

2013

REGATTAS RECAP JULY



JAKE BRADT

Opti Head
Race Coach

**NANTUCKET
COMMUNITY
SAILING**

Off-Island
Race Reports

PETE HAZELETT

420 Head Race
Coach

420 RACE TEAM | 2013 CUMMING CUP AND SEARS REGIONAL QUALIFIER

June 28-29, 2013

PETE HAZELETT, 420 HEAD RACE COACH

On a day where the competitors had to battle the conditions the NCS team, consisting of James Roggeveen, Matias Sejersen and Richard Oates, sailed to a respectable fourth place out of eight teams at the 2013 Cumming Cup and Sears regional qualifier.

Sailing was delayed Friday morning while several waves of thunder storms rolled over the outer Cape, but by 1 pm, the "all clear sign" had been given and racing commenced in 15-18 kts of wind. Pleasant Bay did offer gusty and puffy conditions that challenged those who were sailing Flying Scots for the first time, but it also provided flat water. The race committee wisely flew the "no spinnaker flag" which limited the wrecks, but there

were plenty of capsizes, ripped sails, and damage to go around. Eventually one boat was retired for the day and several teams applied for, and were granted, average points.

When team NCS's boat was fully operational, they sailed very well. Through communication, they were able to manage the fleet effectively when in the lead, and tactically grind back after a tough start or capsize. Even though the conditions were nasty, gusts up to 25 and sideways rain, the boys kept their spirits up and maturity on point. They were so polite and patient with the Flying Scot repair team every time something broke (6 incidents), James, Richard and Matias received the sportsmanship award for the regatta.



Conditions
don't stop the
NCS team!

Congratulations to them for not only sailing well, but also doing it with such a degree of Corinthian spirit that we all strive to achieve.



RESULTS

1. Wianno YC	13.71 pts
2. Vineyard Haven YC	19
3. Cotuit Mos. YC	23
4. Nantucket CS	26.66
5. Chatham YC	38.6
6. Stage Harbor YC	40
7. Pleasant Bay CB	49
8. Stone Horse YC	51.57

420 RACE TEAM | WEST DENNIS YACHT CLUB INVITATIONAL

PETE HAZELETT, 420 HEAD RACE COACH

July 8, 2013

On July 8th, members of the NCS 420 Race Team, James Roggeveen, Olivia Van Den Born, Matias Sejersen and Lisa Genthner, traveled to the Cape for the West Dennis Yacht Club Invitational. It's a great regatta, with divisions for different abilities from opti green to 420 championship. The conditions suited our team well: breeze between 15-20kts. We had been practicing in these same conditions for two weeks and felt very confident. This showed in the first leg of the first race. James and Olivia were in third around the windward mark out of forty boats. Matias and Lisa followed in roughly thirteenth place. Then our luck began to shift. James and Olivia capsized with their spinnaker up about half way to the leeward mark. Unfortunately, this would be a race ending capsize for the team. Their spinnaker became so entangled in the port shroud they were forced to retire from the race and be late for the second start. Matias and Lisa managed to finish in 16th respectively. Capsizing was a common theme for the regatta.



Every downwind leg looked like a small graveyard of white hulls. The next three races proved

challenging, but the NCS team persevered. James and Olivia did the best they could with their sub-optimal start, then won the pin in the following start. Unfortunately, they fouled a boat and capsized while beating to windward and finished in 28th respectively both races. Redemption came for them in the fourth race with an excellent start and a sixth place finish. Matias and Lisa played the consistency card with three good starts and smart sailing. They finished 13-9-13 respectively in the second, third and fourth race. With only one race left, due to the time limit, the team gathered around our new and very useful coach boat

