

Western Michigan Yachting Association

August 11-14, 1999 • Spring Lake Yacht Club, Spring Lake, MI

Results from Matt Young

((Photo on page 5))

Pl	Skipper	Div	Club	Boat	Races					Pts
					1	2	3	4	5	
1	Peter Fox		SLYC/MI	1903	6	2	1	1	2	17.7
2	Brien Fox		SLYC/MI	1928	1	3	7	2	1	21.7
3	Dave Bandstra		SLYC/MI	1852	2	8	5	3	9	47.7
4	Chris Eggert		SLYC/MI	1737	5	1	10	7	5	49
5	Chad Hough		SLYC/MI	169	3	18	2	4	6	52.4
6	Brian McMurray		WLYC/MI	1888	13	4	32	24	8	76.7
7	Cam McNeil	J	WLYC/MI	1643	12	5	25	17	4	90
8	Todd Bosgraaf		SLYC/MI	1733	21	6	16	5	14	90.7
9	Kelly Reese	J/W	LGYC/WI	1828	8	11	6	20	16	90.7
10	Matt Cassady	J	SLYC/MI	1607	10	36	8	16	3	99.7
11	Robert Terry		CLYC/MI	1463	22	12	14	9	17	104
12	Gary Verplank	M	SLYC/MI	1777	11	41	4	10	12	106
13	Katie Reese	W	SLYC/MI	1827	9	10	9	21	30	109
14	Glen Walborn		SLYC/MI	1859	14	21	12	22	10	109
15	Scott Caston		GRYC/MI	1754	28	19	21	12	7	117
16	David Fox		SLYC/MI	1757	18	14	11	11	33	117
17	Frank Hart		SLYC/MI	1025	4	33	15	19	21	120
18	Jamie Kimball	J	SLYC/MI	1614	7	13	22	14	35	121
19	Kyle Verplank	J	SLYC/MI	1666	31	23	13	6	19	121.7
20	Joe Levins		WBYC/MN	962	33	7	20	13	25	128
21	Rob Kimball	J	SLYC/MI	1611	29	28	17	18	18	140
22	Josh Rotonda	J	SLYC/MI	1771	16	40	19	30	13	148
23	Jeff Cornetet		SLYC/MI	1785	19	20	27	33	24	153
24	Thor Sorensen		GRYC/MI	1665	36	17	31	23	26	163
25	Mary Vorel	J/W	GRYC/MI	1030	15	32	23	44	20	164
26	Paul Eggert	M	SLYC/MI	1806	20	25	33	28	29	165
27	Brent Bedeau		WLYC/MI	1802	43	30	36	8	22	169
28	Curtiss Miller	M	GRYC/MI	1701	35	26	29	38	11	169
29	Bill Veit		SLYC/MI	1180	27	42	18	36	23	176
30	John Knappe		SLYC/MI	941	23	27	24	46	31	181
31	Tom Wurster	M	DLYC/MI	1921	45	29	34	34	15	187
32	Bob Miller	M	DLYC/MI	1840	34	9	32	40	46	191
33	Chris Waring		SLYC/MI	1361	17	38	40	32	36	193
34	Dave Hough	M	SLYC/MI	1691	25	24	47	35	44	205
35	John McNeil	J	WLYC/MI	1466	30	43	37	25	42	207
36	Dan Chappell		GRYC/MI	133	50	45	28	26	32	211
37	Jeff Baxter		SLCY/MI	1822	37	34	42	27	43	213
38	Dave Bedeau	M	WLYC/MI	1805	39	44	35	31	41	220
39	Don Condit		SLYC/MI	1600	38	37	30	DNS	28	225
40	Charlie Lind	GM	SLYC/MI	1855	DNF	15	39	DNF	27	226
41	Duane Pierson	GM	WLYC/MI	1605	24	55	41	39	37	226
42	Arthur DeBruyn		GRYC/MI	1676	42	16	26	DNF	DNF	228
43	Chris Pinckney	J	GRYC/MI	1434	26	47	49	DNF	38	245
44	Bill Knappe		SLYC/MI	1071	46	31	DNS	43	34	246
45	Charlie Frutig	M	SLYC/MI	886	40	54	48	29	51	252
46	Tom James		SLYC/MI	1857	41	22	DNS	DNS	39	256
47	Joel Vanderveen		SLYC/MI	1708	32	53	52	48	49	264
48	Curt Bradley	GM	GRYC/MI	1842	53	39	43	45	54	264
49	Christian Fuller		SLYC/MI	1796	44	DNF	DNF	15	DNF	267
50	Ray Dull	M	SLYC/MI	1807	48	46	50	42	52	268
51	Bill Green		GRYC/MI	f1541	52	48	38	DNF	47	270
52	Rob Davis		MYC/MI	984	49	51	46	DNF	40	271
53	Danielle Raiston	W	GRYC/MI	1529	55	49	51	47	45	277
54	Jim Pyott		LGYC/WI	1876	DNF	35	45	DNS	48	282
55	Birch Bagley	J	WLYC/MI	929	58	57	44	37	DNF	285
56	Paul Merewether		SLYC/MI	1113	56	58	55	41	53	293
57	Alvin Jacobson	GM	SLYC/MI	1704	54	52	53	DNS	50	301
58	Josh Smith	J	GRYC/MI	458	59	59	54	49	55	306
59	Tom Cassady	GM	ELYC/MI	1705	51	50	DNS	DNS	DNS	317
60	Kevin Haviland		SLYC/MI	1003	57	56	56	DNS	DNS	323
61	William Freytag	GM	LGYC/WI	1728	47	DNS	DNS	DNS	DNS	325

Tips

From the Coach at Sailweb.net as seen in *Lightning Flashes*

I'm sailing dead downwind (DDW). I'm winning. I'm in a lull. What now?

Perfect, you have the fleet nipping at your heels DDW. They seem to be in a puff and you are definitely in a lull. What to do next?

Key tip: Lulls, just like puffs travel straight downwind. So, if you are sailing DDW and you are in a lull and continue the same course, most likely that lull is going to travel right along with you. For the same reason you want to continue to gibe across puffs to stay in them, you want to gibe out of the lulls to head in a contrary direction to the course the puffs are headed. Simply put, sail sideways to lulls to get out of them and into better breeze. Once you have "repositioned" yourself, then you can resume the course DDW in breeze.

Three Ways to Maintain Boat speed Downwind in Light Air.

1. Minimize steering, the rudder is only an inefficient way to steer the boat - it turns the boat by braking right, or braking left. Heel to leeward to head the boat up, and heel to windward or flat to bear off!
2. Keep your weight centered, together and low. Keep crew weight out of the ends of the boat so you are not dragging the stern: keep your crew sitting together to reduce hobby-horsing.
3. Remember to sail up in the lulls (for more speed), and down in the puffs (to stay near the rhumbline and sail in the puff longer).

