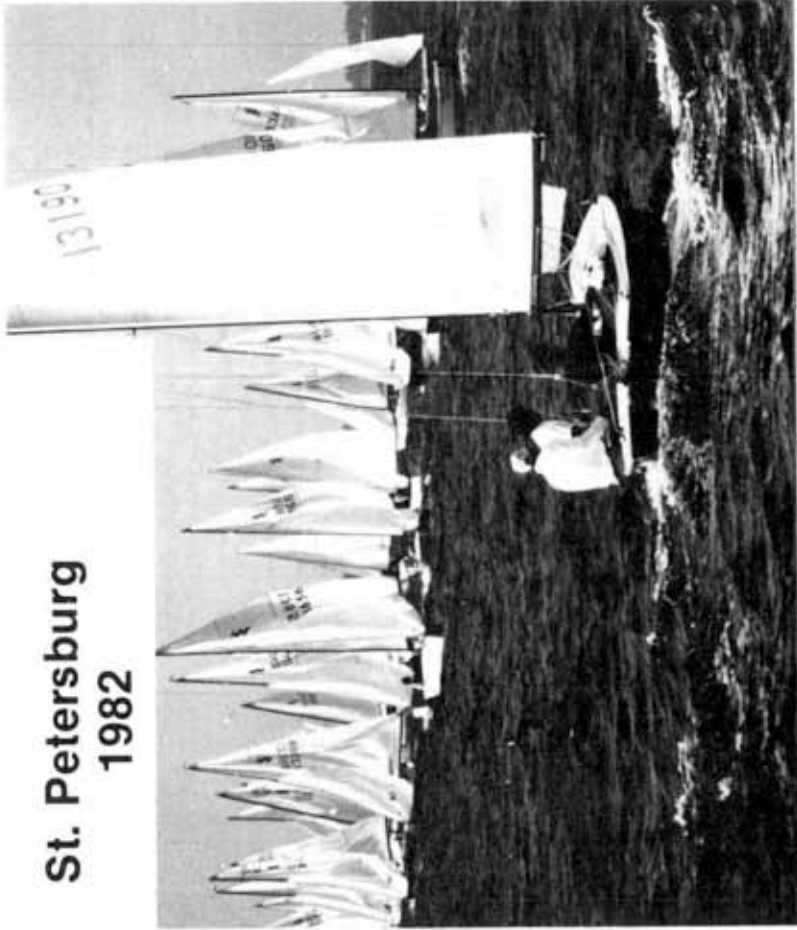


**St. Petersburg
1982**



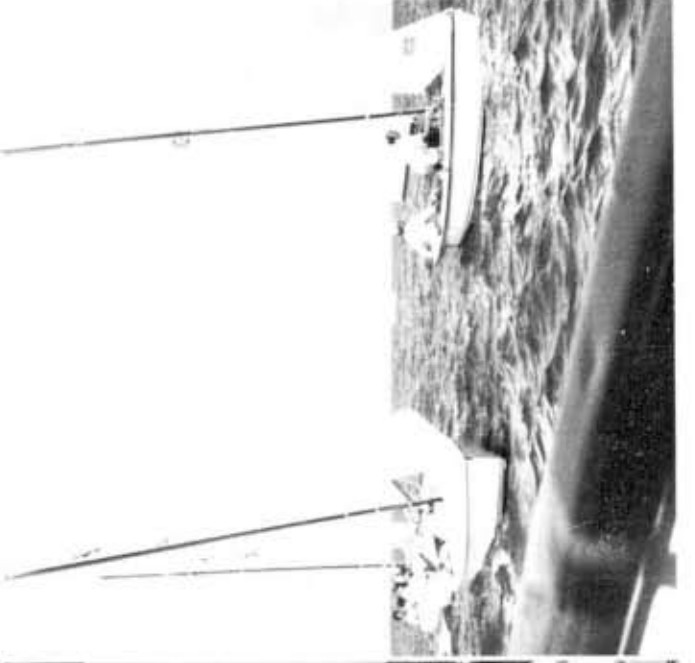
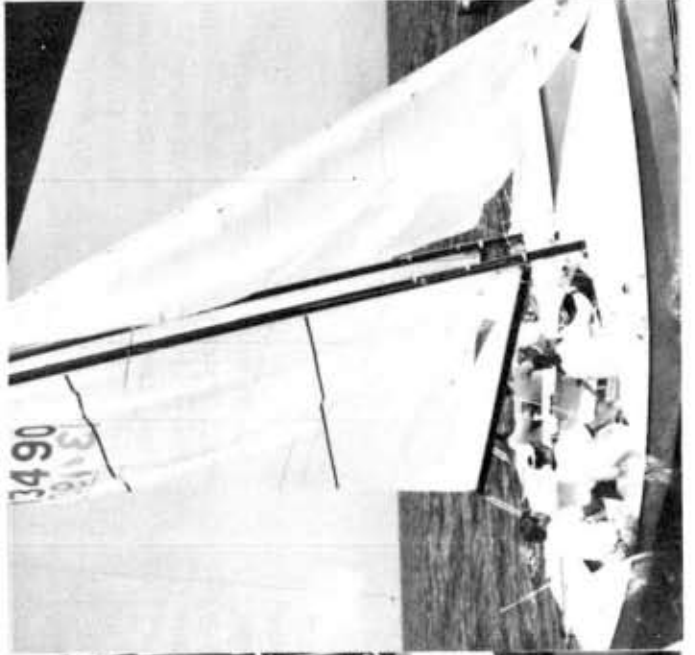
Mary Huntsman

