



2015 Gig Harbor MYC #6 (on Lake Washington at Coulon Park)

By Bob Wells

Again we had pleasant weather and a very good regatta with a northwesterly wind all day. Winds were in the middle of 1-rig with chop that was often bigger than the wind - common conditions with this wind in summer on Lake Washington. Weed was minimal, and that was a pleasant surprise for August. Windfinder.com forecasted it correctly again. We had a lively group of eight at the post race gathering at the Red Robin, and then I went home for a long nap. A good day for sure.

The weird thing in the racing was how often Ron Blackledge ignored the offset mark and had to double back to complete his course. This is a new affliction for Ron, but there must be something about that offset mark placement because Ron was not alone in doing this.

I didn't get my RMG internal lines sorted in time for this regatta from last week's SMYC fiasco where the lines jammed in my RMG, so I attended as organizer and PRO. I recommend you do the same if your boat is down, as it is fun just being there. Not having a boat allowed me more time to help others on their rig tune before and during the regatta. The first race we set for light to drifting wind and then we tightened things up for mid 1-rig and lumpy water. I sailed the last half of the regatta on various other boats, and you can ignore the results for the last half of the regatta because we had an epidemic of switching transmitters. We score by sail number and don't try to adjust for other people sailing the boats. My overall observation is that every boat I sailed was a good one that I could be happy with, and here are a few specific observations:

- **Fractal II** (Joe Damico's 86): *I sailed Joe's new boat (built by Al McMeekin in UK) about three races, and particularly liked how well it tracked downwind in our lumpy water with the V-bottomed hull, which was better than any other IOM that I've sailed in this lumpy condition. Usually I have to correct the direction more on the round bottom style boats to compensate for some weather helm from the larger main, and we know less rudder is faster. Joe pointed out it can get in a low groove upwind, and you need to test it to confirm you are in the high groove. This is a particularly easy boat to sail with neutral helm. My results were mixed, including a win with some mid-fleet finishes.*
- **Fractal I** (Jerry Brower's 42): *While Joe tuned his for neutral helm; Jerry tuned his with a lot of weather helm so I was on the rudder a lot upwind. After my race Jerry and I agreed it had too much helm and he tuned some of it out for his next race. After dominating the first half of the regatta with bullets, he lost his performance edge. While pulling up buoys, Jerry said my race was the last to win a race with his boat. I can't explain it.*
- **Kantun S** (Scott McConnell's 21): *This boat is almost a year old now and it is very easy to sail, as Scott had tuned it with the neutral helm that Zvonko recommends. When you purchase a new boat with rigs and electronics installed you expect a highly resolved boat, and this does not disappoint. I think I had a fairly easy win and a second or third, and am very comfortable sailing this boat. Scott knows he needs to find time to sail it more to improve his game, but he likes having the boat resolved so he can focus on sailing going forward.*
- **Cheinz** (Bill Langjahr's 88): *In the lumpy conditions this was another very balanced easy to sail boat. Maybe it was happier the first race in slightly stronger wind than the second when it lightened a little yet the lumpy water remained. Or maybe I just had the sails set better the first time for a fairly easy win? Bill prefers a "dead" feel to the rudder via lots of expo. I prefer an instant reaction when I touch the rudder lever, and fortunately Bill can just flip a switch to turn off the expo (or rudder servo exponential). I think I had a win and a second with Bill's Cheinz.*

As PRO I announced a contact just before the start of an early race and it was exonerated, but I thought the wrong skipper exonerated. This led to me leading a brief group discussion of the rules governing this incident while we waited for the wind to settle. I described the incident as follows:

Windward (W or Blue) and Leeward (L or White) are starting at the pin end about 10 seconds before the gun. The fleet is spread out on the line, but not at the pin. W is close reaching slowly a few boat lengths from the pin with sails eased slightly to time the start, and her course is roughly parallel and a little leeward of the start line. L is a little late and close reaching faster in light wind just below and behind windward. A few seconds before the gun L overlaps W, and L does not change course. One or two seconds after the overlap, W sheets in and heads up about 20-30 degrees for the start, and lightly taps L with her transom as the boat rotates around the keel. I would say at contact W overlaps by 3-5 inches and was 3-4 inches to leeward when W turned. L protests W, and W promptly does her exonerated turn. By his own admission at the meeting W was sheeting in and turning to start, and had ignored L when turning to windward.

