

# The Jeff Penfield



*By David Ames  
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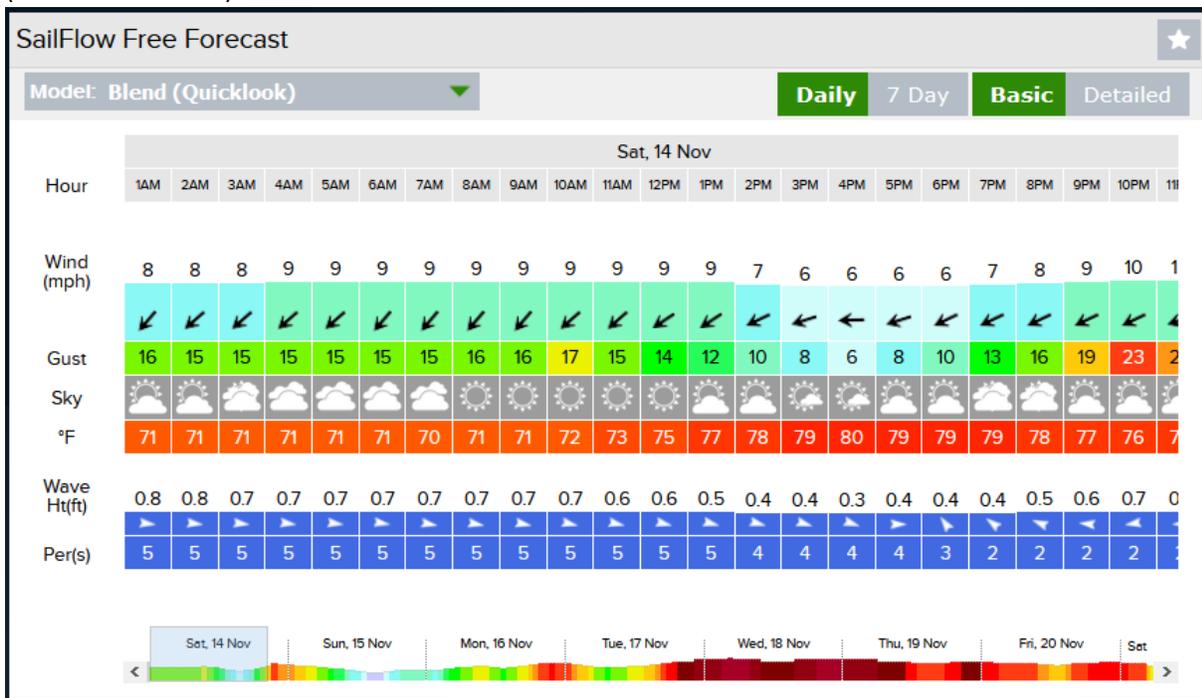
(ETA's storms track).



The week leading up to the Jeff Penfield regatta had an uncertain forecast due to Tropical Storm/Hurricane ETA. Early forecasts had conditions from the SE/S at 20-30 Kts, but fortunately the storm accelerated its forward speed and we ended up with great weather for the event.

