



Commodore's Corner

Where did summer go? Suddenly fall is here, with rain and big winds. I'm glad we're off the water.

We were able to sail many more races than in previous years, due to a busier race schedule and cooperating winds. I loved the extra time on the water, and hope you did too. We are very interested in your feedback on your summer. Please do send in your thoughts so we can make next summer even better (See page 4).

With the changes of fall come more changes. We have had a

committee of members looking at our By-laws. They started their task last spring, took the summer off, and are back at it again now. They will be recommending a real re-structure of the document, with added detail in an accompanying procedures document. The By-law change document will be published in full in the next *Racer*, and will be available online. Please read it over carefully, and be prepared to discuss and vote at our December Holiday party.

- Sherri Desmond,
NCWSA Commodore

2010 NCWSA Board Nominations

Are you interested in showing off your leadership abilities? Have you been anxious to have your voice heard or a desire to make changes in the organization? Now's your chance!

There are five key positions in the NCWSA Board that need to be filled, and we need nominations right now. If you are interested in any of the positions listed below, please submit a short letter—a paragraph or two—explaining your desire, and either e-mail it to KatherineSchiele@hotmail.com or bring it to the November membership meeting. We will also take any verbal nominations from the floor.

So, nominate yourself or a friend. The positions available are:

If you are interested in any of the board positions and need more information about what the position entails, please email **KatherineSchiele@hotmail.com**

- Vice-Commodore
- Secretary
- Social Chair (2 positions)
- Public Relations Chair

NCWSA Meetings

7:30 First Tuesday of the Month

NOVEMBER 3, 2009
AWARDS

DECEMBER 1, 2009
Holiday Party

JANUARY, 2010
No Meeting.
Edgewater Yacht Club
closed for January.



Thank You! to Edgewater Yacht Club

Thanks to all of you who made a contribution for our gift to Edgewater Yacht Club in appreciation for our use of the club and its facilities. We raised about \$1,350, and all of that will go directly to EYC.

Regatta Shirts are here!

Regatta dry-fit shirts are in!!!

Bring your checks or cash to the November meeting (sorry, club chits cannot be accepted).

Other items will also be available for purchase or to order. Consider ordering a special gift for your skipper or coach, or a holiday item for yourself. You deserve it!

Bobbi Sundman
NCWSA Vice-Commodore

NCWSA Regatta Update

What a fabulous day for the 14th Annual NCWSA Regatta! Lake Erie gave the fifteen teams a challenge with her big waves and winds out of the north east at 10-16 knots. Jim Titgemeyer (PRO) and the race committee did a fantastic job providing five races in the one-design class and three in PHRF and JAM. The Ensign fleet had a three way tie for first place. You might want to read the racing rules to understand how a tie is broken.

RESULTS:

PHRF

- | | | |
|---|-----------------|-----------------|
| 1 | Ja2 | Cathy Newpher |
| 2 | Coyote | Mary Dodge |
| 3 | Trivial Pursuit | Marianne Eggett |

J-22

- | | | |
|---|-------------|----------------|
| 1 | Devils Play | Suzie Florence |
| 2 | Kiwi Spirit | CC Skoch |
| 3 | Free Energy | Mindy Sminchak |

Thank you to everyone who helped make this event a success— to name a few—Suzie Florence, Joani Huber, Bev Keeler, Karen Lunka, Bobbi Sundman, Liz Wilber and the NCWSA board. I especially want to thank Bobbi Sundman for dedicating her Saturday to the regatta and being the on-shore person who organized everything while we were out having fun on the water. Thank you Bobbi!

Photos were taken by Dave Mathias and John Zelli and will be on display at the NCWSA meeting in November.

Ensign

- | | | |
|---|--------------|-----------------|
| 1 | Beau Noir | Sandy Johnson |
| 2 | Blue Meanie | Sherrie Desmond |
| 3 | MBSS Medalla | Kelly Kimble |

JAM

- | | | |
|---|-----------|----------------|
| 1 | Bonafide | Nadja Hutchins |
| 2 | Chip Ship | Toni Succo |
| 3 | Left Main | Linda Cutler |

Devil's Play



Bonafide



Ensigns rounding the mark

Ja2 (left) and Coyote (right)

NCWSA 2009 Summer Racing Series Results!

