

## 2019 Seattle MYC Regatta #7 – IOM Class (Sept 21 at Coulon Park; Renton, WA)

Bob Wells Reporting & Jerry Brower Scoring:

This ranks as one of our most pleasant events this year with agreeable late summer weather and a light shifty southerly in the 2-5 knot range with flat water. Our southerly eventually veered to a southwesterly as it does here, but fortunately it was a little later than usual and we only had the last 2-3 races in the dreaded WSW direction. The stronger puffs were from the west all day, but they didn't hold until late. Weed was noticeable early by a few, but diminished as an issue after the first few races. I stuck with single lap races because of the early weed, which meant we had many clustered finishes.

The sailing was relaxed yet focused, and there were many lead and position changes. Jerry Brower is dominating our regattas again this year, and he was cruising to another relatively comfortable win. Then Joe Damico registered three bullets in the last three races to squeak out his win, while Jerry was busy collecting most of his throw-outs on his last races. What's Joe doing differently? Well he wears a pacemaker and is vegan now, so just maybe this is helping his sailing.

We have many great IOM commercial options, and it is interesting that our fleet has evolved to a wide variety with only the V9 and V10 being similar. We have gone through phases where our fleet favored the Pikanto/Topikos, then BPs, then Kantuns, and finally Vickers' V8, V9 and V10s. They're all good IMHO; and how you prepare, tune, and sail your boat is the difference maker.

We welcomed Art Lent from Florida on his annual trek to visit family, but we only get this one race with him this year. I heard there is a potential move for him to our area, so we'll see. Art needs more time sailing IOMs, so we hope he makes the move.

A few of us enjoyed our late lunch at Toreros after sailing. Thank you to Joe for hauling the boat and gear again. Bob and Daryl worked the buoy boat, while Jerry was on the road right after our sailing for the Sunday September Blender regatta at High River. That's about 14 hours driving to the Calgary, AB area folks, and he departed about 2:00PM. He'll get a few hours' sleep and arrive just a little late. If you are keeping score, his quest to race in 1,000 Radio sailing races in 2019 is at 945 now. Yikes, that's a lot of miles...

### Results after 16 races:

Place	Skipper	Sail	City	Hull	Score
1	Joe D'Amico	86	Sequim	V9 jd	29.0
2	Jerry Brower	42	Lk Stevens	Kantun 2	30.0
3	Bob Wells	07	Mercer Is	britPOP!	43.0
4	Mike Hansow	53	Renton	V10	48.0
5	Daryl Ruff	67	Fife	Kantun SMX	48.0
6	Steve Young	73	Tacoma	Vision	49.0
7	Dennis Pittis	57	Clinton	Alternative 2p	65.0
8	Art Lent	5	Enumclaw	SKA+	104.0

Full Results: <http://www.ibextrax.com/RC2019/Results/0921SC.pdf>



Heroic sailing in small rigs in big wind & water with lots of foils showing and wind mills cranking. Our committed traveler, JWB, is a regular at this event. He mentioned again how much he enjoys the camaraderie and sailing here, although there was a lot of weed...

## 2019 Canadian Eastern Championship – IOM Class R1 (Sept 14-15 at Kingston Yacht Club Kingston, Ontario)

Results after 38 races: <http://ibextrax.com/RC2019/Results/0914R1.pdf>

Images: <http://www.ibextrax.com/RC2019/0914R1/index.htm>



The pre-start on a cloudy and windy day-1 on historic Spreckles Lake, and the M skippers are all dressed for the cool blustery wind. Conspicuously color coordinated is Bruce Andersen with his red hat, jacket, and *Grunge* 16. Gene Harris photo.

## 2019 M Turtle Bump Regatta Report (August 17-18, 2019)

Golden Gate Park on Spreckles Lake, San Francisco

Bob Wells Reporting:

This was supposed to be the 2019 M Nationals hosted by San Francisco Model Yacht Club, but it and the concurrent 10R Nationals were both canceled for lack of participation two weeks before the regatta. We only had 8 M entries, and I don't know how many 10r boats entered. The left coast M fleet rallied and undaunted we held our own fun regatta at the historic Spreckles Lake venue, with SFMYC's approval, as scheduled for Nats. This was an easy choice since we all had made plans to attend the regatta there anyway, and we want to sail our Ms more. In the end, it was well worth any travel hassles for the camaraderie and joy of sailing our Ms.

Bruce Andersen and Bob Wells arrived early from out-of-state to get in a Friday practice day at Foster City, although we expected more than the light winds and flat water we sailed in. It is always good to practice the day before and there were a few things to sort on *The Dred*, which is Bruce's inherited proto that receives his little fixes seemingly for every regatta. Conditions were mid-A range, but we mostly sorted our seldom used B rigs. This proved useful as conditions were very different at Spreckles.

