



Carol Damico was concerned that Joe was quietly getting ready to meet his maker when he spent the winter building a big “coffin”. Not to worry, as he was actually building Gig Harbor MYC’s on-site regatta gear storage box, and it just got installed the weekend before the regatta. It will outlast us all, as the “coffin” is epoxy coated all surfaces with all stainless hardware and fasteners, and like a Damico built IOM, it is a little heavy. What you can’t see is 5 cubic yards of gravel placed earlier to stabilize the walking surface (under carpet) or the metal flashing to deflect deck rain water away from the “coffin”. Waders recommended to access this hidden location, and Joe wears them well and often. The work is quality, on time, and most likely over budget – but 2 out of 3 is not bad. Send Jerry the bill, and then we can have our dues discussion. Thanks, Joe. Bob Wells photo.

Gig Harbor MYC Regatta #1 – IOM Class (March 10, 2018 at Surprise Lake)

Bob Wells Reporting & Jerry Brower Scoring:

We opened our sailing year with rare blue sky, warming sunshine, great color, and the usual happy vibe. Wind was a little stronger than usual, but never over mid-A rig and the expected holes and shifts were present, maintaining the “surprise” element this pond is known for. I was a little late arriving so a little rushed, yet everything was per plan on this beautiful day. We had a few new boats, but no new skippers.

Then I had this awkward feeling when I didn’t recognize one of the boats – was this my first serious senior moment? I didn’t recognize the USA 73 hull at all. Sail number was familiar and it was sort of similar in color to the expected Cheinz, but this was a different boat. Surly Steve Young didn’t purchase a new boat without telling me, or did I plain forget? Not to worry about my mental condition, because Steve did order a new Phil Playle built *Vision*, and this time he didn’t tell anybody. This was the boat’s first local sail, and she is terrific. This one came with a Playle built rig and Graphite Sails (Tushingham). I’m glad Steve sticks with Phil for his new kit, because it is my chance to admire them up close. My quick take on *Vision* is another highly refined boat from his stable that will perform well and be super easy to live with. I noticed the shallow aft deck recess that sheds water better than some previous ones like his *Arrival*. Phil’s boats always have sharp hull-decks joints, and this is my only nit, as I prefer a more eased hull-deck joint for less heeled windage and for less deck surface holding the deck down after it plunked downwind. This is a tiny nit that is more in the realm of personal preference, and I suspect it has to do with construction preference.

I also viewed David Jensen’s Race Ready III for the first time in person, after following his build log on the forums. She is a skinny one and the foredeck is really tall, and the build quality is good. Performance can’t be judged because of radio issues, rig issues, and too much contact at marks. And to continue his character building day, he drove off without his cell phone. Fortunately, Bill Wilson found it and he didn’t get all the way home before he returned to retrieve it!

Jerry Brower easily was the best sailor this day, and Birthday Boy Joe Damico impressed with his old V6 that he built from molds that he purchased from Pepe about 7 years ago. Today that boat looks fat as well as low and slow. But on this fluky pond that he enjoys so much, Joe was wily and this more than compensated for the boats performance. The post regatta lunch was well attended and fun as always.

