



No images from our regatta, but here's one from a French radio sailing club. I just received it from our friend Michel Roure of New Jersey, currently visiting his hometown in Montpellier (Southern France). Michel is 2nd from right with USA 118, and he will be sailing in our COW Regatta late April as well as hanging around for a club sail with Deception Pass MYC. Michel's Dad, Jacques Roure, is in the middle with FRA 80. I recognize Tim Brown's sweet lime green AUS 07 (AKA design), which must have found a home in France after 2017 Worlds. Skipper is yet another Roure, Christophe, the tall one. I can tell Michel has been Americanized a little bit, as he is the only one wearing a baseball cap.

Seattle MYC Regatta #1 – IOM Class (March 24, 2018 at Coulon Park)

Bob Wells Reporting & Larry Stiles Scoring:

2nd day of Spring, and it briefly snowed for the second day in a row in this crazy changeable weather season. The overnight slushy snow on my car quickly blew off, and the day was partly sunny and coolish. Turnout was as light as we have seen since 2011. Excused absence goes to Jerry Brower, who achieved 2nd place at Chuck LeMahieu's DF95 Dallas Blowout. The rest of you missed a fun time, and per usual we finished with a good turnout for lunch at Toreros at Renton Landing. Note that our Coulon racing times moved to 9:00AM – 1:00PM for better overall wind that better avoids the persistent westerly shift that gets worse as we get farther past noon.

We had good sailing weather of 10-3 knots beginning with a southerly providing us four flat-water races, and then the wind veered to a southwesterly that brought classic Coulon Park chop to finish the day. This is where gusts with fetch create a chop that rebounds from our dock, and then the winds moderate and the chop is at times bigger than the wind. Then the wind and chop both vary to where you often have little feel for what the boat is doing, and it is easy get stuck in slow mode. It takes experience to keep your boat moving, and everybody gets a little frustrated at times. It helps if you have confidence in your settings to wait out the lulls that we all experience, and to avoid doing anything stupid to slow yourself during this lull. In these conditions separation from leaders and the pack proved to be much more than normal.

Chop is like huge short waves to our little boats and has to be addressed. When tuning, I'm looking for speed and balance in chop first, and not concerned about pointing because I'll get that from the first two. I follow the tuning guide base settings that came with my boat (settings based upon wind strength and whether in flat water or waves), but in the Coulon chop we have long legs with the variable of being parallel or square to the waves. I initially set the sheets in a little tight for sailing roughly parallel to the waves on starboard, where the waves have a modest effect. Then on port I let the sails out 10-15mm (1 or 2 clicks on my Tx) for more power and a lower heading to blast through the chop. This worked well in the stronger winds and chop, but later the wind and chop lightened and Larry Stiles was pointing a bit higher while maintaining speed. So, I fine-tuned my sheets in about 6mm (splitting the difference between the flat water and wave setting), and I was competitive again. I depend on the boat to be balanced enough to steer itself through lifts and headers, and I look for a steady heel angle to tell me when I'm in pressure.

One of the things I like about our group is that while we are competitive, little things never seem to bother anybody. Take race #10, with Larry Stiles sailing an excellent race to gain a solid lead on the 2nd upwind leg, followed by Steve Young and Joe Damico. Then suddenly David Jensen crosses the finish line from well back in the pack and calls himself the winner! Yep, we had just changed to a 1-lap race – and just about everybody forgot in the heat of the battle. Finish positions were essentially inverse to where you were when you rounded the leeward marks, and the biggest laugh came from our leader with an unexpected throw-out – Larry Stiles. Except for this brain fart, Larry had a good day to squeak out a win because he was the most consistent skipper this day. It shows in his consistency that Larry typically is racing twice a week.