PHRF

- 1 Ja2
- 2 Coyote
- 3 Lazy Lass

Ensign

- 1 MBSS Medalla
- 2 Blue Meanie
- 3 Beau Noir

Dragon

- 1 The Chauvanist
- 2 Scamp

J-22

- 1 Devils Play
- 2 Hey Sue
- 3 Kiwi Spirit

JAM

- 1 Play It Again Sam
- 2 Chip Ship
- 3 Vortex



All Regatta Photos are by Dave Mathias 2009©

Dave Mathias 2009 ©

There Are Others Like Us!

by Suzie Florence

Yes, NCWSA does have something special here at Edgewater Yacht Club—a huge group of women that are interested in competitive sailboat racing.

Ever think there might be more out there like us?

5 NCWSA members recently checked out Bayview Yacht Club's (Detroit, MI) Women on Water event. The event started with a clinic on Friday, with Dawn Riley, the first woman ever to manage an entire America's Cup syndicate, as the speaker. Saturday and Sunday followed up with a regatta.

The regatta had a couple different formats for racing. You could choose to compete in the round-robin event on Saturday and Sunday in Flying Scots and Ultimate 20s, or sail PHRF on Sunday.

The 5 NCWSA women chose to sail in the round-robin event, where teams alternated sailing in the borrowed Flying Scots and Ultimate 20s. By the end of Saturday, the teams had completed 6 races, all held right outside of the yacht club in the river, a great viewing point for spectators.

Competitors ranged in knowledge. Some skippers had raced many times in the past but had never gotten to helm before. Others were seasoned veterans. It was a great opportunity for new skippers, young and old, to get out there, make their own tactical decisions, and see how they held up against the veterans.

Sunday, the group of 14 teams were split in half and assigned to boats that they would sail in for the entire day. The top 1-7 teams

sailed in Ultimate 20s, and teams 8-14 sailed in Flying Scots.

NCWSA ended up with representatives in both the Ultimate 20s and the Flying Scots. Suzie Florence, Bev Keeler, CC Skoch (all from NCWSA) sailing for Kelly Bechard took 1st. Sue McDowell (NCWSA), sailing with 2 local Detroit women, took 3rd. Cara Sanderson-Brown (NCWSA), first time helming, sailed competitively in the Flying Scots.

Next year, if you are looking for a regatta to put on your calendar, be sure to check out Bayview's Women on Water. This event is the perfect opportunity for skippers and teams to compete on a smaller scale outside of Cleveland.

Volunteers Keep NCWSA Afloat



As we enter the off-season, it's probably a good time to remind everyone that NCWSA is an ALL-VOLUNTEER organization.

Nobody gets paid to be on the board, to coordinate the race schedule, to run the regatta, to buy and sell merchandise, to teach the beginner classes, to create the newsletter and website, to coordinate all the membership info, to keep the books, or to prepare great programs for the meetings. We volunteer to bring you the best NCWSA possible.

If you want to help make NCWSA a great organization, let us know—any assistance is always needed and appreciated!!

Email us at ncwsaracer@yahoo.com, if you have a unique skill or passion that would be a help to any of our committees: merchandise, social, newsletter, website, membership, organizing documents—anything to lend a hand, and help out the board members.

WANTED: Summer Racing Feedback

How was your Tuesday night racing experience? Have ideas how to improve it?

Our racing committee would like to hear your feedback on how to continue to make our Tuesday night racing series a good experience for everyone.

Please send your comments to suzie.florence@yahoo.com Our committee will use your feedback to make next year even better! Thanks,

*Suzie & CC,
NCWSA Co-Race Chairs*



N C W S A

Learn the Racing Rules with Dave Dellenbaugh!

Dave Dellenbaugh recently finished his new edition of a two-part DVD set called *Learn The Racing Rules!*



Learn The Racing Rules is a completely new two-part video that uses sailing demonstrations, actual racing footage and computer-animated boats to explain the 2009-2012 rules. The new DVDs include all the major rule changes (of course!), many references to updated appeals and cases, text for all the rules and definitions discussed, and an easy-to-use chapter system by rule number.

