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Gig Harbor MYC Regatta #8 – IOM Class (October 6, 2018 at Surprise Lake in Milton, WA)

Bob Wells Reporting & Jerry Brower Scoring:

Our warm dry summer is history, and amazingly it left our rainy Seattle area in a “moderate drought”. The unusual condition will be history soon as the cool wet weather arrived on cue October 1st, yet we had an excellent partially sunny fall regatta day sandwiched between rainy days. Winds were mostly bottom of A-rig and direction generally held from the NE the whole regatta, which is unusual as the SW or NW wind is dominant. Of course, we enjoyed the Surprise Lake shifts, lulls and swirls that accompany any sailing here. The NE weather mark is the closest to the control area providing the most forgiving visibility, but it gets especially shifty here so close to trees. This makes it a difficult mark to converge on, but we know the drill and everybody behaved for the most part.

It was more special because all the 2018 Gig Harbor regulars sailed and most went to lunch together after. Jerry Brower returned from French Nats in Marseilles, and we learned that TSA had struck again. This time after inspecting his boat container, they slapped it together with the hull cockeyed and the result is surface cracks on his 2018 K2 hull from compression. Jerry has glued the cracks and plans to take it to NZL Nats in October, where the TSA gets another shot at it. Dennis Pettis used and showed off his 3-D printed snap-on spreaders, and we’ll look forward to more iterations with more refinements.

Sailing was interesting from the git, where in the first six races we had six different winners and the David Jensen’s woody was the first to repeat. Finishes here are topsy-turvy because of the shifty conditions and this time atypical weed affected everybody occasionally for another variable. Add to the mix folks hooking their keels on the buoys and staying there, and for this special recognition goes to Steve Young with three DNFs and Jerry with two. Through it all good humor held steady, and a pecking order did emerge. Congratulations to winner Jerry Brower, who was sailing the oldest of 8 different designs to another Surprise Lake win. He was in a significant foot mode to the next shift all day, and he makes it work. If I am close to him upwind I win the battle, but he wins the war. He refines his skills sailing 2-3 times a week, with a serious bit of radio sailing related travel in addition.

This was our final 2018 Surprise Lake regatta, and we begin again in March 2019.

GHMYC #8 Results after 18 Races with 3 Throw-outs:

Place	Skipper	Sail	Club/City	Hull	Score
1	Jerry Brower	142	Lk Stevens	Pikanto	32.0
2	Bob Wells	12	Mercer Is	K2	35.0
3	Joe D'Amico	32	Sequim	V9jd	40.0
4	Daryl Ruff	67	Fife	Kantun SMX	72.0
5	Steve Young	73	Tacoma	Vision	75.0
6	Bill Wilson	69	Port Ludlow	Kantun SMX	76.0
7	David Jensen	68	Bellevue	RR II (woody)	83.0
8	Mike Hansow	53	Renton	V10	84.0
9	Dennis Pittis	57	Clinton	Alternative 2	99.0

Full Results here: <http://www.ibextrax.com/RC2018/Results/1006GH.pdf>

2018 Gig Harbor Cup Season Points

With all 8 regattas complete

rev 10/7/2017

Skipper	Points	3/10		4/21		5/05		5/26		7/07		8/18		9/01		10/06		pls
		GHC 1		GHC 2		GHC 3		GHC 4		GHC 5		GHC 6		GHC 7		GHC 8		
		pts	pls	pts	pls	pts	pls	pts	pls	pts	pls	pts	pls	pts	pls	pts	pls	
1 Jerry Brower	47	8	1	8	1	8	1	8	1					6	1	9	1	
2 Joe D'Amico	42	7	2	4	5	7	2	7	2			5	3	5	2	7	3	2
3 Bob Wells	42	5	4	7	2	6	3	4	5	2	3	6	2	4	3	8	2	3
4 Steve Young	32	6	3			5	4	5	4	4	1	7	1			5	5	
5 David Jensen	26	1	8	5	4	3	6	6	3	3	2	2	6	3	4	3	7	
6 Daryl Ruff	20	4	5	3	6	4	5	3	6							6	4	
7 Mike Hansow	13			6	3	2	7					3	5			2	8	
8 Dennis Pittis	11			2	7			2	7			4	4	2	5	1	9	5
9 Bill Wilson	11	3	6	1	8	1	8			1	4	1	7			4	6	6
10 Ron Blackledge	2	2	7															
11 Art Lent	1													1	6			6
12 Dave Woodley	1							1	8									8

One point for each boat you beat plus 1 point for starting a race in the regatta.

