



Our changeable spring weather at Coulon Park during a break, and this was the very best of it. The warming sun didn't last long. We began in a downpour and then had intermittent rain all day. In the background you can see the new large office building complex under construction behind the new Hyatt Regency Lake Washington. These new buildings are the reason behind the loss of our steady southerly winds. Bob Wells photo.

**Seattle MYC Regatta #2 – IOM Class (April 7, 2018 at Coulon Park)**

Bob Wells Reporting & Jerry Brower Scoring:

On the macro scale Cliff Mass' weather blog says that this morning a "record-breaking atmospheric river hits California and a strong marine cyclone offshore of Washington". Our local Windfinder.com forecast was for rare strong SW winds (11-15mph with gusts 25-35mph) with lots of rain, and this was supported by numerous warnings for big winds on TV and newspapers. They got the rain part right, but once again the forecasted big wind was a no show at our venue. We sailed in middle and below A-rig with winds from SSE - SSW all day, with minimal puffs. I've been conditioned not to trust big wind predictions at Coulon, but I'll admit this time they sucked me in (again), and I wasn't the only one. Jim McCaa, our club weather guru, explained it was a very unstable front – despite the public predictions.

Mike Hansow did an exemplary job getting the buoys set early at Surprise Lake, before he realized we were sailing at Coulon – big oops! Fortunately, Mike didn't miss a race because we were slow getting the buoys set ourselves and I was generally slow getting racing started. Our sailing was challenging because the light shifty winds made finding a groove elusive, but the usual guys were at the front. The exception was Jim McCaa, who hasn't sailed with us for a long while. He had his Kantun S near the front of the fleet consistently, surpassing his expectations. Jim credits taking extra time to tune his boat to the numbers because he hadn't sailed in a while. Jerry Brower and his V9 was the front runner this day. Kelly Martin was up there often too, joining us for his first IOM sailing since Midwinters, and not showing much rust.

At the other end of the fleet, Joe Damico started well, but his recent V9 mods had enough little issues he chose to put his boat away to fix later in his shop. A broken shroud was his final straw that led to pulling his boat. David Jensen said he is retiring RRIII and going back to his V9, which was expected for our COW regatta anyway. RRIII appears to be a performance bust, but he learned a lot

with his efforts and a new custom design is in the conceptual stage.

Afterwards at our Toreros lunch Jerry shared his style of sailing. He actively “drives” his boat in the sense he is always adjusting for the changeable conditions, and the wind varies measurably more than we can sense. When pointing he is either trimming to go higher if the indicators are there (like more heel), or he’s quickly footing with eased sails for power if pressure lightens. Upwind his bow is heading up or down more than anybody in our fleet. Downwind he is also active, and not afraid to use his rudder in his search of lifts and headers. Active sailing like this takes focus and keen eyesight. Practice is needed too, and we all know that Jerry travels to race much more than any of us at SMYC. This year he is traveling farther than normal, as he is taking his sailing style to IOM Nationals in AUS (completed), UK, CAN, USA, and NZL.

A memorable race for me was race #8 (I think), where after an OK start I get a lefty with enough pressure that it allowed me to squeeze in 1<sup>st</sup> at the mark with one tack and two long legs – rounding just in front of Jerry. I hold him off nicely until midway through the 2<sup>nd</sup> beat, when the light wind swirls and whatever I do I’m bouncing in the modest chop with no pressure for an extended time. While my sails are flopping, Jerry drifts into a nice lead that he held to the end. Jerry then expands loudly on his strategy that was to “do the opposite of what Bob did” and it worked for him. Total coincidence in my opinion, but he got his verbal licks in anyway.

Putting away the buoys was faster than normal with David Jensen again with an energetic solo effort and then five of us helped Joe put away the regatta kit and his boat. We got to Toreros in record time! Thank you all.

To end on a positive note, there was insignificant weed today as expected!