PART 1 (*The Basic Right-of-Way Rules*) covers the essential rules that apply when boats meet on the race course, plus the limitations on these rules including changing course, avoiding contact, sailing above a proper course and changes in the right of way. (65 minutes)

PART 2 (*Rules at Marks and Obstructions*) explains many often-confusing topics such as barging, the zone, mark-room, tacking or jibing at a mark, seamanlike vs. tactical roundings, continuing obstructions, hailing for room to tack and more! (75 minutes)

To find out more about *Learn The Racing Rules*, or to order your copy: <http://www.LearnTheRacingRules.com>



The price of the new DVD set is \$60 (plus s/h), but all current *Speed & Smarts* subscribers get a 10% discount. You can get the discount by subscribing when you order the DVD—they now offer a subscription by email for as little as \$35! <https://www.speedandsmarts.com/Order/Subscribe>



Cathy Newpher, NCWSA Education



A view of the start of some 1,800 sailboats taking part in the "Barcolana" regatta in the Gulf of Trieste, north-eastern Italy. The annual race draws hundreds of participants, which is described by the organizers as "Everybody's Regatta."



Two accounts of a frightening event...

CREW OVERBOARD!

THE FOLLOWING STORIES HAPPENED LESS THAN TWO MONTHS AGO, on September 16, 2009, at the 2009 Star Class North American Championship in Westport, Connecticut.

Having nearly drowned in the second race of the day, a badly shaken Cook shares this cautionary tale out of concern for all sailors, competing in regattas, who may end up fighting for their safety and ultimately their lives.

by *Thorsten Cook* USA 7959

THE SECOND RACE BEGAN after several aborted starts. The wind was about 20 knots with 4-8 ft seas and a dark sky. The windward leg was long, wet, and 1.7 miles. We rounded the windward mark and had a bit of a problem with a tangled main sheet. I let out the main, set the vang, and we started downwind. I noticed that the main was too far forward and told Mike (my crew of many years) that we needed to pull in the main to stabilize the boat. Before we could do that, the boat rolled down a wave and broached. Mike hung on, but I slid down the side of the deck into the water, and since the boat was moving at a good speed, I was pulled into the water.

There I was, in heavy seas, with my boat still going downwind. I immediately pulled on the trigger for my inflatable vest; however it did not inflate. (I forgot that there is a back-

up tube with which to manually blow up the vest).

I was in the water with no usable life vest. I was able to keep my head above the water, but just barely. At every crest I looked around to see any boats. I only saw Mike trying to sail back upwind to me. He did reach me, but I could not hang on or get into the boat. Mike then grabbed our VHF and tried to call the RC, but to no avail—they did not answer. He asked me to verify what channel they were on, and I said 78. I should have also told him to issue a Mayday on channel 16, but that did not enter my mind.

The boat was extremely difficult to control, (the mainsail was completely torn), and eventually it drifted away. I could see Mike, but he had no idea where I was. I watched the fleet go downwind, and they eventually passed me again on their upwind leg to the windward mark.

At about that time, I noticed a dismasted Star not too far from me and I started to yell. It took a few minutes for them to realize I was in the water. After another minute or so they tried to throw a life vest to me, but it came right back to them. I yelled at them that I was not in good shape. The


dismasted boat started to go downwind from me, and I thought my life was about over. After several minutes I observed a person swimming with a life vest to me from the dismasted Star. I guess it took about 10 minutes for him to swim against the sea to me. I was very tired and spent at that time and told him that.

Kevin Elterman (from the dismasted boat) got to me, and gave me the spare life preserver, which I placed under my arm. I had my other hand on his shoulder to give me some support on that side.

The two of us spoke a bit and kept our heads downwind, so the water from the waves would not enter our mouths. Kevin raised his other hand in the air to attract any passing boats. He had a yellow slicker on, which sure helped. Eventually a passing Canadian coach boat noticed Kevin's hand, and was shocked to see two persons in the water. We got aboard,

and they brought me to the RC boat. At that point, I had been in the water for about 45 minutes.

I stayed on the RC boat (for about 1 hour) while they finished the race, picked

up the marks, and came to the club. I was very cold and wet. After about 10-15 minutes, some people gave me their dry clothes and a blanket they found on the RC boat. I came ashore and they took me to the shower to warm up. After several minutes in a hot shower, I felt OK. Mike gave me some of my dry clothes from my car and I went upstairs for the Mid-Week awards dinner where my wife, Pam, was doing a Caribbean Rum party. We talked for a while about my experience. 

I was in the water with no usable life vest. I was able to keep my head above the water, but just barely.

Two accounts of a frightening event...

CREW OVERBOARD!

A reminder to remain vigilant about safety at sea at all times, especially when least expected.

by Lou Roberts USA 7306

WHILE SAILING the second day at the Star North American Championships with forty other boats, we rounded the first windward mark and were setting up the whisker pole for the 1.7 mile downwind leg. I noticed the pole was set too low and asked my crew and co-owner, Kevin, to raise the pole. Moments later, we were hit with a gust and the pole buried into the water, causing a dismasting just below the spreaders. Neither of us was injured, so we began the process of clearing the rigging to get off the racecourse. We noticed another boat about 1/2 mile away with a large rip in the mainsail, but no other were boats around.

