

Newcomers Guide to the MC (continued from page 5)
to the MC's lively feel on the helm and how "unattractive" it felt when sailed too flat. It certainly helped to try and recognize the feel on the helm when we found ourselves with good speed.

As far as tuning, we basically just copied what the fast guys were doing. The "magic" number for mast rake was 28' 3-1/2". For our sail, we found it helpful to sweep the spreaders slightly farther forward (31" tip-to-tip) which helped stiffen the mast between the hounds and the spreaders and make the main a little bit more powerful. We just stuck with the standard Johnson spreader lengths, but because of my nature to dittle with things, we did experiment a good bit with shroud tension. It seemed like the faster sailors were sailing a little bit tighter so we cranked our rig up fairly snug as well. We quickly realized it was easy to get the rig too tight as indicated by the spreaders pushing the mast to leeward in the middle (definitely did not seem fast!). This was eyeballed by looking up the back of the mast. Instead, we tensioned the shrouds until the mast was just straight from the gooseneck up to the hounds at which point the tip sagged off to leeward.

It took us a few races to figure out how important the vang was to wind performance in a breeze. After being pinched off at the start for the second time (we sure appreciated the recalls!), we noticed that the boats that had the height on us had a good deal more vang. Once we started playing with it, we found that pretty heavy vang tension was necessary. Our guide for knowing when we reached the right tension was the development of slight inversion wrinkles in our mainsail. These were diagonal wrinkles that ran from approximately 6' up the luff to 6' back on our boom indicating that the mast had developed maximum bend for our sail. If we over-vanged and over-flattened the main through bending the mast too much, these wrinkles got pretty severe.

We found there are still some definite boathandling techniques that we need to work on. Doing 720 turns was certainly a thrill in the MC, especially if you try to turn the boat too fast. We figured that spray coming off the side of the boat instead of the bow was an indication that something wasn't quite right. I'm not sure in those couple turns if we ever figured out which board was supposed to go down when, and I'm still not sure if we came out bow first or stern first....

I was certainly glad there was enough wind to sail with a crew as I think it also helped our learning curve. Being able to concentrate on speed, sail trim and steering while Carol Newman, my ace crew, was looking around for windshifts and other boats, definitely helped a bunch.

You definitely have to have your share of good breaks to do well in any sailboat race or regatta and we certainly appreciate the luck we had at the Midwinters. We also had fun racing against Andy Burdick, Jim Gluek, and Mark Christensen. Congrats to them on a great series! We sure have a lot more to learn about Scows and the MC specifically. We are looking forward to the regatta circuit this summer. I hope to see you there! Good Sailing!

Black Tie Regatta-MC Scows

April 15-17, 1994, Fleet 5 Rush Creek YC, TX

We understand that this year's Black Tie had either too much air or too little. Friday provided the extra heavy winds, and all races hto be cancelled. The sailors awoke to no wind on Saturday morning. However, the wind picked up during the morning to a moderate breeze for one race. The second and last race Saturday was sailed in a dying breeze. Sunday was dead flat calm. 'Like soup on a platter' as one old sailor used to describe it.

So here are the results as provided by the Rush Creek Yacht Club secretary, Lise.

Pl	Skipper	YC	Boat	Races		
				1	2	Pts
1	Mark Christensen	BSails	1593	3	2	8.7
2	Andy Burdick	MBW	1611	5	1	10
3	Bill Draheim	USails	1128	2	4	11
4	Greg Gust	RCYC/TX	1321	1	16	22
5	Scott Slocum	RCYC/TX	1468	11	3	22.7
6	Peter Crawford	BSails	1379	7	5	23
7	Katie Reese	LGYC/WI	1527	4	11	25
8	Mark Makielski	ELYC/MI	964	6	13	30.7
9	Dan Novak	LGYC/WI	1522	14	7	33
10	Bob Bush	LMYC/MN	1595	13	9	34
11	Eric Hood	MSails	1606	17	6	34.7
12	Greg Gearing	AYC/TX	590	18	8	38
13	Jack Hattendorf	AYC/TX	907	10	18	40
14	Jack Schwindler	MYC/MO	1507	9	19	40
15	Jack Kern	TX	1536	8	23	43
16	Dan Guidinger	JBW	1568	15	17	44
17	Bill Freytag	LGYC/WI	1222	24	10	46
18	Drew Mize	AYC/TX	937	22	14	48
19	Harvey Baker	WSC/OK	1268	21	15	48
20	Bob Cantrell	MYC/MO	857	12	27	51
21	Burt Scott	RCYC/TX	1398	20	21	53
22	Greg Barnett	RCYC/TX	1559	23	24	59
23	Manning Grinnan	RCYC/Tx	1479	16	32	60
24	Peter Comfort	TLYC/MI	1402	37	12	61
25	Zack Troxel	RCYC/TX	52	52	31	62
26	Charles Price	RCYC/TX	1540	19	31	62
27	Pam Cantrell	MYC/MO	1231	31	22	65
28	Dave Anderson	WSC/OK	593	34	20	66
29	Scott Tillema	MYC/MO	943	27	30	69
30	Sarah Cooley	MYC/MO	828	29	29	70
31	Chuck Nichols	IL	1218	26	35	73
32	Bob Sevey	LMYC/MN	1342	35	26	73
33	Kathleen Gardner	RCYC/TX	1435	28	34	74
34	Douglas Stone	TX	834	36	28	76
35	Bill Cantgrell	TX	1539	30	38	80
36	David Tillema	MYC/MO	1524	32	37	81
37	Henman van Beek	RCYC/TX	1521	33	36	81
38	Steve Stock	FRYC/CO	1350	38	33	83
39	Tom Courtney	FRYC/CO	1201	39	40	91
40	David Hamilton	TX	856	43	39	94
41	Jack Marsee	RCYC/TX	1069	43	43	98
42	Al Christian	IL	1546	43	43	98