

## Spring 2010 Frostbite - 3/7/2010

A Fleet	B Fleet	SailNo	Skipper	R1	R2	R3	R4	R5	R6	R7	Total
1		58984	Eric Woodman	2	2	2	1	3	1	2	13
2		54311	Scott Greenbaum	3	3	1	3	2	2	1	15
3		61299	Bill Brangiforte	1	1	3	2	1	3	5	16
	1	80592	Bob Perry	4	5	4	5	5	5	3	31
	2	80416	Wade Cordy	5	6	5	4	4	4	4	32
	3	80682	Paul Lynch	6	4	6	6	6	6	6	40

**Weather:** 55 degrees, 5-10 NW – SW, sunny

### Words of Wisdom

Sunday was an unusually beautiful early March Sunday on the river, but to me it was typical of what often see later in the spring at Barrington: A moderate northwesterly was competing with a sea breeze trying to build from the south/southwest.

Sailing out to the course we were entirely in the northwesterly, but as so often happens the mouth of the river by the ferry terminal presented us with something significantly different. For a few minutes the wind went all the way to the southeast. At that point I decided that the key to the day was going to be recognizing which breeze was going to be in control each time upwind.

An incoming tide was a factor in the first few races, but with it running across the course (the windward mark was set almost due west) I decided to all but ignore the tide and play the 30-degree (or more) shifts. That meant getting my head out of the boat and focusing on what was going on upwind.

To my eyes, it seemed like the NWERly was more consistent on the right side of the course, and experience made me believe that the wind was likely to be more from the right at the top of the leg, as it moved across the Barrington shore, than it was farther toward the leeward mark. So for the first few races I set up at the committee boat and got good starts, with speed and the ability to tack out to the right.

Bill Brangiforte and Scott Greenbaum were just below me and opted to sail more toward the left-center of the course, while I worked the right-center. Frankly, it didn't matter much as we were all quite close in nearly every race, but I think I gained on them consistently at the end of many of the windward legs and was generally in good position as we rounded the windward mark.

As is often the case when two winds are fighting it out in Barrington, the shifts didn't seem to be moving down the course. Rather they remained mostly stationary. That meant it was super important to sail into the shifts before tacking. In one race I went about 15 feet farther into a shift than Scott before tacking onto starboard and benefited by being lifted to the mark while he sailed back out of the righty. At least that's how I saw it.

Downwind it was more of the same: I kept looking around – especially behind me – and tried to anticipate what was coming next. I felt like I had good speed downwind (for once) and consistently opened space or closed on the person ahead of me. At the leeward mark I made a point of focusing on making a good rounding and not being outside of anyone, even if it meant slowing down as the mark neared (far better to be behind than outside at the leeward mark).

In the final race back to the clubhouse, with the wind dying and the tide ebbing, I got lucky when Bill was called over early and it took him a long time to get back. Bill and I were tied at that point, with Scott three points behind, so I set my sights not on winning that race, but staying ahead of Bill (who was probably 3–4 min behind at the first mark) and not letting too many other boats pass me going up the river. At one point I was in second to last, with only Bill behind me, but was able to find more pressure as we neared the channel mark and managed a second. Phew!

– Eric Woodman