



Coulon Park – The start line looking south with fall colors and a big zoom lens in 2010 – little to no weed! Tom Howell Photo

Seattle MYC Regatta #8 Report – IOM Class (October 14, 2017 at Coulon Park)

Bob Wells Reporting & Jerry Brower Scoring:

This was a beautiful fall day for radio sailing that was a bit nippy in the morning. The summer weather is over and we can feel the change. Joe even drove through a brief snow flurry in Silverdale on his drive to the venue. When the sun pops out this is one of our best times to photograph the boats with the fall colors and great light. Where are you Ron Hornung, you and your photos are missed.

Windfinder.com predicted the light air southerly accurately and with our nice turnout, we had all the ingredients for a nice day of sailing. There was just one little problem – weed. Inexplicably this was the worst weed of the year, and usually light air southerlies do not bring weed. Weed coupled with light air is frustrating, and eventually it worsened to the point that we went to lunch early. We ran our 8<sup>th</sup> race in unacceptable weed conditions to get to two throw-outs, which a few in the fleet probably appreciated.

Some might say that weed chose the winners, and it had a significant influence on individual races. But at the end of the day the same guys migrate to the top and the weed influence is random. Although I admit it doesn't always feel random at times. Congratulations to winner Kelly Martin, who amazes with his consistent high finishes even in these conditions. Kelly had half our 1<sup>st</sup> place finishes and one DNF (due to weed). And congratulations to the entire fleet for maintaining your humor despite the weeds considerable efforts. It made for a pleasant day sailing and socializing.

Lunch was another big turnout at Toreros and a rousing good time. Folks lingered and were not in a hurry to leave, except for our one outlier. Yep, once again Jerry Brower had a ferry to catch for the Coastal Cup #8 Sunday regatta in Vancouver BC. Thanks again to Audree Bennett from Perth for calling the line and keeping the scores.

Finally, we received a high compliment from Aussie Rosco Bennett after GHMYC #8, "Many thanks to the guys at Gig Harbour YC for the day. A great bunch of blokes who enjoy their racing and play fair, which is hard to find these days." His sentiment extends to Seattle MYC and Deception Pass MYC. See you on the water here in 2018, if not sooner, and let's do this again.

2017 Seattle Cup #8. Gene Coulon Beach Park, Renton, WA. Oct 14.

POS	Skipper	Sail	Club/City	Hull	Score	1	2	3	4	5	6	7	8
1	Kelly Martin	77	Bellingham	V10	11.0	1.0	2.0	1.0	5.0	1.0	1.0	15.0	8.0
2	Joe D'Amico	86	Sequim	V10	25.0	4.0	4.0	3.0	4.0	5.0	12.0	5.0	12.0
3	Ron Blackledge	217	Portland	britPOP!	26.0	3.0	11.0	2.0	2.0	11.0	7.0	12.0	1.0
4	Scott McConnell	21	Lynnwood	Kantun S	28.0	6.0	10.0	9.0	1.0	4.0	8.0	6.0	3.0
5	Larry Stiles	64	Sedro Woolley	britPOP!	31.0	7.0	7.0	8.0	3.0	12.0	4.0	2.0	9.0
6	Jerry Brower	42	Lk Stevens	V9	34.0	11.0	3.0	7.0	8.0	6.0	5.0	9.0	5.0
7	Steve Young	73	Tacoma	CHEINZ	36.0	9.0	6.0	6.0	6.0	9.0	9.0	7.0	2.0
8	Ross Bennett	39	Perth, AUS	V10	37.0	12.0	1.0	10.0	7.0	13.0	3.0	10.0	6.0
9	Bob Wells	7	Mercer Is	Kantun S	37.0	10.0	13.0	5.0	11.0	7.0	10.0	1.0	4.0
10	Daryl Ruff	67	Fife	SMX	40.0	5.0	8.0	12.0	13.0	10.0	2.0	3.0	13.0
11	Bill Wilson	69	Port Ludlow	SMX	41.0	2.0	14.0	14.0	10.0	3.0	11.0	4.0	11.0
12	David Jensen	68	Bellevue	RaceR II	46.0	13.0	5.0	11.0	9.0	15.0	6.0	8.0	7.0
13	Mike Hansow	53	Renton	V10	57.0	14.0	9.0	4.0	14.0	8.0	13.0	13.0	10.0
14	Dennis Pittis	57	Clinton	Alternative	58.0	8.0	12.0	13.0	12.0	2.0	14.0	11.0	14.0

Hosted by Seattle Model Yacht Club IOM Fleet. Line Judge: Andree Bennett. Après Sail: Torero's.