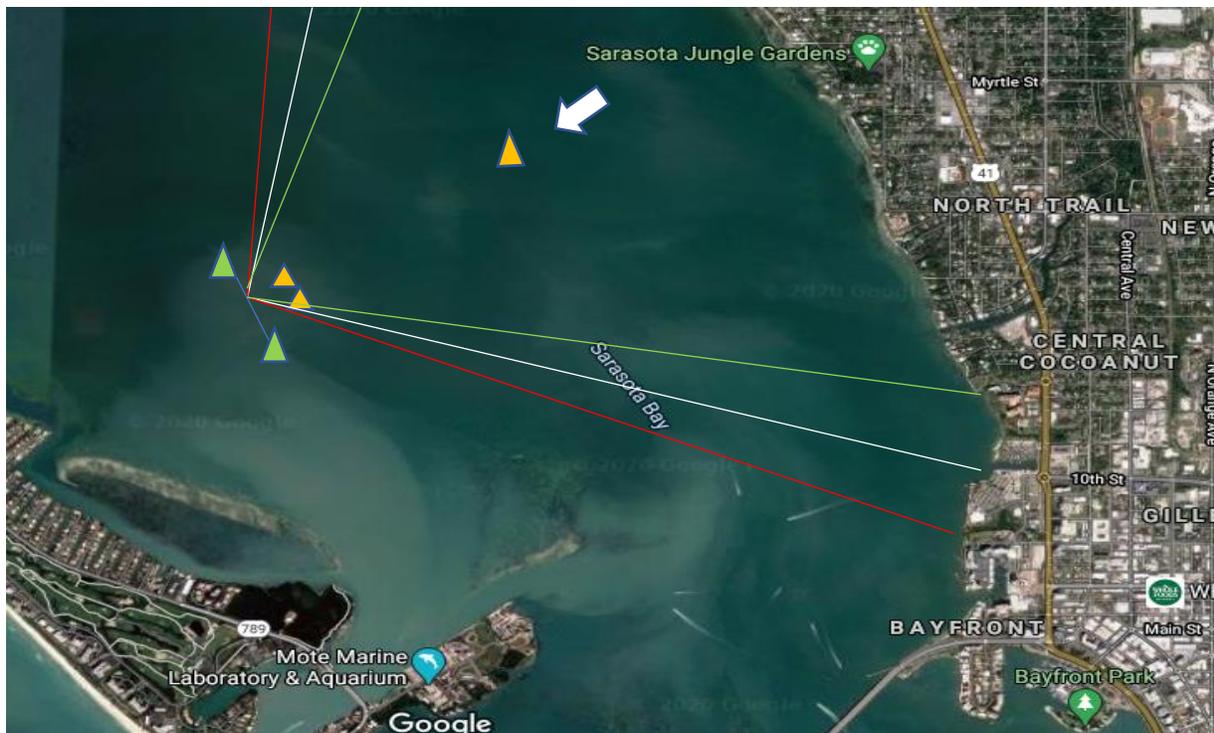
Saturday's forecast called for winds out of the NE at 10-15 Kts for the morning dropping to 5-10 Kts in the afternoon. With the wind predicted to be offshore, the shifts in Sarasota Bay tend to become larger as the wind gets lighter in the afternoon.

(Sail Flow Forecast)



When formulating a strategy for the race, it becomes essential to get good information about what the lifts look like on both port and starboard tack and to keep track of the phase timing between shifts. With offshore shifty conditions, either side of the race course can be favored so deciding how to position for the start and first weather leg is based on your max lift headings and what wind pressure you see coming down the course one minute before the start. In this article, I will describe how we formulated our strategies in the first and last races of the event to give the you some insight into how to formulate your own strategies.

## The 1<sup>st</sup> Race



**(Red lines = Headers, Green Lines = Lifts)**

Before the first race, we noticed that the race committee set the course during a right shift at about ten minutes before the start of the sequence. We checked the start right before the sequence and noticed that the breeze had shifted back left a little and the pin end was slightly favored. The pressure was even across the course and we were in the middle of our shift range with the trend shifting more to the left at the start. We decided to setup about a third of the way from the pin end and just go for clear air and avoid taking excessive leverage to either side of the course. At about one minute, I rechecked our pointing angle and looked at the pressure up wind and noticed that wind had shifted more to the left making starboard extremely headed, and the pressure looked stronger on the right side of the course. We adjusted our starting hole more to the boat end of the line in anticipation of tacking on to the port lift immediately after the start. At the gun, our speed was pretty good and when we tacked to port, we had to duck Jeff Linton and sure enough Jeff saw the same shift and tacked a half boat length to our lee bow. With Jeff squeezing our lane, we decided to do two short tacks and clear our air while minimizing our time on the starboard header. The rest of the weather leg, we stayed in phase with the lifts and rounded in second place at the weather mark with Don Perry rounding a close third.

