



Est. 1924

2018 Seattle MYC Regatta #8 – IOM Fleet (October 20th @ Coulon Park)

Bob Wells Reporting & Larry Stiles Scoring:

This was our last IOM regatta for the year, and it was well-attended with excellent sailing. Winds stayed from the north parallel to our dock in the low to mid A-rig range, and with enough subtle shifts and velocity changes to keep it interesting and challenging. Our races lasted a long 2-laps providing plenty of opportunities to move up or down, especially the long 2nd windward leg. The long fetch created decent waves so to keep up you had to power-up and foot a little, and clearly some of us finesse this better than others. VMG in waves was part of the challenge. Hitting the shifts and limiting your time in lulls was another challenge. All this and our competitive starts meant more separation than usual from front to back of our fleet.

The afternoon before I received a phone call from Joe Damico telling me his Honda outboard wasn't cooling properly so we went to Plan B: I brought my engineless RIB and Joe brought the buoy gear. David and I got the buoys set and retrieved, but it took longer with more effort from everybody. I'm looking forward to Joe's boat being operational for the next one, and now I appreciate the width of his little RIB over mine too.

The other surprise was that Jerry Brower sailed with us – he was supposed to be sailing Day 2 of NZL Nationals in Auckland. His explanation was when he checked-in for his flight in Seattle early, then later learned his plane was delayed 1.5 hours. Oops, this coincided with his 1.5-hour layover in LA before his flight departed for New Zealand. He didn't even get on the plane, but his K-2 did. It took four days to get it back to Seattle, and he was up through the night getting it ready for our regatta. I observed he sails very well without sleep, and he closed out the regatta especially well. Maybe sailing sleep deprived should be his new strategy?

Also sailing well was our winner Kelly Martin, who I thought had separated himself from the fleet. It turns out that Jerry was only three points behind, so both of them separated from the fleet. Everybody had their good moments, but only those two could stay consistently at the front.

I was pleased the winter weather held off for us a few more days, but the cold rain arrives in a few days, and nice gray days like this that hit 60° will soon be a memory for about four months. See you on the start line in March 2019, or maybe at San Diego Mid-Winters in February?

Results after 15 Races with 2 Throw-outs:

Places	Skipper	Sail #	Club/City	Hull	Total
1	Kelly Martin	77	Bellingham	V10	24.0
2	Jerry Brower	142	Lk Stevens	K2	27.0
3	Bob Wells	12	Mercer Is	K2	40.0
4	Joe D'Amico	32	Sequim	V9jd	56.0
5	David Jensen	68	Bellevue	RR II	60.0
6	Larry Stiles	64	Sedro Woolley	britPOP!	65.0
7	Steve Young	73	Tacoma	Vision	76.0
8	Mike Hansow	53	Renton	V10	94.0
9	Daryl Ruff	67	Fife	SMX	95.0
10	Dennis Pittis	57	Clinton	Alt2	117.0

Full Results: <http://www.ibextrax.com/RC2018/Results/1020SC.pdf>

2018 Seattle Cup Season Points									With all 8 regattas complete						rev 10/20/2017			
			3/24		4/07		5/19		6/16		7/21		8/25		9/22		10/20	
	Skipper	Points	SC 1		SC 2		SC 3		SC 4		SC 5		SC 6		SC 7		SC 8	
			pts	pls	pts	pls	pts	pls	pts	pls	pts	pls	pts	pls	pts	pls	pts	pls
1	Bob Wells	46	7	2	8	3	9	4	3	5			8	1	3	2	8	3
3	Jerry Brower	44			10	1	11	2	7	1	7	2					9	2
2	Larry Stiles	43	8	1	6	5	10	3	4	4	5	4	5	4			5	6
4	Joe D'Amico	42	3	6	1	10	8	5	6	2	6	3	7	2	4	1	7	4
7	Kelly Martin	31			9	2	12	1									10	1
5	David Jensen	30	1	8	3	8	7	6	5	3	2	7	4	5	2	3	6	5
6	Mike Hansow	26	4	5	5	6	6	7	1	7	4	5	3	6			3	8
8	Steve Young	20	5	4			2	11			3	6	6	3			4	7
9	Daryl Ruff	18	6	3	4	7	3	10	2	6					1	4	2	9
11	Dennis Pittis	9	2	7	2	9	1	12			1	8	2	7			1	10
10	Barry Donaher	8									8	1						
12	Jim McCaa	7			7	4												
13	Vic Childs	5					5	8										
14	Bill Wilson	4					4	9										
15	Art Lent	1											1	8				
One point for each boat you beat plus 1 point for starting a race in the regatta. PRO 75% of day gets 2nd Pls Pts.																		Excel

