

Student Yachting World Cup 2007
Team Canada 'Golden Gael I' -Regatta Report
October 28-November 2nd
La Rochelle, France



www.sywoc.org



Training Week- October 24-27, 2007

Preparations: Team Canada showed up a week early to get comfortable with our new city and begin regatta preparations. We were given a boat named 'Le Mauve' (Grande Surprise, 32 Feet) fully rigged with practice and training mainsails, jibs and spinnakers. We learned how to rig the boat (thanks Will) and went sailing right away. The days leading up to the regatta the team worked mostly on gybes, transition techniques and coordination (adaptation to gusts, etc...) and all that encompasses boat handling. Once the other teams arrived we were excited to train with them to best prepare us for the event, unfortunately they did show up later and were too busy race readying their own rigs.

After the first week few things could be said. So many great friends made. So much learned.



Day 1- Sunday October 28, 2007

Our lack of keelboat racing experience resulted in the sailing of both of our drop races on the first day. A very near collision on the port lay line (with almost every boat in the fleet) had us NEARLY waving off our damage deposit; fortunately collision was avoided.

The next morning Dirk requested a windward offset mark at the skipper's meeting; all other countries agreed and the rest of the regatta was sailed with the offset in place.





Day 2- Monday October 29, 2007

Weather: 25 knots, clear skies, breeze on. BEST day of sailing by far!

Three races were sailed today: two windward-leewards and a distance race.

Team Canada placed well, finishing the first race in 9th. We had a good lane off the start but consistently fell into other boats (side slippage). Fortunately, Ethan's tactics kept us in the race and we were able to find the puffs and tack in the wind lines.

The second race of the day was the distance race which was approximately 12 nautical miles. The race was upwind to a bridge and back down. After the start we tacked off right and held with the Americans towards the shore. The land provided a nice lift and the right side pressure was strong. However, the many gusts made sheeting difficult and we had trouble maintaining groove (ALWAYS going good and fast). After 'ringing the bell' (Welsh term for 'Banging the Corner', man we love the Welsh... even their language is awesome) on the right side of the course we tacked back and found ourselves with the main pack of the fleet. Once more our tactics proved essential as we were able to hold onto 9th around the top mark. Again our height was worse than the competition making it difficult to keep pace with the fleet. It was particularly frustrating when our American friends went right and came out ahead of us in second place. Later we found it was because we had too much backstay and needed to be steadier (constant heel) in the puffs. We held our position around the bridge and gained on the Scotts over the duration of the reach.

The downwind leg was EXHILARATING as we reached a hull speed of 14 knots. Despite broaching once, we had the fewest problems out of the middle pack of boats and passed three of them (Irish and U.S. included) at the finish. Our exciting 6th place really boosted team morale, confirming our belief that we could compete with the best.

The third race was more of the same. A defeat of our Welsh friends (obviously) and a 9th place finish.



Day 3- Tuesday October 30, 2007

DAY RACING

The first race was in lighter winds and thankfully so, as a few of the crew were still tired from the breeze of the previous day. We finished with another 9th.

The second distance race the team hit the lay line right off the start but did not manage to point high enough to stay on it. On the downwind leg we separated to course right of the fleet in a bit of a gamble for a wind line. Unfortunately it never came and after a tedious hour sail rounded third last around the leeward. Fortunately, a combination of great tactics and improved boat speed enabled us to steadily pass boats, we finished 9th just ahead of Turkey.

We knew at this point to pick our side of the course early and stay to that side of the fleet without too much separation, conservative leverage would be key for the rest of the regatta.

That night, Dirk and Landon were determined to improve upwind speed and pointing ability. They went about talking to various skippers and main trimmers about their upwind sailing at the 'critical moment' - at the party of course. They spoke to USA, England, Portugal and Scotland and gathered a lot of wisdom. The various countries told the team not to crank on too much backstay and to steady the traveler 2/3 the way down the track in the breeze. They elaborated: in the puffs the first thing to blow is the traveller followed by the fine tune and then the mainsheet. It is also important to anticipate the puffs by way of rail meat communication. Crew communication proved essential and in the puffs we began to pre-ease the main sail. And as the Brits put it: "Make damn sure the crew is hiking their @&#?!? Off!!"



Team Canada- Fourth from bottom, sailing under jib (blade sail)

Night Race

The night race was a 24 nautical mile venture beginning at 6 PM and lasting approximately 4 hours. Team Canada had a good leg to the first clearing mark and held about seventh until the bridge. Once past the bridge we were able to point above two boats into about 5th place. At this time the sun left us and darkness set in. Seth had the thrilling job of holding a flashlight on the jib ticklers for four hours and Cam kept us on course with the GPS. Tactics were difficult without vision of the water and somehow four boats were lost upwind. One boat was passed just after the windward and we finished in 8th.