for a quick de-brief. The last gun sounded from the race committee. Matias and Lisa had a good start near the pin end. James and Lisa became somewhat greedy in their pre-start set up considering they had been winning that end of the line all day. This proved to be detrimental for them. At "go" James and Lisa sailed across the line only to hook their centerboard on the pin anchor rode. To compound the situation, their centerboard had fouled and was unable to be retracted. Due to this issue, the team was unable to free their boat from the pin anchor rode. As they watched the rest of the fleet sail up the leg, they kept working as hard as they could to free their disabled yacht. The top five boats were rounding the windward mark when James and Lisa finally broke free from the mark. With Corinthian spirit in their blood, they continued to sail the race a full leg behind the fleet. As many teams opted not to fly spinnakers in fear of capsizing, James and Lisa hoisted theirs with ambition to catch a few boats. Unfortunately, they capsized in the same location as the first race and encountered the same problem with their spinnaker. They had to retire yet again. Matias and Lisa also had a tough race. With a capsize to

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420 RACE TEAM | WEST DENNIS YACHT CLUB INVITATIONAL

PETE HAZELETT, 420 HEAD RACE COACH

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windward and a fouled spinnaker, they finished 21st respectively. As much as we anticipated WDYC to be “our” regatta, we came up slightly short. I am still very proud of my sailors. We had moments of greatness. Our starts were excellent, we put our spinnakers up almost every downwind leg (while many others did not), and tactics were well thought out. Congratulations team, you all have something to be proud of. Matias and Lisa finished 15th out of 44 teams. James and Lisa finished 31st.



**SAIL 6611:
MATIAS SEJERSEN
LISA GENTHNER**

**SAIL 6953: JAMES
ROGGEVEEN
OLIVIA VAN DEN
BORN**



420 RACE TEAM | FALMOUTH REGATTA

July 20-21, 2013

ADAM CEELY, ASSISTANT 420 RACE COACH

This year, NCS sent two boats to compete in the 2013 FYC Regatta: the first comprised of skipper, James Roggeveen and crew, Olivia Van Der Born, the second had Abigail Turner skippering with crew Richard Oates. After rigging up the boats in temperatures reaching the upper 90s on Friday afternoon, the team headed to Friendly's for some much needed American cuisine and ice cream. After filling our bellies, we headed to the housing provided by Falmouth Yacht Club and called it a night, deciding to rest up for the long windy day ahead of us.

Upon reaching Falmouth Yacht Club at 0800, it was clear that it was going to be a rough one on the water, with white caps and salt spray visible all throughout the coast. Once dressed in their spray gear, our NCS sailors fine-tuned their boats for heavy breeze. Amidst crashing waves, the team launched from the rocky beach to make their mile and a half voyage out to the starting line. The first race began with Abigail and Richard off to a swift start from mid-line reaching the windward mark in 6th place out of a very competitive 65 boat fleet. Unfortunately, they turtled multiple times, needed assistance, and were disqualified from that particular race. James and Olivia escaped the ripping upwind current on the downwind legs by staying close to shore and catching several boats in the first race to finish mid-fleet before much of the fleet picked up on that technique later in the day.

The heavy current played a huge role for most of the day pushing countless people over the line in every race. Regrettably, this happened to both NCS boats in the second race, and each received an OCS for that race. However, the team made sure not to make that mistake again. As the day continued the heavy wind forced loads of boats to retire from the races, and in many cases retiring for the day. The NCS racers powered through, and on the third race brought both boats to the windward mark in the top 20. James and

Olivia continued to sail fast and stable finishing that race in 9th place, while Abigail and Richard hit a big wave on their gybe throwing the boat over. The two recovered and were able to finish the race still ahead of many boats struggling in the heavy breeze.

The final race of the day brought the heaviest and waviest conditions of the regatta, but James and Olivia started off by winning the pin, an admirable feat even in manageable conditions. This, combined with the best boat speed they had all day, brought them to the windward mark in the top 10. Abigail and Richard struggled to get off the line cleanly in this race, but when a massive puff came down the course during the downwind leg, half the fleet was tossed into the sea including our fellow racers James and Olivia. Unscathed, Richard and Abigail were able to stay upright, and finished 13th, after a great second upwind leg. Sadly James and Olivia were unable to recover from their capsize without help from the coach, and were forced to retire from the final race. At the end of the day, the team's unfortunate DNFs and OCSs were just a few of many faced by all the competitors on the first day. Olivia and James ended the day in 37th, while Abigail and Richard finished 44th.