Thanks to Jerry Brower we have season points, and he has been doing this for us since the early 1990's when we sailed EC-12s. Back then Jerry was usually first and I was second at Seattle MYC, so it is nice to see that reversed for a change. A nitpicker might point out that Jerry only raced 5 of the 8 regattas, and I raced 7 of 8; but I say a win is a win – I'll take it. And it was a good thing that I raced in SMYC #7, where I finished third out of four boats, as I needed those two points to hold off Jerry (sailing in French Nats at the time).

Congratulations to Joe Damico and David Jensen, who planned their lives well enough to race in all of our regattas. Participation is its own reward, as we all know. We'll do it all again in 2019.



Put on your Woollys and lets race!

Frostbite one design series for DF 95. Four Race Days. Every other Saturday in November and December. Alternating venues. Everyone welcome.

Surprise Lake in Milton: Nov.3rd & Dec. 1st

Coulon Park in Renton: Nov. 17 & Dec. 15th

Aussie Online Race Officer Course

By Bob Wells

Glenn Dawson is chairman of Australia's Race Management Committee, and he reminded me recently of their online Race Officer course launched earlier this year. It is free and available to anyone interested in learning more about being a race officer. It is aimed at club and local level, and would provide a basic knowledge to do a regional or state event. The course platform is called Eliademy and the link is here:

<https://eliademy.com/catalog/catalog/product/view/sku/dd8e7afcd4>

You can enroll and commence the course at any time. It is self-paced and contains 11 modules. Each module contains a quiz with 10 questions. You have 2 chances to complete the quiz prior to lodging it. There are a few items which are specific to Australia, but the course is written with the Racing Rules of Sailing as the basic reference.

So far, there are 130 people enrolled and about 25 have completed the course and received their certificates. This winter I plan to take it...

Display Stand for your IOM & Corbie 5:

By Bob Wells

Most of our IOMs are too nice to be hidden in your shop. They should be displayed in the foyer or living room as functional art when not in use. Especially if it is a woody. Maybe this display stand used by Ian Dundas will give you inspiration to make a display stand for your IOM and present it properly in your home.



The sweet IOM in the stand is *Corbie 5* hull #1, a collaboration from Jeff Byerley of Mirage Radio Yachts in Tasmania and Ian Dundas in Scotland. This is the 2017 refinement of the *Corbie* series that began as an adaption for wood construction of Jeff's successful 2010 *Cheinz*. There are three options to obtain *Corbie 5*:

1. Occasionally Jeff makes this as a woody for sale, so email him and bribe/negotiate to see what happens. The offer I saw recently was surprisingly cost effective for the labor involved, and his woody version looked great with a contrasting & functional white fiberglass aft deck with integrated mast well.
2. You can now order a fiberglass version from Jeff called *CG5* (*Corbie*, glass, version 5). You get the design evolution with the rig & tune guide in the lower maintenance of fiberglass, and maybe a few

more grams of correctors. See it here: <https://www.mirageradioyachts.com/index.php>. (While there check out Jeff's latest IOM called *Panda* and/or *Nitro* – no less than three current IOM options.)