On our approach to the first weather mark, we noticed that port tack was lifted so we decided to straight set on starboard and ride the header on the first half of the down wind leg. Down wind, we were focused on making the boat go fast with our spinnaker trim. (Important downwind setting) The centerboard on our boat was about half way up which gave us the perfect balance between tracking straight and reducing the most amount of drag which is key for optimizing downwind speed. Our decision to straight set paid off, and we extended our lead over 3<sup>rd</sup> place until we misjudged our jibing angle and overstayed the port lay line which allowed Don Perry to pass us at the gate.

The second weather leg was similar to the first leg with 20-30 degree shifts and the key strategy being to trust your lift angles from the first weather leg and not sail too far to the extreme sides of the course.

On the second weather leg, we were able to pass Don and catch up to within ten boat lengths of Jeff by staying on the lifted tack and ignoring the other boats in the fleet. At the second weather mark, the wind was on a 20-degree right phase so the obvious choice was to jibe set at the offset mark. The final downwind leg had no tactics to play because we could lay the finish from the weather mark. Placing second in the first race meant that we were still in contention to win the regatta.

The weather report for Sunday predicted a dying offshore breeze out of the SE at 3-5 Kts and then a sea breeze filling in out of the SW at 5-10 Kts for the second race of the day.

6 am	← E 5 mph	⊙ SE 0.0 ft @ 3 sec	☁ 73° Partly Cloudy
9 am	← E 4 mph	⊙ SE 0.0 ft @ 3 sec	☁ 75° Partly Cloudy
12 pm	↗ SSE 1 mph	⊙ SE 0.1 ft @ 3 sec	☁ 80° Humid and Partly Cloudy
3 pm	↙ SW 4 mph	⊙ S 0.0 ft @ 0 sec	☁ 82° Humid and Partly Cloudy
6 pm	↙ NW 9 mph	⊙ S 0.0 ft @ 0 sec	☁ 80° Humid and Partly Cloudy



(Red lines = Headers, Green Lines = Lifts)

## The 5th Race

As predicted, the sea breeze filled in out of the southwest at 5-10 Kts with small five to ten-degree wind shifts and equal pressure over the race course. Our tactical strategy for the last race changed from focusing on incoming shifts and differences in pressure to focusing boat speed and sailing in clear air. At about five minutes before the start, we check the line and found out that the boat end was favored. At one minute to go we set up 1-2 boat lengths from the boat end and about one boat length off of the line to leave some room for acceleration. Our acceleration was a little late at the gun and we ended up tacking to port and ducking a few boats after about 30 seconds and headed out to the right side. We luffed out on the right middle with a little bit better pressure and when we converged with the boats coming from the left side, we had passed everyone except Ron Pletsch and Charlie Clifton.

The key to our upwind speed in light wind was our jib trim and paying attention to the upper batten telltale on the main. We tell how to properly trim the jib by the horizontal crease in the foot of the jib. We trim the jib until a crease barely forms from the tack of the jib to where the jib sheets attach to the leach and do not use any weather sheeting until we are hiking. The upper part of the main can not be stalled in light wind, so I am constantly looking at the telltale on the upper main batten for flow. To assist in promoting flow in the sails I will not pinch the boat and I will move my crew to leeward until enough pressure has been generated and then move weight gently to weather in the boat. Finally, when puffs hit, I will give the main a few small pumps to accelerate faster.

At the weather mark, there was a cluster of boats rounding right behind us so jibe setting was off the table as a strategy because of the wind shadow generated by the boats rounding behind us. We had a great spinnaker set and pulled even with Charlie and Ron in the first quarter of the run and then jibed before lay line to prevent a bad lane back into the leeward gate. Our decision to not go to the lay line allowed us to pass both Ron and Charlie into the leeward gate and allowed us to go to the favored end of the gate.

Our strategy for the second weather leg was to protect the pressure in the right middle and focus on boat speed to maintain our lead. The boats that rounded behind us heading to the right side all tacked to starboard once the incoming down wind fleet cleared. We sailed on port a little further to a nice wind line and shift in front of us on the right before tacking to starboard and rode the wind line all the way across the course to the port lay line. By the time we were approaching the weather mark, our lead had grown to fifteen boat lengths, and we had put the race out of reach for the rest of the fleet. The final down wind leg was about reducing risk to the finish line. We only jibed twice on the final run, and we spent most of our focus on trimming the spinnaker and staying between our competition and the finish line.

