

DSA Season Highlights 2014

2014 Denver Boat Show



DSA exhibited at the 2014 Denver Boat Show at the Colorado Convention Center, Friday through Sunday, January 10 – 12. We were part of a combined booth of Colorado sailing and yacht clubs organized by the Sailing Association of Intermountain Lakes (SAIL), the US Sailing regional authority for the Colorado region.

Our thanks to the 19 DSA volunteers who staffed the DSA booth:

Day	Time	Name	Name
Tuesday January 7	Booth Set-up 8AM – Noon	Curtis Rist	
Friday January 10	Noon – 4 PM	Fred Wolf	Curtis Rist
Friday	4 PM – 7 PM	Ralph Stevenson	Curtis Rist
Friday	7 PM – 10 PM	Curtis Rist	
Saturday January 11	10 AM – 1 PM	Brad Lawson	Mike McKeever
Saturday	1 PM – 4 PM	Dan & Ryan Fesenmeyer	Leanne, Lucas, and William Fesenmeyer
Saturday	4 PM – 7 PM	Steve Davis, Rob Merritt, Allison Merritt	Jan Davis, Christine Merritt, Madison Merritt
Saturday	7 PM – 10 PM	Hamilton Cowie	
Sunday January 12	10 AM – 1 PM	Evan Morris	Mary Ann Morris
Sunday	1 PM – 3 PM	Curtis Rist	Julie Rist
Sunday	3 PM – 5 PM	Curtis Rist	Julie Rist
Sunday	Booth Tear-down 5 PM – 8 PM	Curtis Rist	Julie Rist

2014 Work Day, March 29

by Curtis Rist
Commodore, DSA



We had fifteen people show up for the open duties day. We did not serve the beer nor any pizza since we all went home around 1:00. The folks who showed up were: **Brad Lawson** (Did a spectacular job of picking trash up from the dry storage area); **Hamilton Cowie** (Raked the all the mulch and went on the second trip to set marks); **Mike McKeever** (mark prep and setting); **Tex Poor** (mark prep and setting); **Mark Olszowy** (mark prep and setting); **Joe Beirel** (general cleanup); **Philip Ryan** (mark prep), **Steve Frank** (general cleanup); **Ralph Stevenson**(and his new wife who helped clean the clubhouse) (Ralph raked and cleaned the dinghy beach); **Ralph Taylor** (general cleanup); **Glen Hackemer** (mark prep and general cleanup); **Toby Hamer** (worked on the mako); **Mika Hamer** (picked up the stuff for the membership envelopes and stuffed the envelopes -- should be in the mail); and **Julie Rist** (who cleaned the frig, neatened the clubhouse, and did a little cleanup in the garden)

We got all of our chores done a little after noon and those that stayed, while offered lunch, chose to save the money and go home instead. Jay was not at the marina so whatever chores that he needed to do were not completed, but the DSA general cleanup of the beach and the dry storage area made a big difference.

The clubhouse is in pretty good shape and really did not need any painting or minor repairs.

DSA Thaw-out Series April 5 through May 3



13 races on 4 race days for 24 boats

[Results here](#)

April 5

A Five-inch snowfall on Thursday, April 3 brought vestiges of winter back to the Denver area, but by Saturday the snow on the ground had mostly melted, and with sunny skies in the morning, the temperature rose to the low 50s by noon, warm enough to bring out ten crews and a full race committee.

The lake was as smooth as a mirror at 11:30 AM, but by 12:30 PM a slight easterly breeze started to fill in, so RC (Philip Ryan PRO with Jim and Lori England and David Neely as assistants) sounded a horn blast and headed for the race course. They were followed by two U-20s, two J/22s, five Lasers, and a lone Bucc.

Winds remained light throughout the first two races, but picked up nicely by the start of the third, accompanied by wet-looking clouds that hinted at showers to come. In the meantime, most of the boats had retired, leaving only two boats — A Laser and a J/22 — to slog it out in the last race of the day.

April 12

Today started with a high overcast and progressed into the afternoon with low-hanging, wet-looking clouds, but with light winds, no rain, and temperatures in the low 70s, the weather was not a concern for the racers. Winds ranged from 0 to 4 MPH over the course of the day, occasionally increasing to about 10, but always leaving some flat calm areas on the water. Wind direction was complicated, starting out as ENE, but rotating first left and then right, and on more than one occasion switching 180 degrees.

Still, RC (Jay Leidal, Rick Leidal, Pete Horsch, Jacob and Andrew Vargish) was able to set courses and run 4 races without delay for the 4 Lightnings, 2 U-20s, one Laser and one Bucc that came out. The first, third, and fourth races were on a 2 – F course; the second race was on a 2 – 6 course that gave us a very nice long downwind spinnaker run for the spinnaker-equipped boats.

April 19

Today's weather forecast called for times of sun and clouds, a high temperature of 67 degrees, and easterly winds at 6 – 9 MPH, with rain and a thunderstorm possible. And at 1 PM we had that, except that winds were more like 0 to 4, so RC (Rick and Jay Leidal, and Catherine March) set a short windward-leeward course that took almost an hour to complete. Ten boats were out — 4 Lightnings; 3 U-20s; a J/22; one Bucc; and E-scow # 31 with a GL club ID, which is Grand Lake.

For the second race, Catherine March hopped off the RC boat and on to Bill Cabrall's Lightning, and Jay and Rick set a 1 – 5 course, which at the time we thought was absurd, given the light wind. However, winds picked up right after that, blowing 10 MPH with substantial shifts and puffy gusts. After we rounded the windward mark the wind shifted to a more southerly direction, and boats with chutes up had a hard time sailing to the #5 mark, and one by one the Lightnings and the Bucc dropped their chutes to sail on a tight reach to the leeward mark. During that time we had a gust or two that reached 21 MPH.

When the second race ended, winds appeared to settle down and Jay and Rick set up for the third race; however two of the Lightnings came in, in order to meet late afternoon obligations, and because it looked like rain would be moving in soon. That race went without incident, although the shifty gusts continued, and there was time for a fourth race, which RC started and finished.

The rain held off until after all boats were back at the dock, and even then it was just a very light rain. During that time the wind shifted to a westerly direction as the rain cloud moved in overhead.

April 26

All week the weather forecasters were predicting a day with gusty southerly winds in the afternoon, and this time they got it right.

Five boats splashed – 3 Lightnings, one J/22, and one Santana, and while RC (Jacob Vargish, Hamilton Cowie, and Andrew Vargish) were on station, with a course set, at 1 PM, they were met only by a lone Lightning (team Thompson) followed by a second Lightning (team England), both of whom sailed around the RC boat and headed back in, not being comfortable with the shifty gusts and the 40-degree water temperature, even though we had sunny skies and an air temperature in the high 70s. Lightning Team Cabrall and Santana Team McKeever waited at the dock for a report from the two Lightnings that had ventured out, and decided, upon hearing the report, not to sail. This left Team Leidal in their J/22 as the lone participant in the one and only race, which they won handily. Team *Dandy Lion* was at the marina, finishing their boat rigging that they had started Friday night, but they did not splash. Teams Thompson, England, Cabrall and McKeever joined them for an after-racing beer and an hour of socialization before heading home.

May 3

From the weather forecast we expected a beautiful day on the water, with enough wind to sail but not too much wind, which we had on April 26. And for the first race we were not disappointed. Winds were from the WNW around 8 MPH with occasional freshening gusts to 12, and also some low-velocity lulls. Temperatures were in the mid 70s, perfect for shirtsleeves. RC (Toby Hamer and Ralph Stevenson) set a 7 – 3 course and got off the first race a few minutes after 1 PM, for the four Lightnings, one Bucc, and one J/22 that were on the line. That race went well, although the winds got light as the last Lightning (Jim England) came up the final windward leg, and we wondered if there would be enough wind to start a second race.

There was, but just barely, as the six racers were joined by another Bucc and a lone Laser.

After the start, the wind pretty much died, and then it rotated around from the southeast, slow and light, and one by one the spinnaker boats hoisted their chutes while sailing for the 7 mark.

Then RC sounded two toots of the horn, raised the S (shorten course) flag, and took off for the windward mark, arriving there before any of the sailboats. It looked like they were going to set up a finish line from the RC boat north to the 7 mark, and several boats set up to cross that line.

But then, RC did something totally unexpected — they circled around the 7 mark and then headed back to the RC buoy!

Slowly it dawned on the competitors that RC wanted them to round the 7 mark and come back to the start line for a finish. Some boats were already in position to do just that; the others that had set up for a line crossing had to gybe, come up to the mark, round, and then head back to the RC boat, all in extremely light air.

Winds died completely a couple of times during the final leg to the finish line, with competitors doing their best to keep way on and to get to the line with minimal tacking.

All boats finished, but it was frustrating for those at the back of the pack.

That ended racing for the Thaw-out series.

Shootout/Hornblower Regatta May 17/18



8 races on 2 race days for 40 boats

[Results Here](#)

Racing Recap

Day 1

The weather forecast for Saturday included the possibility of an afternoon storm, and fortunately, none materialized anywhere near the lake. Northeasterly winds were generally light, ranging from 0 to about 10 MPH, up and down, with distinct wind lines on the water. The challenge for teams wanting to finish ahead was to find a wind line and stay in it. But there was always enough wind to start and complete races, and on a single course for both keelboats and dinghies, with the finish line offset to the right of the final mark in each race, keelboats got in five races and dinghies four.

The keelboat classes included four U-20s, four J/22s, and a lone Santana sailing a PHRF Open fleet. The dinghies included fifteen Lasers, seven Buccaneers, five Lightnings, and three boats sailing in a Portsmouth Open (OOAK) fleet – a 420 and two Optis, all sailed by CSC Junior sailors.

