

Revised 9/22/16 to correct date of next regatta.

Gig Harbor MYC Regatta #7 – IOM Class (September 17, 2016 at Coulon Park)

Bob Wells Reporting & Jerry Brower Scoring:

Rick Shattuck called me a few days before the regatta to warn us that a yoga class was taking over the Surprise Lake floating dock so I got the word out that our venue moves to Coulon Park for this one regatta. Yoga in a cool rain puddle sounds so close to nature, but I doubt it was a big success. I'm confident we'll sail GHMYC #8 without a yoga conflict. Thanks for the heads-up, Rick. (Last 2016 GHMYC regatta is **October 22nd at Surprise Lake**, which was adjusted to miss US Nats in San Diego.)

Coulon was good to us once again providing great sailing to where we hated to stop. We only needed raingear for the morning, but it was gray the whole time and I heard the wind caused some local power outages. This time the forecasted southerly front held through our regatta and it didn't clock to a sustained westerly so we didn't get the rebounding chop off our dock.

In the morning rain the southerly pressure was more consistent and the fleet was tightly packed in the upper-middle 1-rig wind range. Finishes were close and as a pack. A penalty turn or weed sent you to the back. Don't ask me how I know.

In the afternoon the rain stopped and winds became stronger and more blustery and shiftier. Skippers are now more challenged and marks are less crowded. We sailed in top to middle range of 1-rig with a number of skippers switching to 2-rig in race 7. It looked foreboding at the time, but of course the wind went lighter at the start. After this first bad experience most switched back up, and then a few went down to 2-rig again a few races later and stayed there. Those that could find an average tune to keep moving in 1-rig through the puffs and lulls made out big time. The other key was to play the inconsistent wind shifts, as it seemed you could only count on a header at the weather marks.

To just keep moving was the main challenge though, and when Kelly and his V8 struggle with it you know it wasn't easy. He found his 1-rig a little too much and the 2-rig not enough sail area. Congratulations to Jerry Brower and his Astbury Britpop, who sailed well to distance himself from the fleet for a win that was harder than the scores suggest. Jerry stayed with his 1-rig, and his afternoon tune evolved to trimming his main leech in for power in the lulls, and then he had to live with weather helm in the gusts. Conversely Bob Wells also stayed with his 1-rig, but he raked his Kantun S mast forward 1 degree in the afternoon per Zvonko's tune guide, then twisted his main until he had helm balance in gusts. In the lulls he worked to keep the boat powered up by footing and easing sails as needed. Totally opposite tune techniques and both worked.

Weed is usually not too bad in a southerly, and ours was manageable. Protocol is to simply check your foils before the next race, and white painted foils tell much better than black carbon. Towards the end of our regatta the westerly gusts were becoming more frequent, and I think we quit at the right time. We saw weed clumps drifting on the racecourse as we pulled the buoys, and we know too well that westerly's bring in weed.

Once again thank you to Jerry for setting and retrieving the buoys and Joe for hauling his boat and buoys. Most of us gathered for a late lunch at Torreros Landing, but Mike Hansow was excused three races early to go to work at the Boeing 737 plant that we see across our venue. Also excused (again) were our old regulars Steve Young and Ron Hornung, who are allowing work to intervene over their radio sailing needs.