3. Another option is to build it yourself, and to facilitate that they offer a kit as of 2/17/18 as described below:

Following a full year of testing and successful competition in UK and Australia, the Wooden IOM *Corbie 5* design is now available for Home Builders. To obtain the hull section drawings and a detailed 72-page manual that gives details on how to build the boat, make the rigs and tune the boat for racing, you need to send a signed copy of the Corby 5 Builders Agreement along with a payment of \$115 AUS or £65.

To help builders to set up an accurate building frame, CNC cut plywood hull sections are available to order. Details are given in the Construction Manual. For those interested in building a *Corbie 5*, copies of the Builders Agreement and details of payment can be obtained from: Ian Dundas in UK i.dundas@btinternet.com; Jeff Byerley at Mirage Radio Yachts in AUS miragej@bigpond.com

Ian and Jeff have been collaborating on woody IOMs since at least 2011, see my interview of Ian here on the ECO: <http://www.ibextrax.com/Update/201111.pdf>.

2018 Scottish IOM Woody Championship

From Ian Dundas

Jeff's (Byerley 's) Corbie 5 design continues to perform really well and finished 1st and 2nd in this year's well fought Scottish Wooden IOM Championship – results below. It also logged top place at other Scottish District events and placed well when we ventured south in UK to play with the big boys and their latest plastic fantastics. http://www.mya-uk.org.uk/Scotland/Results/2018/IOM_Wooden_Boats/IOM_Scottish_Wooden_Hull_Championship_2018_-_Race_Report.htm



2018 Scottish IOM Wooden Hull Championship at Kinghorn Loch, where it looks a lot like our Seattle weather.

New Boats in 2018

By Bob Wells

After noting a few new boats regularly joining our fleet for years, 2018 is notable for how few new ones we have seen. Jerry Brower's Kantun 2 is the only new boat sailing in our fleet this year. He has also received a new Sedici, but it hasn't sailed it with us yet. I expect to receive a Britpop from Denis Astbury and rig package from XL Sails late this year, but that is it as far as I know.

There is one "other" new boat. Scott McConnell is sailing a new boat in a new class, which is why we haven't seen him racing IOMs this year. She is sweet, and a lot beamier than his Kantun S. Read about Scott and Cindy and their new boat on the next pages...

The J/97, in some form, has actually been on the market since the first hull was finished in 2008. It was built to prioritize ease and versatility while maximizing performance under the IRC racing rule. It did so beautifully, with many early wins, and a great deal of positive response from cruising and racing sailors alike, as well as critics (it won *Sailing World's* Boat of the Year for Best Club Racer in 2010). Since that time, the boat has gotten a primarily-cosmetic design update and is now called the J/97E, but the broad appeal remains. New boats have been selling in the Pacific Northwest, including the one that belongs to

Scott McConnell, who is a terrific guy and who took some of the 48° North crew sailing recently on a stunning September day.

Sailing with new boat owners has become a real joy for me; it is so fun to get to know why someone makes the big decision to buy a new boat. In Scott's case, he's started in a San Juan 24 before moving into larger cruising boats. Now he's excited to downsize, and says that having a boat he really wanted to go sailing on - something fast, fun, and easy - was his biggest motivator to choose J/97E. Unlike his other boats, he's keeping the boat

nearer to his home instead of closer to the islands, and he's LOVING it, sailing more often than he even hoped.

I had a chance to explore the J/97E at the Seattle Boat Show and was truly eager to see her in action. Honestly, of all the boats I've tested, the J/97E might be the boat that best suits my personal sailing desires, with its simplicity, speed, and ability to race or cruise, all in a midsize package. I'll try to keep any personal bias in check.