The first race was on a windward-leeward course marked by inflatables; subsequent races were on a 1 – 5 course except for the last one for dinghies, which was on a 2 – 7 course.

All racers were off the water and back at the dock by 5 PM, where they then gathered for quaffs of complimentary Dry Dock beer before dinner. The dinner consisted of burgers and brats cooked to order by Jim Ulatowski and Steve Davis, coupled with sides, salads, and dessert, all brought by Barb Thompson who planned the menu and shopped for the food. The Buccaneer fleet provided a Rum Bar for an upscale touch to add to the dinner.



Buccaneers and Lightnings downwind in race 4 – photo credit Dan May

Day 2

The weather forecast for Sunday called for mostly sunny skies, with a high near 85, with south wind 7 to 13 mph, with gusts as high as 20 mph. From 10 AM to about 1 PM the winds were stronger than that, running about 20 MPH with powerful shifty gusts, but after that they settled down to the predicted range. And we definitely reached the 85 degree mark, making for a warm afternoon when out of the wind, and shirt sleeve weather even in the wind.

RC set a 5 – 1 course and, for the first race, sent competitors three times around, keeping them on the course for two hours. Subsequent races were single loop races, allowing two more races before calling

it a day at 3 PM. A second Santana had joined the PHRF fleet for day 2, making for a little more interesting competition there.

Back at the dock we started the awards ceremony at 4 PM. Congratulations to J/22 skipper Michael Kline and crew, who won the Shootout trophy for a second year in a row, beating out a U-20 team in a second-level tiebreaker. And congratulations to Kurt Robinson who handily won the Hornblower trophy.

Sincere thanks to all who helped plan and run this regatta, starting with Regatta Chair Curtis Rist, who also worked Race Committee on both days and served as PRO on Sunday. Special thanks to Julie Rist, our speedy and accurate scorekeeper, who also worked RC on both days. And to Paul Kresge, our PRO on Saturday; Roy Burley, Dan May; Mika Hamer; Barb Thompson; Mark Olszowy; and Tom Fitzpatrick (Julie's brother) who rounded out the RC crew.

Other volunteers working to make the regatta a success included our registrar David Thompson; Jim Ulatowski who made delicious Juice Plus shakes; our dinner grillers Jim Ulatowski and Steve Davis; our clean-up crew Glenn Hackemer; Brad Lawson; David and Barb Thompson; and Curtis and Julie Rist; and our Subway runner Mika Hamer, who picked up sandwiches for RC on both days.

And special thanks to Dr. Floyd Russak of East-West Health Centers, who provided a magnificent Yamaha twin-engine jet boat for use by our finish line crew on both days; also to Dry Dock Brewery that donated a cold keg of delicious Amber Ale; Ameriprise Financial that donated the bottled water; Juice Plus for donating the materials for the Juice plus shakes; and Cherry Creek Marina.

DSA Keelboat Spring Series May 7 through July 9



14 races on 7 race days for 15 boats

[Results Here](#)

Keelboat Spring Series # 1, Wednesday, May 7

We had cloudy skies with passing storm cells that kicked up northerly winds into occasional 20 MPH gusts, and a big storm cell to the west that fortunately moved farther west over the course of the evening, so there was no lightning to deal with. The air temperature was 52 degrees.

RC (David Thompson and Mika Hamer) set an 8 – 4 – 8 – 4 course for the first race and started the sequence on schedule at 6:20 PM. The only things missing were boats! Brad's U-20 had checked in but then went way upwind to work on crew training; Two J/24s were working their way up the lake to the line but had not checked in. At 6:25 PM the starting signal sounded and shortly after the two J/24's (Mike Roybal and Tom Bremer) started, and then Brad made it down to cross the line, The rest of the race was uneventful, with Team Bremer taking first; Roybal second; and Lawson 3rd.

For the second race the winds had clocked back to the east and settled down to the 6 – 8 MPH range, so RC changed the course to 1 – 5 and got the second race off at 7:10 PM, this time with all 3 boats on the line. For some reason the boats had difficulty finding the # 1 buoy in the dim light and sailed to # 2 instead, rounded, came down to # 5, sailed back to the line and finished in the same order as they had in race 1.

With that we called it an evening, and RC made it back to the dock at 7:50 PM.

Keelboat Spring Series # 2, Wednesday, May 14

Eight boats were out on an evening with some gusts. RC (Lucas Armstrong and Carter Spenser) got in two races for the 3 U-20s; 2 J/24s, 2 J/22s and one Santana on the course. Cliff Begnaud broached in a gust with chute up on his U-20, laying the mast in the water, but was able to get the boat back upright without incident.

Keelboat Spring Series # 3, Wednesday, May 21.

Severe weather — hail; tornadoes; heavy rain; and lightning all around the Denver metro area kept all keelboat skippers at home, and thus there were no competitors, even though RC was on site and in fact drove around the marina trying to recruit some to go out. There were no takers. By 6 PM the storm cell that had earlier stretched from Castle Rock to Ft. Morgan had moved on northeast of the lake, so Glenn Hackemer took his restored S-2 out for a shakedown cruise and found that breezes were brisk but manageable. Next week will be better.

Keelboat Spring Series # 4, Wednesday, May 28

It was a beautiful, warm sunny day with southerly winds in the range of 5 – 12 MPH, and at 6 PM there were no thunderstorms in sight — just a cloud mass to the south of the lake moving slowly to the east. Winds oscillated from SSE to SSW and RC (David and Barb Thompson and Philip Ryan) set a 4 – 8 – 4 – 8 course and got racing started with the first warning right at 6:20 PM. Racers traveled by twos tonight: two J/24s; two J/22s; two U-20s; and two others — a Santana, and Glen Hackemer's rebuilt S-2 7.9, *Hale Koa*.



J/24 *Blue Max* downwind in the second race

The first race was uneventful, lasting just 35 minutes, and RC got the second race off at 7:10 PM, on the same course. In the second race there was a protestable encounter on the start line just prior to the start signal, and the aggrieved party did file a protest. Other than that, the second race proceeded much like the first, with the last finisher crossing the finish line at 7:45 PM. The only other noteworthy item was that the U-20s sailed sans spinnaker, due to malfunctioning bow sprits.

Back at the dock, several skippers prepared their boats for a weekend trip to Carter Lake for the upcoming North U Match Racing Clinic.

Keelboat Spring Series # 5, Wednesday, June 4.

Thunderstorms were not in the morning forecast, but by mid-day the forecasts started calling for isolated rain showers, and at 4 PM the isolated showers were turning into isolated small thundershowers. Radar showed them boiling up over the foothills, then moving due east. Race Committee (Ray McCleery, Guy Lindsay, and Bill Diack) waited at the dock until 6 PM to watch the rain cell that was over the lake move to the east, then decided to head out and set a course.

Shortly after tying up to the RC buoy and setting a 4 – 8 course, another dark cloud moved in over the lake, this one with multiple bright flashes of lightning followed by loud booms, and one by one the five keelboats that were on the water abandoned and headed back in. Light rain dampened the competitors and RC members, but other than that, all boats made it back to the dock without incident by 7:15.

No results will be posted, as there were no races.

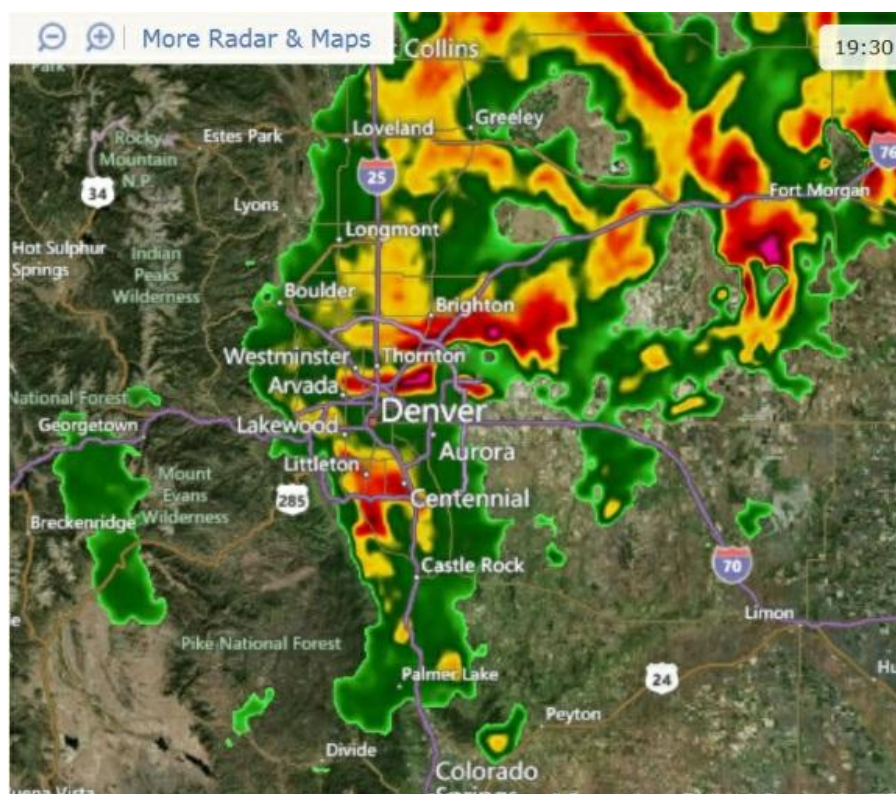
Keelboat Spring Series # 6, Wednesday, June 11.

Today's thunderstorms came early, one passing over the lake around noon, and a second one about 3 PM, and then the storm activity all moved east, and we were left with an evening with very sailable conditions. So ten keelboats headed out, and RC (Tex Poor, Larry Arbuthnot, and Ralph Stevenson) set a W – 5 course in light northeasterly winds for the first race. A second race on a 1 – 5 course, with some shifts, completed the racing for the evening.