[Excel](#)

Seattle MYC 2017 Season Wrap-up:

Bob Wells Reporting & Jerry Brower Scoring:

Our season is complete and the well-deserved winner is Kelly Martin, achieving all 1<sup>st</sup> place finishes. I don't think that has ever happened before in our IOM fleet. Depending on how you choose to look at it, the runner-up is Jerry Brower or Bob Wells. If you count two throw-outs then Jerry is the winner – see the three columns on the right. If you count all the regattas Bob has more points (and one more regatta that he attended). Seattle MYC has no official position on who our 2017 runner-up should be, but it is a question that is ripe for a good discussion with multiple beverages in a bar. Let me know if you figure it out.

We think the real winners are everybody who sails with us, including Art Lent again all the way from Florida. Rick Martin returned from the shores of Madison Wisconsin. Barry Donaher came from Utah again. Andree and Rosco Bennett came the farthest to sail with us - from Perth in OZ. Don't ask how many hours on a plane they spent for the privilege of sailing with us, but I never saw their smiles leave their faces. I'd like to recognize those who sailed in all eight of our club regattas: Mike Hansow, Daryl Ruff, and David Jensen. They have their priorities in order, and the rest of need to adjust ours I guess.

We start again in March 2018 and the schedule will be published here: <http://www.ibextrax.com>.

2017 Seattle Cup Season Points

With all 8 regattas complete

rev 10/18/2017

	Skipper	Points	3/25		4/15		5/27		6/17		7/29		8/26		9/16		10/14		pls	T/B	With 2 pt throw-outs	2T/O	pls	T/B
			SC 1		SC 2		SC 3		SC 4		SC 5		SC 6		SC 7		SC 8							
			pts	pls	pts	pls	pts	pls	pts	pls	pts	pls	pts	pls	pts	pls	pts	pls						
1	Kelly Martin	79	19	1	10	1	13	1	13	1					10	1	14	1	1	1	Kelly Martin	79		
2	Bob Wells	72	18	2			10	4	8	6	11	1	10	3	9	2	6	9	2	2	Jerry Brower	69		
3	Jerry Brower	69	14	6			12	2	12	2	10	2	12	1			9	6	3	3	Bob Wells	66		
4	Joe D'Amico	69	13	7	8	3	7	7	11	3	8	4	9	4			13	2	2	4	Joe D'Amico	62		
5	Larry Stiles	60	17	3	7	4	11	3			7	5			8	3	10	5	5	5	Larry Stiles	60		
6	Steve Young	52	12	8			6	8	9	5	9	3	8	5			8	7	6	6	Steve Young	52		
7	Mike Hansow	43	6	14	6	5	8	6	5	9	5	7	7	6	4	7	2	13	7	7	Scott McConnell	41		
8	Daryl Ruff	41	5	15	9	2	4	10	6	8	4	8	5	8	3	8	5	10	8	8	David Jensen	38		
9	Scott McConnell	41	10	10	4	7	9	5					6	7	1	10	11	4	4	9	Mike Hansow	37		
10	David Jensen	40	11	9	3	8	1	13	10	4	6	6	1	12	5	6	3	12	10	10	Daryl Ruff	35	2	
11	Ron Blackledge	35	16	4											7	4	12	3	11	11	Ron Blackledge	35	3	
12	Bob Dustan	22	7	13	5	6	3	11	7	7									12	12	Bob Dustan	22		
13	Jake Dahms	19	18	2					1	13									2	13	Jake Dahms	19	2	
14	Bill Willson	19	4	16					4	10	1	11	4	9	2	9	4	11	9	14	Bill Willson	19	9	
15	Dennis Pittis	15	3	17	2	9	2	12	3	11	2	10	2	11			1	14	15	15	Peter Sternberg	15		
16	Peter Sternberg	15	15	5															16	16	Dennis Pittis	14		
17	Barry Donaher	11											11	2					17	17	Barry Donaher	11		
18	Vic Childs	10			1	10					3	9			6	5			18	18	Vic Childs	10		
19	Byron Pimms	9	9	11															19	19	Byron Pimms	9		
20	Kurt Wells	8	8	12															20	20	Kurt Wells	8		
21	Ross Bennett	7															7	8	21	21	Ross Bennett	7		
22	Lucas Hurt	5					5	9											22	22	Lucas Hurt	5		
23	Rick Martin	3											3	10					23	23	Rick Martin	3		
24	Art Lent	2							2	12									12	24	Art Lent	2	12	
25	Dick Dyer	2	2	18															18	25	Dick Dyer	2	18	
26	Steve Sutton	1	1	19															26	26	Steve Sutton	1		

One point for each boat you beat plus 1 point for starting a race in the regatta. PRO 75% of day gets 2nd Pls Pts.