Congratulations to Jeff Linton who sailed an almost flawless regatta. We ended up 2<sup>nd</sup> overall for the event with a score card of 2,5,2,1,1 which is normally good enough to win it. We sailed with Mad Sails for the event, and they felt really fast. On Sunday, we reviewed some photos that we took on Saturday and we ended up dropping the main two clicks on the halyard to move the draft back in the main opening our slot which allowed our sails to pressure up quicker.

# Results

**Flying Scot** (23 boats) (top)

**Series Standing - 5 races scored**

Information is provisional and subject to modification

Regatta results last updated: Sunday, November 15, 2020 11:41:37 AM CDT

Click on race number to view detailed race information.

Pos	Sail	Skipper	Yacht Club	1	2	3	4	5	Total	Pos
1	6133	Jeff Linton / Amy Smith Linton	Devils Island YC/ Devils Island Yacht Club	1	1	1	3	2	8	1
2	5390	David Ames / PJ Buhler	SSS/ SSS	2	5	2	1	1	11	2
3	3914	Ronald Pietsch / Michelle Lee	SSS/ SSS	16	7	4	2	3	32T	3
4	5360	Donald Perry / Stu Smith	SSS/ SSS	3	9	7	5	8	32T	4
5	5544	Jim Bingham / Cathy Bingham	SSS/ SSS	7	6	10	9	6	38	5
6	5179	Scott Marriott / Laura Marriott	Lake Monroe Sailing Association/ Lake Monroe Sailing Association	8	20	3	4	7	42T	6
7	5871	Charles Clifton / Cynthia S. Clifton	SSS/ SSS	11	3	9	15	4	42T	7
8	6158	Lynn Bruss / Bill Bruss	Privateer/ Privateer	12	2	11	6	13	44T	8
9	6099	Mark Taylor / Michele Taylor	Clinton Lake Sailing Association/ Clinton Lake Sailing Association	4	10	12	8	10	44T	9
10	6135	Eric Bussell	Clinton Lake Sailing Association	6	15	5	7	14	47	10
11	6001	Henry Picco	LESC/CGSC	14	4	14	10	12	54	11
12	4321	Sue Davidson / Clay Smith	sss/ sss	10	13	17	13	5	58	12
13	5957	Juan Galtan / Monica Galtan	LESC/ LESC	5	12	8	19	16	60	13
14	4765	Joe Nelson / Gabe Nelson	SSS/FBYC/ FBYC	15	14	16	12	9	66	14
15	5141	Bob Twinem / Brenda Twinem	SSS/ SSS	9	8	6	24/DNC	24/DNC	71T	15
16	5566	Karen Jones / Tim Daly	Sss/ Sss	13	16	13	18	11	71T	16
17	6202	Donna Mohr / Jonathan Hamilton	Rudder Club of Jacksonville/ Rudder Club of Jacksonville	17	11	20	11	17	76	17
18	5828	Brad West / Katrina West	Sarasota Sailing Squadron/ Sarasota Sailing Squadron	18	17	18	14	18	85	18
19	5426	D. Warren Vose / Don McLagan	Sarasota Sailing Squadron/	20	19	19	16	15	89	19
20	6082	Jeff bott	SSS	19	18	15	24/DNC	24/DNC	100	20
21	2925	Raymond Markham / Candace McGovern	Sarasota Sailing Squadron/ SSS	21	24/DNF	21	17	19	102	21
22	6109	Obie Smith / Lorie Selin-Messer	Coconut Grove Sailing Club/ CGSC	24/DNC	24/DNC	24/DNC	24/DNC	24/DNC	120T	22
22	38	Andy Hayward / Adam Richardson	Sailing Anarchy/ DIYC	24/DNC	24/DNC	24/DNC	24/DNC	24/DNC	120T	22