The J/97E is a very sharp design, and approaching the boat from the dock, she really looks quick. I didn't notice it from the dock view, but once

I stepped on deck, I felt the beam. An 11' beam is not enormous, but it's quite a lot for a 31' boat, regardless of its intended use. It's also somewhat reminiscent of certain J/Boats of old (11' is the beam measurement of the J/29, and the J/30 is 11.18'). The last sail test I did on a J/Boat was on the J/88, a boat with a clearly different design purpose and a beam of 9.5'. Nonetheless, I found the J/97E notably beamier than the J/88 on deck, in the cabin, and under sail.

The beam on the J/97E is likely a result of the desire to maximize both interior space and rating under the IRC rule. The interior has an efficient and comfortable

layout for cruising, which I'll discuss a bit more later. In addition to the beam, the IRC maximization also can be found in the way the knuckle at the plumb bow sits out of the water, shortening the waterline measurement, but leaving it functionally long when you're underway. In addition to the beam and the bow design, the boat is also fairly heavy for its length, another design element likely aimed at IRC.

I toured the whole deck layout, and it is really beautiful in its simplicity. Moving around the boat was easy from stem to stern with ample side-deck and room to get under the outboard-set shrouds. I am a huge fan of the J/97E's cockpit layout, with bench seating forward of the traveler and the more wide-open design aft with dual foot pushes. Since this is a tiller driven boat, the cockpit felt particularly spacious without a wheel pedestal. Different than the original J/97, the J/97E has the traveler on the cockpit floor, which makes movement fore and aft seamless. And with the beam, that bar is LONG! I asked Scott whether they ever use its full length, and he said they tend to keep the car in the middle 75% of the bar, but it's nice to have options. I agree!



J/97E

48° NORTH BOAT TEST

BY JOE CLINE



The profile of the J/97E is visually pleasing and reveals her IRC-rule aim.

I noted the cleverly rigged in-haulers for the jib. Since the boat has a one-design sail plan with a non-overlapping 105% jib, those in-haulers will be an important device for getting the most out of the boat in lighter breeze. The in-haulers are permanently rigged, and Scott mentioned using them a lot, even while cruising and day sailing. A lot of production boats have moved to non-overlapping sails in a way that leaves many of them wanting power with the stock sail plan, the J/97E will not suffer in the same way.

We headed out sailing with a 12-14 knot northerly... we really couldn't have asked for better. The size of the boat makes the sail setting easy - nothing is too loaded. In the conditions we had, we were quickly into de-powering mode, putting something extra on the halyards, moving cars aft, and pulling on backstay to reduce headstay sag. I found myself wondering about rig tension for the fractional, swept-two-spreader mast - should we have had more, and is this a boat on which owners will want to adjust their shroud tension as the conditions change?

As we set off upwind, I was immediately aware that I could feel when the boat was lit-up and moving, and when it was choked or needed to be powered back up. I love that kind of feel. That said, I found it a somewhat challenging balance, because pushing the boat to feel powered up and fast led us to sail with more heel than was probably efficient. It's the kind of thing that owners of these boats probably dial in quickly, but it wasn't super intuitive for me.

I loved playing with the jib set-up. It is so adjustable, and the controls allow for beautiful shape. We didn't need much in-hauler in the breeze we had, but I'd estimate that you could get at least six inches of play inboard/outboard, which is a lot.

Sailing upwind, I felt the beam again. Compared to the narrower J/Boats designs that I have more experience with (J/105, J/80), I felt like the groove going to weather, at



For a 31' boat, there's a lot of interior space in the J/97E, especially one as performance minded as it is.

least in our conditions that day, was a bit narrow. It can be attributed most to sailing too heeled, but we actually overpowered the rudder several times going upwind. In spite of those moments, the boat felt maneuverable, and the tiller was never unwieldy. Even if the groove was a little narrow for our set-up, when you were dialed, it was fingertip-control on the tiller.

One of the great things about the hull shape is how good it felt going through the waves. It's motion was smooth, likely a product of her 8,600 pound displacement. And its way through the water seemed particularly buoyant - the bow stayed high and the deck stayed dry. This is a boat that already has an impressive offshore resume, and this sense of buoyancy would be confidence inspiring in swell.

