail in phase and towards the next shift. I think I picked off a least one boat in every race doing this.

I hope that everyone has a wonderful holiday season, happy new year and see you all on the 2nd for our next frostbite Sunday.

Name	Sail #	Race1	2	3	4	5	6	7	Total		
1 Dave Schoene	188095	2	1	1	2	2	5	4	17		
2 Bob Tan	183826	5	2	10	4	4	4	6	35		
3 Eric Reinke	182815	3	4	6	1		6	10	8	38	
4 Christopher Brady	701		9	7	4	7	8		3	1	39

5 Brendan McAndrews	170355	8	3	2	16	1	7	3	40
6 Ted Morgan	194512	7	10	11	5		5	1	5 44
7 Matt Schofield	168574	10	9	3	10	10		2	2 46
8 Luke Shingledecker	182860	1	6	8	3	3	9	17	47
9 Michael Brown	162330	6	8	7	6	7	6	7	47
10 Jeff Caruso	194547	11	14	13	12	9	11	9	79
11 Adam Glass	178857	17	13	14	8	11	8	11	82
12 Matt Schoene	188085	4	5	17	11	17	17	17	88
13 Ken Davis	174215	12	12	12	13	12	17	10	88
14 Russ Wesdyk	169781	13	11	5	9	17	17	17	89
15 Greg Leonard	168440	14	15	9	14	13	12	12	89
16 Buck Downes	38699	15	16	15	15	17	17	17	112

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It was a beautiful frostbite Sunday, sunny but quite cold. The wind started out of the west and moved to the northwest through the afternoon, at about 10-12 knots with much lighter lulls and some heavier gusts. I felt the current was negligible and did not really have any affect on the race course. Even though there was a persistent shift to the right, the wind was oscillating quite a bit, with each oscillation long enough to make staying on the lifted tack very important. The Radial fleet was incredibly tight and competitive, with 4 different boats winning races, and 6 different boats getting at least one 2nd place. This meant that essentially any boat in the fleet was capable of winning any given race, so one could not concentrate on what one thought was the toughest competition. It was a long start line because there were twice as many Standard rigs, but the large oscillations meant one side was always favored, so most boats congregated there. As it turned out every race but one was favored at the boat end, so I tried to start on the favored end. When at the boat, I really worked hard off the line to try to get as much speed and height as I could, and was generally successful in getting a little separation. This allowed me to watch the fleet below and wait for the first shift. In the first couple of races, the westerly was blowing out of the river, so it seemed to pay to stay on the right upwind, but as the wind moved right, coming off the north shore of the Severn, the right side became less and less favored until the last race where the two boats that went right lost a huge amount of distance. The key for me was to work on my speed and point upwind, keep the boat very flat, and tack on the first shift, which generally got me pretty close to the weather mark. At this point, I could plan my approach based on the position of the other boats. Downwind I felt my speed was OK, but since most were lighter than me, I certainly did not have any speed advantage, so I generally tried to work with the other boats downwind, staying close and protecting if I could. I made sure I never had to round the leeward mark outside anyone, even if I had to slow down a bit, I came up inside or on their transom. This allowed me to either stay on the lifted tack if needed, or tack if headed. The last upwind was long enough that it was very important to tack on the shifts as well. If ahead, I tried to cover (doesn't always work with the fleet behind splits), but if I felt the fleet was going the wrong way, I did not hesitate to stay on the lifted tack and separate. If ahead on the last upwind, and if you always stay on the lifted tack (in conditions like Sunday) it is next to impossible for a trailing boat to pass you. They may try to separate, but if you are on the

favored tack, they separate, they will lose even more distance. Covering is important, but I think when there are oscillations that are long enough, like on Sunday, staying on the lifted tack is more important.

I hope that everyone has a wonderful holiday season, happy new year and see you all on the 2nd for our next frostbite Sunday.

Name	Sail #	Race	1	2	3	4	5	6	7	Total
1 Dave Sliom	194520	3		6	3	1	3	2	1	19
2 John Zseleczky	172468		5	5	1	3	1	3	2	20
3 Dorian Haldeman	168474		1	2	5	7	5	4	4	28
4 Aaron Gerratt	196168		8	1	4	5	2	1	9	30
5 John Gebhardt	175592		6	7	6	6	4	5	3	37
6 Lauren Schoene	188921		4	3	2	2	9	9	9	38
7 Hal Whitacre	184472	2	4	9	4	9	9	9	46	
8 Sandy Westphal	153006		7	9	9	9	9	9	9	61

Cheers,

Dave Sliom