[Excel](#)

Congratulation to Jerry Brower for easily winning the Gig Harbor Cup for the 2018 season, with a win in every race he entered. This despite missing 2 of 8 regattas with excused absences to race in the UK and French Nationals. I don't think anybody has won every regatta here in the past, but if anybody did it was Kelly.

Congratulation to Joe for finally winning a tie, this may be precedent setting for our bridesmaid. Recognition to Bob Wells and David Jensen for scheduling their lives well enough to sail in every regatta, something the top nine guys on this list all attempted.

2019 season will start in March, and you should receive your schedule in January.



Our Gig Harbor Cup champion goofing off in Marseilles again. In his words, "His dry humor didn't translate well in French". This statement suggests it translates well in English, which is not always the case here either. Michel Roure photo.



2018 Championnat de France C-Fleet heat and Michel Roure (FRA 91) is in a nice position after the start. Jerry Brower sailed his K2 with his damaged fin (sliced in last race at UK Nats) that was nicely repaired by Joe Damico. New fin is on order.

Brower & Roure at 2018 Championnat de France – Classe IOM (Marseilles, Sept. 20-23, 2018)

Since my last regatta report I discovered I had inadvertently posted premature “final” results after 10 races, and the regatta went to 12. Jerry and Michel did not close out well as both dropped some places since race 10. Full results here: <http://www.ibextrax.com/RC2018/Results/0920FRA.pdf>

Jerry told me that he inadvertently missed the 10th race start while he was combining a “wrong” (his words) rig change with “non-standard complicated” (his words again) tuning. He did eventually resolve his rig choice and tune to get back to A Fleet for the last race, but his two throw-outs were all in the last three races. He finished 17th out of 64, and dead-panned that he avoided starting in D-fleet. He called it a great experience, and French is definitely the language they sail under.

Michel expanded a little in his words: *“Jerry and I had good fun. We enjoyed a great B rig day on Saturday, until wind returned to its terrible shifty self. Fortunately, the wind made it back well on Sunday. However, for me after returning to A fleet I got black flagged (stupid me) on the 11A restart, which cancelled any ability to discard my bad results. PRO Pierre Gonnet is a monster on the starts here, and his results are impressive.*

The depth of this fleet is impressive too, and Jerry and I spent most of our time in B and A. Our boat speeds were very good. This including my borrowed Britpop with XL Sails, which were equipping 2 of 3 on the podium, with Alexis Carre sailing his own. Jerry’s experience showed and he was very steady (Not in race #10 – Editor), while I had to live with my learning curve issues and endure four bad results which cost me. This included 2 losses of radio control (I will get a new Tx to my Dad) and also two stupid disqualifications. My lessons hopefully learned. Still, racing with Olivier, Alexis, Romain...etc., was very much worth it.”

I noticed the podium French IOM sailors are much younger guys than in the US, and their podium included two sailmakers: <http://www.classe1metre.org/index.php/component/k2/item/57-championnat-de-france-iom>. This all bodes well for French radio sailing.

A nice video link of an A-fleet heat is here, and Jerry is USA 142 (Un quatre deux) and Michel is FRA 91. Top guys include Romain 77, Alexis 73, Xavier 84, Olivier 100, and Laurent 95: Note all the recreational boat traffic in this little harbor, and Jerry told me they had to cancel racing for a few hours during some of the best wind because the lesser skilled boaters kept drifting awkwardly onto the course. The Harbormaster said there was nothing he could do, which didn’t sit well: <https://www.youtube.com/watch?v=44kEg5alwp4>. Another video is of race 11A, where FRA 91 wasted a great start: <https://www.youtube.com/watch?v=QhOjOrZh9s&feature=youtu.be>.

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Ils parcourent les mers sans jamais quitter la terre...