The J/97E is definitely fast. The boat's instruments were yet to be calibrated, but our handheld GPS showed us beating well above six knots.

After an hour or so of exciting, blissful upwind sailing, we rigged the monstrous asymmetrical that sets off of the six-foot telescoping bow sprit made of carbon fiber. We set methodically, trying not to light the boat up until we were ready. Once the kite was up and sorted, then... "everybody ready?" We turned up a few degrees and we were off. The boat felt incredible under spinnaker. On this point of sail, I was *in love* with the beam. It felt fast and stable. The GPS climbed above seven knots, above eight - easy, under control, and fun! We trimmed by hand except when we really heated up to a reach. Scott and his wife sail the spinnaker

double handed, and I can see how that would be no problem.

I was impressed by the minimal stern wave we were creating - our way through the water was smooth. This is important, because the J/97E is not a boat likely to plane. Surf? Sure. But, if a boat is going to displace 8,600 lbs of water, to do so efficiently is a true success. While you're

not likely to spend time on a plane, the boat is certainly still performant. And remember, this is a cruising boat too!

Speaking of cruising, that interior is perfect for a couple or a family. The beam is a big benefit to the cabin, and it's really an elegant use of the space. There is 6' headroom and accommodations for a comfortable cruise. It sleeps six, but that would be cozy. There's a private double berth aft, and a spacious v-berth that is open to the main salon. The galley is small, but has all the basics: stove, oven, refrigerator, storage. There's a nice, double-sided seating area in the salon. It has an enclosed head with shower to starboard, opposite the aft cabin.

Scott had just completed a week cruising the islands - they hosted friends overnight, and had a group of six for dinner. He loved it. While it's not a huge interior by any stretch, it suited them perfectly. When they were cruising, they sailed a lot, taking advantage of the boat's performance capabilities. In his own words, "We had so much fun!"

In my own words, the J97E boat is pretty awesome. It's a very attractive boat that is genuinely versatile. It feels powerful, is really fun to sail, and its accommodations are really impressive for a boat of this size and performance pedigree. I couldn't help thinking that with all of its fun and functionality to go along with the simple sail plan, a crew of four, five, or even six could do something like Van Isle 360 unsupported on this boat and absolutely have the time of their lives. In short...I want one.

Joe Cline is the Editor of 48° North.

2019 Seattle MYC Regatta Schedule: This ends the 2018 regattas for Seattle MYC (and Gig Harbor MYC) and this year's regatta reports. We begin again in March 2019 per usual. We'll have a coordinated Pacific NW regatta schedule out sometime early 2019. Best source for PacNW regatta schedule updates is still Jerry Brower's excellent website: <http://www.ibextrax.com>.

2018 Local Radio Sailing: While the cold gray drippy weather blankets Seattle beginning mid-October, you can still get your IOM radio sailing fix a little to the north at Deception Pass MYC, which enjoys the rain shadow of the Olympic Peninsula. They sail year-round every Wednesday and Sunday at Bowman Bay, at an excellent venue with elevated viewing. You will mostly sail in the dry, and often with blue sky. More info at Jerry's website. Option #2 is Daryl Ruff's Frostbite DF95 Series at Milton and Renton announced on page 2...

IOM USA's 2019 Regatta Schedule is developing, and already we have two early national regatta events:

Jacksonville Model Yacht Club
Jan 25-26



Location: St. Augustine Hotel & Suite by Holiday Inn
Registration is \$60
Regional Score 1.1X

the **SAN DIEGO ARGONAUTS**
present the
2019
Mid-Winter IOM Regatta



Feb. 22nd-24th
details...

- 1st Race 12pm on the 22nd
- Measuring starts at 8am
- Awards 5 Deep
- Lunch and drinks provided
- Free parking next to the set-up area
- Registration is \$65
- Club level 1.0



AMYA