



No images of our club regatta. This is Fleetwood in the UK, which is on my bucket list. The image is from Day 1 of the UK RM Nats that was this same weekend as our club sail. Is there a better dedicated venue for radio sailing anywhere? I don't know, but Fleetwood has to be at the top of the list. More images here: <https://fleetwoodmybbc.org.uk>. Nice Video <http://www.youtube.com/watch?v=KXdeOIF17CA>.

Gig Harbor MYC Regatta #5 – IOM Class (July 8, 2017 at Surprise Lake)

Bob Wells Reporting & Jerry Brower Scoring:

A nice sunny Surprise Lake sail with stronger wind than usual and maybe more shifty than usual. Sometimes it was from the NW, then SW, velocity drops, velocity back from NW – you get the idea... Joe Damico called the start direction but often it switched before the 2-minute countdown completed and we started downwind. Win the start and be first to the weather mark and you are just about guaranteed a win on our one lap races that often turned “reaching”. This is Surprise Lake sailing, and it will improve your “thumb reactions” if you come here regularly.

Turn-out was a little light, but it was augmented nicely by Art Lent from Florida with one more of his annual sails with us before he heads home. Part way through the day we returned Art's Lintel using his mast ram, and he was much more competitive. Our old EC-12 sailing buddy Rick Martin returned to sail with us. Rick lives in Madison, WI with a condo here; and plans to sail with us when he's in town. I haven't spoken to Rick for 30 years, but we picked up right where we left off. We provided an IOM fix for both our guests, as they sail other classes back home. Scott McConnell went down early with a damaged retract spring on his return line.

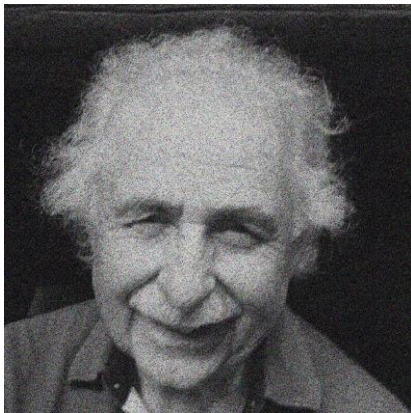
The race management issue was our tin boat had “our” lock cut off and another replaced it. So, we borrowed a small row boat with one oar, and our biggest guy pulled the buoys inefficiently canoe style. Mike Hansow also brought his new countdown starter, a very nice unit from Chesapeake Performance Models with plenty of volume. Daryl Ruff continues to store our buoys until the storage unit gets sorted. Jerry didn't join us for our late lunch after sailing as he was on the road to get to his Sunday morning start in Vancouver, BC - Coastal Cup #5.

Next up Seattle MYC hosts Hood River Carnage 7/21/17 – 7/23/17, with Jerry Brower serving as Organizer/Registrar and Barry Fox is PRO.

Results after 21 races with three throw-outs:

Pls	Skipper	Sail	City	Hull	Score
1	Jerry Brower	42	Lake Stevens	britPOP!	33.0
2	Joe D'Amico	86	Sequim	V10	48.0
3	Bob Wells	7	Mercer Is	Kantun S	58.0
4	Steve Young	73	Tacoma	CHEINZ	79.0
5	Bob Dustan	32	Allyn	V9	88.0
6	Mike Hansow	53	Renton	V10	92.0
7	Daryl Ruff	67	Fife	SMX	112.0
8	David Jensen	168	Bellevue	Race Ready II	112.0
9	Rick Martin	34	Madison, WI	Italiko	113.0
10	Art Lent	5	Enumclaw	SKA+	148.0
11	Scott McConnell	21	Lynnwood	Kantun S	213.0

Full Results: <http://www.ibextrax.com/RC2017/Results/0708GH.pdf>



Ask Albert: This is our new column to learn more about sailing IOMs, including building, preparation, design, and race management. We have a radio sailing genius in our club, Joe Damico, and we intend to share some of his knowledge here. Joe's likeness to Einstein is a happy coincidence that we don't mind having fun with, and maybe it will add credibility to this?

