

MC Southern Regatta

October 24-25, 1998

Fleet 60 James Island Yacht Club, SC

Report by Paul Rossmann

Less than nine months after the idea to start an MC fleet first came about, the James Island Yacht Club and Fleet 60 hosted the first MC regatta in Charleston waters. The MC Southern were held on October 24 and 25 with unseasonably light air with 17 boats in attendance. Although conditions were frustrating for both the pros and novices alike, we managed to get four races off in 0-5 knots of air with up to a 2 knot current. Eric Hood of Zenda fame finished first overall, followed by Carolina Yacht Club Fleet 62's Fleet Captain Tommy Harken. Third place was taken by James Island Y.C.'s Lenny Krawcheck, fourth by Kenny Krawcheck and fifth by Charlie Lafitte.

The air was so light on Sunday that after a slow motion chase of the committee boat around the harbor about four of the contestants had to be towed to the pre-start area. We did manage to have one

boat capsize thought when during the finish of the last race (a very slow reach with booms in the water) one of the boats caught a puff and sailed up onto the sail of the boat in front of him. The hapless RC then became victims of the old racing adage; cover, cover, as their boat was enveloped in the sail of the capsizing but already finished MC.

We are hoping to make this an annual regatta and to schedule it to following the Lake Norman fall regatta. As of this

writing, Charleston now has two MC fleets (60 and 62) with a total of 21 boats and it looks like more on the way.

The MC has proven to be a perfect boat and a great match for our sailors down here, and we invite anyone in the area to join us. Also it is worth mentioning that the traditional Easter E Scow regatta hosted by Carolina Yacht Club will also feature the MC in future. We look to have between 20 and 30 boats on the line! See you on the water.

Pl	Skipper	Club	Boat	Races				Pts
				1	2	3	4	
1	Eric Hood-P	NSIs	1864	1	3	1	5	10
2	Tommy Harken	CYC/SC	1500	4	1	2	4	11
3	Lenny Krawcheck-M	JIYC/SC	1858	5	2	5	1	13
4	Kenny Krawcheck	JIYC/SC	1626	2	4	10	3	19
5	Charlie Lafitte	CYC/SC	1856	8	7	12	2	29
6	Bob Miller-GM	DLYC/MI	1840	3	DNF	4	7	32
7	Devon Farley-M	LGYC/MI	1356	6	10	7	9	32
8	George Scarborough	CYC/SC	898	9	5	9	10	33
9	Randy Mintken	CYC/SC	647	7	8	14	11	40
10	Paul Rossmann	JIYC/SC	1098	13	DNF	16	11	41
11	Brian Swan		1416	10	DNF	3	13	44
12	Dave Hamill	JIYC/SC	1	PMS	9	6	12	45
13	Benoit du Buisson	CYC/SC	1429	PMS	DNF	13	6	55
14	Russel Lafitte	CYC/SC	890	11	DNF	8	DNF	55
15	Mike Coffmann	JIYC/SC	1033	13	DNF	16	11	58
16	Bob Ford	JIYC/SC	1837	DNF	DNF	11	DNS	65
17	Sonny Mevers-GM	CYC/SC	1819	DNF	DNF	DNS	DNS	72

Starting Strategy

by Kurt Mayol as seen in *Cal 20 News*

And through SNAX: The Sailing News Article eXchange, Issue 23: December 1998

Starts: The "Good" End

When people speak of the "good" end of the starting line, the side furthest up the first beat is often their only consideration. By not thinking ahead, people often miss a few other factors that might make the other end the "better" end.

The strategy of the first beat plays a big role in where you want to start. If shifts, velocity, or current favor the right side of the course, freedom to tack is crucial! When starting on starboard tack (as most conservative skippers do 95% of the time) boats on your right rear corner can keep you from tacking. **More often than not, starting closer to the right end means less waiting before you can tack.**

Here is a look at the three types of starting lines and the special tactics of each.

I. Port End Favored Lines

A key thing to remember here is that with the left pin comes risk. In other words, if you're willing to gamble on not laying the line, hitting it and getting rolled by the entire fleet before finishing your collection of circles, then go for the pin. Instead, it might be better to first ask yourself a few questions: Is this really a do or die start? Should I spot the left pin gamblers a couple of boat lengths and start near the left end, but stay out of the "coffin corner? Or even better still, should I set up just to weather of the group near the middle of the line, then mow them down with the speed and boat handling that I've been working on? The later line of thought might not win races, but it does win regattas.

In small fleets, people should be more open-minded to port tack and dip starts. Especially when the line is heavily skewed left. Since starboard tackers can barely lay the pin, both of these methods offer more speed and acceleration. Warning! Make sure there is plenty of starting line for everyone before you go across without the right of way, also check for penalty flags (i.e. "I" or "Z") before you dip start in the middle of the line.

Remember, with a port line, starboard tack offers poor acceleration. Everyone is usually pinching in bad air. Since it is easy to pinch off someone and it is also easy to be pinched off. Make sure your leeward gap is a little larger than normal, especially if you plan to accelerate late. Maybe even try to just maintain maximum speed with less than two minutes to go (this is not recommended in large fleets).

II. Starboard End Favored Lines

In big fleets, if you don't get to the right end of the line early, you run the risk of not getting a parking space for the 1 - 1-1/2 minutes before the gun. There are two alternatives: setting up just to leeward of the herd on the right half of the line is one good choice. Waiting above the right pin layline and then passing the pin late with speed is another. The midline start is best with big fleets. Although barging starts work great in smaller fleets, logjams and critical timing make starting at the right end of the line risky most of the time.

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