Day 4- Wednesday October 31, 2007



The distance race around Fort Boyard (above) was beautiful but boring. The team was hanging with the main pack in a comfortable spot when the Americans forced us to gybe. Taken off guard, we put down a terrible gybe losing about 6 boat lengths on the main pack. Frustrated, we began to take risks sailing lower rather than



focusing on the puffs and as a result, lost even more ground. Along the reach the team struggled to sail the boat flat and consistent as the big breeze and the spinnaker proved difficult to handle.

We learned to stay on our toes and be prepared to gybe at any moment. More importantly sailing IS about small gains. Taking risks like that and 'ringing the bell' rarely pays off. Since the puffs were often hard to spot we also learned to watch the leading boats better for speed and angles in order to judge favoured side and tack.

On the last leg of the race the breeze shifted directions and we had a 2 hour sail back upwind to the finish on starboard tack, a 'B-Line' if you will. One of the more exciting moments included sailing into 1.2 meters of rocky water (**NOTE**: boat draft is 2.1 meters) and Ethan yelling: "KEEP THE BOAT HEELED SO WE DON'T LOOSE OUR KEEL AND SINK! AHHHHHH!" Sailing past fort Boyard was also quite the treat. We finished 10th this race.



Team Canada (Baby blue spinnaker, leading and inside around leeward mark) on a crazy gust filled reach in which the entire fleet was forced to drop chute and sail by genoa.

Day 5- Thursday November 1, 2007

3 races scheduled today.

A few early bad tacks and hoists proved costly. As a result we posted our second 10th as well as an 8th.

The third race of the day was the highlight. After winning the boat we tacked out right and finally caught the lift we had been expecting. The upwind speed team (Landon and Dirk) finally learned the effects of consistent heel and tiller movement to help point the boat high and still go fast. We rounded the top mark in 5th, lost a boat on the downwind leg. The second upwind strategy was executed flawlessly through Competitor Tacking Angle Analysis ('C.T.A.A.' a.k.a. seeing what looks fast

and doing it. For instance being on the right tack!), after a long leg we passed the highly skilled Scots. The final downwind was another beauty; we made up a lot of distance but ran out of time and distance to improve our finish. The team was still quite pleased, as we placed a regatta best 5th.



Team Canada- Bow number 61, 'Le Mauve'

Day 6- Friday November 2, 2007

Team Canada was very happy with our results to date. We sat 9th overall with 1 race to go and a 3 point cushion on the pressing Italians.

After a good start and with the Italians over early, we quickly found ourselves comfortably in the top 5 mid way through the upwind. The lure of another good finish distracted us from our simple goal of beating Italy (who rounded up clearing themselves of their foul); this changed our match race strategy to loose cover and proved to be a costly mistake. The right side appeared favoured and we once more wanted leverage on the fleet. In heading out there, we missed the largest shift of the event, lost five boats and put Italy on our heels.

On the downwind, Italy covered us before passing to windward. They put the French boat in between us on the second upwind and were tailing the deciding boat. Had they moved one more position in front, we would have lost the tiebreaker and finished 10th. Much to our dismay Italy quickly surpassed that boat but we did not give up hope, as our downwind tactics and boat speed had proved reliable over the course of the regatta, we were confident we could keep pace.

Sure enough the Team found a puff and put ourselves inside the leading French gaining once again. Near the leeward mark chaos broke loose with the Americans, Welsh and French 'Coming-in-Hot' right behind us as well as Italy and Slovenia who were just ahead. As the six boats converged we decided to gybe out and back to protect the inside (leeward buoy room) rather than shoot low for the mark. This quick decision proved immensely successful as we were able to keep clear air and come back with starboard advantage on the pack AND with inside 'buoy room' on the mark. Credit must be given to the crew for two immaculate gybes to keep speed, sustain overlap and save our regatta.

Despite rounding inside of Italy and with a one final short reach remaining the race was far from over. In a few frightful seconds, the spinnaker pole skied and took 4 of the 7 crewmembers to realign. The 8th place finish ahead of the Italians, Turkish and Americans sealed our hard fought **9th overall finish at the 2007 Student Yachting World Cup.** For Complete **RESULTS** check out Appendix A (last page of PDF) and for more details go to www.sywoc.org .



Team Canada- Baby Blue Spinnaker, Light Purple Hull, FRA 25961

Summary

A great regatta, VERY well organized, VERY challenging and highly competitive; not to mention lots of fun, full of great people, a beautiful city and a great opportunity to improve Canadian Collegiate Sailing. We all learned so much and gained much needed yacht racing experience. The team is looking forward to returning next year; Canada will be a force to reckon with.



TEAM CANADA - STUDENT YACHTING WORLD CUP 2007



The Crew

Top (left to right): Will Gyles, Cam Mason, Dirk McLaughlin, Ethan Holtzer, Seth Whitmore, Landon Gardner

Bottom (left to right): Robyn Ross, Barbara Kaars Sijpesteijn, Maddy Godard, Jackie Allen



Thanks to all of our Sponsors! We couldn't have done it without You.

Andrew Black with Virgin Mobile Canada
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The SYWoC Team and AGM Insurance
DMC
John and Katrina Hele

And of Course, Mom and Dad!

