



The M Class heyday in Seattle circa 1940 -1955 at Golden Garden Ponds, located at a rare windy spot in Seattle. The pond was spring fed from the hillside, then once a year in winter it was drained and filled with saltwater. After the saltwater killed the weeds it was drained and filled as a fresh water sailing pond for another year – a simple environmentally responsible solution. This high-quality image is likely by the Seattle Times newspaper. Photo is archived in electronic form by Rod Carr, and he thinks the originals were incorporated in Mystic Maritime Museum Collection 284 – American Model Yachting.

2019 COW M Regatta Report (4/26/19)

Gene Coulon Memorial Beach Park on Lake Washington, in Renton, WA

Bob Wells Reporting:

Our ninth annual COW Regatta adds M class sailing for the first time in the Seattle Area in a long time. The heyday for M sailing in Seattle was 1940 –1955 on the Golden Garden Pond that was built for vane sailing, which was when M (and A class) racing was well attended by the public and results were published in the Seattle Times; see: <http://www.ibextrax.com/Update/201306.pdf>. The next M sailing period came in 1987 – 1995, when they were sailed as part of the weekend NORC (NORTHwest Racing Circuit) series on Sundays, with EC12s racing on Saturdays. I was often Seattle MYC's Race Officer for the Ms because I didn't have one, and was in awe of the boats. Most of the them came from Bob Sterne's Vancouver shop, and for the period his *Vipers* were highly refined to our region's light air. They were also very well sailed by a handful of Canucks that included Bob, Blair Vankoughnett and Bud Faasnacht. I remain in awe of Ms, so it was a great pleasure to sail them on a one-day regatta before the annual IOM COW regatta.

The plan going forward remains to promote IRSA M sailing on the left coast by holding one-day regattas the day before weekend IOM ranking events. We have done it three times in San Diego now, and hopefully this is the first of many at Seattle MYC. Yes, we are looking for more venue opportunities so don't be shy.

Our one-day regatta started slowly as it took extra time to assemble our seldom sailed Ms, and nobody was in a hurry. We enjoyed Champaign sailing in a pleasant partially sunny SSW breeze in the middle of our A-rigs, with swing rigs on 4 of the five Ms. Late holes combined with chop causing some consternation until a little breeze filled and the boats could move again. Jerry Brower was PRO, and this provided a nice low-pressure practice for him for his rookie debut as IOM PRO for the weekend. Confusion reigned on the subtle course changes as the wind shifted, which led him to bring out the course board for IOMs. (I think it was his plan anyway.) Our fledgling fleet at the COW included:

- George Pedrick's 1998 *Rad* is the same one that Graham Bantock sailed to the '98 WC, and she is unchanged since from a long time in storage. She looks newish, but dated to me. George plans to upgrade his foils/masts to today's stiffer carbon, so expect this cool boat to get pimped soon. It was amazing how much his original *Rad* mast bends going to weather compared with the *Grunge*, which uses the new SAILSetc masts.
- Gene Harris' all-carbon *Paradox* precedes the *Rad* by a few years and is the Bantock design that BG references in his "Pimp My M" series here: <https://marbleheadsailing.wordpress.com/how-to-tips/>. George also has plans to upgrade his wife's foils/masts, so expect another cool boat to get pimped soon.
- Bruce Andersen's *Dred* was loaned to Bob Wells for the event. *Dred* is a thrown-together prototype that Bruce has been involved in and now inherited. Little issues get addressed after each outing over a few years now, and this was her best sail yet. She charges upwind nicely with a big sweet spot, but too readily dives so one big issue remains. Importantly, the Mike Eldred's foils are good, the SAILSetc mast is current, and the older SAILSetc sails seems fine. A broken collar allowed the mast to jump around in the holes with chop, and this held her back, as she finished with a string of DFLs. Boats won't move forward when a

shaky rig spills all the wind, an easy fix in a shop. (Bob ordered his *Grunge* August 2018, and is thrilled to have an M to play with while he waits.)