On the water were two J/24s (*Blue Max* and *Catapult*); two J/22s (*ZigZag* and *Daffodil*); two U-20s (*Juiced!* and *Redbeard*); three Santanas (*Schock & ahhhh*, *Space Pipe*, and *Feisty!*) and Glen Hackemer's S-2, *Hale Koa*.

Keelboat Spring Series # 7, Wednesday, June 18.

While isolated thunderstorms were forecasted, as of 2 PM weather radar showed only small cloud cells over the mountains moving slowly northeast. However, by 5 PM they were building over the foothills and growing tall, and between then and 8 PM they moved very slowly northeast, bringing bright lightning and thunder adjacent to the lake on the north, west, and south sides, and for a while, directly overhead.



RC (Lucas Armstrong, Nate Hostetter, and Carter Spenser) left the dock at 5:40 PM, and returned at 6:10 PM after seeing building weather to the southwest that was quickly approaching and had rotational qualities. They hoisted the postponement flag at the dock at 6:20 PM and did not take it down until 8 PM. Thus, there was no racing. Two keelboats – a U-20 and a J/24 were on the water at 6:10 PM but returned to the dock at the same time as RC.

Keelboat Spring Series # 8, Wednesday, June 25.

The thunderstorms came early today, and by 5 PM they had cleared out, leaving partly cloudy skies and, at 6 PM, southerly winds at 8 – 10 MPH. So RC (Tex Poor and Kyle Cascioli) headed out and set a 4 – 8 – 4 – 8 course for the first race for the 10 keelboats that came out — two J/24s; three U-20s; three Santanas, a J/22, Des Runyan's Alerion Express 20, and Glenn Hackemer's S-2.

The second race was on a 4 – F course after the winds died down to less than 5 MPH.

Keelboat Spring Series # 9, Wednesday, July 2.

While isolated thunderstorms were in the forecast for this afternoon, at 4:30 PM there were no storm cells showing on radar anywhere in Colorado! So we had clear skies, temperatures in the low 70s, and steady southerly winds at 12 – 16 MPH. RC (Bill Cabrall, Jim England, and Raeyane Farrell) set a 4 – 8 – 4 – 8 course and ran two nice races in the steady breeze. They added a leg for the second race, making the course 4 – 8 – 4 – 8 – 4, finishing downwind. The fleet (2 J/24s, a J/22, 2 U-20s, 3 Santanas, Glenn Hackemer's S-2 and Des Runyan's Alerion Express 20) greatly enjoyed it.

Keelboat Spring Series # 10, Wednesday, July 9.

Today's storm cells formed over the mountains and moved in a SSE direction, staying west of the lake, although at 6 PM the closest cell was kicking up westerly winds at 15 – 20 MPH. So RC (Lucas Armstrong and Sarah Perruccio) set a course and ran two races for the 9 keelboats that came out. The first race was on a 5 – 1 course; the second on a 5 – 1 – W course. On the course were 2 U-20s; 2 S-20s; 3 J/24s; a J/22; and Glen Hackemer's S-2. Winds got noticeably lighter — down to 3 MPH — by the end of the second race.

DSA Dinghy Spring Series May 8 through July 10



15 races on 8 race days for 37 boats

[Results Here](#)

Dinghy Spring Series # 1, Thursday, May 8

The weather forecast for Thursday evening was for showers and a possible thunderstorm, with an air temperature of 45 degrees, and at 5 PM a cold, light rain was falling, and weather radar showed storm cells moving west-to-east coming down out of the mountains.

Three Lightning teams were at the marina: *Dandy Lion*; *Quest*; and *Blue Two*. The *Dandy Lions* were going to go out no matter what the weather did; Teams *Quest* and *Blue Two* said if the PRO wanted to

cancel racing for bad weather, they would not object. Teams for two other boats — a Santana and a Laser-2 — were also there; and the Santana skipper, Will Cook, had the same thoughts as two of the Lightnings. That left just two boats wanting to go out, and PRO Jim Ulatowski said that was not enough to hold races. So racing was canceled for the evening.

As it turned out, the storm cells coming down from the mountains dissipated as they hit the plain, and there was no more rain on the lake. *Dandy Lion* had in the meantime splashed to go out on a training cruise, and were enjoying good winds for the remainder of their evening. Here is their report:

The *Dandy Lion* sailed from 6 to 7:15 under grey skies with 10-15 MPH winds which pushed to 20-ish a few times. We saw no lightning and heard no thunder. We had a great time teaching Carter Spenser more of the ropes, and the evening would have been excellent for racing our keelboat-like dinghy. We were briefly spit on a few times but no rain.

Dinghy Spring Series # 2, Thursday, May 15

We are starting to get nicer weather for our Spring Series races, and while a passing rain cloud dropped some brief rain at 5:30 PM. it moved on and left us with partly sunny skies and very light southeasterly winds for the rest of the evening. RC (Jim Ulatowski, Brad Lawson, and Alison Grimsdell) set a W – 8 course for the first race, after a 20-minute postponement, and started two sequences. The first sequence had 4 Lightnings and 7 Lasers; the second sequence had two Buccs, two Santanas, and Philip Ryan's Swift Solo.

For the second race, RC changed the course to a W – 7, and even though the winds held steady, if light, motored down to the 7 mark after the start and shortened the course to finish us there. That allowed boats to sail on in to the marina on a short downwind run after finishing. All boats were back at the dock by 7:45 PM.

Dinghy Spring Series # 3, Thursday, May 22

We again had severe weather in Denver and out on the plain east of town, and again by 6 PM the storm cell had moved on northeast of the lake. Again, that kept most competitors at home. But this time there were six boats at the marina at 5:15 PM that were willing to go out and race (well, sort of — the two Lasers said they needed a third Laser to participate, which never showed, so they stayed ashore; also, Santana skipper Will Cook needed his crew and they never showed). That left just three that splashed: Joe Chinburg in his Finn; Philip Ryan in his Swift Solo, and Lightning *Blue Two*, with David, Norm, and Rob. That, however was enough for RC (Glenn Hackemer and Joel McGuire) to head out and set courses and run races.

The first race was on an unusual 1 – 8 – F course in northeasterly 15 MPH winds; the second on a 1 – F course; and the third on a 3 – F course, after winds had shifted right and settled down to the 5 – 10 MPH range. Races went quickly, and boats were back at the dock before 8 PM.

As expected, the Swift Solo was the fastest boat; the Finn came in second, and the Lightning third, close on the heels of the Finn, in all three races.

Skies remained cloudy and overcast for the remainder of the evening, but no rain fell, and no tornado sirens wailed

Dinghy Spring Series # 4, Thursday, May 29

While the weather forecast had called for isolated afternoon thunderstorms, at 4:30 PM we saw on radar a big one building over Highlands Ranch, headed slowly north northeast, and it was raining hard, with thunder and lightning in Highlands Ranch at that time. So, starting at 5 PM at the marina the Race Committee (Cliff Begnaud and Joel McGuire) watched radar closely as they waited to decide whether or not to race, at 6 PM they decided to head out, along with six Lasers; a Laser II, and a Swift Solo, for an evening of racing. Three Lightning crews also evaluated the radar displays and decided that the large storm cell was still headed for the lake, and consequently decided not to sail.

What they didn't know was that the storm cell was going to dissipate long before it got to the lake. And that's exactly what happened.

So the Lasers, Laser-II, and Swift Solo enjoyed an evening of racing in moderate-to-brisk winds while the Lightning crews went home, or out to dinner.

Here is the report from PRO Cliff Begnaud:

The conditions were near ideal. Winds were mostly 10 knots with occasional puffs of 12-14. The winds were also fairly steady out of the south by southwest. They did shift right a bit later in the evening. We started race 1 with a W-L course. The next two races were WLW. The fourth and final race was W.

There were 7 Lasers and the Swift Solo. There were numerous broaches, including several that completely turtled over. A few boats quit early but 4 lasers stayed out for the fourth race. The Swift Solo stayed for the 4th race but he turtled before the start and never was able to start the 4th race.

The Radar data was confusing, but it seemed to me that the convection slowed as the evening progressed due to some cooling. We got no rain during the racing and there was no lightning in the area. The wind conditions were really about as good as it gets at Cherry Creek, that's why we stayed out for 4 races, didn't want to let the great winds go to waste.

Dinghy Spring Series # 5, Thursday, June 5

Another Thursday, another thunderstorm!

Thunderstorms, some heavy, were forecast for today, and we got them. A large cell had formed over Boulder by 4 PM and started moving SSE, rolling over Lakewood with lightning and heavy rain at 5 PM, and making it to the lake by 6 PM. Assembled skippers and crew took shelter under the deck of the Yacht Club to watch it pass, dropping very heavy rain on the lake, with a few bright flashes of lightning and loud thunder. Then we got a nice rainbow as the storm moved farther east.



At 6:30PM, radar showed clear skies to the west and northwest (but a building storm cell over Castle Rock to the south, moving northeast) and RC (Bill Burson and Rob Merritt) decided it was going to be OK to run races, and headed out.

