

Serendipitous, or just plain stubborn?

Harvey McCormick and his crew did an awesome job of managing 6 fleets this week-end on course C. Sometimes we had to dodge boats finishing as we started, but rarely did we encounter boats from another fleet while on the course. I didn't even realize that the Snipes were on our race course. My hat's off to the race management team. Watching boats start and finish at the same time is like watching a maestro conduct an orchestra. And it was an inspiring sight, watching the E-Scows dominate the skyline as they sailed out towards Fort Sumter on Sunday in the easterly. I swear they were on their 3rd lap by the time we started. Of course, we had a delay due to a general recall, resulting in a pin adjustment, and the dreaded U flag. But I'm getting ahead of things here.

Let's start out with the fact that Ryan Davidson, Jordan Wiggins and Keely Gregg showed us again what winning looks like. These extraordinary sailors have dominated the last 3 Charleston regattas (a link to their winning strategy: <https://www.youtube.com/watch?v=51r6w1fpKSA>).

However, the fleet is whittling away at them. At Hobcaw, they won by a 3 point margin, Charleston by a 1 point margin, and CYC by a tie-breaker. Although we tend to blame only ourselves (or our crew) for the final outcome of a race, other people's successes and failures can impact you just as much, as I found out in talking to various people this week-end. Is it just serendipity? Or the philosophy of never giving up? For instance, Craig Bennett was in 3rd place after the 1st day of racing, only to dislocate his knee on Sunday, removing him from contention, but also giving Ryan one less boat to worry about in the 1st race on Sunday, as we struggled to recover from a bad first leg. Or consider one's paddle, a seemingly inconsequential piece of equipment that you only seem to notice when it gets in the way, or when you're frantically trying to find it so you can reach a dock or towline. A tangle between a paddle and a pole potentially deprived Lenny Krawcheck's team of a first place finish in Sunday's 1st race, after rounding the weather mark first. And how many people lost or gained a position this week-end when an E-Scow or SIOD sailed by exhaling tons of bad air? Or in hunting for the missing weather and offset marks last week-end?

On the success side, in the 2nd race Saturday, we couldn't get the chute down as we rounded the mark due to a knot in the halyard, and ended up going right, turning a mid-fleet position into a 2nd place finish. With this came the realization that one of the reasons that the right paid off was because of the lee bow effect from the incoming current, which we capitalized on the rest of the day. Paul Whitesides' team sailed a perfect 3rd race on Saturday, turning a big leftie into a tremendous port tack start, and no one could catch him after that (a link to his winning strategy can be found here: <https://www.youtube.com/watch?v=wDrbxrNPn2U>). And in the 4th race Saturday, George Scarborough's team turned potential disaster into a move that looked like genius. We were neck and neck with him sailing to the finish, except that we didn't realize how favored the pin end was, and he didn't know that it was only once-around, and prepared for an upwind leg coming into the leeward mark, which we had to honor. His crew of Edward Scarborough and Sarah DeLoach put up the jib, maybe doused the chute, but were able to hold us off by sailing to the pin end, and winning the race. (It didn't help that one of my crew indicated to them that it was only once around.) George has been on the hunt this summer, making technical improvements to his boat like the extreme angle fairleads on the wire and spinnaker halyard, (search for 'George Scarborough' on YouTube), and aesthetic ones as well, just compare our ghetto winch handle holder/pole holder solution to his, once he gets it mounted.

(Pictured below, Edward, Sarah, and George, from left to right)



My point here is that the final standings don't necessarily capture the whole story. If you check out the results below, I've included columns for the 1st and 2nd day averages, as well as a 'Most Improved' column, which is the difference between these averages. Darby Reddaway's team dominated this category, with a large negative number indicating the most improvement. Drew Lisicki and Batton Kennon's teams tied for 2nd, followed by Lenny Krawcheck, and then Catie Yeager, who was driving Pat Chisum's boat (Welcome back, Catie!). It's very cool to see crews able to turn things around, much like the 2019 winner of the Hanvey trophy, Ann Sheridan, learned at any early age. She related the story of how her father made her talk to every competitor, after she had a hard day of sailing, to find out what they did well, or what mistakes they made, and then sent her out on the water the next day.

Yesterday afternoon, as I walked to my car after the awards ceremony, I reflected on how full my life is these days, thanks to my sailing friends. In the last 37 years, I have only sailed for 17 of them, having stopped sailing twice due to burn out. I think I've finally found a balance, with the help of my Ryans, and the fine examples set by the sailors in the Lightning class. Winning's great, but much more important are the relationships, many of which are life-long, and the lessons you can learn about not giving up. (Ryan Smoker, me, and Ryan Hargrave, from left to right, also hear Smoker at:

<https://www.youtube.com/watch?v=rXmPyhQwTRI>



The final Post and Courier write-up can be found here:

https://www.postandcourier.com/sports/carolina-yacht-club-regatta-brought-new-challenges-for-local-and/article_e2b980a4-b13d-11e9-b7cb-0787dc76ede9.html More photos to follow, once I get a link to the Google docs for the CYC photos. If you have a story to relate about turning disaster into success, or vice versa, please feel free to share.

Results below: (note that there were only 2 changes in position due to throw-outs, between George and Drew, and Ryan Hamm and Bill Jones)

Skipper	Crew	Sail #	R1	R2	R3	R4	R5	R6	Total	w/o throw-out	1st day total	2nd day total	1st day average	2nd day average	Most improved
Ryan Davidson	Jordan Wiggins, Keely Greg	15147	1	3	3	5	1	2	10	15	12	3	3	1.5	-1.5
Elaine Parshall	Ryan Hargrave, Ryan Smoker	14728	3	2	2	2	5	1	10	15	9	6	2.25	3	0.75
Lenny Krawcheck	Carter Cameron	15557	2	6	9	3	2	3	16	25	20	5	5	2.5	-2.5
George Scarborough	Edward Scarborough, Sarah DeLoach	15600	5	5	11	1	8	7	26	37	22	15	5.5	7.5	2
Drew Lisicki	Sam Hodges, Amy Kubie, Dan Rylance	14635	9	4	5	9	4	4	26	35	27	8	6.75	4	-2.75
Batton Kennon	Harrison Koller, Zoe Genet	1475	7	9	7	6	3	6	29	38	29	9	7.25	4.5	-2.75
Paul Whitesides	Travis Tucker, Jack Sutton	12957	6	8	1	7	9	10	31	41	22	19	5.5	9.5	4
Craig Bennett		14138	4	1	6	4	17	17	32	49	15	34	3.75	17	13.25
Will Sloger		15116	8	10	4	10	10	9	41	51	32	19	8	9.5	1.5
Catie Yeager	Patrick Chisum, Bethany Harbin	14044	13	7	10	11	12	5	45	58	41	17	10.25	8.5	-1.75
John cameron		14266	14	12	8	8	7	12	47	61	42	19	10.5	9.5	-1
Darby Reddaway	Hannah, Wheeler	15387	12	13	14	17	6	8	53	70	56	14	14	7	-7
Ryan Hamm	Elizabeth Hunt, Evie Silcox	14710	10	11	12	12	11	11	55	67	45	22	11.25	11	-0.25
William T. Jones, Jr	Austin Googer, Nick Brittain	14688	11	14	13	13	13	13	63	77	51	26	12.75	13	0.25
Sydney Register		14780	15	17	15	14	17	14	75	92	61	31	15.25	15.5	0.25
Chris Chaplin		13941	17	17	17	17	17	17	85	102	68	34	17	17	0

Sailing in after the races on Sunday:

