



Ghosting while postponed is the newest boat in our fleet, Ryan Ruff's *Disco*. She is a vintage IOM by BG Sails & Design in excellent condition, including the old Blackmagic Sails with few wrinkles. The image also shows the flat-water conditions that we sailed in for the first three hours of our 4-hour club regatta, where downwind it was often too light for the jib to wing out. For the last hour our wind increased to a more satisfying 3 knots that created ripples on the water with the forecasted shift to the NW. Bob Wells photo.

Seattle MYC Regatta #1 – IOM Class (March 30, 2019 at Coulon Park)

Bob Wells Reporting & Jerry Brower Scoring:

Finally, Spring is here after extended cold and record snow fall in February, and now IOM radio sailing is back starting a new year of at Coulon Park, where we began in IOMs in 2010. We had balmy 65-degree temps and light wind that was unusually consistent in velocity and direction. Our small fleet was all regulars plus Ryan Ruff, sailing with his Dad, Daryl.

Saturday morning the Windfinder.com forecast was discouraging, projecting 1-2 knots in random direction switching to 3 knots from the NW around 11:00. Wells and Jensen set the buoys in flat water and we were not optimistic that our array of buoys anticipating NW winds would prove suitable. Fortunately, the course was fine all day, as we got consistent light northerlies, shifting in the last hour to the predicted (and much more satisfying) 3 knots from the NW that brought ripples.

2019 Seattle Cup #1 Gene Coulon Memorial Beach Park, Renton, WA

Pls	Skipper	Sail	City	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14
1	Jerry Brower	42	Lk Stevens	K2	20.0	1.0	1.0	2.0	5.0	2.0	3.0	1.0	1.0	1.0	3.0	2.0	3.0	2.0	1.0
2	Joe D'Amico	32	Sequim	V9jd	38.0	4.0	6.0	1.0	4.0	5.0	1.0	4.0	2.0	3.0	2.0	6.0	5.0	4.0	3.0
3	Bob Wells	12	Mercer Is	K2	39.0	7.0	7.0	3.0	3.0	3.0	2.0	5.0	5.0	2.0	7.0	1.0	1.0	5.0	2.0
4	David Jensen	68	Bellevue	RR II	48.0	2.0	3.0	4.0	6.0	7.0	4.0	7.0	4.0	6.0	6.0	3.0	2.0	1.0	7.0
5	Steve Young	73	Tacoma	Vision	48.0	3.0	5.0	6.0	2.0	1.0	6.0	2.0	3.0	7.0	5.0	4.0	6.0	6.0	5.0
6	Mike Hansow	53	Renton	V10	55.0	6.0	4.0	7.0	7.0	4.0	5.0	3.0	7.0	4.0	4.0	5.0	4.0	3.0	6.0
7	Daryl Ruff	67	Fife	SMX	61.0	5.0	2.0	5.0	1.0	6.0	8.0	8.0	8.0	8.0	1.0	7.0	7.0	7.0	4.0
8	Ryan Ruff	57	Fife	Disco	88.0	8.0	8.0	8.0	8.0	8.0	7.0	6.0	6.0	5.0	8.0	8.0	8.0	8.0	8.0

Hosted by Seattle Model Yacht Club, Roll your own scoring.

Even though our fleet is small, the consistent wind made for crowded starts and mark roundings, as we are all about the same speed and height in the light. Jerry Brower dominated by doing subtle things better to get

an edge, and then he covered to hold his lead. Nobody achieved a horizon job. A mistake that required a tack and a gybe to exonerate put you at back of the fleet, where it was difficult to recover. Don't ask how I know.

The 10 hp Honda on the dinghy wasn't cooling properly, so we finished up using the oars. Joe is getting it looked at.

Visiting us in the morning and calling a few starts was Steve Deligan, who is SeattleRCSailor on the RC Forums. Steve is building a woodie *Corbie 5*, and wanted to check out our rigs, as that is his next step.

Next up: Gig Harbor MYC #2, Saturday, 4/6/19-at Surprise Lake (next weekend).



Gresham's Darrell Peck sailing his Finn. Who is Darrell Peck you might wonder? He is Joe Damico's Finn buddy from back-in-the-day when Joe thought nothing of towing his Finn to Florida from his home in Cali for a Nats. The difference between them is big Darrell is a better size for Finn performance (Joe even lacked his belly then) and Darrell never stopped sailing Finns. Thanks to Steve Landeau, Darrell did sail IOMs with us at Hood River a few times, and he does own a Britpop. Maybe after he ages a few more decades he will decide IOMs are a more comfortable sailing class. I hope so.