After a night exploring the scenic town of Falmouth, it was time to hit the hay and start thinking about the light wind day to come. The team met at the yacht club Sunday morning for 0800 breakfast and dried out the soggy sails after a morning thunderstorm rolled through. After the storm left, the wind went away with it, leaving Vineyard Sound a glassy void, riddled with the ferocious westerly current. The race committee was forced to hoist the postponement flag until a new breeze filled in. To pass the time the boys played a heated game of RISK, while the girls socialized and got some summer reading done. Finally, the AP flag was taken down and the kids

420 RACE TEAM | FALMOUTH YACHT CLUB

PETE HAZELETT, 420 HEAD RACE COACH

were sent out on the water to drift, and wait for breeze to fill in. Unfortunately, the wind never returned and the team was in for one more race; the sprint to catch an earlier ferry. As we arrived at the Steamship Authority, the fast ferry was pulling away. Defeated, but still with bright spirits, the team made their way to Not Your Average Joes for an early dinner, and indulged in BOTTOMLESS raspberry lime rickeys, taking full advantage of the bottomless feature and ordering a grand total of 19 refills! All in all I am very proud of the sailors for not only maintaining great attitudes throughout a number of trying situations, but also having fun throughout the entire weekend.

OPTI RACE TEAM | THE BASS RIVER INVITATIONAL.

JAKE BRADT, HEAD OPTI RACE COACH

July 9, 2013

The 2013 off-island regatta season got off to a great start for the NCS Opti Race Team at the Bass River Invitational, hosted by the Bass River yacht Club in West Yarmouth. The team for this event consisted of Jack Parsons and myself--quite a dangerous duo. We traveled off island on Monday July 8th on the 3:15 Steamship Authority fast ferry and immediately began our several hour long marathon of two-player card games, ranging from such games as War to Speed to a game called Spit that has nothing to do with its rather peculiar name.

The games continued in a park near the Steamship Authority terminal in Hyannis due to the fact that we had to wait for the 420 team to return from their event with the van and coach boat in tow. After about hour three of the card game marathon--quite an exciting three hours, in truth--the 420 team finally arrived and we were able to head on our way.

A few quick stops that included the Sturgis Boatworks outdoor storage lot and the Bass River Yacht Club and we arrived at

Mrs. Taylor's--Emily Taylor's mother's--house in Chatham, where we would spend the night. After a lovely dinner overlooking the southern end of Pleasant Bay, we received a tour of the Taylor's beautiful waterfront home and then settled into our room over the garage for the evening.

Several episodes of baking-related T.V. shows and a rousing game of CapeCodopoly, a Cape Cod variant of the popular board game Monopoly, later--sadly, Jack's shrewd business techniques got the best of me--we turned off the lights to rest up for the following day's racing.

The day began with a bowl of Cheerios and a tall glass of orange juice. Unfortunately, the view from the kitchen overlooking the water at the Taylor residence was not all too promising: glassy and overcast. Regardless, Jack and I were soon ready to head to the venue and at 7:30 in the morning with Mrs. Taylor's best wishes for a good day of racing, we pulled out of the Taylor residence excited and a little anxious for what awaited us at Bass River.



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OPTI RACE TEAM | THE BASS RIVER INVITATIONAL

JAKE BRADT, HEAD OPTI RACE COACH

July 9, 2013

As soon as we got to the venue, we got to work getting ourselves ready to go out on the water. After launching our coach boat at the public landing across the river from the club, Jack and I returned and rigged his Opti just in time to make it to the skipper's meeting. Jack and I then had a quick talk to go over a few things for the day and Jack received a surprise visit from his aunt that

The key to success for starting in the light conditions was to secure a large opening on the line on the line and were able to go full speed at go--Jack did both that and more. With a perfect pin-end start, Jack was able to sail in clear air and good pressure up the left-side of the first windward leg. After a slow upwind haul, the fleet approached the weather mark. The front pack at the mark came out of the top left and was able to create a lot of separation between them and the rest of the fleet. Sure enough, Jack was right up front in the lead pack! At his first off-island regatta ever, Jack rounded the first mark in fourth--an awesome accomplishment!

