

## 2015 Gig Harbor MYC #5 (at Coulon Park) 7/11/2015

By Bob Wells

We had another excellent regatta under cloudy then sometimes-sunny skies and a SSW variable wind in mid-A rig velocities. SSW wind brings more shifts and holes to play with, all caused by the nearby shore. We also get modest waves from this modest fetch. The south shore is about 250 yards from our racecourse, and the buildings about 300 - 400 yards away in the SSW direction. Contrast that with NNW winds (like 2 weeks ago) where Mercer Island is 1.6 miles away, and then wind generated waves can grow pretty large for an IOM. If the wind veers to the NW as it often does in the afternoon, then shore stretches to 3.5 miles away. Yep, this provides bigger waves that like to bounce off our dock. North winds bring our big water waves, and this wind is usually relatively steady. Most of us have learned to like big waves...

When I researched the distances I noticed our dock is in a NNW-SSE direction, and I had always assumed it was N-S. I also measured our racecourse and a leg was 150 yards, or 300 yards for our mostly 2-lap races at this regatta, but we don't sail as the crow flies. I imagine we are sailing about 400 yards per leg.

I also noticed that a larger building tower is under construction at the east edge of the Boeing plant, and this will affect our wind. See my article about this building here: <http://www.ibextrax.com/Update/201410.pdf>.

A few guys had issues right at the beginning. David Jensen had a lot of practice sailing, then on the first race he had a drum issue that he couldn't fix quickly on his new Kantun SMX. So David went home and switched to his Pikanto, and only missed three races in this process. Craig Rantala had a rudder servo pack it in on the first race, so he became our PRO. We all benefitted from Craig doing this, and Craig says he learned from this different perspective. Craig receives 2nd place 'PRO' points for doing this for the Seattle Cup. I'm sure somebody bought his lunch too at the Red Robin restaurant afterwards.

Sailing was challenging and it was hard to find consistency with the variable wind and occasional weed, which got everybody at least a few times. The starting line was on the short side for most of the regatta too, adding to the challenges. There were big gains for those in phase with the lifts, and I enjoyed a persistent starboard lift at windward mark #5 through the last half of the regatta. It never failed so I approached below the layline, and let the lift get me above the mark. The middle was where to be on the long beat upwind, so you could work the shifts and try to stay in pressure. Conversely Peter Sternberg liked to get on the starboard lay line early and ride it, and this did pay for him a few times in the middle of the regatta. Overall this seldom recommended tactic didn't pay in my opinion, because you missed too many shifts.

This was an all-Washington regatta as Ron Blackledge called in sick, and Ron rarely misses traveling from Oregon to sail with us. Ron thinks he wasn't feeling well from our PacNW heat wave that just won't end! Somebody get that man an air conditioner. Steve Young used the "had to work" excuse once again. Jerry Brower worked setting the buoys with me and tallied the scores, somebody buy him a beer.