David Jensen continues to struggle in sorting his custom designed and built *Race Ready III*; this time with weather helm issues, a broken mainsheet, and finally his Tx just gave up despite plenty of battery. The next issue is sorting helm balance. David is doing it the hard way, and you have to admire his effort and perseverance.. This was not a good day for speed testing, but a good day for David to sort issues - again. It is too early to opine if *RRIII* is a success or bust as a design. When he enters multi-day regattas, expect David to sail his production V9 with a tuning guide

Looking at the scores I see three bunched groups, and it was tight sailing within the bunches. The most fun race for me was #12, where Larry and I traded places around the course. Larry held me off to round the

last leeward marks first, but I was able to cross on the last beat to the finish with inside position. Alas, when I tacked my forestay downhaul broke and my luff went soft, and that was it. A lack of maintenance bites me, and I limped in for second. In the second bunch Daryl Ruff showed he is finally figuring out our chop and he bested Steve Young with more consistency. I think Steve Young's new *Vision* was the faster boat, but he kept getting in trouble and wasted some good boat speed. We'll do it all again in a few weeks.

	Skipper	Sail #	Club/City	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	Larry Stiles	64	Sedro Woolley	BritPop!	24.0	3.0	1.0	1.0	5.0	2.0	2.0	2.0	1.0	2.0	8.0	4.0	1.0	2.0	1.0	2.0
2	Bob Wells	12	Mercer Island, WA	K2	25.0	1.0	4.0	4.0	4.0	1.0	4.0	1.0	2.0	1.0	4.0	1.0	2.0	1.0	2.0	1.0
3	Daryl Ruff	67	Fife. WA	Kantun SMX	50.0	2.0	6.0	3.0	6.0	4.0	7.0	4.0	5.0	5.0	2.0	2.0	5.0	3.0	4.0	5.0
4	Steve Young	73	Tacoma, WA	Vision	55.0	8.0	2.0	9.0	1.0	3.0	1.0	6.0	6.0	6.0	7.0	3.0	3.0	6.0	5.0	6.0
5	Mike Hansow	53	Puyallup, WA	V10	63.0	7.0	5.0	5.0	7.0	5.0	5.0	8.0	3.0	3.0	3.0	7.0	6.0	5.0	6.0	3.0
6	Joe D'Amico	180	Sequim, WA	V6	64.0	4.0	3.0	2.0	8.0	6.0	6.0	3.0	9.0	7.0	6.0	5.0	4.0	7.0	3.0	9.0
7	Dennis Pittis	57	Clinton, WA	Alternative	67.0	5.0	7.0	6.0	2.0	7.0	3.0	7.0	4.0	8.0	5.0	6.0	7.0	4.0	7.0	4.0
8	David Jensen	68	Bellevue, WA	Race Ready III	90.0	6.0	9.0	9.0	3.0	8.0	9.0	5.0	9.0	4.0	1.0	9.0	9.0	9.0	9.0	9.0

Next up: **Seattle MYC #2**, Saturday, 4/7/18 at **Coulon Park**.



Tight action at Beaver Fever in Victoria. How does 69 even see his boat? Stan Scofield photo.

2018 Beaver Fever Regatta – IOM Class

Comments By Barry Fox (From: <https://www.facebook.com/groups/BCregionIOMRCsailing/>)

Day 2: As predicted, a bit less wind today but we still managed to get in another 6 full races. Others will chime in but we need to thank Peter and Adrian for taking over the organization for me while I got some things worked through. Dave Seager for getting the mark boat and the marks back and forth everyday while sailing some of the best races we've from him in sometime. Nigel Ashman for being our Tech session leader as well as taking on the role of leading our Protest Committee. Gunther Yip for jumping in at the end of the event to row around and pick up all the marks. And Bill & Bev Andrews and Mike Creasy from VMSS for delivering very good lunches and hot chocolate to us each day. It takes that kind of commitment and effort before, during and after an event like this for it to be able to happen.

So here are the numbers for the weekend. Numbers alone don't tell some of the stories. You might skip over the "tail enders" (and some others) but we saw that a good number of people were at their first ever official IOM regatta and each one of them saw some glory and gain in performance. Some still finished back in the fleet by the numbers but what you don't see by that is how they went from being a leg behind in the beginning to being right with the fleet by the end of the event. Really good to see that advancement so quickly.

And, overall, thanks to everyone who made the trip to support our regatta. That support is what makes it worthwhile to do this over again. Results here: <http://www.ibextrax.com/RC2018/Results/0317BF.pdf>

Comments By Gary Boell: **CONGRATULATIONS** are in store for [Jerry Warren Brower](#) for some super consistent sailing...!! Really really well done. Good times had by all —many thanks again to CYRA's Peter Stevens and [Barry Fox](#) for an enjoyable weekend!!