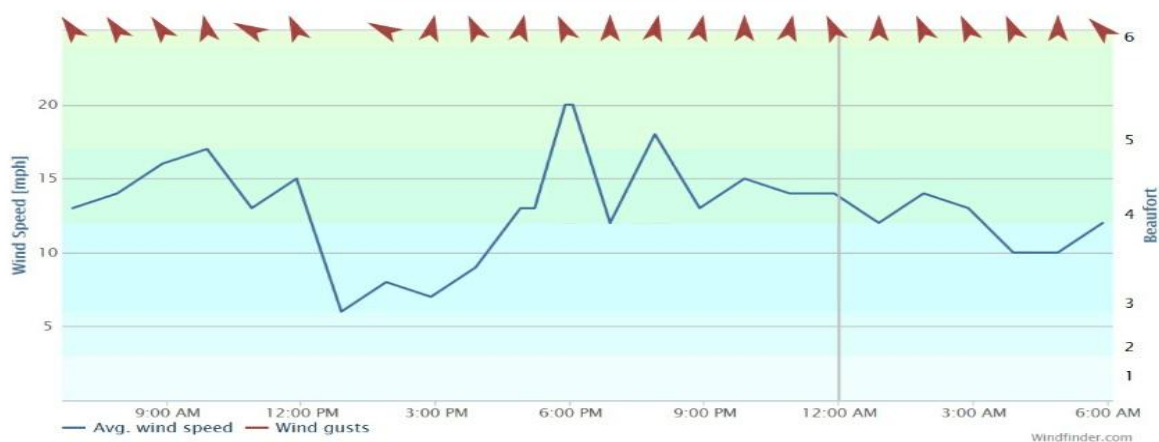
They were followed by two Lasers and a Swift Solo. Other assembled skippers and crew were not so sure it was going to stay dry, and made decisions to pack up and go home.

RC ran two races in nice winds on a 4 – 8 – 4 – 8 course before coming in.

The kick-off burger night was re-scheduled for next Thursday.

Dinghy Spring Series # 6, Thursday, June 12

Whoopee! A day without thunderstorms! Actually, a small storm cell with light rain and a bit of lightning did pass over the lake at 5 PM, but it quickly moved east, and by 6 PM we had clear skies with southerly 20 MPH winds that settled down to 12 MPH by 7 PM. These were ideal racing conditions!



And on the water were four Lightnings, two Santana-20s, Philip Ryan's Swift Solo, eleven Lasers, and for the first race, a bunch of juniors, including Elizabeth Lemley's Opti, and a pair of 420s.

Race Committee (Brad Lawson and Marty May) set a 4 – 8 course and got off three races in quick order, with two start sequences in each: Lasers; and OOAKs.

In the first race the winds were puffy, with the left side of the course favored, and strong enough to require heavy hiking, in the second race they were gentler and steadier.

We welcomed new crew Ms. Ryan McCauley, on board Joe Beierl's Santana, and celebrated the evening with burgers and brats at the DSA clubhouse after racing.

Dinghy Spring Series # 7, Thursday, June 19

What a beautiful evening for sailing! The forecast called for a high of 79 degrees, mostly sunny skies, and ENE winds at 5 – 10 MPH and that's what we got, with occasional higher puffs. There were no rain clouds anywhere in sight.

RC (Brad Lawson, Jim Ulatowski, and Curtis Rist) set a 1 – L course with a leeward mark hippity-hop set about as far west as the 7 mark, but farther south, and got racing started promptly at 6:20 PM, with 6 Lightnings in the first sequence and all other boats (9 Lasers; two Santanas; Joe Chinburg's Finn, and Philip Ryan's Swift Solo) in the second.

The race went quickly, in the nice winds. And as soon as the Lightnings had finished, RC changed the course to 1 – L – W – L, and started another race, with the windward mark hippity-hop in the same direction as the one from the start line to the 1 mark, but noticeably closer to the start line. Winds got lighter as this race progressed, and at the end of the first downwind leg, RC motored down to the leeward mark to set up for a shortened course on the next downwind leg.

After rounding the windward mark, boats headed back down to the leeward mark and were finished there, making for an easy reach back to the entrance channel to the docks. All boats were at the dock by 8 PM, except for Will Cook's Santana, that stayed out for what must have been a delightful evening cruise, and hauling out at 9:30 PM.

Bill Cabrall, with Raeyane and with Christine Merritt, the crew of Lightning 15315, *Quest*, cooked and served the burgers and brats, in a most enjoyable after-racing gathering. Raeyane made a cake and served it to celebrate Bill's birthday. It was yummy!



Dinghy Spring Series # 8, Thursday, June 26

Today, in 90-degree temperatures, the storm cells built up along the foothills in the afternoon and, unlike yesterday, they did not move! But by 5:45 PM it appeared that they would not roll in over the lake, and the skies were clear above, even though there were cells to the north, west, south, and east, one of them kicking up 12 – 16 MPH easterly winds. So RC (Ralph Taylor, Steve Frank, and Bob Wing) motored out to the race course and spent some time setting up a windward-leeward course.

And on the line at 6:20 PM were a record twenty seven boats: 14 Lasers; 6 Lightnings; 3 Santanas; a 420; a Snipe; a Swift Solo, and Greg Cox's son's M-20.

The first race was on a W – L – W – L course, and by the time of the starts the winds had settled down to a gentler 8 – 10 MPH range. As the race progressed the winds got lighter, and at the time of rounding of the second leeward mark they had died. They picked up a little for the final beat to the finish line, and then died again. RC went into a 20 minute postponement waiting for winds to come back, and during that time a microburst hit briefly, causing the M-20 to capsize with her chute up. Fortunately the crew was able to right her easily, although they went swimming in the process.

Somehow RC had the prescience to know that the winds would come back, and they did, southeasterly around 5 MPH, surprisingly steady in strength and direction. In the meantime, RC had posted a 3 – F course and got the second races started, and finished, with a downwind finish, allowing spinnaker boats to sail back in to the marina with chutes up. All boats were back at the dock by 8 PM.

While crews were securing their boats they were able to look southeast across the lake to see, in the distance, a huge thunderstorm cloud mass that had built way up over the plain, reflecting red from the setting sun. We felt fortunate that it wasn't over the lake when we were on it.

Burgers and brats were cooked and served by the crew of *Dandy Lion* as we enjoyed the remainder of the warm evening. *Blue Two* crew Norm Jarvis departed early, as tomorrow he heads to Boston to join up with Mike Taber and the sloop *StarDancer* at Cape Cod, for a cruise north along the coast of Maine to Portland.

Dinghy Spring Series # 9, Thursday, July 3

Isolated thunderstorms with gusty winds were again in the forecast for this afternoon and evening, and they were building over the foothills and moving due south during the afternoon. A large storm cell west of the lake was moving south at 6 PM, and another, over Longmont, was headed straight for the lake but would take a while to get there. As it turned out, both storm cells passed the lake to the west, but they did have some influence on the racing, as you will see. Winds were light to non-existent as RC (Geoff Zaun, David Green, and Mika Hamer) headed out to set a windward-leeward course using hippity-hops. They were joined by 3 Lasers, 3 Lightnings, 3 Santanas, Jay Leidal's JY, a Laser-2 and an M-20 scow, that all paddled out and then drifted through a 30-minute postponement, pending arrival of some wind.

Finally an easterly breeze in the range of 3 – 4 MPH kicked in, and RC started the Lasers, then the Lightnings, then the remaining boats in an OOAK class and they were off on a W – L course that took a while to finish.

For the second race, RC changed the course to W – L – W – L and started first the Lasers, then the remaining boats. Winds were still gentle on the first upwind and first downwind legs, but started kicking in from the west big time right after most boats had rounded the first leeward mark.

Winds gusted to over 20 MPH as boats flew up to the windward mark, and then tacking, rather than gybing at the mark, taking the longer, but safer route around the mark, then flying down to the leeward mark and back up to the finish line. It was a quick trip from there back to the docks.

Lightnings hosted the grill night after racing as competitors stayed until dark to relive the excitement of the the last 3 legs of the second race.

Dinghy Spring Series # 10, Thursday, July 10

Today's storm cells formed over the mountains and did not move, eventually evaporating once they hit the plain. One was over Lakewood at 5 PM, looking ominous, but by 6:30 PM the sky overhead was almost clear. So RC (Mike McKeever, Kristen Keis, and Kyle Cascioli) set a 7 – L course and started the first sequence almost on schedule, with the 9 Lasers going first, and all other boats — 5 Lightnings; 4 Santanas; an M-20 and a Snipe — going in the second sequence. Winds were blowing 5 – 8 MPH at the time, and it was a relief to know that no thunderstorms would be in the area, and no strong winds would kick in unexpectedly, and that we could sail in nice, but gentle winds.

The first race was uneventful, and then RC changed to a 7 – 3 course for the second race. After starting, winds began to get lighter as we approached the 7 mark, and after rounding, they more or less died. Boats drifted towards the 3 mark, trying desperately to catch a whisper of a breeze that occasionally came by. After about half an hour of that, the winds shifted to the southeast, boats dropped their chutes, and continued close hauled towards the 3 mark.

All of the Lasers rounded the 3 mark and headed back, as well as the first two Lightnings and the first Santana, and while they had set a downwind course for the finish line, they were making very little boat speed. Finally, at about 8:30 PM, RC came down, with N flag flying and horn tooting, to the 3 mark, to abandon the race after the time limit had expired.

RC then organized a tow-in under a nearly full moon rising, and got all the boats back to the dock by 9 PM. Moonlight cruise, anyone?

Santana Skipper Fred Wolf and crew ran the Thursday Burger Night event, giving us nourishment after a long night on the water.

DSA Sailors Take Shelter in Plymouth, MA as Hurricane Arthur passes by!

DSA Member Norm Jarvis went on a cruise with former members Mike Taber and Jeanne Labuda on the Taber's 31 foot Contest sloop, *StarDancer*, sailing from New Bedford, MA to Portland, ME, leaving on July 1 and scheduled to reach Portland on July 9. Then, on July 3, Hurricane Arthur swung by New England, with high winds and heavy rain. Fortunately, our friends saw it coming and found adequate shelter on July 3, 4, and 5. [See Google Map](#). See Mike's [complete Itinerary](#).