Jack was able to stay in clear air on both reach legs; however he ended up on the wrong end of a crowded mark rounding at the leeward mark. After catching several boats on the last upwind leg, Jack finished in tenth and immediately sailed over to my coach boat with a huge smile on his face--a successful first race!

Sadly, the wind completely shut off after the first race, so we had to sit around for over an hour and wait for the breeze to fill. While we waited, we tied up our coach boat to the Nantucket Yacht Club team's boat and bounced around while watching the competing breeze lines slowly work their way to our course. After several minutes, Jack turned to me and told me he felt a little sick. Sure enough, several minutes later just as the breeze started to fill back in from the north, Jack got seasick. Naturally, Jack requested that we return to shore; however, after eating a few salty potato chips and drinking a full bottle of water, he agreed to sit out the next race that was about to begin its starting sequence and see how he felt for the following race. So Jack and I anchored his Opti and then followed the fleet around the course.



lives on the Cape--always comforting to see a familiar face!

With Jack on his way out to the course, I drove back across the river, picked up the coach boat, and followed the fleet out into Nantucket Sound. Once we got out to where they were setting up the course, it became pretty clear that conditions had not improved since breakfast: a northeasterly breeze at four knots and a strong incoming tide. Despite the unfavorable conditions, the Bass River race committee quickly set up a port-triangle course and got the twenty-seven boat fleet in sequence.

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OPTI RACE TEAM | THE BASS RIVER INVITATIONAL

JAKE BRADT, HEAD OPTI RACE COACH

July 9, 2013

Either my expert commentary was too much for him to handle or he started to feel a little better because as soon as the first boat crossed the finish line in the second race, Jack agreed to give the next one a shot. Still only at about half strength, if that, Jack struggled in the third and final race of the day. All things considered, however, I could not have been more proud when he crossed the finish line.

After a quick tow back to the Bass River Yacht Club, Jack and I de-rigged his Opti, got it on the trailer, grabbed a quick bite to eat and headed across the river on our coach boat to the public landing. Once we got the coach boat and trailer all squared away, we made our way back to Hyannis and were able to finish all that we needed to on the mainland in time to make the 4:30 Steamship Authority fast ferry back home. On the ferry, the card games continued. Jack stayed in his wet bathing suit for the trip back, but changed into the shirt he received at the regatta--a message from his mom later that evening said that they couldn't get him out of it!

It takes a lot to do much of anything after getting sick like that, let alone sail in a long and arduous sailboat race. What Jack's performance that day showed me was that he is an ardent sailor with an infectious positive attitude and a firm desire to improve--like I said, I couldn't have been more proud!

Results:

Blue Fleet: 15/19

<http://www.bassriveryc.org/2013BRYCInvitationalResults.pdf>

OPTI RACE TEAM | STONE HORSE OPTI X-TREME REGATTA

JAKE BRADT, HEAD OPTI RACE COACH

July 15, 2013

The 2013 off island regatta season continued for the NCS Opti Race Team at the 18th Annual Stone Horse Yacht Club Opti x-treme Regatta, hosted by the Stone Horse Yacht Club in Harwich Port, MA. The team traveling to the event again consisted only of Jack Parsons and myself. We traveled to the Cape on Sunday, July 14th on the 3:15 Steamship Authority fast ferry. On the ferry, Jack and I ran into a friend of Jack's whom he met in an NCS

program several years earlier--quite a coincidence! Jack and I sat with him and his family for the duration of the trip.

Coach Jake and sailor Jack at the Stone Horse Opti Regatta!



After arriving in Hyannis, Jack and I returned to the park near the Steamship Authority terminal to wait for the 420 team to return from an event with the van and coach boat. With a sense of normalcy, we jumped right back into the many two-player card games that we learned to love from our previous trip off-island.