Photo by Eleanor Gelenitis

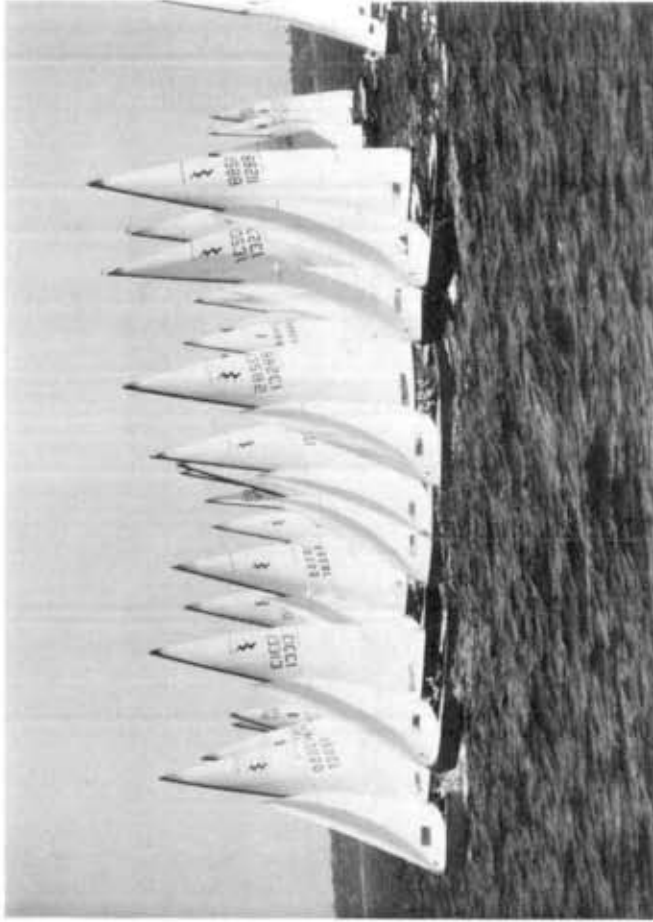
At left John McIntosh 13190 looking for a hole

Photo by Sherry Goldsmith

(Below) Stalling for the start.