Here is Mike's summary:

Norm Jarvis boarded [at new Bedford] July 1, and we left at 4 AM July 2 to get away from the Southern New England coast ahead of Arthur.

We tried to make Wellfleet or Gloucester but due to t'storm threat we ducked into Plymouth Harbor instead...no easy task as we faced high chop and 25-30 kt winds for about 8 mi as we slogged in through the narrow exposed channel, engine on max. Had a comfortable night there

[parked alongside the *Mayflower*]. Left Plymouth the next morning for Scituate Harbor, with better protection from the Arthur storm forecast. Plus there was no place for us a second night in Plymouth.

Spent a wonderful last night in Scituate, saw July 4 fireworks on July 3 from every direction, booming over the water, as most communities had theirs a day early due to approaching Arthur. Then we decided to grab a short weather window July 4 and beat two massive converging storm fronts to Gloucester. We succeeded, arrived 3 hours later, got a great location, a mooring in a fantastically protected corner of the harbor. We stayed the nights of July 4, 5, [and 6] until Arthur's associated mayhem passed.

Unfriendly seas and north winds had been predicted the next 3-4 days, but a weather window opened early this morning [July 7] for 1 day only, so we jumped on it and made Portland ME from Gloucester. Norm and we are having a blast of a time. We may shoot around Casco Bay tomorrow well reefed in 20+ kt winds.

It is a treat to be "sailing Maine" again.

2014 Rocky Mountain Junior Olympic Sailing Festival July 25-27

6 races on 2 race days for 29 boats



[Results here.](#)

Community Sailing of Colorado and Denver Sailing Association was excited to host the 2014 Rocky Mountain Junior Olympic Festival at the Cherry Creek Reservoir on July 25-27. All junior sailors were invited to participate. This was Colorado's largest junior sailing regatta of the season!

Special thanks to the DSA members who helped organize and run this regatta: Tom Downing; Curtis and Julie Rist; Wayne Lemley; Murray Holland and Alison Grimsdell; Brandon Kass; Jim Ulatowski; Francine Hoffman; Jay Leidal; and David Thompson.

DSA Keelboat Summer Series July 16 through September 17



15 races on 8 race days for 14 boats

[Results Here](#)

Keelboat Summer Series # 1, Wednesday, July 16

For three days the forecast had called for multiple severe thunderstorms today, and while they were not as severe today as they had been for the past two, forecasters got the “multiple” part right. At 4:15 PM there was a large cell building over Longmont, and others over the mountains, all moving southeast, and as RC was preparing to go out, the radar showed clear skies to the west and it seemed like the Longmont-born cell would pass northeast of the lake. So RC (Jason Sutherland; Dan Fesenmeyer, Lucas, and Ryan Fesenmeyer) headed out and set a 1 – 5 course in nice 10 – 12 northeasterly winds.

Eight keelboats, including five Santanas, ventured out, and checked in, but then at 6:20 PM, just as RC sounded the first warning, it started to rain — and then rain harder. Then some boats turned and headed in, so RC raised the postponement flag and came back to the dock.

The rain didn’t last very long, but by then most of the skippers decided they had been out long enough and started hauling out.

And then RC checked the radar and saw another cell of rain coming in, following the one that had just hit, with indications of lightning in it, so they raised the abandon flag at the dock and sounded 3 horns. Thus there was no racing tonight.

Next week will be better.

Keelboat Summer Series # 2, Wednesday, July 23

Today’s isolated storm cell built up in the afternoon over Littleton and did not seem to move very much, just indicating, based on the radar track, that it might go southeast. It had moved over the lake by 5:15 PM, bringing gusty SSW winds at 15 – 20 MPH, light rain, and no visible lightning. RC (Steve and Jan Davis and Joe Beierl) kept the RC boat at the dock, and competitors stayed at the docks also, waiting for the storm cell to move on. Finally, at 6:25 PM, the skies overhead had cleared, and RC left the dock for the race course, and competitors followed. RC set a W – L course in the southerly winds blowing 10 MPH.

8 keelboats were out. The winds changed to 7 MPH gusting to 20+ for the second race, and RC set a W – L – W – L course. On the first downwind leg of the second race, Santana skipper Geoff Zaun's boat, flying a chute and sailing by the lee, caught a strong gust and got knocked down, with Geoff falling in — and under — the water. But then Geoff got back in, the boat came back up, rounded up, and the *Space Pipe* crew quickly took down their chute. Other Santana skippers — Ray; Kyle; and Mike — also struggled with the gusts.

Keelboat Summer Series # 3, Wednesday, July 30

On Monday of this week the monsoon winds brought much moisture from the Gulf of California that got caught up in a stationary front aligned with and along the Continental Divide, producing three solid days of thunderstorms and heavy, flooding rain, with hail and at least one tornado that touched the ground at the Rocky Mountain Arsenal on Monday. Then this morning a cold front came through, dropping temperatures into the 60s, moderating the intensity of the rain, and eliminating the thunder and lightning from the storm cells.

By 5 PM the rain at the lake was reduced to a light drizzle, but radar showed another storm cell, with heavier rain, moving slowly from west to east, heading towards the lake. Three Santana crews were at the marina, but none wanted to be the first ones to go out. Two U-20 crews were there also, but for the sole purpose of preparing their boats for travel. Likewise, Glenn Hackemer was there, but was not willing to have his S-2 be the only boat out.

Consequently, at 5:45 PM, Our Commodore and Vice Commodore, with the approval of Race Committee (Jason Sutherland, David Spira, and Norm Jarvis) who were still in transit to the marina, sounded three horn blasts and hoisted the N over A flags. Skippers and crew finished the work on their boats and headed to the yacht club bar for Wednesday Grill Night, soon to be joined by our Commodore and Vice Commodore. Soon after, the rain got heavy again, and we were thankful that none of us were out on the water.

So there was no racing. No results will be posted.

Keelboat Summer Series # 4, Wednesday, August 6

It was a beautiful night for sailing! Per RC (PRO Bob Stoller, with Lori England and Norm Jarvis), "We were a little delayed due to a small storm that blew over quickly. We had 9 boats and did two races – 2,6 and 2,F. All went smoothly."

"The wind was around 15 at the start of the first race and quickly increased to 18 or more with white caps. During the second race the wind held for the upwind leg and started to moderate to about 10 at the finish. All the boats were back at the marina before dark. We had a great night of racing."

Keelboat Summer Series # 5, Wednesday, August 13

Here is PRO Joe Beierl's Report:

Racing went pretty well tonight. The weather looked a little threatening when we first got to the lake, and there really was not much wind. We set a short course for the first race, thinking it could take a while for boats to make it around the course.

Then, of course, the wind piped up quite a bit and 5-L turned out to be a very short race. We adjusted for a big wind shift for the second race and set a 6-2 course that turned out to be pretty competitive as the wind eased up a bit.

The fleets were made up of the usual suspects: a total of 9 boats – 4 Santana 20's, the S-2, 2 U-20's and 2 J-24's – U-20 skipper Jim Ulatowski had mechanical problems and didn't make it out to the course.

After the races a good sized group came to the Yacht Club to remember Vern. Several people shared their fond memories and it was a nice event.

All in all a pleasant evening.

Evan Morris was driving across the dam around 7 PM and saw this scene, so he snapped this picture:



Keelboat Summer Series # 6, Wednesday, August 20

Fletcher Avery was designated PRO, with Kurt and Kent Robinson as assistants. But Fletcher got called out of town, so Kurt became PRO instead. Kurt sent this report:

We had two races with all boats starting in an OOK start.

The first race began with ~5 knots of wind and a course of 4 – 8 – 4 – 8. The wind quickly died to nothing and we shortened the course by finishing everyone at mark 8 (the first time around). So the course was 4 – 8. It looked like we might be done for the evening, but the wind returned from the opposite direction. So we set back up and had a second race in light air with a course of 8, however the U20s decided not to stick it out for the second race and retired early.

We were happy to have gotten 2 races in considering the light wind conditions.

Here is a report from Greg Schertz, who was at the helm of Santana 20 # 631, *A Fine Pickle*:

We had great winds of about 10 at the start but unfortunately it shut off during the downwind leg and the committee shortened course and finished at the leeward mark and got everyone finished just as we got just a hint of a breeze from the dark clouds in the distance. As the breeze gradually increased, the committee rightly decided to run one more very short race right as the sun was setting.



Sails in the sunset – photo credit Greg Schertz

This photo was taken during the start sequence of the 2nd race. We had a nice short race to the weather mark and return to finish just as it was starting to get dark. Wind in that race was somewhat steady and about 4-5 kts. We didn't have enough wind for any crazy mishaps and it seemed like everyone had a great time even though it was pretty frustrating at times. Not sure on the number of boats, but maybe 5 U-20s, 2 J/24s, 7 Santanas and the S-2.

Keelboat Summer Series # 7, Wednesday, August 27

There were large storm cells popping up over the foothills and moving slowly north northeast during the afternoon, but at the lake at 6 PM the skies were clear overhead, with one storm cell to the south and east of the lake, another west of the lake. A nice easterly 10 MPH breeze was blowing. RC (Fred Wolf, Joe Belak, and Nancy Van de Mark) headed out and set a 1 – 5 course, followed soon after by ten keelboats — J/24s; Santanas; Ultimate 20s, the S-2 and a J/22. The first race got started at 6:29 PM.

During the remainder of the evening the storm cell that was west of the lake pushed slowly east, and its leading edge reached the lake at 7:45 PM. RC did a good job of shortening the course at the leeward mark in the second race to get the boats back to the dock just in time. As the last boat was placed on the trailer, a huge bolt of lightning flashed in the sky overhead. Good timing!

