

# 2014 Mystic EC12 Regatta Report

Mystic Seaport August 9<sup>th</sup> and 10<sup>th</sup> 2014

This year's EC12 Regatta at Mystic was our 5<sup>th</sup> appearance at Mystic as a class the first weekend in August. This is a great time to be at Mystic. The Seaport is an excellent location and a wonderful host to our activities. Typically very nice weather this time of year with sunny skies and a near perfect SW breeze that dominates...uh...until this weekend. Did I say sunny skies? Yep, had them but the breeze? Well Saturday morning we were greeted by a NNW breeze at about 5-8kts. Not so bad. We were just sailing the other way than what we are used to here.

With 20 boats registered and the largest turn out at Mystic in quite some time, we split the fleet into two heats. We had one boat cancel before sailing which got us down to 19 and then another simply did not show up for sailing. Down to 18. Still worth keeping two fleets and we would see how things progressed. We did have a late registration of Joe Seigle. Joe is from NY State and he flew down on Thursday in his Carbon Cub (Piper Cub made out of Carbon I think). Anyway, we talked him into sticking around and joining us for sailing. So now we were back up to 19. 12 boats in A and 11 in B with 4 up and 4 down. Seemed reasonable.

As the sailing got underway, the breeze began to drop somewhat and leveled off at about 5kts. Nothing happening very quickly at this wind speed especially with an outgoing tide. Skippers made their way up to the windward mark and after tacking on to what they thought was the starboard lay line, they were awarded with being low of the mark. Some tried to shoot it, some just tacked back on to port. This created problems for the starboard tack boats to weather and behind. Not sure if they just did not see the boats in front of them but they just kept coming. So pile up after pile up at the weather mark. Not so good. Later, I went up and put a counter weight on both marks to keep them upright and easier to spin around rather than getting stuck.

We broke for lunch nearly exactly at noon and had gotten two full races in which did not include the non scored seeding race. While trying to report the scores for the Star 45 Nationals via my I phone, I was alerted to the fact that the skipper of a 19ft Bayliner had tied to our weather mark and was dragging it down river. I hopped in the crash boat and as I approached, he began to explain that he and his wife were only stopping for a quick lunch break. I told him I had no problem with what he was doing but pointed out that he had tied to a mark with a 5lb weight on it and he was drifting down river with the outgoing tide. He did not seem to care about that part and asked if I minded if he and his wife finished their lunch before I untied him. Pretty funny.

As we resumed sailing the wind began to develop holes with no wind at all which meant that the tide was moving your boat instead of you. This seemed to further frustrate the skippers who had already been having problems with the light air. The top 5 skippers posted some good scores as the day wore on with Dave Ramos, Jamie Betz, Al Dion, Don Barker and Alex Ramos very close in the scores.

As we announced the final A fleet race for the day, the tide shifted and was now coming in which meant the start would see boats sailing away from the line on a reach or run to avoid being pushed over early by the tide. Did I say we had fun? It seemed that these guys could not catch a break. They managed to complete the race and we were done for the day.

Joe Seigle came and thanked me for allowing him to sail with us but he had to get back home to NY. Down to 18, Kevin MacLellan only sailed a few races with us and was retiring from sailing down to 17. Maybe one fleet on Sunday? Sure would get a bunch more races in and hopefully make it to three throw outs.

As we finished packing up for the night, we were sitting under one tent talking when we heard the sound of a small single engine plane approaching. The engine was sputtering and the RPMs were going up and down. It was Joe Seigel doing a fly by and as we all rolled out from under our tent, he did a wing tip turn right over our heads and engaged his smoke trail on the way back out of the area. Very cool.

So, at the end of day one, the leader seemed to be Dave Ramos with Al Dion a close second with Jamie Betz and Don Barker very close in third place. Great job guys. More to go on Sunday.

Saturday night was dinner at the Steak Loft. About 14 people showed and we had a very nice meal together.

Sunday we arrived to nearly the same wind condition as Saturday and at the Skippers meeting, it was decided to merge the remaining 17 skippers into one fleet. The breeze was light and the line was long. The tide once again played havoc on the starboard tack boats and as on Saturday, lots of pile ups at the weather mark. That said, the same 4-5 people managed to get around the mark time after time. We managed to get a total of 16 races in for the weekend which was pretty good considering the light breeze. The final scores after two throw outs looked like this.

1. Dave Ramos 41pts
2. Jamie Betz 54pts
3. Al Dion 56pts (won the tie breaker with two bullets)
4. Don Barker 56pts
5. Alex Ramos 65pts
6. David Branning 71pts
7. Bob Shluger 89pts
8. Jon Pelly 127pts (won the tie breaker with a 2<sup>nd</sup>)
9. Phil Tonks 127pts
10. Ron Rhault 132pts
11. Brian Kerrigan 137pts
12. Ken Shaw 150pts
13. JD Langdon 168pts

14. Mark Fleckenstine 169pts (did not sail the last three races to beat the traffic)
15. Tim Stone 183pts (had a few break downs. Not Tims normal result)
16. Rodger Baldwin 187pts
17. George Townsend 226pts
18. Kevin MacLellan 235pts
19. Joe Seigel 237pts

Congratulations to Dave Ramos for sailing so well in some of the most challenging conditions yet at Mystic and to those who kept him working at it both days. It's important to mention that Dave also won the Star 45 Nationals on Thursday and Friday in a 16 boat fleet. Nicely done Dave.

Thank you to all that came to Mystic and enjoyed some great weather and some good cheer. Thank you to all the volunteers who made and continue to make this event possible. See you next year!

Chuck Luscomb

Regatta Chair