**Day 1:** Skies were gray and the wind very shifty and blustery, and most notable was the intermittent southerly blast reaches in every race that were generally located a little after the start to the weather mark. The blasts didn't last the whole length, but sometimes much of it. You wanted to catch one, because between them were lulls, swirls and shift after shift - followed by more lulls. This led to some amazing breakaways and recoveries. Look away from your boat on this venue at your peril. George Pedrick told me our Spreckles wind was extra strong and "unusually steady" – Mamma Mia. "Unusually steady" is hard to believe.

Six Ms made the line, although we expected all 8 of the Nats entries. The two guys with Walicki *Skalpels* reluctantly had to drop at the last minute. We used the fixed Spreckles buoys for an east-west course with a nice length, where you are never visually too far from your boat. After 15 Saturday races the top guy was Bruce Andersen with his *Grunge*, as he established himself with a nice run early and stayed up all day. Right behind was Gary Boell and his *Matrix*. After those two, George Pedrick and his *Rad* easily topped the rest of the pack for third. The more recent IRSA Ms all sailed with conventional B rigs, except Al Chernin uses his conventional A-rig. George and Gene have the older Bantock Ms still sailing with original kit. Neither finished the day because of too many little repairs like straightened hooks, the result of the gusts and bow plunking probing for weakness in their old kit. The gusty conditions found many weaknesses in our boats, except Bruce and Gary's better sorted Ms held up well. Saturday's skipper's dinner at the Mandalay Burmese Cuisine restaurant was excellent with unique flavors and textures – two thumbs up. Not only was this my first experience with this cuisine, it was my first Uber ride too.

**Day 2** provided more of the same, except it lightened enough so we all sailed in big rigs for the first few races. Then it was time to change down to B again and try to be the first to hook on to more blast reaches and keep our bows up downwind by reducing the sail plane in gusts. My skill at reducing sail plane had improved greatly by the second day, and the next planned major mod for *The Dred* will improve this aspect. The pecking order didn't change from Day 1, although race-to-race there were many finish order changes.

At 1:00 the SFMYC guys showed to race 10Rs for their normal eight races, and we joined in and quit keeping our own scores. Their fleet has a lot of boats from the 70-80s, like Infinity 54 and Santa Barbara, with no modern designs sailing. Most intriguing was a 30-year-old "vintage" Walicki carbon 10R with a wide bright yellow deck and extreme flattish hull form in carbon, which otherwise looked like a more recent Walicki with his recognizable rigs and fittings. There were maybe eight SFMYC boats racing for about 14 starters when combined with our M fleet addition, a nice sized fleet for this pond.

As the club race wore on carnage or maybe concern for carnage left only two locals sailing the last two gusty races with our four Ms. Bruce had left early for his long drive home and Gene Harris had a rig issue that need

to be fixed in the shop. It is no surprise that the IRSA Ms dominated the top finishes, but the bigger local boats had their moments in a few conditions, where they could use their longer length or carry their heavier displacement longer in the lulls. No question the much lighter Ms had better acceleration and maneuverability. After I strolled the incredible SFMYC clubhouse, the remaining M skippers wrapped it up with an early appetizer dinner at the Kiran Chinese restaurant celebrating Gene's birthday a few days early.

Wondering why I named this the turtle bump regatta? Well, Spreckles is full of algae covered turtles about 8-9 inches long, and if you see a bow dip then pop up - your fin likely bumped a turtle. Contact one at low speed and you can stop. It didn't hurt our carbon fins and I hope there is no permanent damage to the poor turtles. There's some impressively sized carp in the lake too, and they occasionally move your boat in strange lateral directions at low speed.

This completes our 2019 M sailing on the left coast. The next left coast M regatta is hopefully again at San Diego's Model Yacht Pond preceding the 2020 IOM Midwinters, but nothing is finalized yet. What is finalized is the combined IRSA 10R and M World Championship at West Kirby 6/9-19/2020, and some of us hope to qualify and attend. More later...