Once Pete and the 420 team arrived, Jack and I got on the road and headed east towards Harwichport. Before turning in for the night at our host's house, we put the coach boat in the water at the club and took a look at Jack's boat, which the Nantucket Yacht Club team had already placed on the beach because they allowed us to use a spot on their

trailer. We left the venue that night feeling excited and ready for the following day's racing.

That night we stayed with the Wilets—members of the hosting club—who have three sons, one of whom would be competing the following day. As it turned out, that night was a special night in the Wilett household as it was the mother's birthday! They were kind enough to include us in their birthday festivities, which entailed a lovely dinner on the grill followed by cake. After a few games of cards—we actually added a few new games to our somewhat exhausted repertoire—we turned out the lights to rest up for the following day.

Jack and I were out the door early the next morning as registration opened at 8:00 am with the skipper's meeting and harbor start shortly thereafter. Once we arrived at the venue, Jack quickly set to work rigging his boat while I coordinated with the Nantucket Yacht Club coaches the ever-complicated logistics of getting out of there at the end of the day.

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OPTI RACE TEAM | STONE HORSE OPTI X-TREME REGATTA

JAKE BRADT, HEAD OPTI RACE COACH

July 15, 2013

After the skipper's meeting, Jack and I had a quick chat to go over some of our goals for the day. On the beach where the fleet would be launching from, there was not a breath of wind; however, several hundred yards out into the sound, a pretty distinct southerly was starting to fill in. It was clearly going to be another light and shifty day off-island: frustrating conditions for sailors of all skill levels.

By the time the fleet got out the sailing area, the race committee had already set their windward-leeward course and were ready to go into sequence. With me in the coach boat that day was the Nantucket Yacht Club Opti coach, Jack—which always made things interesting when I was trying to get one of the Jack's attention—so we had both the NCS and NYC teams checking in with us before the first race to talk about a few last minute concerns.

My top focus for Jack for the day were his starts: the eighty-two boat starting line far exceeded anything that he had seen prior to this event by a long shot. While the fundamental strategies are all the same as with a smaller line, a start with that many boats has a significant number of added difficulties and can be incredibly overwhelming for someone who has not experienced such a start. As always, I stressed two important goals for each start: being front row (not behind a bunch of boats) and having an open hole on the line.

The race committee soon got into the five-minute starting sequence, despite the shifty five knot southerly. At go, Jack was a little below the line and down speed towards the boat end of the line: not a bad start for his first big event; however, he struggled to get to clear air for the entirety of the first upwind beat because of his start. Nonetheless, Jack sailed a smart downwind leg by staying in clear air and sailing on the rhumb line

to the leeward gate, which allowed him to round the gate and start the last upwind leg to the finish around mid-fleet. Sadly, he got a out of phase with the wind shifts, which caused him to lose a few boats before finishing the first race.

Between races, Jack and I talked about how he could have improved his start from last time, which obviously paid off as he had a great start in the second race, allowing him to sail his own beat in clear air and round the weather mark solidly in mid-fleet—a great accomplishment for Jack! He ended up losing a few boats on the downwind leg this race because he could not get to clear air, but he still finished the race around mid-fleet.

His third start was by far his best of the day: a pin-end start in clear air with good speed at go. With the breeze coming up a bit, Jack rounding the weather mark close to the top thirty boats after sailing a smart first beat up the left side of the course. Unfortunately, halfway to the leeward gate, Jack lost control of his boat while trying to get windward heal to squeeze a little extra speed out of his boat. The result: a capsize. To his credit, he did a great job recovering and getting his boat going again; however, he still finished the third race towards the back of the fleet, which was not a huge confidence boost for him.

Nothing a Chewy bar, a big drink of water, and a quick pep-talk could not fix—Jack was soon right back on the proverbial horse and getting ready for the fourth and, ultimately, final start of the day. Sadly, he did not have a great start and with the breeze now dying and the course being a port-triangle, there was not much room for him to claw his way back. Nevertheless, Jack finished the race and the day with a smile on his face.