Les champions de voile radiocommandée s'affrontent au Roucas Blanc

Leurs voiliers sont de véritables bijoux de technologie mais ils n'ont jamais l'occasion de déborder à leur bord. Les adeptes de la voile radiocommandée (VRC) naviguent en effet par procuration, pilotant leurs engins à distance, au moyen d'une télécommande "2 voies" qui n'autorise que deux actions sur le bateau: orienter le safran (gouvernail) à droite ou à gauche et ordonner la rotation, en enroulement ou en déroulement, de l'unique treuil de manœuvre de la voile.

Venu spécialement de l'État de Washington, sur la côte ouest des États-Unis, Jerry Drower est l'un des dix étrangers invités à ce championnat de France que la section VRC de l'Union nautique marseillaise (UNM), plus ancien club de voile plousson, organise pour la première fois de son histoire.

"J'ai toujours voulu naviguer mais les circonstances ont fait que je n'ai jamais pu acquiescer de vrai bateau, alors je me suis tourné vers la VRC et j'ai décidé de traverser les océans en m'inscrivant à tous les championnats nationaux et internationaux", ex-



La section VRC de l'Union nautique marseillaise (UNM) organise pour la première fois le championnat de France de la classe IOM: des bateaux d'un mètre de long et d'une masse de seulement 4 kg. (PHOTO UNM)

plique ce véritable globe-trotteur qui a su trouver le budget pour régaler, entre autres, au Canada, en France et en Grande-Bretagne, puis en Nouvelle Zélande et en Tasmanie.

Jerry est d'ailleurs l'un des premiers concurrents à avoir sacrifié, jeudi matin, au rituel de la jauge, sur la base nautique du Roucas Blanc où se déroule la compétition jusqu'à dimanche. Les bateaux de la classe IOM dans laquelle il concourt doivent en effet passer devant un jury présidé par Patrick Vilain, qui vérifie que son poids total n'est pas inférieur à 4 kg (incluant les 2,5 kg de la quille en carbone et son balbe en plomb) et que leur tirant d'eau n'excède pas 42 cm. Puis le joueur plonge chaque coque dans une petite baignoire d'un mètre de long afin d'en contrôler le gabarit. Construites en fibre de verre/époxy, elles doivent pouvoir flotter librement avec tous leurs appendices. Et de s'assurer éga-

lement que les concurrents n'utilisent que les trois jeux de voiles autorisés, en fonction de la force du vent, portés sur une mâture exclusivement en aluminium.

"J'ai déjà eu l'occasion de m'entraîner avec des rafales à 120 km/h, explique l'un d'eux, mais en compétition, au-delà de 30 km/h, on évite de mettre le bateau à l'eau car nous sommes situés loin de lui. Il est très difficile d'évaluer avec précision les distances, ainsi que les vitesses relatives, d'où un gros risque de collision et donc de casse".

Pour cette édition 2018, 58 concurrents sont en lice, venus de toute la France mais également des États-Unis, de Suisse, d'Italie et d'Espagne. À commencer par le champion en titre, Roman Dubreuil, basé aux Sables d'Olonne, mais aussi quelques "pointures" locales comme Rémi Bres (Toulon), Patrice Montero (Bandol) et les trois sociétaires de l'UNM, Marc Mazia, Gérald Bogivue et André

Boronat. Président de la section VRC du club, ce dernier est la cheville ouvrière de l'événement, avec son épouse Hélène, l'une des rares femmes, en France, à pratiquer cette discipline. Ils s'appuient sur leur fidèle équipe de 12 bénévoles et sur Pierre Gonnet, venu spécialement de Pierrelatte pour présider le comité de course.

Une compétition de haut niveau qui doit pourtant se frayer un chemin entre les différents usagers du plan d'eau - on espère que les athlètes des JO de 2024 n'auront pas à faire de même... - et pour laquelle il n'a pas été possible d'aménager un véritable accueil du public. Au grand dam des organisateurs et des concurrents qui auraient aimé faire connaître la VRC et partager leur passion. Les personnes intéressées peuvent néanmoins tenter leur chance en contactant au préalable l'UNM au 0491528098.

Philippe GALLINI

SEPT. JOURNÉE GRATUITE POUR LES SENIORS DE + 60ANS

25 SEPT. JOURNÉE GRATUITE POUR LES FEMMES

22 & 28 SEPT. > LES NOCTURNES

RÉGATE

30 bateaux attendus pour le Trophée Soma

French radio sailing and Jerry "Drower" on the front page of the local newspaper, where sail crazy France is actually interested in radio sailing championships. The sports section article noted Jerry's travels this year to IOM championships in AUS, CAN, USA, GBR, FRA, and soon to NZL. That feat won't get traction in USA newspapers, even in the Travel and Lifestyle section.