Question #1: *Albert, I get confused switching my battery charger to the different battery chemistry's available. I'm clearly not the only one when I ask for help. Given enough time I can get from LiPo to LiFe and back, but the path to get there is so indirect on my charger. Who designed these chargers anyway? Confused in Calgary...*

Answer for Confused in Calgary: *Good for you for eventually getting your charger programmed correctly and your batteries charged properly. Today's RC batteries are so easy to live with, except many chargers are still arcane in the settings path as you have noted. The problem is more with arcane instructions than arcane programing. To assist you in programing the 4-button chargers that most of us own, look at some how-to videos: http://www.youtube.com/results?search_query=programing+the+4-button+charger. My guess is that you are using LiPos in your boat and LiFe in your transmitter, a nice combination. Note the videos explain how to pre-program each specific battery, allowing you to simply select say "battery #2", and you are set to charge. This is the route I recommend for your situation.*

There is an even simpler alternative to consider. I now use a small charger that automatically selects chemistry type and amperage, and I just verify the settings are accurate before pushing the "charge" button. You can correct the "automatic" setting manually if required, but so far it is working correctly for me. LiPo and LiFe batteries must be balance charged with this unit, which I prefer anyway. I can monitor the readouts of charging progress between the two cells, and when the LED turns solid "green" we are fully charged – very user friendly. The charger has a long descriptive name: Venom LIPO & NIMH AC SPORT BALANCE CHARGER. The box is light and small: 3" x 4" x 5", a nice size for traveling. It is available on Amazon for about \$35 for lazy buyers. I imagine there are other similar options available by other manufacturers.

Because I don't fully trust RC chargers, I am also using a small inexpensive meter to independently check battery capacity. It also has a long descriptive name: "Water & Wood 5 in 1 Smart Battery Meter with Balance Discharge ESC Servo PPM Tester". I use it only as a meter to check that the charger has fully charged my batteries and to test the remaining capacity while sailing. A glance at the bar graph shows the percent of remaining capacity, and I change at or before 40% remaining to preserve my batts. This little meter is far from serious lab equipment, but it works for me.

I apologize for keeping this column short and direct, but the editor tells me radio sailors have attention spans that are too short to allow a full battery charging dissertation. Speaking of spans, he forbids me to discuss Reynolds numbers also, which is too bad because I enjoy that subject so.

Question #2: *Albert, I'm an average IOM club sailor and while the competition is great fun, I'm getting frustrated by the RRS and what I'm supposed to do. I read my **Understanding the Racing Rules of Sailing through 2016** by Dave Perry in the evening, and seem to forget it when racing. How do you recall the RRS quickly enough so they can be useful on the race course? **Frustrated in Fremont...***

Answer for Frustrated in Fremont: *IOM radio sailing is a racing game, and a big part of our game is applying the rules tactically. For example, you prefer to be on starboard at a contested weather mark rounding or a finish, and that doesn't happen by accident with the top skippers. A basic level of RRS knowledge is needed to enjoy club racing in the PacNW fully. Here's some resource ideas for RRS knowledge for club racers:*

- 1. First, I have to note that the rule book you are using is out-of-date, the new rules cover 2017-2020. Happily, for club racers the changes are fairly subtle and I doubt you will notice the differences. There are some differences - read about them in item 2 below.*
- 2. My friend John Ball in nearby BC writes excellent articles on rules and tactics that are oriented to radio sailing - recommended for all radio sailors here: <http://crya.ca/information/rules-tactics/>. This is all you need for RRS information for club sailing.*
- 3. It is nice to have a "hard" copy and I recommend the official World Sailing documents. Through our AMYA you can purchase for \$19 plus shipping the 2017 - 2020 Rule Book & Quick Reference Rules Card from here: <http://shipsstoremodelyacht.com/Specials.html>. They'll fit easily in your pack at the venue for quick reference and take it to the pub afterwards to discuss a "situation" further over a beer. This is my recommended way to learn the rules as beer (especially IPA) adds such clarity and relaxes conversations.*

To the question of how you "recall the RRS in a "situation" so you can apply it on the water - Welcome to the club! That is a common dilemma exacerbated because things happen so quickly in radio sailing and sometimes the control area doesn't provide the best viewing angle. There is one simple answer for this – keep working at it. With practice anticipating and applying the RRS will come because we repeat the same situations so often. Once you are confident make your hails ("room", "no overlap", etc.) so we all sail more cleanly.

Remember it is club sailing and the first rule is keep it fun. The 2nd rule is don't argue, but discuss "situations" with respect. Third rule is to exonerate on the water quickly when any doubt exists, then discuss later to further your understanding. Discussion helps the entire club learn the RRS, so this is good for us all. Fortunately, in my clubs we behave well in this regard, keeping it pleasant for everybody.

I apologize for keeping this rules discussion so short, but the editor tells me radio sailors have attention spans too short to allow a full RRS dissertation. Speaking of spans, he forbids me to discuss Reynolds numbers also, which is too bad because I enjoy that subject so.

End