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OPTI RACE TEAM | STONE HORSE OPTI X-TREME REGATTA

JAKE BRADT, HEAD OPTI RACE COACH

July 15, 2013

We then quickly got our boats de-rigged, washed and put away on the NYC trailer and headed over to the awards ceremony. With our coach boat in tow, we then drove back to Hyannis, dropped off the coach boat and van, and made our way to the ferry terminal to return back to the island.

It was an incredibly challenging day for Jack, but there was a pretty distinct upward trend throughout the day, so I was happy with his performance. This event was a major step up in terms of the competition that Jack was facing—like always, though, he stepped up and rose to the occasion, which was yet another indicator of his positive attitude and love for the sport.

Results

Blue: 35/50

Overall: 63/82

http://www.regattanetwork.com/clubmgmt/applet_regatta_results.php?regatta_id=6827&show_divisions=1

OPTI RACE TEAM | WIANNO YACHT CLUB OPTI REGATTA

JAKE BRADT, HEAD OPTI RACE COACH



The next event on our 2013 off-island regatta schedule was the annual Wianno Yacht Club Optimist Regatta hosted by the Wianno Yacht Club in Osterville, MA. Yet again, Jack and I were the sole representatives of the NCS Opti Race Team; however, this time, we traveled over with the Nantucket Yacht Club team the morning of Tuesday, July 23rd on the 9:30am Steamship Authority fast ferry in order to get an afternoon practice in at the venue.

Once we got to Hyannis, Jack and I set the wheels in motion picking up the van, coach boat, Jack's sail, and a few dollies before heading west towards Osterville—I must say it was nice not feeling too rushed dealing with all of the logistics of off-island travel! After getting to Osterville, Jack and I picked up sandwiches and then went to the venue where we regrouped with the NYC team to rig and head out on the water. A quick lunch and chalk talk later, we were on the water with a total

of eight boats between the two teams. The breeze was a steady fifteen knots out of the south—good preparation for the following two days of racing, as it would turn out. We spent some time working on boat handling before joining the Wianno Yacht Club race team for some practice races. These were incredibly helpful as it allowed us to get some good practice in on a relatively large starting line—roughly twenty-five boats—and it also gave us the opportunity to practice the trapezoid course, which is the course that they would be running the following two days.

After a quick de-rigging and debrief, we stored our boats for the night and headed to our respective housing for the evening. Jack and I were to be staying with the Lotuff's, members of Wianno, for the following two nights. Upon arriving, we settled into our rooms above their garage and then went for a quick swim in their pool—quite refreshing after the afternoon sail.

That night, we had a lovely dinner with the Lotuff's and their three sons and one daughter. As it turns out, we had some mutual acquaintances on the island—small world! After dinner, Jack and I decided to go see a movie in Hyannis. We decided on *Despicable Me 2*. We both agreed we preferred the original.

With harbor start the following day not until noon, Jack and I were able to sleep in until about 8:30 am—quite cushy living. After running a few errands, we got to the venue early and started rigging. The late start gave us plenty of time to make sure Jack's boat was set up well and just relax. After lunch and a skipper's meeting on shore, Jack and I had a quick meeting to talk about a few goals and things to work on for the day.

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OPTI RACE TEAM | WIANNO YACHT CLUB OPTI REGATTA

JAKE BRADT, HEAD OPTI RACE COACH



Once we were sure that all of our sailors were ready to go, Jack, the Nantucket Yacht Club coach, and I made our way to my coach boat and waited for our guys to launch their boats on the congested ramp. A long sail out against the current, several speed tests, and some last minute coaching later, the 117 boat Opti fleet was in sequence. With a steady twelve to fifteen knots of breeze out of the southwest, the first race of the two-day regatta got underway. With a line this big, our standard priorities of having a front row start with a clear lane were even more important. While Jack may not have started towards the favored end of the line, he had a great hole on the line towards the boat-middle and was able to tack out the the right and get to clear air, which immediately put him in the top half of the fleet.

