



No this is not Coulon Park, Regatta #3 was too wet for exposing our cameras. What new boat design is this? Answer at bottom... I do like the shape of those 3-rig sails. Twisted and flattish at the main's top with some draft lower for power. Similar with the jib with draft forward for a wide groove. Looks warm and fun.

Seattle MYC Regatta #3 – IOM Fleet (May 21, 2016 @ Coulon Park)

Bob Wells Reporting & Jerry Brower Scoring:

The night before the regatta the forecast was a solid northerly with a low chance of rain. That all flipped for the regatta to rain with an unstable SW wind in the mid to lower 1-rig range – emphasis on unstable. We had some light wind stretches early with minor race delays, but it filled in and brought a steep chop. The rain happened during the first half of the regatta, and your comfort required full foulies – parka and jeans were not the answer. I also put a garbage bag over my backpack so my tools and gear stayed dry too. Some of the Spectrum transmitter guys use a radio glove with a plastic bag in their belt-and-suspender attempts to keep that moisture sensitive radio dry. Overall the start of the day was not promising, but in the end we agreed it was another good day of sailing.

Sixteen skippers were on the line for our practice race, and then Daryl Ruff's rudder servo packed it in. Daryl was out, but he stayed to run the regatta to our benefitted. Have you noticed how skippers with a clipboard (with waterproof paper/pen!) in their hands seem more relaxed? Thanks Daryl, and thanks to Jerry Brower for the buoy setting with his assistant Bob Wells. Jerry called the wind direction(s) correctly when he placed an array of four buoys for weather marks to accommodate ninety degrees of wind shifts. We used them all.

Once again Kelly was Kelly, as he ran away with this regatta; but he commented that it was good close aggressive and challenging sailing. Again we had a new boat sailing - Jerry Brower brought his Astbury Britpop for the first time with no apparent issues in speed or other performance areas. Our fleet has its share of BP's, which is currently the second most popular boat in our fleet after the Kantuns.

The key for success at this regatta was a front tier start then picking the favored route to the weather buoy. The favored side changed from race to race, and within a race. After the weather mark the course was generally a little too 'reachy' with fewer passing options – a speed course. Starboard tack was fastest because it was parallel to the waves. Port was always slower and depending on the wave height it was an excruciatingly slog at times. But we all had to get through it. The question was when? After the start I consistently chose to continue on starboard early and look for a lefty or flat water out to the mark. This option provides good starting line visibility with the option to run down the line if early – the safest start. Heading left always looked good early, and then doubts often crept in on the port slog to the mark if you didn't get your port lift. Others with more patience would start at the crowded pin and try to find a lane to get on port early. Crappy pin end visibility makes this a tougher start, but has the big advantage of being farther away from the chop rebounding off the dock. After going right early you always closed your leg out quickly on the starboard layline, but it was difficult to gage if you were on the layline for the outer marks. I have observed that most of us develop tendencies for our first leg and stick to those. It would be good to try other options to develop your game.

Our newest skipper, Mike 'Not a Typo' Hansow was all smiles all day, despite the rain and chop. I learned that Mike works at the Boeing 737 plant across from our venue, and Ted Flack in Detroit once owned his Cockatoo. It is good how IOMs hold up and get passed along – what a great class.

	Skipper	Design	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	Kelly Martin	V8	19.0	1.0	1.0	3.0	1.0	8.0	1.0	2.0	1.0	2.0	1.0	1.0	6.0	1.0	3.0	1.0
2	Bob Wells	Kantun S	33.0	2.0	2.0	7.0	2.0	4.0	2.0	11.0	3.0	1.0	2.0	3.0	1.0	14.0	1.0	3.0
3	Jerry Brower	britPOP!	56.0	5.0	8.0	8.0	6.0	3.0	3.0	4.0	4.0	6.0	5.0	8.0	2.0	2.0	6.0	2.0
4	Larry Stiles	britPOP!	59.0	4.0	7.0	1.0	4.0	1.0	14.0	1.0	7.0	8.0	8.0	4.0	10.0	5.0	5.0	4.0
5	Joe D'Amico	Kantun SMX	71.0	3.0	15.0	11.0	5.0	2.0	4.0	7.0	2.0	7.0	4.0	2.0	9.0	10.0	12.0	5.0
6	Peter Sternberg	britPOP!	82.0	7.0	13.0	12.0	8.0	15.0	5.0	5.0	6.0	9.0	6.0	7.0	5.0	3.0	2.0	7.0
7	Byron Pimms	ISIS II	82.0	8.0	6.0	5.0	13.0	7.0	10.0	14.0	5.0	3.0	9.0	6.0	3.0	4.0	8.0	8.0
8	David Jensen	Kantun SMX	101.0	12.0	5.0	9.0	12.0	13.0	12.0	8.0	10.0	4.0	7.0	5.0	7.0	6.0	10.0	6.0
9	Kurt Wells	britPOP!	107.0	9.0	3.0	10.0	11.0	10.0	8.0	15.0	15.0	11.0	3.0	12.0	4.0	8.0	7.0	11.0
10	Ron Blackledge	britPOP!	108.0	10.0	11.0	6.0	10.0	5.0	11.0	9.0	8.0	14.0	10.0	9.0	8.0	9.0	4.0	9.0
11	Scott McConnell	Kantun S	119.0	14.0	9.0	2.0	3.0	6.0	6.0	12.0	9.0	5.0	12.0	14.0	15.0	12.0	16.0	16.0
12	Bill Langjahr	CHEINZ	122.0	13.0	4.0	15.0	9.0	11.0	9.0	3.0	12.0	10.0	13.0	10.0	11.0	11.0	9.0	10.0
13	Drew Austin	Wugga/Ska	127.0	6.0	10.0	4.0	7.0	12.0	13.0	10.0	11.0	15.0	11.0	11.0	13.0	7.0	13.0	12.0
14	Mike Hansow	Cockatoo	164.0	15.0	12.0	14.0	14.0	9.0	15.0	6.0	13.0	12.0	15.0	15.0	14.0	13.0	14.0	13.0
15	Jim McCaa	Topiko	164.0	11.0	14.0	13.0	15.0	14.0	7.0	13.0	14.0	13.0	14.0	13.0	12.0	15.0	11.0	16.0

SMYC Regatta #4 Post-Race Announcement: Red Robin has served us well for our post race gatherings, but variety is good. After our regatta we will switch to this popular Mexican restaurant (SE of Red Robin about a block):

Torreros Landing

920 N. 10th Street, Suite R
 Renton, WA 98057
 425-228-6180.

Photo Answer: It is a Kantun 2 prototype, which just finished first in the 2016 Italian IOM Nationals with Zvonko Jelacic at the helm. I have no inside knowledge about this one, or what that little deck fin is about that accepts the backstay. There's a little more info here: <https://www.facebook.com/zvonko.jelacic>