Deception Pass MYC IOM Sunday Regatta (3/18/18 at Sharpe's Cove)

By Larry Stiles (More DPMYC results here: <http://www.ibextrax.com/RC2018/indexDP.html>)

Sharp's Cove, AKA Rosario, is an area of Bowman Bay that has its own smallish floating dock that is oriented more or less at a right angle to the long pier that we usually sail from. It is about 1/4 mile away as the

eagle flies and is as open to the South as the long pier is open to the West. During the summer, westerly winds are the norm and they are well served by the long pier which runs directly East to West.

The dominate wind in the colder times is from the South. Sailing in these winds from the long pier can be a real trial, leading to fits of dementia and acute loss of hair. Some very colorful words have been invented there. We have found that a viable solution is to pack up our little circus and move it over to Sharp's Cove with its intimate and sometimes quite animated dock that runs a handy North to South.

Sailing in the cove requires technique and preparation. You are stand at water level as opposed to the bleacher seat view that you get off the pier but you're actually closer to the boats, except when sailing toward the windward mark which can be like having one too many Margaritas. "B" weather sailing at the Cove can be like a teenager that's just discovered sex; can't wait to do it again. Enjoy.

DPMYC Sunday IOM Regatta, Sharpe's Cove Wind S, 4 MPH
3/18/2018
Hosted by
Deception Pass Model Yacht Club

Position	Skipper	Sail #	Club/City	Hull	MYA No.	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Julian Lee	40	Anacortes, WA	V10		21.0	4.0	3.0	4.0	5.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	1.0	1.0	3.0	2.0	
2	Joe D'Amico	180	Sequim, WA	V6		30.0	1.0	1.0	2.0	4.0	4.0	1.0	3.0	4.0	3.0	1.0	4.0	4.0	2.0	1.0	3.0	
3	Steve Youge	73	Tacoma, WA	Vision		38.0	2.0	2.0	3.0	3.0	3.0	5.0	6.0	1.0	4.0	3.0	3.0	6.0	2.0	3.0	5.0	4.0
4	Mike Doherty	33	Anacortes, WA	BritPop!		43.0	9.0	9.0	9.0	2.0	2.0	4.0	5.0	3.0	2.0	4.0	2.0	2.0	6.0	6.0	4.0	1.0
5	Larry Stiles	64	Sedro Woolley, WA	Cheinz		44.0	3.0	4.0	1.0	1.0	6.0	3.0	4.0	7.0	5.0	6.0	5.0	3.0	3.0	4.0	2.0	9.0
6	Jack Pulliam	43	Oak Harbor, WA	V10		77.0	5.0	5.0	5.0	6.0	9.0	6.0	7.0	5.0	7.0	7.0	7.0	7.0	5.0	7.0	5.0	5.0
7	Bill Matheson	10	Anacortes, WA	V7		82.0	9.0	9.0	9.0	9.0	5.0	9.0	2.0	6.0	6.0	5.0	6.0	5.0	5.0	9.0	6.0	9.0
8	Rich Cushing	31	La Conner, WA	Pikanto		111.0	6.0	6.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0

DF95 Class Sailing in PacNW: The attached very recent video (post #2640) with our own Jerry Brower winning a heat at the DF95 Dallas Blowout might get you pumped for this class. JWB finished 2nd overall: https://www.youtube.com/watch?v=BM_hUIPwUEk



Some of the Dragon Flight 95 skippers and the 2018 Regatta Committee members for this 20th year version of the Dallas Blow Out sailed at The Corinthian Sailing Club on White Rock Lake in Dallas Texas. March 24-25th.

Sequim Aquanauts: I confirmed with Joe Damico that Karl Brohan (1-817-723-2139 mobile) organizes their DF95 club sailing on Monday's, Wednesday's, and Friday's from 10:00AM – Noon, at the Water Reclamation Park; which is connected to the Carrie Blake Park. If they don't like the sailing conditions, they go to coffee a block away at Adagios. They have all the bases covered at this very social club that doesn't bother with keeping scores. Give the DF95 credit for turning around this older club that was losing a lot of members and was close to dying.

