



Checking out each other's kit in detail is a never-ending process. Here is the sheeting system under the foredeck on Larry Stiles' beautiful new orange Britpop, Denis Astbury's preferred arrangement. Yellow is the return line, pink (top) is the power line, and pink (bottom) is the forward part of the return line providing spring tension. Not shown is the forward shackle that Astbury installs on the jib tie-down support. I like this arrangement, and it allows any drum you prefer. Bob Wells photo.

Gig Harbor MYC Regatta #3 – IOM Class (May 7, 2016 at Surprise Lake in Milton, WA)

Bob Wells Reporting & Jerry Brower Scoring:

A nice turnout was rewarded with great early summer weather and nice Surprise Lake winds. Often we had the random wind that this lake is named for, which is no "surprise" to any of us. Sometimes masts were close to upright and sometimes heeling 30°, and at all times we sailed on flat water on this smallish lake. Pick the side the shift would come from and you were rewarded. In summary this was very enjoyable sailing and then we had a nice turnout at Dave's Restaurant for the post race gathering too.

Kelly Martin was dominant sailing his 2007 CRO Topiko, which Robert Grubisa built for himself for the 2007 WC. Kelly recently lowered the mainboom on his 1-rig, which is said to smooth out the handling in puffs. Kelly confirmed that it does sail a little differently with the rig change. Compared to his newer V8 he observed the Topiko accelerates a little quicker, which has always been one of the strengths of this Graham Bantock design. He also thought the V8 rewards footing a little upwind more. Today we had ideal Topiko conditions, and let's give Kelly some credit too. I also think Kelly would prefer his V8 when it gets choppy at Coulon Park, because the skinnier hull slips through waves easier and tracks straighter making it easier to maintain speed.

We welcomed Mike Hanson sailing his Cockatoo with us for the first time after watching us sail for a few months. Mike comes to sailing from the gliding community, ala David Jenson. Mike had a good first day and easily avoided finishing in last. He told me that he was surprised how mentally tired he was after the regatta.

Scoring Protocol Change: We will keep our club race scoring casual because it is simpler. But I did receive this note from our frustrated scorekeeper today: “Number seven was not recorded for races 4 and 9. Please let it be known, when a number is missing from a race result it will be scored as DNC (Did Not Compete) equal to fleet plus one. Be advised, any competitor even slightly interested in their end of regatta placing should check the score sheet for their number after every race. JWB”. Jerry is stuck deciphering our inconsistent score sheets, and the biggest problem is not checking to see all the boats are scored. We can do better as group with this:

- If you drop out or don’t start, tell the guy scoring on the clipboard at the end of the race.
- If you are scoring, check the entry list number and confirm all are scored.
- It is fine to call out your number when you finish – once. Otherwise only one person calls the finish numbers for the guy scoring.
- As JWB suggests, it is a good idea to quietly check you have been scored before the next race starts if you are, “even slightly interested in (your) end of regatta placing”.

With more skippers sailing it is getting harder to implement our protocol of the 1st finisher scores and 2nd calls out the finishers. So we gathered Race Management for SMYC and GHMYC for this adjustment:

Going forward, when we have 16 or more skippers entered with no scoring volunteer, we’ll have one skipper pull his boat for one race and call the starting line then he records the finishers. 1st place calls out all the other finishers. We will use the entry list to keep track of who sits out. The 1st skipper on the entry list scores the 1st race, the 2nd scores the 2nd, etc. Scorekeeper will score himself 2nd place points for scoring (so two skippers get 2nd place points). In the unlikely event we go through the entry list, then we start over.

I think it is likely we’ll often have 16 or more entries now, and I think this change will ease some confusion and spread the scoring load responsibility more equally. A few skippers will learn to call the line and score finishers for the first time, gaining a new perspective about our racing. It’s all about keeping it fun.

Place	Skipper	Sail	Design	Score	1	2	3	4	5	6	7	8	9	10	11	12
1	Kelly Martin	77	Topiko	17.0	1.0	1.0	3.0	3.0	3.0	10.0	1.0	2.0	1.0	1.0	1.0	10.0
2	Joe D’Amico	86	Kantun SMX	35.0	2.0	4.0	1.0	1.0	1.0	4.0	10.0	5.0	8.0	12.0	5.0	4.0
3	Steve Young	73	CHEINZ	46.0	3.0	10.0	2.0	4.0	10.0	8.0	5.0	6.0	3.0	3.0	10.0	2.0
4	Jerry Brower	42	Fraktal	53.0	11.0	7.0	13.0	2.0	12.0	6.0	8.0	4.0	4.0	2.0	3.0	6.0
5	Larry Stiles	64	britPOP	56.0	10.0	6.0	11.0	5.0	5.0	2.0	7.0	3.0	7.0	7.0	7.0	7.0
6	Drew Austin	90	Wugga/Ska	57.0	4.0	14.0	10.0	6.0	4.0	12.0	3.0	17.0	6.0	9.0	2.0	1.0
7	David Jensen	68	Kantun SMX	57.0	7.0	3.0	5.0	8.0	2.0	1.0	6.0	8.0	12.0	8.0	9.0	14.0
8	Bob Wells	7	Kantun S	65.0	6.0	2.0	8.0	17.0	16.0	3.0	2.0	1.0	17.0	13.0	11.0	3.0
9	Daryl Ruff	67	Kantun SMX	72.0	14.0	5.0	12.0	10.0	8.0	9.0	4.0	9.0	2.0	10.0	6.0	9.0
10	Ron Blackledge	217	britPOP!	74.0	8.0	11.0	7.0	9.0	7.0	5.0	13.0	11.0	10.0	4.0	8.0	5.0
11	Byron Pimms	47	ISIS II	75.0	13.0	8.0	6.0	7.0	6.0	11.0	9.0	7.0	9.0	11.0	4.0	8.0
12	Bill Willson	69	Kantun SMX	86.0	5.0	9.0	4.0	13.0	11.0	14.0	15.0	10.0	5.0	5.0	12.0	12.0
13	Mike Hanson	100	Cockatoo	121.0	12.0	13.0	14.0	17.0	14.0	15.0	11.0	13.0	14.0	6.0	13.0	11.0
14	Rick Shattock	94	Pikanto	125.0	15.0	15.0	9.0	11.0	13.0	13.0	12.0	12.0	13.0	17.0	14.0	13.0
15	Craig Rantala	12	Kantun SMX	127.0	9.0	16.0	15.0	12.0	9.0	7.0	14.0	17.0	11.0	17.0	17.0	17.0
16	Jake Dahms	167	Goth	151.0	16.0	12.0	16.0	17.0	15.0	16.0	17.0	14.0	15.0	17.0	15.0	15.0

If you have read this far you might be wondering what happened on USA 7’s races where I was scored DNC twice:

- Race 4: I was in solid 2nd at the first mark for this race, when my keel hung up on the buoy. I couldn’t get off so I was a DNF, which is correctly scored as fleet plus 1. When I rowed out to retrieve the boat I analyzed the problem and suggested an easy buoy fix for our buoy maker, Joe Damico.
- Race 9: I started all the races, but on this one I went in irons behind the start line and took forever to get out. Then I languished in a hole while the fleet sailed away, but eventually clawed back to near mid-fleet by the leeward gate. At the last weather offset mark I hung up again on the distant mark (!) for quite a while, and finished a distant DFL. I should have been scored last, and receive 16 points.

So I got within one point of the score I deserved, and all is good. My boat is sailing well, I got some sun, and the IPA tasted great at Dave’s...



Surprise Lake at the end of our day during a lull that compacted the fleet. Those marks look small because they are a long way from the dock. David Jenson photo.