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Pls	Skipper	Home Port	Design	Score	1	2	3	4	5	6	7	8	9	10	11	12	13
1	Jerry Brower	Lake Stevens, WA	britPOP	17.0	1.0	1.0	10.0	2.0	1.0	1.0	2.0	1.0	1.0	3.0	3.0	8.0	1.0
2	Bob Wells	Mercer Island, WA	Kantun S	32.0	6.0	9.0	3.0	10.0	4.0	4.0	1.0	5.0	2.0	1.0	1.0	1.0	4.0
3	Larry Stiles	Sedro Woolley, WA	britPOP!	43.0	7.0	2.0	2.0	6.0	5.0	2.0	7.0	3.0	10.0	9.0	2.0	4.0	3.0
4	David Jensen	Bellevue, WA	V9	49.0	8.0	6.0	1.0	1.0	9.0	3.0	5.0	2.0	4.0	7.0	7.0	7.0	6.0
5	Kelly Martin	Bellingham	V8	49.0	5.0	5.0	5.0	4.0	2.0	5.0	4.0	10.0	10.0	2.0	10.0	2.0	5.0
6	Joe D'Amico	Sequim, WA	britPOP!	52.0	9.0	3.0	10.0	7.0	3.0	6.0	10.0	4.0	5.0	4.0	4.0	5.0	2.0
7	Byron Pimms	Seattle, WA	ISIS II	53.0	2.0	7.0	6.0	3.0	6.0	7.0	3.0	8.0	6.0	5.0	5.0	3.0	8.0
8	Daryl Ruff	Fife, WA	KantunSMX	58.0	4.0	4.0	4.0	5.0	7.0	8.0	10.0	6.0	3.0	6.0	6.0	6.0	7.0
9	Mike Hansow	Auburn, WA	Cockatoo	81.0	3.0	8.0	7.0	8.0	8.0	9.0	6.0	7.0	7.0	8.0	10.0	10.0	10.0

Season Points: Jerry also tallied our overall season points with 88% of the season complete. His name is on top again here too, followed by Larry and Joe. Gold stars to these top guys who have attended all of the GHMYC regattas this year, as well as Daryl Ruff and Byron Pimms: <http://www.ibextrax.com/RC2016/Results/2016GH.pdf>

GHMYC and SMYC Rules Discussions: After our club races we have a late lunch and often there is a RRS discussion of something that happened during the race. There is nothing like an incident to bring focus to the rules. This is our non-confrontation way of teaching each other the rules, and we've done it that way since we raced EC12s in the '80s. We are fortunate that Jerry Brower actually studies the rules and provides solid council. I like it best when he includes tactical advice that relates to the rules.

I think it is infinitely better to discuss the rules of our game in this positive environment with a beverage versus distracting loud rants on the racecourse.

At this lunch **redress and E4.3b (Appendix E - taking a penalty)** were the topic for a while. We had a situation where the "give-way" boat disabled the boat in front by somehow disconnecting his backstay in an inadvertent contact. "Give-way" (somewhat new to sailing) promptly did his turns to exonerate and got on with his race. The "harmed" boat in front slowly made his way to the launch area and pulled his boat for the repair. Since he was so far behind he retired to make sure his boat was ready for the next race and then recorded the finishers. Later at our lunch "harmed" pointed out "give-way" gained what is called a "significant advantage" so a single turn is no longer exoneration. If you know that you fouled someone, keep doing exoneration turns until you are no longer have a significant advantage because of the contact. And if "harmed" has to retire then "give-way's" only option by rule is to also retire. (Here "harmed" didn't have to retire, he chose to retire.)

Then we briefly discussed redress for situations like this, and Jerry pointed out this is rewritten for 2017. Currently it is very difficult to receive redress (the give-away boat must retire and then a successful protest hearing is required), but it is trending to become less difficult.

If you want to know more about the RRS as it relates to radio sailing, I highly recommend reading John Ball's articles here: <http://crya.ca/information/rules-tactics/>. If I'm on a trip to a big regatta with another sailor I've pulled them out and read them out loud and then discussed them with the driver. I don't make the mistake of attempting such foolishness with my wife though. Here's John's current index:

Part 1: Starts

Part 2: The Weather Mark

Part 3: Hailing

Part 4: Rule 18 and the Downwind Gate

Part 4-bonus: Tactical Roundings and Proper Course at a Downwind Mark

Part 5: The Finish

Part 6: The Protest

Part 7: Proper Course

Bill Dewey called me after the regatta. You remember he used to visit us showing progress with his RG65 and then IOM builds. His health was failing then, but he has come back from that and plans to visit us in the last race at Surprise Lake. Bill has moved and has some wood and tools from his shop that he would like to make available to the builders among us. Contact Bill at BNB.Dewey@gmail.com. Or call him at 425-235-6250.