

# 2018 Lightning Frigid Digit

## Severn Sailing Association/Fleet 329 - Annapolis, MD

October 13-14, 2018

Division: Lightning (24 boats) (top)

### Series Standing - 2 races scored - After Protest Hearing

Pos	Sail	Skipper/Crew/Club	Race 2	Race 3	Total
2	9	Allen, Thomas/Karl Allen, Mike Osborne/ Buffalo Canoe Club	1	2	3
3	15495	MacDonald, Adam/Kathryn Maloney, Joy MacDonald/ Buffalo Canoe Club	2	5	7
1	15586	Sertl, Mark/Katja Sertl, Christine Maloney/ Rochester YC	8	1	9
4	15507	Proctor, Ched/Meredith Killion, Mike Constants/ Cedar Point Yacht Club	6	3	9
5	15449	Heller, Eric/Christina Lambert, Drew Lambert/ Cedar Point Yacht Club	5	7	12
6	15296	Becker, Josh/Georey/Monica Morgan/ Severn Sailing Association	3	10	13
7	15577	Starck, David/Tom Starck, Sabrina Starck/ Buffalo Canoe Club	9	4	13
8	15208	Alman, Jim/Stef Potts, Steph Caldwell/ RDYC	11	6	17
9	15385	Smyth, Glenn/Jeremy Wenig, James Elder/ Riverton YC	7	13	20
10	15240	Constants, Stephen/David Constants, Chloe Constants/ SSA	13	8	21
11	14907	Moriarty, Ian/Shannon Lockwood, Allison Gutenkunst/ SSA	10	16	26
12	15126	Lane, Lisa-Marie/Jim Lane/Jeff Whitten PRSA	14	14	28
13	15320	Cobbum, Craig/Barret Rhoads, Jon Ward/ AYC	4	25/DNC	29
14	15363	Mann, Michael/Madeleine Schroeher, Stuart Proctor/ SSA	19	11	30
15	14484	McLaughlin, Dan/Bryan Fry, Tom Compton/ Havre de Grace	18	12	30
16	15551	Shields, Robert	17	15	32
17	15567	Graf, Hans/Jonathan Meins, Braden Woods/ Sheboygan Yacht Club	25/OCS	9	34
18	15315	Cabrall, William/Raeyane Farrell, Jill Williamson/ Severn Sailing Association	12	25/DNC	37
19	14553	Welch, Richard/Aaron Boesenecker, Kin Yellott/ SSA	15	25/DNC	40
20	15498	Prior, Trevor/ Lou Moustan, Sarah Crawshaw/ Susquehanna	16	25/DNC	41
21	15257	Hurban, Joan/Gary Hurban, Laura Kelm/ SSA	25/DNF	17	42
22T	14300	Urban, Gregory/Mike Hass, Katie White/ SSA	25/DNC	25/DNC	50
22T	14366	Maglin, Mark/Matthew Maglin, TBD/ SSA	25/DNC	25/DNC	50
22T	15054	Lange, Jonathan/Derek Lange, Alister Thompson/ Severn Sailing Association	25/DNC	25/DNC	50

Notes

-1 Scoring System is ISAF Low Point 2013-2016

Information is provisional and subject to modification

## **2018 Frigid Digit – SSA, Annapolis, MD**

Lessons I learned and lessons I learned over again... By Mark Sertl

What is said at the skipper's meeting cannot change the Notice of Race or Sailing Instructions. Read both documents and the Notice Board prior to leaving the dock. Acting on statements from the skipper's meeting that differ from the race documents are done at your own peril.

Sail by the race committee boat and WRITE DOWN the course, bearing, distance and any other information. Discuss the course with the crew before the start.

Get a good range of the headings on each tack prior to the start. Decide what the mean is for each tack. Write the means down.

In a shifty Northerly breeze the top priority after the start is to get on the lifted tack as soon as possible. Duck boats if you need to accomplish this.

It is OK to sail a big lift in bad air. The same is not true for a header. Tough to make that call with a middle heading. Sail the long (hopefully lifted) tack to the mark. Especially true early in the leg.

Avoid the laylines until the end of the leg (beat or run) in a shifty breeze. Try to set up for the last shift into the mark.

Be careful starting at the pin end in a left shift. Unless you can tack quickly you will be pinned and have to sail a header for a long time. Or the winds shifts quickly back right and you are outside of big lift ( we learned this again the hard way).

Host Clubs should have protest committees scheduled for each day of an event. By delaying a hearing to another day it can distort the results and delay awards unnecessarily.

Host Clubs should be equipped and have assets to run races in conditions up to the class limits. You don't have to lift the big anchor in all conditions but you need it (and 20 feet of additional chain) for the windy days.

In heavy air evaluate your and your team's skills and adjust your maneuvers and the speed of them to match those skills. Don't be afraid to push your team but do it to minimize the down side.

Know the rules that involve redress hearings. All parties that could possibly be affected are invited to the hearing and can speak. This is your one chance to tell the protest committee your concerns. If you do not speak up or do not attend your result may not be considered in the decision. You only get one chance to be heard.

The odd results of the event were affected by some of the lessons highlighted above. Saturday had three great races in winds increasing for 8 knots to 16 knots. I want to thank my crew of my daughter Katja and Christine Maloney. Tommy Allen and his son Karl and Mike Osborne were the class of the field with Adam MacDonald with his sister Joy and Kathryn Maloney not far behind. Sunday was a non-event with no wind.

After the event a Protest Hearing was re-opened and as such, Race 1 was tossed out. This changed the final results with Tom Allen now winning with Adam MacDonald in second and Mark Sertl in third.