Marblehead's back in WA

Editor's Note: This article is from the Australian Radio Sailing website, and WA is Western Australia, not Washington State. The author is Sean Wallis (3rd in 2017 USA IOM Garland Nats).

The Marblehead has been missing in WA for a long time but that appears to be changing. Three boats have found their way to new homes in WA, to the ARYA President & ARYA Secretary (Sean Wallis & Ross Bennett) with Glenn Dawson looking to pick up the third of the Brad Gibson designed Indie's.

No doubt the interest in the class will see further growth in WA and it's not surprising why.

Since the release of line plans for the Indie by BG in 2014, the option to self-build a boat that is competitive against the production boats has seen the Marblehead fleet in Australia go from strength to strength providing sailors with extremely competitive racing, with the Indie sailed by Scott Condie winning the 2018 Australian Championship.

Looking at the history of the class, before the IOM Class era the Marblehead class was the one everyone wanted to sail and win in. The class led the way in modern designs and technology, the M class had carbon masts well before it was common in full size sailing. There were many new and exciting ideas with rigs and designs, fed by creative home builder's and innovative thinkers. People like Roger Stollery & Graham Bantock in the UK and John Amens in the US, Waliki in Germany, just to name a few. They were utilising carbon fibre in spars and hulls in an era when only the very elite of other sports were using it. The freedom of the class rules allowed designers to try ideas and test on the race course.

Today the elite of the sport are still attracted to the class, and it is possible that to some degree the level of experimentation has slowed and this allows older boats the chance to compete without being obsolete overnight. As in a great article by Brad Gibson "Pimp my M", an older M class hull can be upgraded and made competitive again by adding a new fin/ bulb and some new rigs.

Yoda (David Thomas) and Lincoln McDowall have been developing M class designs in Australia for many years and have won many Australian and State championships. They mould the hulls using Infusion resin techniques which keeps the costs down when compared to Pre Preg moulding. Their current hull shapes are variations of Fuzzy Logic design (2008), the F3, F4 and F5 are all competitive shapes. Testing of various fin and bulb positions and rig performance have been the most critical to success in racing.

There are now a number of designs regularly sailed in Australia including the Indie, Nioutram, F5, Vibe and the BG designed Grunge, just to name a few! So if you are looking for the next challenge it's fairly apparent that the M is the way to go.

M Links:

Red Ant Radio Yachts <https://redantradioyachts.wordpress.com/>

BG Sails & Design <http://bgsailsanddesign.com>

BOATSetc <http://boatsetc.eu>

Robot Yachts <http://robotyachts.co.uk/>



The latest generation foiling IMOCA monohull:

While on the French sailing subject, even more impressive than their radio sailing is the French ocean racing events and accomplishments. Especially in solo racing across oceans and around the globe in the IMOCA class in the Vendee Globe. Next up is the Route de Rhum across the Atlantic (Something like 122 entrants: 5 Ultimes, 24 IMOCA's and 50 Class 40s). All possible because the French love their sailing and it is front page news that allows sponsors (like Charal on this video) to support these great ocean racing campaigns: <https://www.facebook.com/charalsailingteam/videos/2133365310067757/>

2919 IOM COW Regatta – Tentative Dates & Plans

Our tentative regatta date is set for April 26 – 28, 2019 pending class approval, with measure-in Friday afternoon combined with our gathering social and dinner per usual in the early evening. IOM sailing is Saturday and Sunday.

If there is enough interest, we propose a Marblehead class friendly sailing day on Friday from 9:00-2:00, which is usually our best sailing period. Let Jerry or me know if this is of interest. If we can get four M's to attend we plan to do this, and then go measure our IOMs and join the gathering dinner and social time. Joe, get your M renovation done in time for this...

Maybe Bob Hirsch and the San Diego Argonauts to do the same with Ms the day before Midwinters?

Next Up: Seattle MYC #8 on 10/20/18 (Saturday) at 9A – 1P at Coulon Park. Here is another crack at Jerry Brower, and I'll bet he doesn't sail his Pikanto here...