Excel

**2018 Seattle MYC Regatta Schedule:** This ends the 2017 regattas for Seattle MYC (and Gig Harbor MYC). We begin again in March 2018 per usual. We'll have a coordinated Pac NW regatta schedule out sometime early 2018. Best source for PacNW regatta schedule updates is still Jerry Brower's excellent website: <http://www.ibextrax.com>.

While the gray drippy weather blankets Seattle beginning mid-October, you can still get your IOM radio sailing fix a little to the north at Deception Pass MYC. They sail year-round every Wednesday and Sunday at Bowman Bay, an excellent venue with elevated viewing. And it is located in the rain shadow of the Olympic Peninsula, so you will mostly sail in the dry, and often with blue sky. More info at Jerry's website.

This year there will be no *Seattle IOM Update* in December 2017 to wrap up the year and present the 2018 schedule. I'm too busy on non-sailing projects, but we will get the schedule out.







Coastal Cup 2017 Series– IOM Class



Coastal Cup #8 Report - Royal Victoria Yacht Club - Oct. 15/2017  
By David Cook

In summary, it was awesome! Lots of races, wind on the light side, probably 2 knots most of the day, very little weed, no one fell or got bumped off the dock, 12 boats, lots of compliments from visiting sailors, thanks for making the effort, and Jerry Brower schooled everyone. (Editor –Obviously Cookie had his mojo working too.)

RVYC Coastal Cup #8 Royal Victoria YC, 10/15/2017 LINE RESULTS Results are after 18 races and with 3 Discards																											
Place	Sail	Skipper	Design	City / State	Nat	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	Total	Disc	Final	
1	42	Jerry Brower	V9	Lake Stevens,		3	1	1	1	3	1	1	5	1	1	1	1	3	1	3	1	1	1	30	11	19	
2	22	David Cook	DC4	Victoria, BC		4	3	2	11	2	2	3	2	4	5	2	3	1	2	4	2	2	2	56	20	36	
3	94	Stan Schofield	Zoom	Nanaimo, BC		5	4	4	7	5	4	4	8	5	6	8	5	4	3	5	3	3	7	90	23	67	
4	51	Rob Mulder	Otter	N.Vancouver,		2	2	5	2	1	3	2	4	7	4	3	8	9	DNF 13	DNF 13	DNF 13	DNF 13	DNF 13	117	39	78	
5	68	Roger Kibble	Pikanto	Saltspring		7	7	6	8	4	5	5	6	3	2	6	2	12	6	7	4	9	8	107	29	78	
6	46	Barry Fox	V8	Victoria, BC		1	8	3	10	6	8	10	7	2	7	4	7	5	4	9	6	7	6	110	29	81	
7	41	Art Prufer	DC 6	Parksville, BC		DNF 13	DNF 13	9	3	9	7	6	1	6	3	9	4	2	9	2	10	5	DNF 13	124	39	85	
8	7	Alan Gardner	MIOMIV	White Rock, BC		6	5	7	5	8	6	DNF 13	3	8	10	DNF 13	9	6	5	1	8	DNF 13	DNF 13	139	39	100	
9	02	Tony Cox	Widget	Langley, BC		9	10	8	6	7	10	8	9	10	8	5	6	7	8	8	7	6	5	137	30	107	
10	06	Gunther Yip	V8	Vancouver, BC		8	6	11	9	10	9	9	11	9	9	7	11	8	11	6	5	4	3	146	33	113	
11	72	Pat Dion	Calypso	Coquitlam, BC		10	9	10	4	11	11	7	10	11	12	DNF 13	10	10	7	10	11	8	4	168	36	132	
12	28	Dan Henderson	Aero	Victoria, BC		DNF 13	11	12	12	12	12	11	12	12	11	10	12	11	10	11	9	10	9	200	37	163	
Results by ANZAM Radio Yacht Race Management - shrs@anzamsystems.com																											

Results by ANZAM Radio Yacht Race Management - shrs@anzamsystems.com

2017 Coastal Cup Series - Final Results  
By Barry Fox

The series is on the books now for this year, and about 40 skippers sailed in at least one of these events. Generally, a good year of sailing at all of the locations with pretty good winds most of the day at each site chosen. A short meeting after the event today showed that the feeling is to do it all again next year with maybe just a few tweaks but more or less the same format, locations and timing. Stay tuned.

A thanks to everyone who supported the series in one way or the other. A few people stepped aside on particular days to assume some race committee duties and they have been given an average of their other scores to compensate them for their yeoman duty.

