

Charleston YC Regatta

July 20-21, 2019

Pos	Sail	Boat	Skipper	Yacht Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total
1	15147	WWGD	Ryan Davidson, Jordan Wiggins, Sam Tobio	CoCYC	[5]	1	1	4	2	2	10
2	14728	Psycho Siblings	Elaine Parshall, Ryan Hargrave, Ryan Smoker	CSC	[4]	2	2	3	1	3	11
3	15557		Lenny Krawcheck, Ezra Zankel, Carter Cameron	CYC	1	4	4	2	[6]	5	16
4	12957	3	Paul Whitesides, Paul Colarusso, Sarah Colarusso	SMCSA	3	[7]	7	5	4	4	23
5	15600		George Scarborough, Edward Scarborough, Sarah De Loach	CYC	2	5	3	[9]	7	7	24
6	14636		Drew Lisicki	SHYC	[11/RET]	11/DNS	11/DNS	1	3	1	27
7	14688		William T Jones Jr, Petre Buyck, Austin G	YIYC	7	3	[8]	8	5	6	29
8	14684		Katie Mallory	ChYC	6	6	6	7	[9]	9	34
9	14044	RWS	Patrick Chisum, Scott Weller, Kate Barnes	CHYC	[11/RET]	8	5	6	8	8	35
10	14780		Ryan Hamm, Steve McDonald, Dee McDonald	JIYC	[11/DNC]	11/RET	11/DNS	11/DNC	11/DNC	11/DNC	55

In the 2019 Charleston Yacht Club open regatta, Ryan Davidson and his crew of Jordan Wiggins and Sam Tobio won yet again this summer in wind and tide conditions that were as tricky as Hobcaw, as many people could attest to. The RC had their hands full as well, trying to get the weather mark's anchor to hold in the full ebb current on the James Island shore on Saturday. It paid to know the flag signal for a missing mark in that race. *(The following is written from the perspective of Elaine Parshall).*

The winds on Saturday were blowing out of the SSW, 12 – 15 knots, with our weather mark slightly to the west of No Name beach, and the start/finish line just to the south of the Cooper River channel (my geography may be a bit off, please let me know if it is). This orientation was often crucial in making the right calls on where to go. From my perspective, the pin end seemed to be slightly favored, but we didn't push it too hard on the starts because I left our radio in the car (however, I did remember the canopy and chairs for the scorching parking lot). With the ebb tide, you had to be careful not to run down the line too fast. Headed upwind, we tried to play the puffs and shifts, because a large part of the course was in middle ground, where there was little current.

There was also, unfortunately for them, a small fleet of sport fishermen in the middle of the course, who objected strenuously as we converged on them. Their fishing lines didn't stand a chance however, and they just didn't seem to get that they should reel them in as they saw us coming. In addition to our fleet, they also had to deal with the SIOD's and the J24's, and I like to imagine that I saw little grey clouds of discord over the fisherman as those fleets sailed by. Lots of salty dialog was exchanged between us all.

At the top of the leg, boats that went right often seemed to look good because they were getting a righty going into the mark, but as Jordan Wiggins pointed out, the thermals generated by No Name beach heating up often trumped that lift, and more times than not, they managed to use that local knowledge to their advantage to come out on top at the weather mark (they had two firsts in races 2 and 3, and in the first race, led at the 1st mark, with their 5th partly due to sailing one person short). It was tricky laying this mark too, thanks to the outgoing current. I kept playing the leeward mark wrong, thinking that I needed to stay to the left of it because of the ebbing current. I finally realized (too late) that the ebbing current was also causing us to experience a lift because of the current generated wind as we got within about 10 boat lengths of the mark, so we would end up sailing by the lee, yet if we had gybed, we would quickly get swept down current (and to the outside of the mark). It seemed to work best to come in low to the mark. We lost 3 boats at the leeward mark in the first race going to the finish (you had to keep it to port). At the end of the day, it was Ryan with 7, followed by us with 8, Lenny with 9, and George with 10. Paul was 5th with 17, followed closely by Katie Mallory and Bill Jones with 18 each. It was fun sailing, with everyone on the rail fully hiked most of the time. It was our first time sailing with our mast tuned to the mid-air range (we've always set it for light air), and we were quite pleased with the results. I had always been loath to go there previously, because I hate to be underpowered in the lulls, but it didn't seem to hurt us, and we were definitely less tired at the end of the day. We probably should have blocked it back another 1/8", as Greg Fisher pointed out, because the main still inverted occasionally as we pulled on back stay in the bigger puffs.



On Sunday, we were scheduled to start at 11, but had to postpone due to a light easterly. It was a struggle to even make it out to the line on a flood tide. Harvey McCormick set us up on the edge of Middle Ground, but had to shift the weather mark to the left as the wind filled in from the SW, a little lighter than Saturday's breeze. The first race was only one lap, much to George's dismay, as they were caught over the line thanks to the current pushing us over, which also made it harder to absolve yourself. The pin was heavily favored, and going hard left seemed to really pay off. We had a lee bow from the current, and were headed straight for No Name beach, which again was giving strong lefties, which Drew and Lenny both used to their advantage. Most of the downwind leg was played out in Middle Ground with little current. The pin end was heavily favored on the finish, and we lost Lenny by staying too far right (I was mistakenly looking at the starting pin for a while). Drew Lisicki and crew won that race, leading the whole time, after having a break down take him out of the racing on Saturday. We finally managed to hang onto a lead in the 5th race, winning the start, as everyone else seemed to be hanging too far below the line in the reduced current. We held off Ryan's team going to the finish on the 2nd lap. In the final race, you couldn't lay the pin on starboard, and the boats that were at the pin came out on top. We clawed our way back to third, mainly by gybing immediately at the weather mark.

Ryan's team won it with 10, followed by my team with 11, and Lenny in third with 16. Paul moved in front of George on Sunday. Throw-outs only affected the 8th and 9th place boats, Katie Mallory, who was sailing Ezra's boat, (and who is thinking of buying a boat) and Pat Chisum, who bought Bill Wiggins boat. The Lightning fleet tied with the Open Bic for number of boats on the water.



Top 3 finishers: Ryan Davidson, Jordan Wiggins, and Sam Tobio in the middle; Ryan Smoker, Elaine Parshall and Ryan Hargrave to the left; Lenny Krawcheck, Carter Cameron, and Ezra Zankel to the right.