Keelboat Summer Series # 8, Wednesday, September 3

This was the first week since May when thunderstorms were not predicted for any day of the week (although that changed on Thursday morning). Today was a very warm day, with a high temperature of 93 degrees under sunny skies.

By evening the northerly winds were light, not too light to run races, and so RC (Fred Wolf, Joe Belak, and Nancy Van de Mark) set a W – 5 course, with the W mark in the space between marks 8 and 1, and ran two races for the ten keelboats that ventured out. They included 2 U-20s; 2 J/24s; 5 Santana 20s and Glenn Hackemer's S-2. It was dark by the time boats got back to the dock.

Here is PRO Fred Wolf's Report:

For the first race we had a good square line and a good upwind leg. During race 2 the wind lightened up and shifted to the southwest. We could have finished after the windward leg, but it would not have been much of a race and it would have been tight. Instead we shortened at 5. The new wind then died and we ended up finishing after sunset.

Keelboat Summer Series # 9, Wednesday, September 10

While we had overcast skies and morning rain at daybreak, it had burned off by 10 AM, and was followed by brilliant sunshine and bright blue skies for the rest of the day. At 4 PM the radar showed not a single storm cell anywhere in Colorado. Hooray!

At 5:45 PM, Race Committee (Greg Schertz and Ed "Captain Eddie" DuPont) left the dock to set a 4 – 8 – 4 – 8 course in 8 MPH southerly winds, and got off the first race right at 6:25 PM for the 8 keelboats that were on the line. They started a second race at 7:05 PM, again on a 4 – 8 – 4 – 8 course, but shortened it at the #8 mark at end of the first downwind leg, as it was starting to get dark.



Keelboats on the line 09-10-14

Photo Credit: Greg Schertz

In the meantime, Will Cook had brought his new, more competitive Santana-20 # 904, *Bad Apple*, to the parking lot to get it rigged for tomorrow's racing. It is a very pretty boat!

Keelboat Summer Series # 10, Wednesday, September 17

Today was warm and sunny, with forecasted southerly winds of 4 – 6 MPH, but at 5:30 PM there was hardly a ripple on the lake. Nevertheless, RC (Brian Seim, Randy Moore, and Pat Kiehl) left the dock at 5:45 to see if they could set a course. They were followed by a few keelboats. At 6 PM, a passing cloud brought freshening easterly breezes, so RC set a 2 – 6 – 2 – 6 course for the 10 boats on the course and started the boats on schedule.

Winds were light, and RC wanted to change the course to just 2 – 6, and went up to the 2 mark to fly the S flag. That was correctly interpreted by one boat as a finish line, and they went in. However, RC went back to their station for the remainder of the race, and the other boats caught on and continued racing.

And then gusty 20 MPH easterly winds hit, a consequence of a new storm cell that had boiled up west of the lake, moving south. Boats coming down to the 6 mark struggled in the gusty winds, and at least 4 boats broached, although no crew went in the water and nobody was injured. Some boats dropped their head sails and came down on main only. They rounded and came back up to the RC boat to finish. One boat withdrew and 8 finished. As it was getting dark, there was not a second race.

Team Ulatowski takes 6th place in the 2014 Ultimate 20 North American Championships!



U-20s lining up for a start at the 2014 North American Championship. Photo Credit Francine Hoffman

The Ultimate 20 class returned to Racine, Wisconsin for the 2014 North American Championship. 22 boats competed for the classes' top prize. Most teams arrived Thursday to set up and practice out on the lake. The conditions were consistently 7 to 10 knots which generated a short chop which tested the skippers and crews. Jim Ulatowski, sailing with Richard Allen and Taylor Kennedy, took 6th place; Former DSA skipper Mark Allen, sailing with Robert Pincus and Peter Sharp, took first place.

DSA Dinghy Summer Series July 17 through September 18

15 races on 9 race days for 31 boats

[Results Here](#)

Dinghy Summer Series # 1, Thursday, July 17

Although the weather forecasters had called for isolated thunderstorms, at 4:15 PM there was not a single storm cell anywhere in Colorado — and it stayed that way all evening. So at 5:45 PM, RC (PRO John Krone, with assistants Bryan Tyler and Leif Nielsen of Tom Bremer's crew, along with Elly Hoopes) left the dock and set a windward-leeward course with hippity-hops aligned on an east-west line. Three Lightnings, six Santanas, Des Runyan's Alerion Express 20, Cameron Holland's Buccaneer, and six Lasers came out to race.

The first race was posted as W – L – W – L and got started right on schedule, with Lasers first and OOAKs second. Winds got lighter on the first upwind leg, so RC motored up to the windward mark and posted a course change to just W – L. That allowed racers to finish by 7 PM and get aligned for a second race.

The second race was posted as 2 – L when the winds picked back up to the 5 – 7 MPH range, and got started efficiently as soon as the last boat from the first race finished. We had a nice beat to the # 2 mark as wind held relatively steady in strength and direction, except when we got close to the mark, which is close to the eastern shore, which blocks and alters the winds coming from the east. Boats rounded and came back down toward the leeward mark, a hippity-hop that was the same leeward mark that was in the first race.

But then things got confusing. RC left their station briefly to go check on a sail number, causing some racing boats to lose their reference point on the course. Four Lasers rounded the start pin hippity-hop and came up to the hippity-hop windward mark from the first race, thinking it was the end of the finish line, crossed it and went back to the docks, along with one Lightning, thinking they had finished for the evening. The remaining boats however sailed to the correct leeward mark, rounded and finished correctly.

Back at the dock, the burgers and brats were served by Santana skipper Will Cook, with his crew, making for a nice finish to an enjoyable evening of sailing.

Dinghy Summer Series # 2, Thursday, July 24

Today was a very hot day, and a thunderstorm rolled through north Denver at 2 PM, but after that the storm cells were distant, and to the north, east, and south of the lake, and moving away.

So RC (Mike Roybal, Bill Burson, and Jared Nowicki) motored out and set a 1 – 5 course for the very light northeasterly winds that were blowing at the time. At 6 PM, right on cue, the winds picked up to the range of 8 – 10 MPH, ideal conditions for a Thursday evening. Nine Lasers, 3 Lightnings, 4 Santanas, and Des Runyan's Aleiron Express 20 were out.

The first start consisted of two sequences: Lasers and OOAKs. Winds started to get a little lighter as we approached the windward mark, and on the long downwind to the 5 mark they diminished some more. Lightning 15228 was the last boat to the leeward mark, and was momentarily becalmed as she rounded. After rounding they noticed that the wind had shifted direction, to the SW, so they put up their spinnaker back up for the trip back to the finish line.

They hardly noticed the big black cloud that had been building to the south and east of the lake, and after they dropped their chute in order to reach over and cross the finish line, they felt the wind suddenly get stronger, most likely influenced by the aforementioned big black cloud. When they saw a lightning flash in that big black cloud they decided to abandon racing and head back to the dock.

Suddenly, the wind kicked up to the 15 – 20 MPH range, with hammering gusts to at least 25, and they noticed that other boats were turning back to the docks as well, following suit. They struggled to keep the boat upright in the hammering gusts, but were able to sail into the channel entrance with just a couple of tacks, drop sail, and coast into the DSA dock.

It looked like all other boats made it back in, and soon after the winds dropped to the 10 MPH range with occasional gusts to 18. More lightning flashes from the big black cloud told us that abandoning was the right thing to do.

After boats were put away, skippers and crew convened at the DSA clubhouse for burgers and brats, served up by the crew of *A fine Pickle*, with help from Glenn Hackemer.

Dinghy Summer Series # 3, Thursday, July 31

The storms of the past three days finally dissipated, and although the forecast for today had called for an isolated thunderstorm, there were no storm cells anywhere near the lake by 5 PM. So Race Committee (Peter Muller and Rod Brown) motored out to the RC buoy at 5:45 PM and waited for some wind to come up. It was a beautiful evening, with clear skies overhead, temperatures in the mid 70s, and a glassy lake surface – with not enough breeze to make ripples on the water.

At 6:30 PM enough of a southerly breeze came up to allow RC to set a course. They selected a 4 – 8 course, nicely aligned with the wind direction, but perhaps a little ambitious, given the light winds. RC then initiated three sequences, with Lasers first, Lightnings second, and OOAKs — three Santanas and Des Runyan's Alerion Express 20 — third.

For the next hour and a half we drifted around the course — and after we rounded the windward mark the wind shifted to the WNW, so there were not chutes flying on the way down to the leeward mark.

At 8 PM, RC left their station and motored up to the 8 mark to set up a finish line to shorten the course, raised the S flag, and finished the Lasers. 15 minutes later the Lightnings crossed the finish line, and although RC told them that their time limit had expired, it had not. So they are scored, except for two that abandoned. The Santanas had, in the meantime, already abandoned and headed back to the dock.

RC then towed in the rearmost two Lightnings; however surprisingly by then a light southeasterly breeze had filled, allowing the other Lightnings to sail on in to the dock. It was nearly dark by the time they all got there.

Santana Skipper and crew Joe Beierl and Kim Komitor cooked and served the burgers and brats for the last burger night session in July.

Dinghy Summer Series # 4, Thursday, August 7

Laser skipper Kristen Kies sent this report:

There were two races and virtually no wind in the first race. After a short postponement for lack of wind, Tom and his crew (Leif Nielsen and another guy who sails with him) set a course of Windward-Finish with the windward mark being between 4 and 5. There were six Lasers out

including Kurt and Kent Robinson; Wayne Lemley; Fletcher Avery; Mark Tasker; and me. There were also three Santanas; a Catalina 22; and one other boat.

For the second race we had more wind, and RC, which was now sans Tom, set a course of 8-F.