Darrell Peck's drive is Fueled by Competition on the Water

By Seth Schwartz (I found this published in SailingAnarchy.com)

At age four, he had a tiller in hand. The past 31 years his name has been prominent in the Finn Class. Now 54, the resident of Gresham, outside of Portland, Ore., took a tour to Sarasota, Fla. for the Finn Nationals March 15-17. Hopping into his Ford 2006 diesel pickup, with 180,000 miles, Peck accelerated to San Diego, placed three Finn boats on his trailer while Mike Entwistle, Lee Hope and Robert Kinney [of Newport Beach], climbed aboard. The next stop was Buccaneer Yacht Club in Mobile, Ala. to grab his Finn, a 2009 vintage, and two other Finns.

Peck's skills were evident as he outmaneuvered the 34-boat field for a third, first and fifth on Friday, and two firsts on Sunday. He was disqualified on the second race for OCS along with six others [rules allow to throw out the worst score]. Saturday's the races were cancelled due to limited air. "The first race [Friday] was a nice 10-15 mph winds," he said. "With the Finn class, there's great competitors from many classes and a lot of smart sailors. The Finn has every adjustment in the boat to make it controlled while in the hiking position." "The starting line was pretty intense and I pushed it hard," said Peck. "In the second race I was over the line. Maintaining your lane and keeping clean air is critical so no boats get up on you and you can sail as fast as possible. Then you can tack in the wind shift closest to the windward mark. "On the last race [fifth place], I got a good start, but the wind shifted south [not predicted] and I lost a lot of time [on the first leg]. Quinton Gallon [first in the fourth race] got ahead and nobody was going to catch him. The fourth leg was up wind and then downwind to the finish line. I passed about six boats. "Sunday, I was little conservative. There was a nice geo-shift from the north. At the first windward mark, I worked to second at first. The rest of the day, it clocked to the northeast. I was head-head with another boat [who], rounding the windward mark. I went to the left side around the mark, the wind shifted, swinging toward the east with the air temperature dropping." Maintaining a 50-yard lead ahead of Derek Mess, Peck eased across the finish line.

The Finn was unveiled in the 1952 Olympics in Helsinki, Finland. Since 1993, carbon fiber masts and technology advances are always improving.

Trophies from lakes around the country are part of Peck's extensive resume. North Championships include: Cascade Locks 2001, San Francisco Bay 2007, Burlington, Vermont, Lake Champlain, Texas Corinthian Yacht Club 2011, Mobile Bay 2013 and Casanovia, New York 2018. Peck won the US National Championships in 1997, 1998 and 2019. Taking off from work, from 1997-2000, he trained for the Olympics where he ended up placing third in the trials among 50 boats [in 2000 and 2008]. The trials [in San Francisco Bay [2000] and Newport Beach, Calif. [2008], are two races that are six miles held over eight days. He competed in twelve Finn World Championships from 1991-2004 with a top finish of 14th in 1994 in Estonia and 25th in 1999. The five-day competition had classes of 120. Peck poses a keen eye and uncanny understanding of Finn rigging and nuances. Other sailors at regattas will seek his expertise before the race and six-eight time a year, he'll coach from the rig bottom inflatable boat. "I show up early, three days before competition starts and practice," said Peck. "I'll tune and adjust all settings on the boat for specific wind and wave conditions; that's my specialty. It makes a difference when the end of the race is decided by a few boat lengths.

"The rigging on the Finn is well thought out. I'll tweak the cunningham, outhaul, traveler and adjust the mast rake and mast positions in the boat. The inhaul is unique to the Finn and is one more way we can change gears and adjust for a wide range of conditions. You have to alter the hiking straps constantly during the race from the cleat on the side. "The Finn is the most demanding single-handed boat," said Peck, at 6-1, 250 is still in great physical shape. "You have to say on top of everything."

In the summer of 2015, Peck spent six weeks as a consultant at Takapuna Boating Club in Auckland, New Zealand assisting sailors from Finland, Estonia, Australia and England who were preparing for the 2016 Olympics. “Guys competing internationally now are 6-4 to 6-8 and need a heart rate of 170 for an hour,” he said.

When he’s at home, Peck sails his Lightnings, Thistles and Lasers on Monday, Tuesday, Wednesday and Thursday evenings at the Willamette Sailing Club, [on the river] and at Vancouver Lake in Washington.

He practices with the Finn out of [Cascade Locks](#) from June-September. President of the Finn Class in America, Peter Frissell appreciates Peck’s expertise, on and off the water. “Darrell is very smart, he picks up on all the wind shifts,” he said. “He’s very fast in light air. The Finn is the ultimate test. You have to feel the fine points of the tiller and it teaches you to steer properly. It’s a technical challenge. “I’ve sailed Lightnings, Snipes and Lasers, but the Finn is very intriguing. It’s very sensitive; you have to have a good touch and feel to keep it going.”



How dominant was America in 1851?

