

Proper judgment of the sea/wind conditions are the most important for the proper sail trim. You may find useful measurements in following table for steady wind speed and direction.

Rig	Heel angle	Sea state	Headsail stay fitting to	Camber in foot of mainsail mm	Gap main boom to CL mm	Gap main sail at middle leech (2nd batten) to CL mm	Camber in foot of headsail mm	Gap hadsail boom to mast mm	Gap at middle of hadsail leech to mast mm
A, No.1	0-10	Flat	B	20	0	50	35	55	80
		Waves	—	40	0	55	40	60	90
A, No.1	10-30	Flat	—	25	10	40	35	55	60
		Waves	~	35	15	50	40	65	75
A, No.1	+30	Flat	—	15	20	50	30	65	75
		Waves	~	25	25	60	35	65	80
B, No.2	20-30	Flat	—	20	10	30	30	50	50
		Waves	~	35	15	40	35	60	65
B, No.2	+30	Flat	—	20	20	40	30	60	70
		Waves	~	25	25	50	30	60	70
C, No.3	20-30	Flat	—	20	10	20	30	50	50
		Waves	~	35	15	30	30	60	65
C, No.3	+30	Flat	—	15	20	30	25	55	65
		Waves	~	25	25	40	25	60	70

An excerpt from the 2016 updated Kantun S sail trim guide, which now includes twist measurement guidelines. Unlike the Britpop trim guide, the Kantun S varies mast rake for the conditions. Rake is under “Headsail Fitting to”; and ‘B’ is mast aft for light air, ‘-’ is the middle setting for flatter waters, and ‘~’ is for waves. So for this race the table suggests our mainboom gap should have been 10mm from centerline and 20mm in the sustained stronger gusts. I’ll bet Larry Stiles, who sails a lot on Bowman Bay in stronger wind, dropped his mainboom a little.

Gig Harbor MYC Regatta #4 – IOM Class (June 11, 2016 at Surprise Lake in Milton, WA)

Bob Wells Reporting & Jerry Brower Scoring:

Another nice turnout was rewarded again with great late spring weather and a strong southerly in mid and above 1-rig range. And the rain (deluge for me) held off until the drive home when sailing was over! Our frequent gusts had a big easterly component (lefty) so often we wanted to get on port early to be lifted to the mark. Too many boats on port moving quickly did result in carnage at the weather mark though. I especially enjoyed playing the significant shifts and searching for the pressure after the leeward marks, which is where the biggest gains were found. This was very enjoyable sailing and then we had a nice turnout at Dave’s Restaurant for the post race gathering too. I was parched and the double IPA was satisfying...

Kelly Martin was especially dominant sailing his V8 this day, and often distanced the fleet leaving the fight for 2nd place. We talked after the race, and he thought that one key was dropping his mainboom down from the post in this stronger wind. It allows him to sail faster yet point just as high as when the mainboom is centerline. Kelly figured this out over time radio sailing, and it jives with our collective experiences dropping the

traveler in puffs on the big boats. It allows a boat sailing upwind in stronger pressure to be more upright with less weather helm, and the keel works more efficiently upright too.

I try to learn (or too often relearn) something after each race, and Kelly put his finger on it for me. I left my mainboom near centerline for the race, and I felt like my boat wasn't special upwind. In my case this is inexcusable because my Kantun S has a trim guide (see above) that covers this, and I used the guide as I set up my boat. Unfortunately in my initial setup it was light, and here you want the mainboom centerline, see "Gap Mainboom to CL". I corrected everything else in my tune for the 1st race, but forgot to reset the mainboom for the stronger wind. I know better, but I pooched it yet again...

I'll pass on that Zvonko wants us to use his trim table as a base setting guide, but it is OK to experiment and make changes based on conditions or personal preference. For example, in Thailand Zvonko and Mario Skrlj were sailing with more aft rake and more twist in the stronger wind. Zvonko also wants me to sail upwind with the rudder centerline as much as possible for less drag. To do this he suggests sailing with the Tx lever eased one click (mainboom will drop about 10mm on my Kantun S with 55mm spiral drum), and pull it in when I need to point or need more power if the wind eases. In practice I find Zvonko's system is working for me, and I'm not on the rudder upwind much. Also in practice if it is light and steady I pull the mainboom to centerline to point with you guys, but otherwise I'm typically sailing fine upwind with the Tx lever eased one click. I'm just starting to implement the twist guidelines that we recently received, and that is working for me so far. I think Zvonko is the first RC sailmaker to get specific on twist recommendations, so kudos to Z.

Scoring Protocol Change: The Competition Committee met after our regatta and has voted to institute a modest scoring protocol change. To encourage folks to drop their transmitters and pickup the scoring clipboard, we have been giving folks 2nd place points when they do this for a regatta as an incentive. We will further define that as if your boat breaks early, you will get 2nd place points if you call the line and score 75% of the races. Call this the Rantala Rule, as the Competition Committee felt that his efforts in this regard (after his boat puked) made our sailing much better. Thank you Craig – you just finished in front of Joe.

2016 Gig Harbor Model Yacht Club Regatta #4 – After 14 races with 2 throw outs

Pls	Skipper	Sail	Home Port	Design-Designer	Score
1	Kelly Martin	77	Bellingham, WA	V8- I Vickers, Eldred	14.0
2	Larry Stiles	64	Sedro Woolley	britPOPI-BG Astbury	42.0
3	Ron Blackledge	217	Portland, OR	britPOPI-BG Astbury	54.0
4	Jerry Brower	42	Lk Stevens, WA	britPOPI-BG Astbury	61.0
5	Bob Wells	7	Mercer Is, WA	Kantun S-ZJ&RG	62.5
6	Drew Austin	90	Sequim, WA	Wugga/Ska-BG	68.0
7	Joe D'Amico	86	Sequim, WA	Kantun SMX-ZJ&RG	69.0
8	Bill Langjahr	88	Anacortes, WA	CHEINZ-Jeff Byerley	85.0
9	Byron Pimms	47	Seattle, WA	ISIS II-Barry Chisam	96.5
10	Bill Wilson	69	Port Ludlow, WA	Kantun SMX-ZJ&RG	98.0
11	Daryl Ruff	67	Fife, WA	Kantun SMX-ZJ&RG	109.0
12	Dennis Pittis	57	Clinton, WA	Alternative-BG	119.0
13	Mike Hansow	100	Auburn, WA	Cockatoo-Byerley	126.0
14	Scott Thomas	17	Edgewood, WA	MOJO-Jeff Byerley	136.0
15	Rick Shattock	94	Milton, WA	Pikanto-GB, DeJong	178.0

Hosted by Gig Harbor Model Yacht Club. PRO Craig Rantala.