Both races were run with one start. I think Ray McCleery and I were the only dissenters in that decision. Which was poetic because in the second start I got my best start yet, and having crossed the start line handily on port, somehow gave Ray and Kyle Cascioli the opportunity to yell “starboard” at me while bearing down fast right at the center of my boat. And that’s about as exciting as it got.

Burgers and Brats were served up by Kent and Kurt Robinson, and it rained as the last of us left.

Dinghy Summer Series # 5, Thursday, August 14

8 boats came out to race in very light winds: 3 Lasers 3 Santanas; 1 Buccaneer; and a Lightning. RC (Bill Buirson, Jonathan Cox, and Dalton Breen) set a short windward-leeward course and got off two races before it was time to come in. The second race was on a 4 – 8 course. A nasty storm had passed through prior to the start of racing, and that had kept some of the usual competitors at home.

Laser skippers Brian Seim and Mark Tasker ran the Thursday Burger Nights event.

Dinghy Summer Series # 6, Thursday, August 20

10 boats came out to race in questionable conditions. Curtis Rist had his Lightning rigged but then elected to stay ashore. Here is his report:

I planned on racing and thought that Jim England was going to crew for me. No other lightnings showed up and while I was waiting, some bad weather moved in. The lightning bouncing around southern end of the lake was enough to not splash the boat. I also would have had only Ryan Fesenmeyer as crew and with the coming storm neither of us felt compelled to go out.

The storm moved along the southern edge of the lake and the wind built to over 20 knots for a short period of time. I also heard that it was raining at the weather mark. If Julie had been on RC she would have shut down racing.

Laser sailors Dan Fesenmeyer and sons ran the Thursday Burger Nights event.

Dinghy Summer Series # 7, Thursday, August 27

A heavy rain, accompanied by some thunder, moved over the Denver Metro Area at 3 PM, and at 4 PM it seemed like racing would be canceled, due to the heavy rain. But the storm cell moved on east, with nothing following it, and by 6 PM skies were clearing over the lake. So RC (Ralph Taylor, Steve Frank, and Bob Wing) headed out, followed by 6 Lightnings, 5 Lasers, and 2 Santanas for an evening of racing in light (up to 3 MPH) northwesterly winds.

The first race was on a 7 – L course, and all boats made it around the course by 7 PM. The second race was on a W – F course, and all boats made it around that course by sunset.

Thursday night grilling, the last of the 2014 series, was provided by Laser skippers Larry Arbuthnot, Fletcher Avery, and Dan Fesenmeyer.

Dinghy Summer Series # 8, Thursday, September 4

Today was a partly sunny and pleasant day, with temperatures in the mid 70s, and cloud cover building as a weak cold front wandered through later in the afternoon. By 5:15 PM it had started to rain lightly at the lake, and at 5:30 there were rumbles of thunder and flashes of lightning on the horizon, but by 5:45 PM it looked like those rain clouds were moving south and east. So RC (Mike McKeever, Des Runyan, San Wan Kim, and CR Brinton) headed out to set a course, followed by 7 Lasers, 3 Santanas, a Laser II, and an M-20. Five Lightning crews kept their boats on shore while closely attending to the radar displays on their smartphones, and at 6:15 PM, decided to abandon, and to re-convene at Darcy's Pub, after seeing a large storm cell ("Biggie") build over the foothills to the southwest and move quickly to the northeast, with the lake in its sights. A light drizzle followed.

Here is PRO Mike McKeever's report:

While watching NOAA radar constantly and keeping an eye (and ear) on the cell to the south, we stayed close to the marina and set relatively short courses, with two starts per race: S-20s and all others.

[In the first race] we set up a W-6 to an easterly breeze in the western end of the lake. Got both starts off and then the wind went south, producing a reach-reach race. [For the second race] we moved the RC boat slightly, declared the former W to be the pin and the former pin to be L and started a 5 – L. [Subsequently we] picked up the pin and went down to L and set up a shortened finish just off the corner of the breakwater.

All got back [to the dock] in daylight.

The wind never topped 10 and never went completely flat.

Dinghy Summer Series # 9, Thursday, September 11

We awoke to foggy skies with a temperature of 55 degrees, and over the course of the day the fog burned off but the skies got darker as the overcast increased. The forecast had called for periods of rain starting at 4 PM, with temperatures dropping into the 40s by 5 PM. And that's what we got.

By 5:30 PM, three Lightning crews (Cabral; Rist; and Thompson) and three Santana crews (McKeever; McCleery; and Cook) had assembled, and none of them wanted to go out. There were no other crews on deck. So at 5:45 PM, PRO Geoff Zaun sounded three toots of the horn and hoisted the N flag in the chilly light rain.

That turned out to be a good thing, as a bank of fog crept in at 6 PM, obscuring our view of the outer marina docks. It would have been a difficult time on the race course.

The rain continued overnight, mixing with light snow after 2 AM, and at 6 the next morning there was a coating of snow on the rooftops in Highlands Ranch.

Next week will be better.

No dinghy results were posted for 9/11/14.

Dinghy Summer Series # 10, Thursday, September 18

Today was a beautiful sunny and warm day, with nice southerly 10 MPH breezes. While the WindFinder forecast called for winds gusting to 18 MPH at 6 PM, and to 24 MPH by 9 PM, that never happened, although winds were blowing about 15 MPH prior to the start.

So RC (Will Cook, Marge Albert, Rob Rathbun) headed out and set a 4 – 8 course for the 15 boats that came to the line — 6 Lasers, 4 Lightnings, 3 Santanas, a JY, and a Swift Solo, and got the first sequence started on schedule at 6:20 PM.

But then they postponed, left their station, and headed over to the dam to rescue a Laser that had lost its outhaul and could not sail. They towed him back to the dock and came back to resume the first sequence (Lasers) and then the second (OOAK). We had a very nice sail in the steady, and now diminished to about 10 MPH southerly winds, up to the 4 mark, down to the 8 mark, and then up to the finish line. Since the last boat finished at sunset, there was not enough time for a second race, so we all headed back to the dock and got boats secured before it got dark.

This ended the 2014 DSA Summer Series.

DSA Frostbite Regatta September 20 - 21



5 races on 2 race days for 37 boats

[Results Here](#)

Racing Recap

Day 1

Saturday was a warm day with bright sunshine, and after the 11 AM competitors meeting, Race Committee (Paul Kresge, Julie Rist, Denise Chinburg, Philip Muller, Tex Poor, and John Kitter) headed out to the RC buoy, followed by 34 boats, eager for a day of competition on the water. The only thing missing was wind.

There was not enough wind to even think about setting a course, and at 2 PM RC posted an on-shore postponement and brought the competitors in. A few boats stayed out on the lake, hoping for a wind to

come up, and while there were occasional lines of 5 MPH wind, there were also a lot of dead zones, and what wind there was came from unpredictable directions.

But then suddenly, at 3 PM, a brisk northeasterly breeze kicked in at around 10 MPH, and RC sent competitors back out to race. They set a W – 6 course and got the first sequence, for OOAK keelboats, off at 3:30 PM, followed by sequences for Lightnings, Lasers, Portsmouth boats, 420s, and Optis. Winds varied in strength between 5 and 10 MPH as boats worked their way up and down the course.

After the keelboats and Lightnings finished, RC started another set of sequences for the second race and finished the remaining classes while starting the boats in the first sequences, this time on a W – 5 course.

Winds kept up long enough to complete the second race, and held promise of staying up longer, but RC wisely decided to call it a day and sent us in. All boats were back at the dock by 5 PM.

Following that, the dinner buffet table was set up by Barb Thompson, and then Glenn Hackemer started grilling the hamburgers and hot dogs at 6 PM, while competitors were enjoying a tapped keg of delicious Dry Dock Amber Ale. We finished eating by 7 PM, and had the tent area and clubhouse cleaned up by 7:15. As the last regatta organizers were on their way out, a bright flash of lightning lit the sky, followed by a clap of thunder, and by 7:45 a heavy rain, accompanied by much bright lightning and loud thunder, started pelting I-25 and C-470.

They say that timing is everything, and tonight it seems as if we timed it perfectly.

Wait until tomorrow!

Day 2

Sunday started out as a repeat of Saturday, although with some high clouds overhead. There was, however, a forecast that, from Noon to 3 PM, southerly winds at 12 – 14 MPH would kick in. But at 10:30 AM the lake was flat calm, so RC hoisted a postponement flag on shore, to keep us more comfortably situated than we were yesterday afternoon. At 11:45 it seemed like a breeze might be filling in, so the postponement flag came down and RC (Paul, Julie, Joe Chinburg, Tex, and Philip) headed out, followed by the racing fleet.

However, shortly after all boats left the dock, the winds died, so competitors needed to use paddle power to get out to the start line, and most made it there by 12:45 PM.

Then, at 1 PM, the forecasted 12 MPH southerly winds kicked in, with shifty higher gusts, and RC quickly set a 4 – 8 course and started the sequences.

Because of the good winds, the first race took only about 30 minutes, so RC set inflatable marks in line with the SSW winds and set a W – L – W – L course for the second race.

Winds held up, sometimes gusting to 18, and we were able to complete both the second race and a third (also W – L – W – L) race by 3 PM. That gave us five races for the regatta — two yesterday and three today.

Back at the dock the competitors secured their boats and then gathered at the DSA clubhouse for more delicious Dry Dock Amber Ale, waiting for the one-hour protest period to expire and for scores to be compiled and finalized. Fortunately there were no protests, so the awards ceremony started at 5 PM. Ceremonies and consumption of last mugs of beer took until 6 PM, after which all headed for home.

The overall Frostbite Regatta winner was Murray Holland, for having the best results in the largest fleet, computed via a complicated scoring algorithm that's documented in the Sailing Instructions.

Our sincere thanks to our sponsors, the Dry Dock Brewing Company; Ameriprise Financial; Cherry Creek Marina; and Dr. Floyd Russak MD.

