



David Jensen trial sailed his new immaculate woody *Race Ready II*, and she struggled to perform in the shifty light winds and flat water of Surprise Lake. We've followed David's design and build on RCGroupss.com, and now we will follow his progress getting her up to speed. Other outings have been more positive in lumpy water (such as this recent image on Lake Washington), so this setback is just part of the process in developing new designs. More to come. Bob Wells image.

Gig Harbor MYC Regatta #3 – IOM Class (May 6, 2017 at Surprise Lake)

Bob Wells Reporting & Larry Stiles Scoring:

This was another nice day of friendly and competitive pond sailing on shifty Surprise Lake, and the weather cooperated. The rain held off and the sun even popped out briefly just before racing began and then again at the end of racing. When your eyes get accustomed to the gray, the spring color is so good when the sun pops out. Half of the fleet followed up with a lively lunch at the usual Mexican place with the good IPA.

Joe Damico called the course for each race, and it was an impossible task. All he could do was set a windward course for the start, and about half started to the North and the others went South. The competitors challenge was to remember what buoy set was a "downwind" gate versus "upwind" offset, because many times we found ourselves beating to a gate. Each race had a key moment that if executed properly put you up in front, and if not dumped you back. It might be the start or being in the right place when the wind returned. Sometimes it all came together and other times you're back in the pack. It is a lot easier in the front with clear air where Kelly is usually found.

The Grandpa/Grandson team of Daryl Ruff and Jake Dahms hauled and placed the buoys, as the long serving on-site storage box finally succumbed to the elements. Buoy placement was great as all were used and none moved, but otherwise not their best outing. Jake's (Grandpa built) Goth had electronic problems and went down early, and then Daryl's sailwinch packed in on race 6. Jake then took on recording scores, and eventually Grandpa joined him by calling the starts and finishes.

Next up for most of us is SMYC #3 at Coulon on May 27th. Next up for Jerry Brower is the WC in France, and you can follow him race by race on live broadcasts in French and English here:

<http://www.iomwc2017.vrc-pierrelatte.com>. The six days of racing begins May 14th with 76 competitors from 30 countries. Go Jerry!

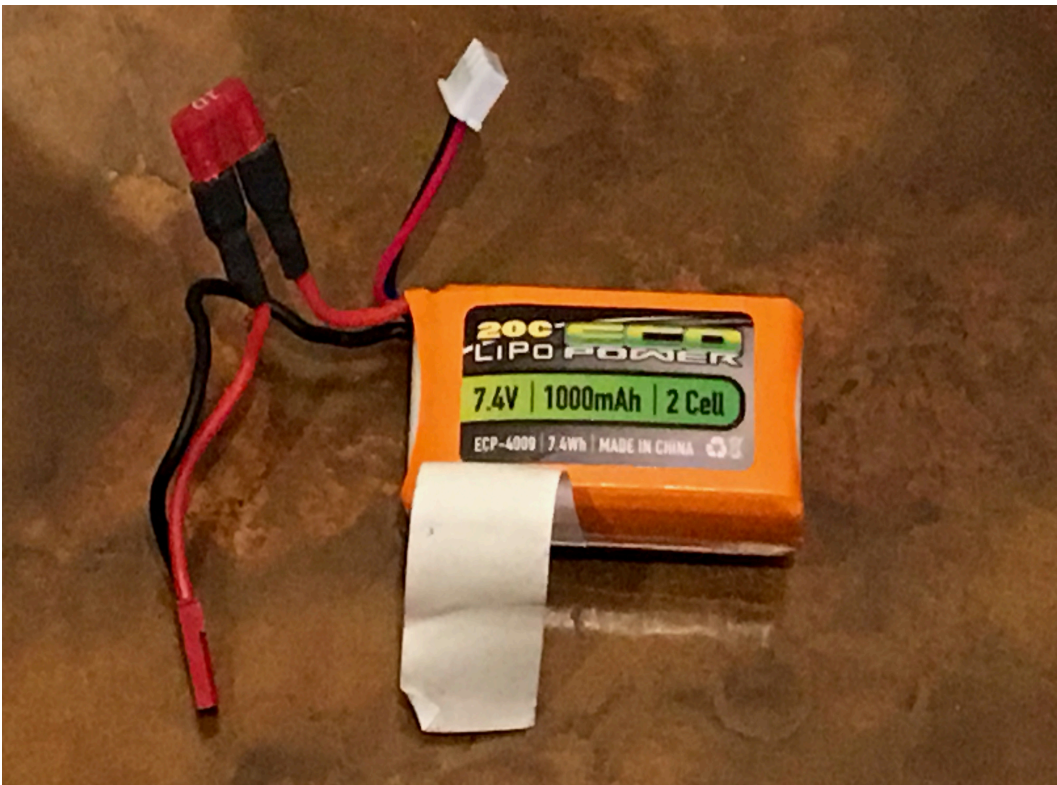
| | Skipper | Sail | Hull | Score | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
|---|-----------------|------|----------|-------|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|------|------|------|-----|-----|-----|-----|-----|
| 1 | Kelly Martin | 77 | V10 | 24.0 | 4.0 | 2.0 | 1.0 | 1.0 | 2.0 | 3.0 | 1.0 | 1.0 | 2.0 | 3.0 | 7.0 | 6.0 | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | 2.0 |
| 2 | Joe D'Amico | 86w | V10 | 37.0 | 1.0 | 1.0 | 2.0 | 7.0 | 3.0 | 2.0 | 2.0 | 2.0 | 4.0 | 4.0 | 2.0 | 3.0 | 11.0 | 3.0 | 8.0 | 5.0 | 2.0 | 1.0 |
| 3 | Bob Wells | 186R | BritPop | 49.0 | 9.0 | 7.0 | 7.0 | 2.0 | 1.0 | 1.0 | 3.0 | 8.0 | 7.0 | 1.0 | 1.0 | 2.0 | 4.0 | 7.0 | 2.0 | 2.0 | 4.0 | 5.0 |
| 4 | Scott McConnell | 21 | Kantun S | 53.0 | 2.0 | 4.0 | 5.0 | 3.0 | 4.0 | 4.0 | 4.0 | 7.0 | 3.0 | 7.0 | 4.0 | 1.0 | 1.0 | 4.0 | 3.0 | 4.0 | 7.0 | 7.0 |
| 5 | Steve Young | 73 | Cheinz | 73.0 | 8.0 | 5.0 | 3.0 | 5.0 | 7.0 | 6.0 | 5.0 | 4.0 | 5.0 | 6.0 | 3.0 | 7.0 | 7.0 | 2.0 | 7.0 | 6.0 | 6.0 | 3.0 |
| 6 | Bob Dustan | 32 | V9 | 73.0 | 6.0 | 3.0 | 4.0 | 8.0 | 5.0 | 8.0 | 8.0 | 5.0 | 6.0 | 2.0 | 5.0 | 4.0 | 6.0 | 6.0 | 5.0 | 7.0 | 3.0 | 6.0 |
| 7 | Mike Hansow | 53 | V10 | 77.0 | 7.0 | 8.0 | 6.0 | 9.0 | 9.0 | 7.0 | 6.0 | 3.0 | 1.0 | 5.0 | 6.0 | 5.0 | 5.0 | 5.0 | 6.0 | 3.0 | 8.0 | 4.0 |
| 8 | David Jensen | 168 | V9 | 97.0 | 5.0 | 9.0 | 8.0 | 6.0 | 6.0 | 5.0 | 11.0 | 6.0 | 8.0 | 8.0 | 11.0 | 11.0 | 3.0 | 8.0 | 4.0 | 8.0 | 5.0 | 8.0 |