There is no zone at starting marks, so we can ignore them. This is a windward-leeward situation. Below are the relevant portions of the RRS:

11 ON THE SAME TACK, OVERLAPPED

When boats are on the same *tack* and *overlapped*, a *windward* boat shall *keep clear* of a *leeward* boat.

15 ACQUIRING RIGHT OF WAY

When a boat acquires right of way, **she shall initially give the other boat room to keep clear**, unless she acquires right of way because of the other boat's actions.

From **Definitions** in RRS:

Room The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while manoeuvring promptly in a seamanlike way.

Keep Clear A boat *keeps clear* of a right-of-way boat if

- (a) the right-of-way boat can sail her course with no need to take avoiding action and,
- (b) when the boats are *overlapped*, if the right-of-way boat can also change course in both directions without immediately making contact.

My opinion at our group discussion was L did not give W enough initial room to keep clear, so L broke rule 15. W did the correct maneuver to prove he didn't have enough room, although in this case it was unintentional. If only we could remember to do this intentionally in the heat of the battle to protect and prove our rights, but we have to do this quickly after the overlap is established.

There is one other key point not mentioned at our dock meeting, W doesn't have to anticipate that L will break Rule 15 in establishing the overlap. This is from The Casebook of interpretations for the RRS:

CASE 53 (Summary)

A boat clear ahead need not take any action to keep clear before being overlapped to leeward from clear astern.

In hindsight, what else could W (or Blue) have done besides being more aware of L. I don't think there is much other than he was about ½ boat length late at this almost uncontested start. What else could L (or White) have done? Overlapping to weather was not a reasonable option, as he would be barging and then scrapped off at the starting mark by Blue. He could easily avoid this issue by being leeward another foot or more as there was plenty of room, but then he is locked in to leeward after the start. The best option was to ease the sails a little and follow behind Blue instead of overlap, and then in just a few seconds he could cross the line and have clear air by tacking or continuing on starboard if Blue tacks.

2015 Gig Harbor MYC IOM Regatta #6 - Coulon Park, Renton, WA. 8/22.

Pls	Skipper	Sail	Home Port	Design-Designer	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14
1	Jerry Brower	42	Lk Stevens, WA	Fraktal-G Bantock	29.0	1.0	1.0	1.0	2.0	6.0	3.0	1.0	8.0	8.0	3.0	3.0	3.0	2.0	3.0
2	Joe D'Amico	86	Sequim, WA	Fraktal2-G Bantock	34.0	13.0	12.0	4.0	1.0	1.0	5.0	2.0	2.0	2.0	4.0	8.0	2.0	1.0	2.0
3	Bill Langjahr	88	Anacortes, WA	CHEINZ-Jeff Byerley	44.0	6.0	4.0	7.0	4.0	5.0	4.0	6.0	3.0	3.0	1.0	7.0	1.0	3.0	4.0
4	Scott McConnell	21	Lynnwood, WA	Kantun S-ZJ&RG	48.0	4.0	9.0	9.0	7.0	12.0	2.0	8.0	1.0	1.0	5.0	2.0	4.0	4.0	1.0
5	Kurt Wells	37	Seattle, WA	britPOPI-BG Vinaixa	48.0	13.0	2.0	6.0	3.0	3.0	6.0	4.0	5.0	5.0	2.0	1.0	8.0	6.0	5.0
6	Byron Pimms	47	Seattle, WA	ISIS II-Barry Chisam	65.0	3.0	5.0	3.0	5.0	4.0	1.0	9.0	4.0	4.0	9.0	5.0	13.0	13.0	13.0
7	Scott Thomas	17	Edgewood, WA	MOJO-Jeff Byerley	78.0	9.0	8.0	2.0	6.0	8.0	13.0	7.0	9.0	9.0	8.0	4.0	6.0	5.0	6.0
8	Mike Pearson	82	Port Orchard	V8- I Vickers, Eldred	78.0	8.0	3.0	5.0	11.0	9.0	7.0	5.0	10.0	10.0	6.0	6.0	5.0	7.0	7.0
9	Ron Blackledge	217	Portland, OR	britPOPI-BG Astbury	90.0	2.0	7.0	8.0	9.0	2.0	9.0	3.0	7.0	7.0	10.0	13.0	13.0	13.0	13.0
10	Craig Rantala	12	Sequim, WA	Kantun SMX-ZJ&RG	95.0	5.0	11.0	11.0	12.0	10.0	8.0	10.0	6.0	6.0	7.0	9.0	7.0	8.0	8.0
11	Daryl Ruff	67	Fife, WA	Kantun SMX-ZJ&RG	130.0	7.0	6.0	12.0	10.0	7.0	10.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0
12	Rick Shattock	94	Milton, WA	Pikanto-GB, DeJong	141.0	13.0	10.0	10.0	8.0	11.0	11.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0

