

DPMYC Sunday IOM Regatta

11/09/2014

Hosted by
Deception Pass Model Yacht Club

Position	Skipper	Sail #	Club/City	Hull	MYA No.	Score	1	2	3	4	5	6	7	8	9	10	11	12	13
1	Larry Stiles	156	DPMYC, Sedro Woolley	Cheinz		21.0	5.0	1.0	4.0	2.0	3.0	1.0	1.0	2.0	1.0	2.0	5.0	1.0	3.0
2	Steve Young	73	DPMYC, Tacoma	Cheinz		21.0	2.0	5.0	3.0	4.0	1.0	2.0	2.0	3.0	3.0	1.0	1.0	2.0	1.0
3	Jerry Brower	42	DPMYC,	Fraktal		24.0	1.0	3.0	5.0	1.0	2.0	3.0	4.0	1.0	2.0	3.0	3.0	3.0	2.0
4	Julian Lee	40	DPMYC, Anacortes	V8		36.0	3.0	2.0	1.0	3.0	4.0	4.0	3.0	4.0	6.0	4.0	4.0	5.0	4.0
5	Mike Doherty	142	DPMYC, Anacortes	Glam Rock		47.0	4.0	4.0	2.0	5.0	5.0	5.0	5.0	6.0	4.0	5.0	2.0	6.0	6.0
6	Bob Critchlow	25	DPMYC, Anacortes	Cheinz		61.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	5.0	5.0	6.0	6.0	4.0	5.0

Folks:

The weather bones foretold of good winds from the west so we did the big switch from our usual winter digs at Cranberry Lake back to Bowman Bay. An appropriate course was setup and we were poised for another great day of racing off the pier.

The winds however kept clocking farther and farther to the north, giving us rivers of energy that come from many different direction including directly off shore. The usual sight of our white winged beauties beating to weather would quickly de-generate into something more like Co-Ed Mud Wrestling. Tactics called for either very quick adaptation to changing conditions or a steady patient hand because conditions would probably change back to they were before, or maybe not. We had it all; up wind and down wind starts switching back and forth several times in the same count down, beat to the wind ward mark and then beat to what should have been the leeward mark, sudden calms followed by real knock down gusts. It was a different kind of racing where planning was not nearly as useful as a bit of luck. It was great. We raced until the wind died, laughing the whole time. Great sailing with 3 points separating the top 3 boats and the top 2 boats tied.

A couple of observations; Back when I was sailing big boats I learned that if you were even contemplating reefing, then it was time to reef. But when it comes to IOM's I've been told to rig for 80% of the conditions and do your best to survive the rest. Half of our boats were under #1 rigs and the others were carrying #2 rigs. In the lite and fluky winds the advantage seemed to go with the larger rigs. As the winds picked up this advantage would evaporate as maximum hull speed was reached. The bigger rigs would start to lose control and as the gusts reached face plant intensity the smaller rigged boats would just sail right on by. The top 3 boats were under #1 rigs.

The second observation; If you have a God complex, you should take up sailing. Enjoy. Larry Stiles