### 2015 Gig Harbor MYC IOM Regatta #5 - Coulon Park, Renton, WA. 7/11.

Pls	Skipper	Sail	Home Port	Design-Designer	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14
1	Bob Wells	7	Mercer Is, WA	Kantun S-RG&ZJ	28.0	1.0	2.0	4.0	2.0	5.0	2.0	7.0	4.0	1.0	1.0	9.0	4.0	1.0	1.0
2	Peter Sternberg	18	Redmond, WA	britPOPI-BG Astbury	42.0	7.0	5.0	3.0	1.0	1.0	1.0	5.0	1.0	3.0	10.0	10.0	6.0	6.0	3.0
3	Joe D'Amico	86	Sequim, WA	britPOPI-BG Astbury	42.0	9.0	4.0	1.0	8.0	3.0	9.0	3.0	5.0	2.0	5.0	1.0	1.0	2.0	7.0
4	Larry Stiles	64	Sedro Woolley	CHEINZ-Jeff Byerley	45.0	8.0	1.0	5.0	3.0	4.0	5.0	4.0	2.0	4.0	4.0	5.0	11.0	3.0	5.0
5	Jerry Brower	42	Lk Stevens, WA	Fraktal-G Bantock	47.0	6.0	3.0	2.0	5.0	8.0	14.0	1.0	3.0	8.0	2.0	3.0	2.0	12.0	4.0
6	Scott McConnell	21	Lynnwood, WA	Kantun S-RG&ZJ	49.0	5.0	9.0	7.0	4.0	2.0	3.0	2.0	6.0	5.0	6.0	2.0	5.0	7.0	2.0
7	Daryl Ruff	67	Fife, WA	Kantun SMX-RG&ZJ	85.0	3.0	7.0	8.0	11.0	9.0	8.0	10.0	11.0	6.0	3.0	7.0	12.0	5.0	8.0
8	Byron Pimms	47	Seattle, WA	ISIS II-Barry Chisam	88.0	2.0	8.0	9.0	6.0	10.0	4.0	6.0	12.0	10.0	12.0	11.0	3.0	8.0	11.0
9	Kurt Wells	37	Seattle, WA	britPOPI-BG Vinaixa	91.0	4.0	12.0	11.0	9.0	6.0	7.0	9.0	8.0	9.0	8.0	8.0	9.0	4.0	10.0
10	Bill Langjahr	88	Anacortes, WA	CHEINZ-Jeff Byerley	93.0	10.0	6.0	6.0	7.0	7.0	14.0	11.0	9.0	13.0	7.0	4.0	7.0	10.0	9.0
11	David Jensen	68	Bellevue, WA	Pikanto-G Bantock	105.0	14.0	14.0	14.0	10.0	13.0	6.0	8.0	7.0	7.0	9.0	6.0	8.0	11.0	6.0
12	Jim McCaa	25	Seattle, WA	Topiko-G Bantock	137.0	12.0	11.0	12.0	12.0	12.0	10.0	13.0	13.0	12.0	13.0	12.0	10.0	9.0	12.0
13	Scott Thomas	17	Edgewood, WA	MOJO-Jeff Byerley	137.0	11.0	10.0	10.0	13.0	11.0	11.0	12.0	10.0	11.0	11.0	13.0	14.0	14.0	14.0

PRO: Craig Rantala - Hosted by Gig Harbor Model Yacht Club. Kantun designed by Robert Grubiša and Zvonko Jelačić.

Below I've added some pictures of my sails taken during this race:



Bob Wells photo.

Jibs provide about 70% of our overall drive so a powerful jib is good in our chop or waves. This image is my Jelacic Sails '2015 mold' jib taken during this regatta. I like that the draft is full/powerful and max draft is back at 45%, which is good for pointing. The draft aft tradeoff is that while good for pointing, the relatively flat entry is less forgiving to sail in a groove. I find this rig balances nicely enough with near neutral helm and I point just fine, so I'm a happy consumer. I need to take some more pictures to confirm what I'm seeing, but I see a smooth sweet chord at the draft stripes.



Photo by Bob Wells.

This is my mainsail; a Jelacic Sails prototype off his '2014 mold' that has extra flat shaping. This is obviously flatter than the jib and the draft is moved forward to about 37%. I like the flat run aft and that the draft position holds on all three draft stripes. I don't trust this photo though, so I'll take some more.

Shrouds = 6 lbs.

Backstay = 5 lbs.

Mast camber was trimmed "straight". (Italian mast has 24mm prebend x 940mm long, more than Zvonko's recommended 20mm x 570 long)

These sails are working well for me and carried CRO 8 Mario Skrlj to 6th at Worlds, so the combination of a flatter draft-forward main with the fuller draft-aft jib obviously works well together. The old axiom from the 70's was, "trim jibs for power and trim mainsails for helm balance". I spent a lot of time trimming mains on keelboats back in the day, which meant communicating with the helmsman to get the helm right. With that in mind, a flatter IOM main seems natural and especially with a nice flat aft shape. This main is certainly is easy to trim with less backwind or over-bend wrinkles than I have been used to recently. (That may be more due to those weak 'noodle' masts that I suffered with though.)

We need to photo more sail off different boats and try to figure this thing out. When I trust the images I'll add numbers on draft depth and position.

*From Zvonko at Jelacic Sails after reading the above, "Only down side in your A rig sails is that when shift come boat won't luff easily by it self. With main sail mold 15 this is fixed and boat can point even higher if needed :)"*