The listing attached to this posting is for the actual series standings of everyone who entered the series. You can see that a very few actually put the miles in to be at every one of the events. So, there is the challenge to everyone for next year, get to all events. Maybe special recognition to our foreign entry, Jerry Brower. He shows having missed two events but you should know that the first event he missed was because he was out of the country in France attending a little event called the World Championship Regatta. The second time he was in Kingston, ON attending the Eastern Regional Championship. I'd say he earned his second place quite well.

Coastal Cup 2017 Overall Results LINE RESULTS Results are after 8Events and with 3 Discards																
Place	Nat.	Sail No	Yacht	Design	Age	BF	LL	SSI1	SSI2	Van	PA	Cow	RVYC	Total	Disc	Final
1		38	Martin Herbert	Dart 3	Saltspring Island, BC	4	2	1	3	1	3	42	42	98	88	10
2		42	Jerry Brower	Pikanto	Lake Stevens, WA	7	4	34	4	2	2	42	1	96	83	13
3		51	Rob Mulder	Otter	N.Vancouver, BC	15	14	2	8	3	4	3	4	53	37	16
4		94	Stan Schofield	Zoom	Nanaimo, BC	13	13	7	37	6	5	4	3	88	63	25
5		46	Barry Fox	V 8	Victoria, BC	6.8	9	6	7	7	6	6	6	53.8	23	30.8
6		68	Roger Kibble	Pikanto	Saltspring Island, BC	12	8	5	6	11	8	8	5	63	31	32
7		69	Steve Kibble	Goth XP	Victoria, BC	5	5	8	37	8	42	42	6.5	153.5	121	32.5
8		31	Graham Herbert	PDQ	Hornby Island, BC	34	1	34	1	40	1	1	42	154	116	38
9		06	Gunther Yip	V8	Vancouver, BC	20	15	34	12	10	10	9	10	120	69	51
10		27	Bob Lewis	BritPop!	Vancouver, BC	34	7	34	5	5	42	2	42	171	118	53
11		76	Bob Copley	V 8	Port Alberni, BC	10	10	34	37	9	7	42	42	191	121	70
12		157	Tony Cox	Rubix	Langley, BC	22	34	34	37	12	13	42	9	203	113	90
13		87	Wilson Chong	Otter 3P	Surrey, BC	23	19	34	37	13	42	42	42	252	126	126
14		23	Adrian Harrison	BritPop!	Victoria, BC	8	12	34	37	40	42	42	42	257	126	131
15		07	John Ball	V 8	Parksville, BC	34	6	34	37	40	42	42	42	277	126	151





**Zvonko Jelacic showing ideal form in #2 rig sailing his IOM in both big breeze and big briny waves.**

*Edited by Bob Wells with comments from peopled boat sailmaker & IOM sailor Steve Toshi: With winter coming on I thought some tips for big breeze sailing would be timely. The following is an excellent peopled boat article that I've edited where appropriate for our IOM class. Dave Flynn's article is included verbatim, but comments that don't apply to IOMs are in gray. Alternate IOM adjustments or comments are in blue and italic. I added the images of IOMs for this article.*

## Speed Tips for Upwind in Big Breeze

Published on October 3rd, 2017 in Scuttlebutt Sailing News (originally appearing in SpinSheet magazine)

Big breeze can be one of the most fun conditions to sail in and with **Quantum's Dave Flynn** four simple tips you can also be fast and efficient. Strong wind can be a tricky condition to sail in. However, with some small tweaks and considerations, you can make big gains on the racecourse or more comfortably get to your destination. Here is what you need to know to get up to speed, balance the luff, manage heel, and crush the waves.

**Speed First:** There is a saying that defines what makes for good upwind sailing: speed first, then pointing. This is particularly important when the breeze is up.

If you trim as you would in medium wind conditions, the boat will just roll over and play dead. You also have to deal with the waves that usually accompany big breeze; they take extra speed to get through. So how do you go fast? *Start by putting your small headsail up, making sure both sails are as flat as you can make them (backstay, outhaul, luff tension, etc., all on hard) IOMs need fuller sails than peopled boats because the waves are bigger in relation to the boat. In breeze trim flatter than in the light, but don't over do it. The first thing Steve Toschi does when the breeze comes up is put a little more backstay on and ease the vang to increase twist.*

The real key is not to trim as hard as you would in normal wind conditions. Start with the sails well eased so it is easy to get the boat going and then gradually wind them in. When the boat gets hard to steer and hard to keep moving, you've gone too far. *In IOMs, the bow burying downwind is another sign that you've gone too far, and it is time to change rigs down.*

**Balance the Luff:** Both sails need to be de-powered evenly. A common mistake is to have the jib sheeted in hard with the mainsail trying to do all the work. The headsail trimmer needs to consider how the jib is affecting the mainsail. If the mainsail is luffing completely in the puffs to keep the boat on its feet, you need to change the jib setup. Move the lead aft (or up and out if you have athwartship jib tracks) to flatten the foot and twist off the top of the sail. *IOMs adjust leach twist using the jib topping lift and flatten the foot with outhaul. Unlike peopled boats IOMs are challenged to achieve enough downward force at the clew in breeze. At the top of 1-rig the jib leach twists off automatically because of rig geometry, and better rigs can extend a little higher up the wind range before the inevitable twist off. The solution is to change to a smaller rig. In 2-rig and 3-rig having proper downward force at the clew to control twist is more readily achievable - until you reach top of that rig in breeze.* The top of the sail will luff before the bottom. Don't worry, it should.