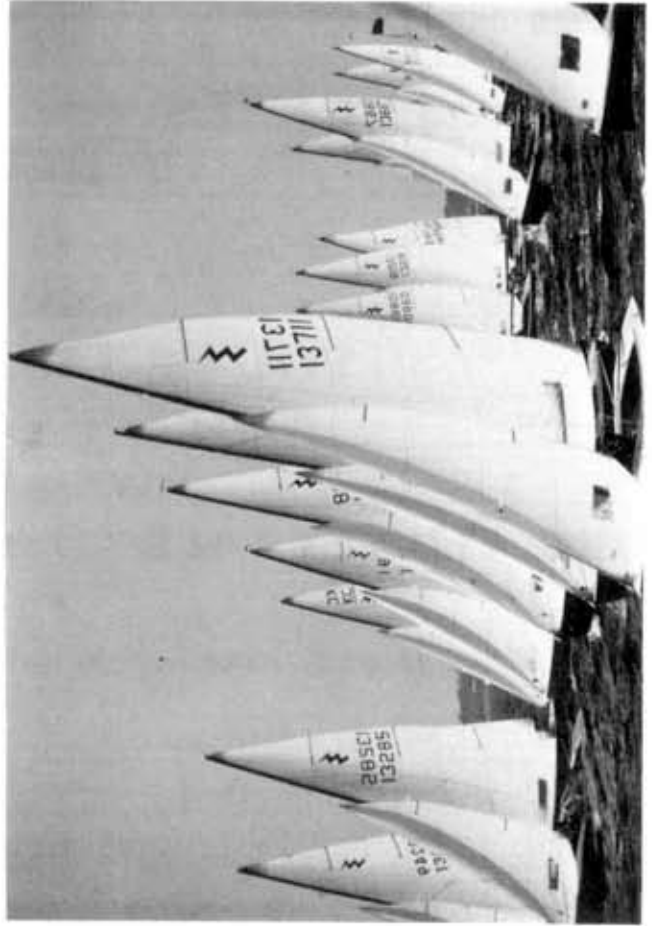


Sequence start (Below)



Another start

Photos by Sherry Goldsmith





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DO BETTER AT THE MIDWINTERS

By Bruce Goldsmith

A Midwinter Championship happens just when most sailors have NOT been practicing or sailing regularly. For Northerners this means the "anti-freeze" has to be drained from the wrist, and for Southerners getting psyched-up during the "blah season" can be tough. In any event, the single most important factor in trying to do well at a Midwinters is to do some sailing before the first race.

The biggest deterrent to getting out sailing is the boat. For some reason most sailors seem to feel that the day before the first race is an ideal time to fix every little thing. They probably sailed three regattas in the fall and most everything worked okay. Now they will spend all day putting on new fittings and trying new rigging ideas. Most of the time the first trial run will be on the trip to the starting line. What you should do is go sailing and then come in and fix anything that is broken and go back out sailing. Anti-freeze is flushed from the skipper's wrist in direct proportion to the time spent on the water.

If you do not force yourself to get out sailing, the precious time before the first race will go up in smoke, screwdrivers, and sandpaper. Some of the ideas that make it easier to get out sailing rather than boat puttering are:

1. Choice of crew — Midwinters are often windy and sometimes cold, hence bigger, tougher crew that like to muscle it a bit. Sometimes another skipper with mutual respect works well, but for sure another skipper wants to sail and learn more, not work on your boat.
2. Realization that usually there is no measurement of boats, sails, etc. giving more time for sailing.
3. Make a sailing date with a "buddy" and keep it. Work on your boat speed against each other regardless of the sailing conditions that day.
4. Don't worry if one crew can't make the tuning session. Use someone's crew who is free because his skipper is off trying to buy parts for his boat.

Remember, the guy who needs the anti-freeze removed from his wrist is the skipper.

OTHER CONSIDERATIONS

The following are some other considerations that have helped me sail better at the Midwinters. Mostly they have evolved from the fact that Midwinter time is a busy one in our lives and efficient use of our time gives us a feeling of accomplishment, then we sail happy and possibly better.

1. Get a tidal chart of the area you plan to sail in. St. Pete is a good example of an area that can stand some study. You and your crew can read it on the ride down.
2. Play games of rules and teamwork techniques on ride to regatta.
3. Drive straight through to the regatta. Plan the trip so you arrive in the evening. A nice meal, a good belt at the club bar, and a solid night's sleep and you're ready to go sailing in the morning.
4. Avoid double deck or special travel hook-ups, unless you are used to the group traveling together. They can use up a lot of hassle and loading time and the more people involved the less harmony in recreation travel, and eating styles.
5. If the Midwinters is a circuit like the Lightning, agree with your crew or buddies on *one other* major project. Like the sailing before the first race, set up specific times for golf, fishing, snorkelling, or museums. Use late afternoon and evenings for driving between circuit sites. All this keeps psych up, making the races fun also.

Every Midwinter Championship I have been to is just as tough as the North Americans in that class. The main difference is the relaxed measurement situation and a free spirit attitude toward the racing.

Why not join in this year?