Anacortes: I'm sad to report that Larry Stiles tried to get a DF95 fleet going as an option for the remaining members of the ARCS that had sailed Soling 1Ms, but didn't want to update to the IOM sailed at Deception Pass MYC. It was a good effort, but in the end, there wasn't real interest so Larry canceled the program.

Gig Harbor MYC: Daryl Ruff just announced the first organized DF95 class regatta in Milton at Surprise Lake on the following poster. This is a fun regatta to gauge interest and the plan is for more regattas TBD. Daryl's phone number is on the poster so give him a call if you want to check it out. With enough interest he will organize Coulon Park sailing inside the breakwater, but in either case there will be no IOM regatta conflicts:





Photo day at CAT Powder Skiing on Mackenzie Mountain, circa 2003. Steve Jones is leading his partner Paul Martell as they look for uncut powder at the top of “Snow Rodeo”, our last run of the day that I both loved and hated. The top of this steep rolling 5,000-foot drop was sweet, the long middle was like riding a bucking bronco with unending irregular powder-covered bumps tossing you while sucking life from your legs, and the finish was either slush or ice. The beer always tastes better after “Snow Rodeo”, as sweat drips off your nose. The author endured “first tracks” to get in position for this photo.

My BC Ski Trip 2018

By Bob Wells

Radio sailing is cutting heavily into my time for skiing lately, but I do not miss one trip a year with my old Snow Cat buds. I had a 15-year run of nine-day annual snow cat trips ending in 2006, a series of happy grand adventures. Our road trips started with a warmup at various BC ski resorts for 2-3 days, and then on to Revelstoke with tired legs for our 5-day backcountry ski package. All the while we were laughing at a steady stream of adolescent jokes, where it didn’t matter if we had already heard it 50 times. If it was a good one – it would still get belly laughs with a half decent presentation. Fortunately for me, they invented fat powder skis early in our run, because I was physically wearing out on those old skinny straight boards.

Our snow cat trips ended when CAT Powder Skiing sold to the group developing Revelstoke Mountain Resort, and some of us continued on our annual ski trips together. Whistler Blackcomb was where eight of us annually visited because Charlie opened up his condo for us, and it has spectacular ski terrain. Last year Charlie sold it (giving up possession the week after our 2017 stay – thanks Charlie), so now we are back to where we started - road trips. This year we skied Big White first and finished at Revelstoke. Twelve years have passed since I’ve cat skied Revelstoke, and I was looking forward to skiing it as a lift-served mountain. As expected it is still great terrain, yet it is mostly unfamiliar. Grooming and bumps in the trees are unrecognizable from our snow cat experience. I recommend Revelstoke if you are looking for steeper and more challenging terrain than your typical ski resort, and one that is not too crowded yet.

There are no group snow cat trips without an organizer, and Steve Jones spent countless hours on the phone keeping our trips on track. For the record, Steve is still so skinny that he has to run around in the shower to get wet. Post snow cat, Charlie Griffes took on the organizing as well as guiding us down the mountain into the good terrain with no lift lines. It was first-class all the way this year with ski-in ski-out hotels and good restaurants. Often, we will cook in and everybody helps. A post snow cat tradition is Studebaker’s ridiculously good corned beef and cabbage on St. Patty’s Day. Ray gets the brisket from his special butcher, hauls his own cast iron pot, and quits skiing early to have it ready on time.

For me alpine skiing is like IOM radio sailing in the sense they are both very social with a captivating challenge. It was noted that our 70ish group logged 22,000 vertical feet per day for five consecutive spring skiing days. I suspect that is a decent effort, but I’ve never considered on-piste stats. In the snow cat days, we got 11,000’ – 13,000’, where the limiting factor was the snow cat. When waiting for the cat pick-up, the guide was expected to have a repertory of jokes for us in this culture. It is not how many vertical feet you rack up or where you finished in the standings. It is the great time we had sharing what we love to do with our friend’s year after year - especially with our long-time buds. I’m in for next year.



Bob “Little Tommy” Wilson, our token Canuck, is leading partner Ray Studebaker into a gully on the same 2003 trip. They clearly are not the first guys in unfortunately. The author again endured “first tracks” to take this photo – see a pattern here?

End