If the luff is still not balanced, ease the sheet an inch or two (*use millimeters for IOMs ☺*). You should be able to have the back half of the mainsail working or at least the bottom battens in the biggest puffs. In the big blasts, you will need to ease the jib as well as the mainsail. The trimmers should watch the heel and the telltales just as if they were driving. *As the breeze increases the center of effort of the sails naturally moves aft resulting in weather helm. Easing the sheets will help make the boat easier to drive. But, easing the vang, main sheet and tightening the backstay moves the center of effort forward again.*

If the driver has to feather too much (i.e., come up and let the jib start to luff), then the sails need to be eased. Just a quick burp on the jib sheet will make a huge difference *IOMs would have to "burp" the main & jib in tandem ☺. It is ideal if you can trim the jib from the weather side.*

**Heel Is All That Matters:** For the driver and trimmers, a constant angle of heel is the goal. Don't worry so much about the telltales. In the puffs the driver lets the boat come up instead of fighting the helm and the trimmers ease as necessary. *Very true in IOMs, and keep the boat moving.*

Too much heel and you will have too much weather helm. Too flat and you will not generate enough speed. Monohulls are very sensitive to small changes in heel angle. If you are looking for speed, bear off just a bit to create a small amount of extra heel. Don't go too far chasing the speed. Be patient. If it doesn't come, ease the sails.



**Crush the Waves:** Classic teaching techniques suggest that steering through waves should be a matter of coming up the front and then bearing off down the back side. This technique works well in big ocean swells with lots of space between waves (or in really small boats - *like IOMs* 😊). However, for most of us sailing in waves with a short, steep chop and little spacing between waves relative to our boat's length, speed and just a little heel are our friend. But just a tiny bit now, no rolling over!

As a big wave set approaches, bear off slightly, easing sails as you do to keep heel under control, and hit the waves with pace. If you were averaging 6.3 knots, you might now want to be going 6.8 knots. You also don't want to hit a wave with the boat too flat, which is the danger of trying to steer the wave up front. This will make the boat pound and slow down.

The reality is that you are going to hit waves, and there is usually little chance of steering completely around them. Hit them with extra speed and a touch of heel, then sheet back in and sail more upright in the flat spots.

**Tacking an IOM in Breeze:** *It is an issue. To mitigate, first tack as few times as you can. Second, turn the boat much faster and harder than normal. There is a real penalty for an extra tack or speed killing tack.*



Sailing at the top of 1- rigs on flat water at the Cranberry Caper Regatta on Cranberry Lake at our local Deception Pass MYC.

## Free Tx Advice:

By Bob Wells

I get my transmitter selection guidance now from Larry Stiles and Barry Fox, and I don't listen to my friend Joe Damico any more. No offense intended for Joe, but his early advice led me to Spectrum transmitters. After 3.5 years of issues I switched to Futaba, and I haven't had to replace a Tx since. I averaged 9 months per Spectrum transmitter before having to replace them, the issue being moisture sensitivity (radio goes dark in the middle of a regatta multiple times!). I gave away five Spectrums with the switch of which two worked, and I'm not going back. No doubt there are many good transmitters out there, but I'm a Luddite in this electronic business. I just want the damn thing to work!

I received a new Futaba Tx model recommendation from Barry Fox recently, and I thought I would share: *"On the Futaba front, these days I recommend the T6K to anyone who asks. A drastically better menu system and they do telemetry now so that, if you use the alternate RMG wiring setup) you can see the on-board voltage real time on the radio. Now that I have gone to smaller capacity batteries (lighter) it is almost essential to change the batteries at the right moment to keep from over discharging them and still maintaining winch performance".* This is his "mainstream" Tx advice.

Barry is currently using a FrSky QX7 radio for his V8 IOM, as he likes to try different equipment. His comment on this one, *"Their implementation of 2.4 is identical to Futaba (first most important thing) and I kind of like the programming features and that it talks to me when I need to be warned of low voltage, dual rate position, etc".* Barry's caution is that these are nearly "as dumb as you can get" until you learn the programming, which is OpenTX language. Straight forward for old programmer Barry. Not for folks like me, who call IT for help.