	Skipper	City	Hull	Score	1	2	3	4	5	6	7	8	9	10	11
1	Jerry Brower	Lk Stevens	V9	14.0	1.0	1.0	1.0	4.0	1.0	3.0	2.0	1.0	5.0	1.0	3.0
2	Kelly Martin	Bellingham	V10	21.0	7.0	5.0	4.0	3.0	2.0	1.0	1.0	3.0	3.0	3.0	1.0
3	Bob Wells	Mercer Is	K2	26.0	3.0	6.0	3.0	1.0	5.0	7.0	9.0	2.0	2.0	2.0	2.0
4	Jim McCaa	Seattle	Kantun S	43.0	8.0	7.0	2.0	8.0	8.0	2.0	3.0	5.0	4.0	6.0	6.0
5	Larry Stiles	Sedro Wo	britPOP!	43.0	6.0	3.0	6.0	5.0	6.0	8.0	8.0	7.0	1.0	5.0	4.0
6	Mike Hansow	Renton	V10	45.0	4.0	8.0	8.0	6.0	3.0	4.0	5.0	4.0	6.0	8.0	5.0
7	Daryl Ruff	Fife	K-SMX	50.0	9.0	4.0	7.0	2.0	4.0	9.0	4.0	6.0	7.0	7.0	11.0
8	David Jensen	Bellevue	RR III	62.0	5.0	9.0	5.0	9.0	9.0	6.0	6.0	9.0	11.0	4.0	11.0
9	Dennis Pittis	Clinton	Alternative	75.0	10.0	10.0	10.0	7.0	7.0	5.0	7.0	8.0	11.0	11.0	11.0
10	Joe D'Amico	Sequim	V9	79.0	2.0	2.0	9.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0

Hosted by Seattle Model Yacht Club, Roll your own scoring





I liked this Rogoznica photo that Jenn Golison posted on Facebook on the same day as our SMYC Regatta #2. Jenn's caption, "Dobra jutro (good morning) from Rogoznica. Today is registration, measurement, and practice of IOM European Champs".

### **IOM European Championship 2018 (Racing April 8 - 13, 2018 in Rogoznica, CRO)**

The most significant international IOM event this year is the EC. Racing starts today, and the official website is <http://www.iomec2018.com>. Want to know how many Britpops are entered – the answer is 29. Want to know how many V-10s are entered – that answer is 1. I found this type of kit data and what each individual skipper is sailing at: <http://www.iomec2018.com/index.php/competitors/sailors-and-equipment>.

Representing the US is Mark Golison and Gary Boell. Our Jerry Brower is on the waiting list but didn't qualify, along with Craig Mackey and Barry Donaher. Barry had the good sense to plan a vacation in Croatia either way, and now Barry and Cyndi will mingle and watch some EC racing as tourists. Ask Barry about his CRO trip when he attends our COW.

Results link is under "News", and the usual suspects and hull designs are in the top ten. Golison is performing well in 10<sup>th</sup> after two days, and Mark is a "usual suspect" to perform well. Boell is mid-fleet and hasn't made his move yet, but he has four days left.



Some IOM business was discussed too. This is a Facebook post from Gary Boell, and his comment: "I just wanted to express my heartfelt thanks to the attendees of tonight's dinner focusing on a myriad of topics concerning future initiatives to promote our "passion" of radio sailing. We had two world sailing international judges – Mr. Chris Watts and Mr. Gordon Davies, IRSA's Graham Bantock, IOM ICA President Mr. Fred Rocha, BC Event Chair and team and in Rob Walsh and Olivier Cohen, and current IOM World Champions Zvonko Jelacic. The face time at these events are priceless." Gary attended as IOM ICA Secretary.



4/10/18

## Seattle MYC & Gig Harbor MYC "2018 Reminders"

By Bob Wells

**#1 Gig Harbor MYC #2**, Saturday, 4/21/18 at Surprise Lake – 1<sup>st</sup> start 10:00a.

**#2 COW Regatta is later this month** - April 27-29 regatta at Coulon Park.



Barry Donaher's custom *Shuffle* is already in town for our April 27-29 regatta at Coulon Park, and Barry will arrive in time for the regatta. Now we just need you to enter (as I write this, 16 are entered). Online Registration, NoR, and Entry List can be found at IOMUSA.org and lbextrax.com. Need a hotel? We suggest Hampton Inn & Suites – Renton, which is across the street from our venue at Coulon Park on Lake Washington. If you want to impress somebody, stay across our sailing venue at Hyatt Regency Lake Washington. See you Friday at our boat measure-in and dinner at the David Jensen house....

**#3 2018 Seattle & Gig Harbor MYC Dues are due:** Jerry Brower announced this recently on his website, and he is doing it differently this year. He is asking that skippers pay digitally via PayPal – just like paying for an entry fee to a regatta here: <http://form.jotform.com/80743936214963>. Combined dues are only \$30 for both venues. This works out to \$1.67 per regatta day to cover: regatta gear maintenance, pond owner's insurance, rescue craft transport and launch fees, etc. There is also a [digital list](#) of who has paid.

**#4 2018 Hood River Carnage:** Planning is well under way and this windy venue is reserved and rented; and the NoR is close to being issued – racing July 13-15. Reminder to all to book your room early. Also, the organizers are looking for a volunteer to man the dinghy. It seems we're always looking for somebody to do this at this distant venue, and the default is Bob Wells again... (Bob would prefer to race his new K2 in this big wind venue, but my turn is eventually coming.)

End