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

Our scorekeeper, Jerry Brower, also keeps us current on the Gig Harbor Cup points, which are attached below. There are two races left and everything is up for grabs.

2015 Gig Harbor Cup Season Points

With 6 of 8 regattas complete

rev 8/23/2015

	Skipper	Points	3/07		4/04		5/02		6/13		7/11		8/01		9/05		10/03		pls T/B
			GHC 1		GHC 2		GHC 3		GHC 4		GHC 5		GHC 6		GHC 7		GHC 8		
			pts	pls	pts	pls	pts	pls	pts	pls	pts	pls	pts	pls	pts	pls	pts	pls	
1	Joe D'Amico	76	18	1	13	4	11	3	12	1	11	3	11	2					
2	Jerry Brower	75	16	3	14	3	13	1	11	2	9	5	12	1					
3	Peter Sternberg	58	13	6	11	6	12	2	10	3	12	2							
4	Kurt Wells	51	12	7	8	9	10	4	8	5	5	9	8	5					
9	Bob Wells	50	11	8	15	2					13	1	11	2					
8	Byron Pimms	44	8	11	7	10	9	5	7	6	6	8	7	6					
5	Larry Stiles	39	17	2	12	5					10	4							2
7	Bill Langjahr	39	15	4	10	7					4	10	10	3					3
6	Ron Blackledge	37	14	5	9	8	5	9	9	4									
10	Drew Austin	31	9	10	15	2	7	7											
15	Scott Thomas	28	6	13	5	12	8	6	2	11	1	13	6	7					
11	Scott McConnell	27	10	9							8	6	9	4					
12	Craig Rantala	25	4	15	4	13			5	8	12	2							
14	Daryl Ruff	23	5	14	2	15	4	10	3	10	7	7	2	11					
17	David Jensen	22	7	12	6	11			6	7	3	11							
13	Kelly Martin	16			16	1													
16	Ron, Hornung	10	3	16	1	16	6	8											
18	Craig Rantala	8					1	13	4	9			3	10					
19	Jim McCaa	5					3	11			2	12							
20	Mike Pearson	4											4	9					
21	Ryan Ruff	3					2	12	1	12									12
22	Michael Holly	3			3	14													14
23	Rick Shattock	2	1	18									1	12					12
24	Dennis Pittis	2	2	17															17

One point for each boat you beat plus 1 point for starting a race in the regatta. PRO all day gets 2nd Pls Pts.

Finally, from Rick Shattuck there is movement on the docks at Surprise Lake:

“There is a formal Notice of Application for a Surprise Lake land use project for building a dock, with the City of Milton 10-2015. The current plan is for an L-shaped 85x6 ramp with a 68x12 float. They still need a Shoreline Development Permit and Building Permit. Some outstanding issues include the L-shape design and how to remove the existing pilings. We are not there yet, but we are on the way. Maybe by Spring! (Optimistic for sure – Bob)”



Photos by Bob Wells

End...