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|----|------------|-----|------------|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 9 | Daryl Ruff | 67 | Kantun SMX | 134.0 | 3.0 | 6.0 | 9.0 | 4.0 | 8.0 | 9.0 | 7.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |
| 10 | Jake Dahms | 167 | Goth | 164.0 | 10.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |

Battery Tips: I sailed Joe Damico’s Britpop, and it was well prepared as expected. Joe is often working in his incredible shop to improve his IOMs, and a thing that I noticed this time was his boat battery. He used 1,000ma LiPos weighing 56 grams, and it was all I needed for our 4-hour club race day. Of course, he modified it as he does to pretty much everything:

1. The significant mod is the 10-amp fuse added into the circuit, making this a safe LiPo that can’t become incendiary like the dramatic videos we have all seen.** The fuse is readily available from auto parts stores, and the red one he chose was not the smallest 10-amp available. Credit local Larry Stiles for the idea and the testing to establish the 10-amp size. Joe says the fuse has come in handy already recently, when a sheet snagged and the fuse blew to shut the system down.
2. The modest mod that tidies all this up is a simple strip of electrical tape to bind the fuse and balance charging plug neatly out of the way. With the tape, he achieves the roomiest and cleanest little SAILSetc pot that I’ve yet seen. Things are less likely to snag too.
3. Joe’s other choice to simplify is to not have an on-off switch, which saves a few grams and there is one less thing to potentially fail. Like Brad Gibson, Joe’s on-off is the battery plug. (Lots of IOM skippers prefer a switch however. If you have a switch, wire it with extra plugs to disable the switch in case it fails during an event. It happened to me, and fortunately Zvonko wired it so I could bypass the switch and keep sailing.)
4. Full disclosure, on his new V-10 Joe is switching to 1300ma LiPo batteries with XT60 plugs, and weight is 76 grams. (Note, our electrical systems guru, Larry Stiles, does not recommend JST (or JR) style plugs because they are too light for the current loads that our boats put on them. The female plugs will, over time heat up, lose their tension and fail. Larry does approve of the more robust XT60 and Anderson plugs.)

** I’ve yet to hear of an IOM battery becoming incendiary, so maybe those dramatic videos are all from the early LiPo days. I have seen and heard of IOM LiPo boat batteries shorting, and this quickly led to melting wire coatings and RMG parts. Melting plastic is a very bad smell in an IOM, which is why Larry recommends the fuse to protect your equipment.



Joe’s battery mod with electrical tape pulled back and fuse (red) and balance plug (white) exposed for charging. The battery came with JST power plugs, one of the lightest plugs available. Bob Wells image.



Joe's battery with tape in place ready to go in boat, and only the power plug is fully exposed. Bob Wells image.

Where's Waldo Blackledge? I received this from Ron, who has been AWOL a lot recently. You know he's hooked on radio sailing when he is compelled to explain his absences:

Sorry to miss so many events up North. It has been one thing after another. Also, I plan to be playing more golf. Missed the COW Cup for several reasons. Mostly because I wanted to play the Portland City Best Ball the same weekend. My partner and I were leading the net division after Saturday. Keep in mind first place is \$1,000. Unfortunately, our wheels fell off Sunday but we still got a decent paycheck.

I was looking forward to Surprise Lake yesterday but woke Friday feeling poorly with a nasty rash. I have Shingles!!!! This sucks big time. May miss the next sail. And I took the expensive vaccine last year.



Ron Blackledge (R) has missed a few of regattas this year, so here's a picture so you can remember what he looks like. The other character is Larry Stiles, and they are at our all-time favorite post-race restaurant, Divots, in Hood River. Mount Adams is looking good in the background, and these guys cleaned up pretty good too. Morgan Dewees photo.