- Bruce Andersen's *Grunge* by BG/Robot is the current WC design and Brad Gibson himself spent time tweaking the rigs in San Diego earlier this year - so this is the hot M currently in the USA. Why did this boat not do well at the COW? Well, it was the skipper. I'll give Bruce a pass on this one though because he was spending too much time analyzing/tweaking his *Dred* and Gene's *Paradox*. Bruce is the guy most responsible for the M resurgence here and helping others is part of his nurturing. He just needs to spend more time focused on sailing his own boat in the future.
- Joe Damico's heavily modified Sterne *Viper* is unique, or as we say locally, "It has been Damicoed". Joe goes his own way, and he wanted to see if he could combine this sweet old Kevlar hull with IOM and DF95 parts and have a decent boat. She is very light at just over 7 pounds, and has IOM sails on a rig from DF95 parts. The IOM foils have a little more depth than legal on IOMs, but are very shallow for an IRSA M. Joe achieves consistent speed and acceleration in a variety of conditions with his under-powered M, which lacks the top end speed of the IRSA M. She is an attractive boat - if I don't look at the skinny rig.

The racing was competitive and friendly as we took turns getting good finishes. George Pedrick finished strongest to grab the win, which makes it a sweep for him this year in Seattle because he won the IOM regatta on countback too. We are all winners though, as we follow our M sailing with two interesting days of IOM competition at the COW (see my separate IOM COW Report).

I think we can build on this core, that also includes Gary Boell (*Mantra* with *Grunge* on order), Mike Shaw (multiple *Skapels*, including a perfect late model), Al Chernin (self-built carbon *Indie*), John Ebey (*Paradox*), and all are IOM skippers too. We are looking for more of course. Who's got next?

Summary of the 2019 COW Regatta (USA Club Ranking 1.0 Event):

Class: IRSA M

Date: April 26, 2019

Location: Gene Coulon Memorial Beach Park on Lake Washington in Renton, WA

Host Club: Seattle Model Yacht Club

Number of Entries: 5

Winds: 3-8 mph

Races Completed: 11

Scoring System: HMS 2016 v3

Race Committee & Assistants: Organizer, Buoy boat operator – Bob Wells; Registration, PRO, Scorekeeper – Jerry Brower; Buoy boat operator – David Jensen; Buoy boat & marks provided by Joe Damico.

2019 COW Marblehead Regatta

Position	Skipper	Sail	Club/City	Hull	Score	1	2	3	4	5	6	7	8	9	10	11
1	George Pedrick	71	Pt. Richmond, CA	RAD	17.0	1.0	5.0	3.0	3.0	3.0	4.0	1.0	2.0	1.0	1.0	2.0
2	Bob Wells	116	Mercer Island, WA	Dred	19.0	4.0	1.0	1.0	2.0	2.0	1.0	2.0	1.0	5.0	5.0	5.0
3	Bruce Andersen	16	Boise, ID	Grunge	21.0	2.0	2.0	4.0	6.0	1.0	2.0	3.0	4.0	2.0	4.0	1.0
4	Joe D'Amico	86	Sequim, WA	Viper-jd	24.0	3.0	3.0	2.0	1.0	4.0	3.0	4.0	5.0	3.0	2.0	3.0
5	Gene Harris	79	Pt. Richmond, CA	Paradox	37.0	5.0	4.0	5.0	4.0	5.0	5.0	5.0	3.0	4.0	3.0	4.0



Two M class boats receiving rigs in the parking lot. In the foreground is Bruce Andersen's *Dred* proto. The woody is Steve Deligan's Vintage M that he built to Gus Lassel's *Sun Wind* 1949 lines and added radio control. She looks great up close too, but she needs some work on the rig. Steve mostly sailed his new IOM woody *Corbie 5* when the IOMs had practice races starting two minutes after the Ms. Turns out Steve knows how to sail, and I expect he will join us for our club IOM racing.



Part of our fleet at Coulon Park includes Bruce Andersen's Grunge (red), Bruce Andersen's proto named *Dred* (grey - loaned to Bob Wells), and Joe Damico's heavily modified Sterne Viper (lime green). Bob Wells image.



Up next is the 10R and M AMYA National Championships Aug 15-18 (race 16th - 18th), 2019, although details of the M involvement are being sorted as I write this. NoR: https://www.sfmyc.org/images/stories/Sail_Squadron/10Rater2019NCRNORv3.pdf.