## Corbie 5 is Sold:

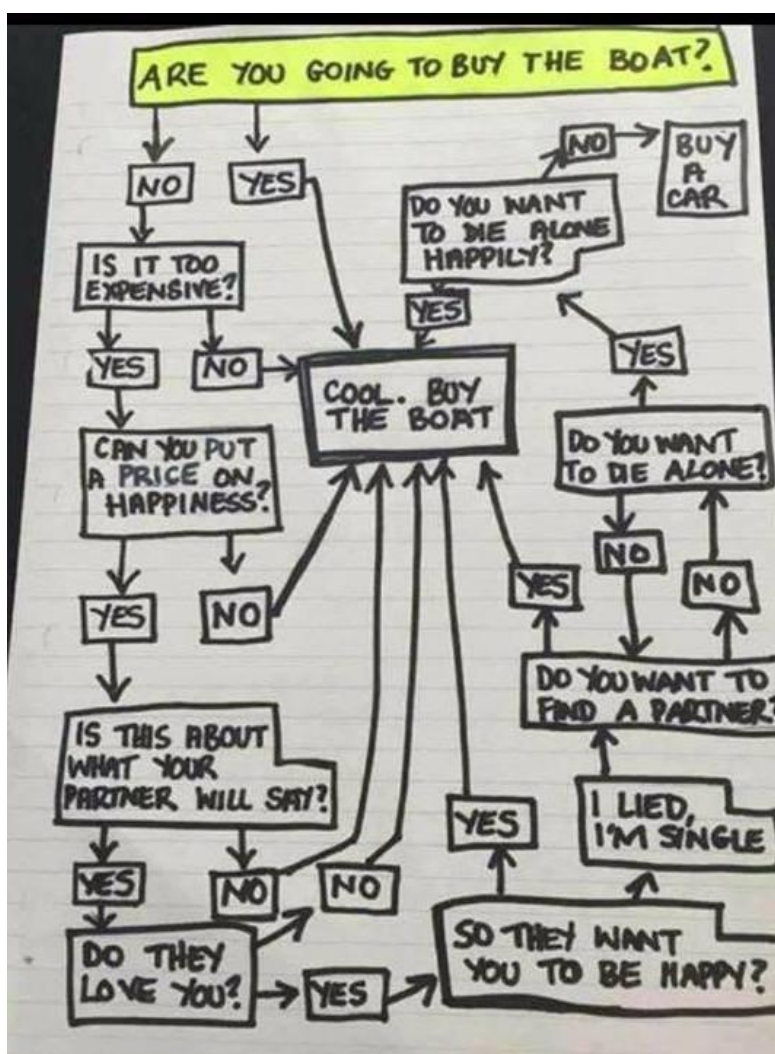
Jeff Byerley's new Corbie 5 woodie has just sold, less than a week after we noted his offering in our GHMYC Regatta #8 Report. Did we have anything to do with it? I think it was just a happy coincidence, but Jeff owes me a beer anyway! I'll accept payment from another Aussie in Jeff's absence.





1996 EC12 Nationals Team Racing Champions. L to R:  
 Mark Rinehart; Tec Jones; Jerry Brower; Maury Thoresen; Karl Brohan  
 \* Gene Coulon Memorial Beach Park, Renton, WA. 8/23/96

This is what Jerry looked like when I first met him in the late 80's, and he was still solo scaling local peaks. He recently posted this old image on Facebook of racing at Coulon Park in the EC12 National Championship, and I thought I would "share". Team racing was a prelim event, but I was working that day. It was a wonderful regatta with lots of East Coast guys making the long trek, Kelly Martin on the PA system commenting on race progress, and good feelings were all around. I'll suggest one correction – my "watermelon" colored t-shirt says the regatta was in 1995 (not 1996)!



SMYC #8 was our last 2017 regatta until March 2018. In the intervening months, you might be tempted to buy a boat. If in doubt on the purchase, let this chart guide your decision making. (Copied from Sailing Anarchy.com)