Cheers,

Team Canada
‘Golden Gael I’



Landon Gardner
Sci '10

Jackie Allen
Commerce' 07

Will Gyles
ArtSci' 07

Cam Mason
Sci' 09

Dirk McLaughlin
Sci' 09

Ethan Holtzer
ArtSci' 10

Seth Whitmore
ArtSci' 09

Robyn Ross
ArtSci' 07

Barbara Kaars Sijpesteijn
Sci' 10

Maddy Godard
ArtSci' 08

P.S. Look forward to team video on YouTube in January 2008.

Appendix A



SYWoC

(FReg2007 v.5.07 © 2001/2007 Robert BRAMOULLÉ)

26/10/2007 au 02/11/2007

Résultat du Vendredi 2 Novembre 2007 à 15.08 h.

Général provisoire groupe SYWOC après 14 courses (12 retenues) Coupe du Monde de Voile des Étudiants

15 Inscrits

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Place	Identif	Concurrent	Club ou Pays	Cl	Pts Ret	Pts Tot	Co. 1	Co. 2	Co. 3	Co. 4	Co. 5	Co. 6	Co. 7	Co. 8	Co. 9	Co.10	Co.11	Co.12	Co.13	Co.14
1	FRA 25954	ÉCOLE POLYTECHNIQUE FÉDÉRALE DE LE FORT Philippe	Suisse		24.00	44.00	3	4	3	1	3	OCS	1	1	2	2	2	2	2	2
2	1	CORK INSTITUTE OF TECHNOLOGY O'LEARY Nicolas	Irlande		28.00	49.00	3.00	4.00	3.00	1.00	3.00	16.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
3	FRA 25962	ESCOLA NAUTICA INFANTE D. ENRIQUE HELDER Basilio	Portugal		36.00	48.00	5	5	4	2	2	3	2	2	1	1	1	DNF	4	1
4	FRA 25957	SOUTHAMPTON SOLENT HOUCHIN Nick	ENG		40.00	66.00	6.00	5.00	4.00	2.00	2.00	3.00	2.00	2.00	1.00	1.00	1.00	16.00	4.00	1.00
5	FRA 29743	STRATHCLYDE UNIVERSITY CAMPBELL Davidson	SCO		61.00	88.00	4	1	5	3	1	7	3	3	4	5	4	3	1	4
6	FRA 25965	TRINITY COLLEGE (DEF) TAIT Geoff	Irlande		67.00	86.00	4.00	1.00	5.00	3.00	1.00	7.00	3.00	3.00	4.00	5.00	4.00	3.00	1.00	4.00
7	FRA 25958	UNIVERSITY OF RHODE ISLAND KITTREDGE Jeffrey	Etats Unis D'Amerique		84.00	116.00	10	OCS	1	4	5	1	4	4	7	4	3	1	3	3
8	FRA 25963	MIMAR SINAN UNIVERSITY PEYNIRCI Levent	Turquie		86.00	115.00	10.00	16.00	1.00	4.00	5.00	1.00	4.00	4.00	7.00	4.00	3.00	1.00	3.00	3.00
9	FRA 25961	QUEEN'S UNIVERSITY MCLAUGHLIN Dirk	Canada		99.00	121.00	2	2	6	10	4	6	11	6	3	7	5	4	6	DNF
10	FRA 25952	CUS MILANO CATAUDELLA Dario	Italie		104.00	128.00	2.00	2.00	6.00	10.00	4.00	6.00	11.00	6.00	3.00	7.00	5.00	4.00	6.00	16.00
11	FRA 25951	AUDENCIA VAN DEN BROUQUE Emm	France		119.00	148.00	9	7	2	8	7	4	6	5	6	3	6	5	10	6
12	FRA 25955	UNIVERSITY OF LJUBLJANA HEBERLE Ziga	Slovenie		126.00	158.00	9.00	7.00	2.00	8.00	7.00	4.00	8.00	5.00	6.00	3.00	6.00	5.00	10.00	8.00
13	FRA 25959	CARDIFF UNIVERSITY BENTLEY Peter	WAL		136.00	166.00	1	6	OCS	9	6	5	7	11	11	6	OCS	6	7	9
14	FRA 25964	ÉCOLE POLYTECHNIQUE SAMSON Benjamin	France		143.00	173.00	1.00	6.00	16.00	9.00	6.00	5.00	7.00	11.00	6.00	11.00	6.00	16.00	6.00	7.00
15	FRA 34210	DEFENSE ACADEMY OF JAPAN SAKAMOTO Ryuichi	Japon		157.00	187.00	7	3	7	5	11	2	10	7	DNF	9	9	7	9	13

Pénalités et réparations : 11 (3 DNF; 1 DNS; 1 DSQ; 6 OCS;)

Roland Galliot (IRO), Président du Comité de Course

Claude Vidal (IJ), Président du Comité de Réclamation

Avec le concours de l'AGPM, d'ODDO, du SHOM,
de la SRR et du JTX (starboard TV) !