He stayed in phase the first half of the first beat; however, he missed out on a big shift on the top right, leaving him still in the top half of the fleet. He sailed a smart first reach leg and an even smarter downwind leg, sailing rhumb line past about twenty boats that sailed higher and more distance than he did. His last reach leg and upwind legs went well, leaving him in the top of the mid-fleet pack at the finish.

After talking more about what the breeze was doing around the different parts of the course, Jack restructured his game plan and shifted his start down towards the pin. Sadly, he pushed the line a little too much within the final minute and was forced to round the pin boat due to the fact that it was an I-flag start. This put him at a significant disadvantage because he had to sail under the entire fleet for the rest of the race. I was not bummed at all, however, because it was clear that Jack had a smart game plan in mind and was being aggressive on the line—it is always hard to find that kind of confidence on such a large line.

The following race, Jack stuck to his new game plan and it paid off—a nearly perfect pin-end start allowed him to get to clear air on the left side of the course and get into phase with the shifts. As is usually the case with newer racers just beginning to grasp the fundamentals of racing, we struggled a little with our sailing fundamentals towards the top of the beat; however, Jack was able to round in the top third!

Yet again, Jack sailed a smart downwind leg and even made some gains on the last upwind leg to have his best finish of the event, maybe even of the summer.

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OPTI RACE TEAM | WIANNO YACHT CLUB OPTI REGATTA

JAKE BRADT, HEAD OPTI RACE COACH

Once we got back to shore, we did a quick debrief and then headed back to the Lotuff's for the evening. After a pleasant swim in their pool, Jack and I returned to our rooms, showered, and played a few games of cards—do not worry, we did not forget about playing cards this trip—before dinner. Dinner consisted of grilled steak and chicken, pasta, and some vegetables; a healthy post-sailing meal. Dinner was followed by a viewing of the thrilling hit T.V. show America's Got Talent with the Lotuff's. Jack and I then turned in for the night to rest up before the following day's early start.

Compared to the previous day's 12:00pm harbor start, the second day's 8:30am harbor start felt like the crack of dawn. A quick rig and chat got Jack ready for the day. The conditions were not as favorable as the first day of racing: overcast, cold, and a steady fifteen to eighteen knot northerly that was forecasted to build throughout the morning.

Jack and I regrouped out on the race course where things were looking a little gnarly with gusts occasionally into the twenties. Nevertheless, the race committee commenced the first starting sequence and in a quick five minutes, the race was underway. Jack had a decent start and rounded the first mark in about mid-fleet, but ended up losing a few boats on the reach and downwind legs by sailing extra distance.

The breeze came up a bit for the second start, but it clearly didn't phase Jack because he had his best start of the regatta—a perfectly executed pin-end start. He played the first beat pretty well, tacking out to clear air on the left and tacking back towards the mark with a clear lane. Approaching the windward mark, he was easily in the top twenty boats of the fleet, hiking hard, looking good.

In fact, had he continued to work out left, he could have rounded in the top ten! Unfortunately, a rough tack on the starboard layline resulted in a

capsize, which dropped him back quite a bit; however, he got his boat back up and dry and was on his way.

The combination of cold water and cold air plus a tough second race was almost too much for Jack to handle, but with the last race coming up, Jack was determined to finish the regatta. An unlucky capsize during the starting sequence put Jack at a disadvantage, but he kept on sailing. A capsize before the last reach leg put Jack out of the race, but he kept on sailing. Even when I came by on my coach boat offering to tow him in, he assured me that he was going to finish this race. Yet another example of his determination to improve.

We then returned to shore and set to work getting ourselves packed up and ready to go. After the awards ceremony, Jack and I drove back to Hyannis; dropped off the trailer, Jack's sail, and the dollies; and then headed to the steamship authority terminal after parking the van.

While it was a tough event both physically and mentally, I think that Jack really stepped up to the challenge yet again. What's more, despite the fact that this was a larger, more competitive event, Jack sailed much better than any of the past two events, showing a clear upward trend for the summer.

Results

Overall: 89/117

http://www.regattanetwork.com/event/7074#_newsroom+results