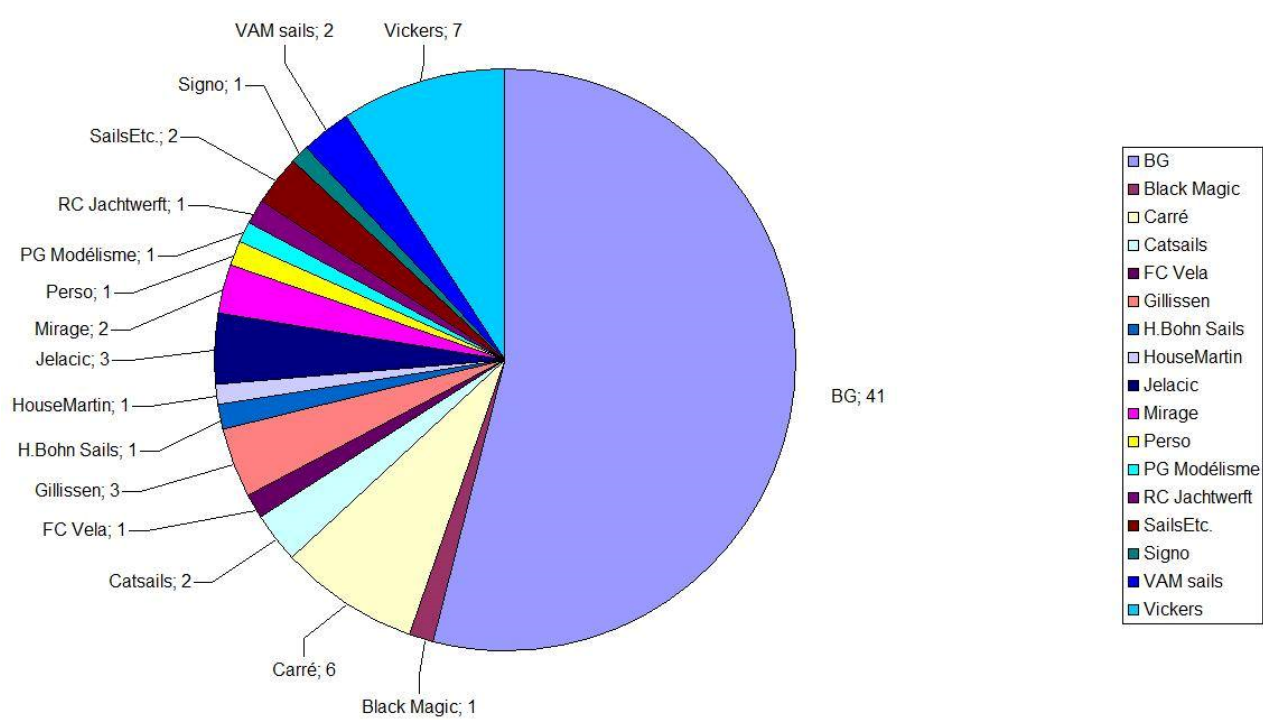
**Boats & Sails Selected for WC 2017:**  
By Bob Wells

What hull designs did the sailors chose for this year’s Worlds? A decade ago the Pikanto/Topiko was the preferred hull design, and after a nice run at the top end it remains a good club boat option. Now skippers overwhelming choose the Britpop (BP), with a whopping 43% of the WC 2017 entries. For comparison 38% of the entries were the Pikanto/Topiko in 2011, the year the BP began its dominate run with an unprecedented sweep of the IOM podium. I counted 22 different hull designs sailing in the 2017 WC, which included one venerable Pikanto. The top 10 hulls beginning with 1<sup>st</sup> place: Kantun 2, Sedici, BP, Sedici, BP, V10, BP, BP, Titan, BP. The Titan design is the one that is not known to me.

What hulls stood out for performance at this year’s WC? While I wasn’t there, Olivier Cohen (FRA 100, who finished 10<sup>th</sup>) summarized it accurately I think, “Zvonko had a fantastic week, he made incredible come backs to achieve a very impressive consistency in such patchy/shifty winds. Congratulations Zvonko, you deserve that new title! Regarding boats, I can say that no one had a speed advantage in those conditions, results were about good start, good mark rounding’s, and following shifts”.

Like Brad Gibson in 2015, Zvonko stands out for winning with his own hull, sails, and rigs. They support themselves providing radio sailing products, and they are focused on their products winning radio sailing championships at the highest level. You have to admire the effort and ingenuity. I think they have an edge over those not in the business, in the sense they know their products so thoroughly. And they already had put in the time in their youth to be exceptional sailors early, then they have built on that. Read more about BG and his BP in my 2012 interview with him [here](#). Read more about Zvonko and his Kantun 2 in my 2016 interview with him [here](#).

2017 WC sailmaker selections are similar to the hull choice numbers with 22 different sailmakers from 10 countries. Below is an interesting graph of the sailmakers chosen for this year’s WC, with many excellent sailmakers on the pie chart. No surprise that BG Sails & Design are the most popular, as 54% of the boats used his sails. BG has been our most popular sailmaker for the top sailors for many years now, a testament to him because IOM skippers are picky about their gear. Vickers and Carre combined make up 17% of the sails provided and otherwise there were no other especially popular sailmakers at this event. I believe Olivier’s conclusion on hull performance above applies equally to sails. For the record, the boats on podium used three different sailmakers.