We then heard a voice through the wind, and were shocked to spot a person in the water—obviously in distress. We attempted an approach, but with half the rig still in the water, and with 4-6 foot seas, we were unable to sail to him. He appeared to be panicking, but managed to yell that he had no life preserver and was unable to keep afloat. It then became clear to us that he had fallen off the boat with the torn mainsail.

That boat was attempting a recovery, but unfortunately it kept sailing from the windward side, and on every attempt, passed too quickly to grab a hold of the now nearly exhausted and drowning victim. At that moment, my crew and I decided the only chance was to have one of us in the water to attempt to swim to the man. Kevin put on a life jacket, grabbed a

second life jacket and entered the water. I continued to jury rig the boat to make it sailable in the hopes that one of us would reach the man. I attempted to keep sight of Kevin and victim while working on the rig, but after a few minutes I lost sight of both in the heavy seas. I also noticed the boat with the torn mainsail had given up searching and was just floating in the water. With only a small Leatherman®, my efforts to cut the rig clean became futile; I could not find a way to jury rig what remained of the sail and mast stump to produce any forward momentum. I continued to drift downwind.

Astonishingly, the fleet was now about 2 miles away from us and not a single one of the many judge, mark, or crash boats on the racecourse had noticed the two disabled boats. I remembered I had my cell phone, so I called 911 and reported the approximate position of the two Crew-Over-Boards (COBs). It was now over 15 minutes since I had lost sight of them. While on the phone with 911 dispatch, I finally saw an inflatable boat approaching.


With large arm motions I attempted to point towards the COB position, but the inflatable mistook my motions and thought I was pointing to the other boat. The inflatable then went towards the other boat and finally off toward the direction of the

That boat was attempting a recovery, but unfortunately it kept sailing from the windward side, and on every attempt, passed too quickly to grab a hold of the now nearly exhausted and drowning victim.

men in the water. I kept phone contact with the marine police while a growing number of small motor boats appeared in the area—now over a mile from where I had drifted. What seemed like an eternity later, (maybe 40 minutes since we first spotted the victim), a boat

headed towards my direction. Prepared for the worst, he told me that both people had been found—alive.

As it turned out the person in the water (an acquaintance from another Star fleet) had rounded-up minutes before we dismasted, and had simply slipped down the edge of the cockpit and over the transom. He had an inflatable lifejacket that did not deploy. Kevin was able to reach him moments before he had succumbed to the elements—a truly heroic effort. Incredibly, they spent over 40 minutes in the water—a huge feat given the conditions, and the fact that our friend is a 70-year-old gentleman.

It was nothing less than a miracle that our dismasting in the immediate vicinity, with no other boats near us, allowed us to hear him and execute a recovery. 

North Coast Women's Sailing Association
P.O. Box 771502
Lakewood, OH 44107
RACER



NCWSA
RACER *Sail Like a Girl*

OCTOBER/NOVEMBER 2009



Get the latest NCWSA information SOONER!

Receive the RACER by email! Send an email request to NCWSARacer@yahoo.com

NCWSA RACER | P.O. Box 771502 | Lakewood, OH 44107

NCWSARacer@yahoo.com

NCWSA BOARD 2009

Commodore	<i>Sherrie Desmond</i>	Public Relations Co-Chair	<i>Melissa Scott</i>
Vice-Commodore	<i>Bobbie Sundman</i>	Public Relations Co-Chair	<i>Carolyn Kovach</i>
Secretary	<i>Pat Metzler</i>	Social Co-Chair	<i>Karen Lunka</i>
Treasurer	<i>Pat Mahoney</i>	Social Co-Chair	<i>Joani Huber</i>
Race Chair	<i>Suzie Florence</i>	Membership Chair	<i>Kathy Jankowski</i>
Race Co-Chair	<i>CC Skoch</i>	Member-at-Large	<i>Katherine Schiele</i>
Education Chair	<i>Cathy Newpher</i>	Website/Newsletter Chair	<i>Cheri Morabito</i>
Education Co-Chair	<i>Marianne Eggett</i>		

NCWSA Mission Statement

~ to encourage women to become more actively involved in sailboat racing through regattas and clinics, and to create a spirit of good fellowship among members.