Special thanks to our Race Committee: PRO Paul Kresge; Scorekeeper Julie Rist; Records Denise and Joe Chinburg; Chase Boat Driver Philip Muller; and Mark Boat crew Tex Poor and John Kitter, who did an excellent job getting us five races over two days that saw a lot of dead calm water, but with enough good air to make some exciting and satisfying races.

And thanks to all the regatta volunteers who made the event a success: Jan Davis and Pat Kiehl doing registration, Bill Cabrall, Steve Davis, and Fred Wolf on Jury; Barb Thompson our dinner planner; Glenn Hackemer our Saturday night griller, Kristen Kies, our sandwich runner, Curtis Rist, our tent installer, Norm Jarvis on cleanup, and last but not least, our regatta chair David Thompson.

And a very special thank you to Steve Davis, who provided a Lightning sailboat to the CSC Junior team on Marnix Hoogwater, Chloe Brand, and Quinn Donaldson.

DSA Fall Frostbite Series September 27 - October 25



16 races on 5 race days for 25 boats

[Results Here](#)

Fall Frostbite Series # 1, Saturday September 27

We had a warm day with temperatures in the mid 80s under bright sunny skies, with light and variable winds at 1:00 PM. RC (Kristen Kies, Glenn Hackemer, and Bill Burson) had headed out to the race course at 12:30 PM, and had raised the A/P flag once they got to the RC buoy. As boats paddled out, we all waited for some wind to come up, to fulfill the forecast of ENE at 7 – 9 MPH.

Finally, at 1:45 PM, a feeble northerly breeze started up, enough to run an OOAK start sequence on an 8 – 4 course. Three Lightnings, two U-20s; two Santanas; two Lasers, a Bucc; a J/22; and Scott Boughton's

Rhodes 19 made up the racing fleet. The race proceeded slowly, although there was enough wind to inflate chutes, but clocking to the east as we made our way down the the # 4 buoy, causing some boats to drop chutes in order to sail close-hauled to that mark.

After all boats finished, RC put up the postponement flag and re-set the course to a W – 5, using a hippity-hop about 100 yards up the course for the windward mark, and got off a second start sequence. In that race, winds occasionally gusted to around 10 MPH, but were mostly in the range of 5 – 7 MPH, with significant lulls.

At the completion of the second race, RC again put up a postponement flag to reset the course to W – L on an east-west axis, with two hippity-hops as the marks, and, after a lengthy delay waiting for wind, started the third sequence. But winds died completely with a minute to go on the line, so the postponement flag went up again; the course was revised to W – F; and we waited again for wind. When it finally came up, it was brisk — possibly the best wind of the day — making for a 10 – minute race finishing downwind with chutes up. By that time competitors had enough of the flaky winds and kept their chutes up as the sailed back to the marina, arriving there at around 4 PM.

Once boats were secured, a handful of competitors congregated at the clubhouse to finish off the keg left over from the regatta last week. We appreciated the beautiful sunny skies and warm temperatures, even as we wished aloud that winds had been better today. But they were good enough to get in three races — managed by an able race committee — and we were thankful for that.

Fall Frostbite Series # 2, Saturday October 4

Monday of this week brought cold temperatures, heavy rain and a severe hailstorm, but by the end of the week sunshine and warmer temperatures had returned. With a full day of sunshine and a high temperature of 74 degrees forecasted for Saturday we knew we were in store for a very nice day on the water. Winds were forecasted to be northerly at 5 – 8 MPH, and that's pretty much what we got, except that over the course of the afternoon they clocked eastward a bit.

So at 12:30 PM, RC (Cliff Begnaud and David Neely) headed out and set an 8 – 4 course and got the first sequence started promptly at 1 PM for an OOK class of 13 boats — 4 Lightnings, 4 Lasers, 3 Santanas, a U-20 and a Bucc. Winds were in the low end of the forecasted range, and kept up for the entire three legs. The next race got off as soon as the first had finished, with the course this time set at 8 – 4 – 8 – 4.

Winds again kept up, with occasional puffs at 8 – 10 MPH, for the entire second race. Then, for the third race, RC set a W – 5 – W course for winds that had shifted to northeast, and got that race started with only a short delay. The start pin was not moved, so the boat end of the line was highly favored, but with a dead air lull during the five minute sequence, most boats just aimed for the line at any place where they could reach it.

Winds finally picked up after boats had crossed the start line, but by then we could see definite flat spots on the lake and knew we'd be in for more challenging conditions with dead spots to avoid. Still, rounding the windward mark and setting chutes for the downwind run came off without difficulty, and it wasn't until we rounded the # 5 leeward mark that we got into trouble, with a large no-wind hole blanketing the entire west end of the lake. Keelboats, that had rounded before the dinghies, had made their way far enough back up the course to stay in some wind, but for 15 minutes the dinghies near the leeward mark just sat there, not moving at all. One dinghy thought the wind had rotated to the west and set a chute, but it just sat there limply with no wind. After the chute was dropped, a slight northerly zephyr kicked in, although accompanied by frequent significant shifts that caused numerous auto-tacks,

and boats were again able to move, sail up to the windward mark, round, set chutes, and sail down to the finish line, hoping against hope that they would get there before time limit expired. They did.

Except for the big dead spot during the third race, this was one of the nicest sailing days of the year. Sunny skies, temperatures warm enough to sail in shirt sleeves, and enough wind to complete 3 nice races made this a day we will remember for a long time. Our Race Committee did a very nice job of setting courses and running races.

Fall Frostbite Series # 3, Saturday October 11

Today's weather forecasts called for light and variable winds from noon to 4 PM, under partly sunny skies with temperatures in the low 70s. There was a slight easterly breeze blowing at 12:45 PM, so Race Committee (Des Runyan and Brian Seim) headed out to see if there would be enough wind to set a course and run races. They were followed by four boats — two Santanas, a J/22, and a Laser. We don't know how they did it, but they got in three races before calling it a day. Here is PRO Des Runyan's report:

Three races. Three keel boats and a Laser for the first two races and two keelboats and a Laser for race 3. Wind clocked with every start. We did the first race as a 6-1 and then did the next two races as 4-finish and then 2-finish. We never got the line perfectly square, as it seemed like as soon as we started the sequence the wind changed, but all were close enough, so we let it go. Finished at 4:45 PM. It was so light that I thought about canceling at 3 PM, but the keelboats were very gung-ho so we let it proceed.

Fall Frostbite Series # 4, Saturday October 18

Today's weather forecasts called for ESE winds at Noon at 5 MPH, gusting to 5 MPH, and building to 7 MPH with gusts to 7 MPH by 3 PM. At noon we had mostly sunny skies with temperatures in the low 70s. There was a slight easterly breeze blowing at 12:45 PM, so Race Committee (David Spira, Mark Tasker, and Alex Lagerborg) headed out to see if there would be enough wind to set a course and run races. They were followed by 4 keelboats, 4 Lightnings, 4 Lasers, a Rhodes 19, and, later on, by a lone Bucc.

However, by 1 PM the winds had died completely — not even a zephyr — and they stayed that way until 2:30 PM, after which they began to stir ever so slightly. In the meantime, our Commodore and Vice Commodore had polled the remaining racers — two keelboats had already given up and gone in — to see how much longer we wanted to stay out, and the overwhelming consensus was we all wanted to wait until some wind came up, whenever that was.

So with the encouragement of the slight zephyr, RC set an 8 – F course and got the first race started. The winds increased a bit — never more than 5 MPH — and held up for the duration of the first race. That was nice racing in gentle winds, even though they were on the light side.

Then the winds clocked around to the northeast, and RC set a W – 5 course and started the second race. This was the nicest race of the afternoon, with winds remaining steady, if light, and with a nice long downwind run to the 5 mark and a beat back to the finish line.

By that time it was approaching 4 PM, so for the third race RC set a W – F course and got it started promptly. The winds had increased slightly, so that race went quickly, and boats were able to continue past the finish line and on into the marina with chutes up.

All in all, a nice racing afternoon, even though the winds were very light. The warm sunshine kept us feeling good, and the view of the fall colors on the shore and the snow-capped mountains to the west made us glad we had gone out and raced.

Thanks to our RC for their faith that we would get winds, and for setting up and running 3 races and getting us back to the dock by 4:30.

Fall Frostbite Series # 5, Saturday October 25

Today was another beautiful sunny and warm Saturday race day, like all the previous 4 Saturdays, but this time there was wind! Beautiful southeasterly breezes at 5 – 10 MPH, with occasional gusts to 14, blew across the lake in a steady flow all afternoon. What a great way to end the 2014 sailing season.



Race Committee (Bob Stoller, Betsy Hackemer, and LeAnne Scarr) held at the dock waiting for wind until almost 1 PM, then set out in the soon-to-build breeze and set a 3 – 7 course, for the seven keelboats, four Lightnings, two Lasers, two Buccaneers, and a Swift Solo that came out to join in on the fun.

We sailed four races — three of them on the 3 – 7 course, and the last on on a 3 – F course, with a downwind finish, that let us continue on in to the marina with chutes up. Winds were relatively steady with occasional bursts above 10 MPH, and almost no no-wind holes.

Boats were back at the dock at 4:15 PM, and skippers and crew lingered in the lower parking lot to savor the memories of a great sailing day.

Thus ended the 2014 DSA sailing season.

Remembering Vern



Sadly this year we lost long time DSA member and Santana 20 sailor Vern Bybee on June 29.

Sailing on Wednesday August 13 was dedicated to Vern's memory. The Yacht Club had Wednesday grill night and offered Vern specials; a burger, salmon, and another entree. Crystal and Todd Brophy generously donated a keg of beer. The drink special was Vern's specialty...the Mojito.