I’d like to give credit for this nice pie chart, which I found on Facebook right after the regatta. Unfortunately, I haven’t been able to track it down since, so I can’t give you your credit. Sorry.

We’re always interested in the new boats, so below are a few images with comments I’ve gleaned from Jerry Brower:





The Sedici at the WC in profile with the distinctive foils and bulb. Last summer she finished a very competitive 5<sup>th</sup> at the EU (Beltri sailing). This year she won the Italian Nats (Puthod sailing) and at Worlds finished #2 (Beltri) and #4 (Puthod), so this design is performing very well and receiving well-earned recognition. The Spaniard Pepe Vinaixa in Valencia is said to be the builder, but I found nothing on the web on that. Jerry Brower image.



I know nothing of this proto sailed by France's Romain Dubreuil to 9<sup>th</sup> place. That is one distinctive raised bow more commonly seen in the M class. Nice graphic. Jerry Brower image.



My memory of the 2017 WC is of getting up very early to vicariously follow the live RodeoProd coverage and getting to work very late. This was live video coverage of most all the races (for 6 days!) with two professional announcers and four bigtime cameras. Mama Mia that was addictive. The likeable announcers weren't particularly knowledgeable of sailboat racing, but very quickly they adapted to bring skippers to join them in the booth and the commentary elevated (for example; CRO's Zvonko Jelacic (R) in this image, now our 2017 World Champion – his 2<sup>nd</sup>!). The event website and replays of this video coverage is [here](#).



## Other Contemporary IOM Designs (...or so many boats, so little time):

By Bob Wells

This article initiated in our 2016 newsletter, and introduced 13 commercial IOM builders (page 32 [here](#)). I'll continue it with #14 and #15 below, and I still like this intro paragraph:

IOM consumer, you have new boat options – many more good ones than you realize. The scale of our class is now so large and widespread that it allows a surprisingly large number of commercially available boats. These offerings extend beyond the already well-recognized and publicized ones such as Britpop, Kantun, SAILSetc, Vickers RC Sailing, Mirage Radio Yachts, Radio Race Yachts, MXcomponents, Craig Smith, Dave Creed, and the like. Frankly I know little or nothing about most of the following IOMs. Partly my problem is I only read in English, which is limiting for some products from France, Italy, Germany, Spain, and Thailand. The following new commercially available IOMs are from around the globe, and I've done the briefest of Internet research on them. I think it is wonderful how many options are commercially available. No doubt I've unknowingly missed listing more than a few, and for that I apologize:



Peter Burford's Plan B from Australia, including Plan B rig and sails. This hull has a special iridescence in the coating.

**Example #14 Plan B:** This one is designed and built by Peter Burford in Queensland, Australia. I vaguely recall seeing this website a few years ago at its infancy, where it showed promise. Since then his website [here](#) has evolved nicely to be one of the most comprehensive and professional IOM builder/sailmaker websites I've seen. From the website Peter shows care in all areas: His Plan B design evolved from many prototypes, details are highly resolved and aesthetic, the build is high quality using professional tooling, purchase options extend up to and include the rig/sails with rig boxes, and who else includes a written warranty? It is a joy to peruse this website, and I believe his rudder design with tubercle bumps is the only one of the type that you can purchase commercially. What's missing? I didn't see a mention of a tuning guide for his rigs and sails, so ask for it. Peter campaigns Plan B at the competitive Paradise Radio Yacht club on the Gold Coast.

I'm not sure I believe that Peter can display all this design, build, sailmaking, sailing, and management competence; and have the IT ability to put together that PLAN B website. I think he had help on the website...



I believe the Plan B rudder design with tubercle bumps is the only one of the type that you can purchase commercially.





Bella Barchetta! Gianluca Nardo's Titan design with the distinctive raised bow. Image from the boat's FaceBook page.

**Example #15 Titan:** I became aware of this one from Romain Dubrail's (FRA 77) placing 9<sup>th</sup> at the WC. Romain also finished 6<sup>th</sup> at the 2017 Tristin Cup, the French Nationals. Overall the boat appears similar to many current designs, until you get to the aggressively raised bow. This is more extreme than anything that I've seen in IOMs, although they are often seen in the M and RG65 classes. Dubrail's wasn't the only one at the WC as Ramingo Fattoti (ITA 107) finished 28<sup>th</sup>. The designer is Gianluca Nardo, who also designed the TNT. Like the TNT the Titan has a nice graphic logo too. The builder is C-Factor Boats at: [cfactorsboats@gmail.com](mailto:cfactorsboats@gmail.com). The FaceBook page is [here](#).

End