



Windy City Team Race Qualifier Regatta for US Team Race Championship for the George R. Hinman Trophy Race Management Report

On Saturday, June 27 we ran a full round robin series of 28 races for eight teams in light and shifty conditions of between four and eight knots. We then completed twelve races of a series called Cubs-White Sox (in honor of the Cross Town Classic being held at the same time between our two baseball teams. Cubs were the top level.)



Around 4:30 pm, we began to re-adjust the course in a dying and shifty breeze for the second Cubs-White Sox series. Although we had plenty of daylight, we felt the racing would be compromised so we sent the sailors in for their debrief with umpires. We were confident of the forecast for more breeze on Sunday.

The debrief was run by John Tagliamonte with support from Betsy Altman. It focused on five or so issues from sailors including why the green flag is flown, and lasted about 50 minutes. Many sailors had not had this type of exchange with the umpires before and hailed it as a valuable exchange. They thanked the umpires for clarifying calls on the water and rules use in general.

On Sunday, we set the course in medium breeze with shifts of about 30-40 degrees at 15 knots. We were able to get in the second series of 12 races of the Cubs-White Sox. The breeze was up in the 15-20 knot range toward the end of the series. The breeze combined with competitor's equipment breaking encouraged us to move to the final rounds.



We intended to race the two teams that were now sailing with only two boats in a bronze series, but they decided they had had enough capsizing and went home. So, we raced the remaining two teams from the White Sox series against each other in the Silver fleet. We raced two races, which left them with a tie, but aborted the series at this point as one of them offered their boat to a Gold fleet team that broke a forestay. The boat donor won the sportsmanship award for the weekend and three and four were scored as tied.

The breeze continued to build and the finals were run in 17-22 knots of breeze with gusts to 28 knots. This series was a best of three out of five races and went for the full five races to determine the winner. In all, the race committee was able to get 67 races off in two days.

The race committee consisted of four boats, the PRO, Vickie Matthews with Jack King visiting from Miami on the signal boat. The APRO, Erik Schneider, and Chris Cunningham managed the course set up and leeward marks. The weather boat was manned by Bob Johnson and Jerry Sebold. The finish boat had the line sighter, Ann Rundle, recorder, Abby Heckler, and our scorer, Valerie Simonis, with her laptop and printer.

Due to the increased breeze and number of capsizes, both weather and leeward boats were pressed into rescue assistance with several disabled boats and escorted those not in the finals back to two harbors. They did a terrific job shifting gears for the various roles they performed throughout the event.

Because this was a BYO boat event we did not lose time to boat rotations. We assigned teams colored pinnies required outside their PFDs. The race board showed colors of the teams ready to start and on deck, which made it very easy on the teams and the umpires to know exactly which race we were on. When we changed rotations, we put up code flag L and announced the next set of rotations. The competitors liked this innovative approach.

We used orange balls for marks and put a white band around the starting and finishing marks for differentiation. Due to the recent rise in the water level of Lake Michigan we needed to add extensions to our marks. Fortunately, we had the tackle to do it.

The umpire team was led by Betsy Altman as Chief Umpire with visiting national umpire, John Tagliamonte. One local judge, Dennis Bartley, and one local judge in training, Mike Kaspar, are new converts to umpiring and came to training sessions prior to the event. Two local coaches and team racers umpired, Frank Ustach and Zac Hernandez. We ran two umpire boats on all races until the Finals. Then, we put three umpire boats on the Finals to emulate the Hinman conditions and did not umpire the Silver fleet. Overall, the number of calls was proportionate to the number of races. We even corrected a professional foul with spins until the capsized boat was righted and sailing.

Respectfully,

Vickie Matthews

PRO

Betsy Altman

Chief Umpire

Chris Murray

Regatta Chairman