(Published March 13, 2019 at Scuttlebutt.com)

Bengt O. Hult, now at 96 years old, is a retired International Judge who had served the sport throughout the world. He is also the author, or translator, of more than 50 books, mostly on sailing, and has lectured on racing rules for decades.

The Swede is also a keen observer of America’s Cup history, and in this report takes issue with the interpretation of the – “there is no second, Your Majesty” – statement.

I seek to share the true story of the race around the Isle of Wight in 1851 which is often, incorrectly, called the first race for the America’s Cup.

I have read with interest a number of articles about the history of that famous race in England in 1851 which have generally just repeated the old story as told by the owners of America. Among other things, the remark of that silly footman aboard the Queens paddle steamer – “there is no second, Your Majesty” – indicating that the yacht was a flyer.

People have for more than 150 years deliberately misinterpreted that remark. What is reported is not at all what he meant. I think it is time to sort out what actually happened that day. The following facts are taken from the press and other sources from that time. So off we go...

It is normally reported that there were 15 yachts – 7 schooners and 8 cutters – entered and starting in the race round the Isle of Wight. There was, in fact, one more entered, the Irish sandbagger or, as they were called in Europe, beach yawl, called Wildfire.

However, the haughty officers of Royal Yacht Squadron did not like that type of boat although it was an established type in the US at that time. They refused her entry, but that did not stop her from starting in the race together with the other smaller yachts.

After having sailed for about one hour the yachts should take the Nab light vessel to starboard, some miles off the coast. Most yachts did so but America followed the coast and fell off, thereby gaining some miles.

The other yachts protested of course but the race committee explained that they had given the guests a special, very elegant copy of the sailing instructions where the Nab by mistake was left out in the course diagram. They could not be blamed for following that diagram so the protest was dismissed.

It is not quite clear but it seems that some other yachts followed in the wake of America, among them Wildfire. An hour later two other cutters, Volante and Frank, had worked closer to the shore south of the island and were then in the lead. This is confirmed in the log of America. The wind was light and the tide against.

Now America put in a number of tacks to get close to the shore as well. The reason was to cheat the tide. Other yachts followed, and soon a number of yachts were fighting hard for free wind. Frank tacked in front of Volante and broke her bowsprit.

When the yachts rounded St Catherine's Point – half way round the island – Aurora was close behind America but first of them all was Wildfire. Her lead was substantial, three miles. This was confirmed by Montague Guest, the official historian of the club, who wrote about the race in 1902.

When they later could ease the sheets, America managed to catch up with Wildfire near the Needles, the formidable rock pillars outside the western point of the island. The wind was again dying and, what was even worse, the tide had changed and was now against.

America had now goose-winged her two big sails in order to catch as much wind as possible and chose to get out into the Solent. In contrast, the smaller yachts tried to get as close to the coast as possible to cheat the tide. In fact, they even went in to bays and nooks as there was no tide there at all.

Finally America managed to cross the finish line, which was when that footman told the Queen aboard the royal paddle steamer that America was first but there was no second. Where were all the others then? They could not have sunk all of them and they could not possibly be below the horizon. The truth is, of course, that they were inside a nook and obscured by a headland.

The official results show that the second yacht, Aurora, was only 8 minutes behind. She had a very high peaked gaff, making the rig more like a gunter rig. If it is a formidable achievement that America (30.86 meters and 132 ton) beat Aurora (19 meters and 47 ton) by 8 minutes after having sailed 54 miles in about 10 hours is up to the reader to decide, especially as America cut the course at the Nab and Aurora did not.

While Wildfire was not in the official results, the press reported that she was a few miles in front of the winner when she finished.

Perhaps the winners themselves can give us their appreciation of the yacht America. They sold the yacht as soon as they could, grabbed the cup and the money and went home to New York. Did they brag about their feat? No, they put the cup in a cupboard where it stayed for seven years before they took it out, renamed it America's Cup, and donated it to NYYC.

What about the new British owner, Lord John de Blaquiere, then? Did he use his "golden egg" to win numerous matches? No, he entered her in a few matches, won some and lost some. One match in 1852 was against the Swedish schooner Sverige of the same size. They raced east of the island, and at the turning point the Swedish yacht had a lead of nearly nine minutes. However, on the way to the finish, her main gaff broke so that the sail could not be sheeted in, giving America one of her few victories.

Anyone may have an opinion of America. After having read this true story, you as a reader may have yours.

In case you are unfamiliar with a Sandbagger:"



A modern decked-over Sandbagger image. From Wikipedia, "A sandbagger sloop is a type of sailboat made popular in the 19th century as a work vessel which also could be used as a pleasure craft. They are a descendant of shoal-draft sloops used in oyster fishing in the shallow waters of New York Bay The term "sandbagger" refers to the use of sandbags to shift the boat's center of gravity in order to obtain the most power from the sails".

End