### Summary of the 2019 Turtle Bump Regatta

Class: IRSA M

Date: August 17-18, 2019

Location: Spreckles Lake in Golden Gate Park, San Francisco, CA

Organizer: Left Coast M Fleet (an informal group of AMYA skippers)

Number of Entries: 6

Winds: 0-25 mph

Races Completed: 18

Scoring System: HMS 2016 v3

### 2019 M Turtle Bump Results (after 8 races with 3 throw-outs)

Position	Skipper	Sail #	Club/City	Hull	Score
1	Bruce Andersen	16	Boise, ID	Grunge	21.0
2	Gary Boell	171	Point Richmond, CA	Mantra	31.0
3	George Pedrick	71	Richmond, CA	Rad	39.0
4	Bob Wells	116	Mercer Island, WA	Dred	56.0
5	Al Chernin	63	Sonoma, CA	Indie	59.0
6	Gene Harris	79	Richmond, CA	Paradox	77.0



Wondering what an IRSA M looks like? Here's Bruce holding his *Grunge* and *The Dred* in A-rig at our Foster City test sail on Friday. Bruce is a big tall guy so these are not small boats, but they are light in all-carbon construction. Bob Wells image.



A Spreckles view from the weather marks looking east, giving you a feeling for the scale of the venue and surrounding trees.



How old is George Pedrick's *Rad* by Bantock? See the rudder stamp from the 1998 WC at Viry Chatillon, FRA. The big-name WC podium:

1. Graham Bantock GBR (*Rad*)
2. Guillermo Beltri ESP (*Skapel*)
3. Janusz Walicki GER (*Skapel*)



If you sail at SFMYC part of the show is in the amazing club house full of boats. The beautiful interior finishes are almost forgotten, but are so fitting with wood ceilings, glass block fenestration for light with security, and green stained concrete floors with grooves resembling planking. This is the M class aisle with vintage Ms in wood and most are vane steered. I noticed the sail designation was M with SF under it, so this must be a San Francisco version of the M rule. Bob Wells photo.



Obviously freesailing is active here, and these two vane Ms with Carr Sails must be top boats as they have a lot of recent brass award plaques mounted on their boathouse cradles. The substantial bow bumper is a good idea. Bob Wells image.



Here's the more recently built Santa Barbara fleet area, which are 6' long fiberglass hulls that were AMYA sanctioned in 1971. Ryan Schofield is on the right, the organizer of the club regatta that we attended. Bob Wells photo.



The elegant X Class was created in 1939 as an "experimental" class, to allow builders to try out different ideas. The rule sets a limit of 1,000 square inches of sail area (Ms are 800 inches), with almost no restrictions on hull shape, length, materials, or rig. It was a very popular class here at one time, as they have a lot of X woodies. I think the narrow one in the foreground got it pretty close to right, and I'd love to sail it with radio control and catch a blast reach – it would often be partially submerged and still track straight and fast. Bob Wells photo.

There are two great model sailing clubhouses in the US that date to the beginning of this century and have remained continuously in use, SFMYC and Central Park in NYC. This one has the vintage collection, and Central Park has the modern collection because at the end of each year the boats are removed and storage spots are reallocated. Maybe I'll get to finally see Central Park's boathouse this fall when I sail the IOM Region 2 at Lake Parsippany in New Jersey.



**Martin Herbert Launches his latest IOM called Madrona:** It is PacNW news when Martin launches another IOM. It looks in line with his current *Dart* series. I don't know anything about this one, but I'll share my little email repartee with him:

(Bob wrote) Congratulations Martin, I do like the look. I like the name too, as the wood color looks like a Madrona tree after the bark peels. Maybe because it is Madrona veneer? I have no issue with your choosing the fiberglass bottom, but I thought you preferred working with wood. Which one is it? Confused in Seattle.

(Martin replied) Me too, why would I build a glass hull under wooden decks. The answer is that I had the topsides and decks and thought I could mold a glass hull and presto, have a new boat. Big Mistake, the glass hull took just as long as a wood one and is much nastier to build. That being said, it did sail today and worked better than expected. Another all wood boat is in the works so all is not lost. Cheers,

**Ian Vickers on IOM Setup** at 2019 NZ South Island Championship:

<https://www.bing.com/videos/search?q=ian+vickers+on+sailboat+tuning&view=detail&mid=27C9A966841F0896C10227C9A966841F0896C102&FORM=VIRE>

**Ian Vickers on IOM Tuning** at 2019 NZ South Island Championship:

<https://www.bing.com/videos/search?q=ian+vickers+on+sailboat+tuning&&view=detail&mid=AB39325A5DBA61F79B26AB39325A5DBA61F79B26&rvmid=27C9A966841F0896C10227C9A966841F0896C102&FORM=VDRVRV>

**Woody Vid:** Here's a nice artistic video set to music on building tandem woody kayaks. Well-done in all respects: <https://www.youtube.com/watch?v=KuvZcja6kDM>

**Next up:** Gig Harbor MYC #8 Regatta – IOM Class (10/5/19 at Surprise Lake; Milton, WA)

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