2018 IOM Gig Harbor Cup Regatta #1 - Surprise Lake March 10th.

Pos	Skipper	Sail	Home Port	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13
1	Jerry Brower	42	Lk Stevens	V9	20.0	1.0	3.0	1.0	1.0	1.0	6.0	2.0	2.0	2.0	1.0	1.0	8.0	5.0
2	Joe D'Amico	180	Sequim	V6	30.0	4.0	1.0	2.0	6.0	4.0	1.0	6.0	1.0	1.0	4.0	2.0	4.0	6.0
3	Steve Young	73	Tacoma	Vision	37.0	5.0	4.0	4.0	8.0	3.0	5.0	1.0	3.0	3.0	2.0	6.0	5.0	2.0
4	Bob Wells	12	Mercer Is	K2	38.0	2.0	8.0	3.0	3.0	2.0	7.0	7.0	5.0	4.0	5.0	3.0	1.0	3.0
5	Daryl Ruff	67	Fife	SMX	50.0	3.0	6.0	6.0	5.0	5.0	4.0	3.0	4.0	6.0	6.0	4.0	7.0	4.0
6	Bill Wilson	69	Port Ludlow	SMX	56.0	7.0	5.0	7.0	2.0	8.0	9.0	4.0	7.0	7.0	8.0	5.0	3.0	1.0
7	Ron Blackledge	217	Portland	britPOP!	58.0	6.0	7.0	5.0	7.0	6.0	2.0	5.0	6.0	5.0	7.0	7.0	2.0	7.0
8	David Jensen	68	Bellevue	RR III	65.0	9.0	2.0	8.0	4.0	7.0	3.0	8.0	8.0	8.0	3.0	8.0	6.0	9.0

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Back to Joe's "coffin". Logistics are required to transport a big coffin and give Joe credit for choosing a rare sunny day for the move and install. Joe towed it with a trailer, and he made a custom cart for the short hauls around the shop and to the water (as noted, Joe builds heavy). Able assistants (l-r): Darrel & Ryan Ruff from Fife; plus Geoff Mollinet, Karl Brohan & Craig Rantala from Sequim. Rantala is doing the heavy posing. Joe Damico image.



Prior to installation, multiple trips were required as Daryl and Joe prepared the site with gravel placement(s), structural support to hang it, and plumbing for flashing drainage. The easiest part was the float to the final location, and with Joe as skipper and lots of crew and advice. For the record, it floated with 1" draft, with Joe easily winning the "guess the draft" contest. Also assisting at the installation was Mike Hansow. Giving the install a quick thumbs-up and assisting in the lunch celebration was Bob & Jackie Wells, with impeccable timing to arrive at completion and pick a sunny day for a roadster drive. Geoff Mollinet photo.

Next up is SMYC #1, Saturday, 3/24/17, at Coulon Park.





A significantly damaged hard golf case for shipping IOMs, as delivered at 2017 US Nats in Garland, TX. Bob Wells photo.

Shipping Our Boat to/from Cali:

By Bob Wells

For convenience, I like flying to distant regattas, but dislike TSA or the airport luggage handlers touching my boat kit. I've personally had no serious boat or rig damage traveling with it on the plane, but it is a hassle and I'm uncomfortable until my boat kit is safely in my hands. I've had to replace a damaged latch on my hard golf case, but no concern there. There is also the too often bad behavior by the airlines toward our boats (if you don't travel 1st class), and the latest for me was being dinged an unexpected \$500 by American Airlines for oversized luggage cost on a one-way flight to Garland last year. Ouch! Simply put, I don't like taking my boat kit with me on a plane for a variety of reasons, which leads me to look at other options.

Jackie and I are just back from San Diego Midwinters where we took the time to drive with our boat kit and visit along the way. That is fun once in a while, but it is a long tiring drive. I am looking for easier travel options to attend June's Foster City R6 and August's San Diego's Race Week, that don't include flying with my boat kit. First preference is always to get a local sailor to attend and drive your gear down too, while I fly with normal luggage. Call it my shipping Option #1, which I will always explore. But this will always be a hit and mostly miss proposition.

A very dependable Option #2 is using big carriers like FedEx that have pick-up stores wherever we have IOM regattas. Note, they will also deliver to your hotel. Many folks do this and I sense that it is much safer than airline handlers. My cost on the return from Garland was \$250 for a hard golf case and my separate sailbox. This is a reasonable option to consider.

Option #3 is to use smaller private "boutique" carriers that deliver your stuff door to door. I hadn't considered this as an option until I recently purchased a mid-century modern 1957 Eames Side Chair (Aluminum Series by Herman Miller, although the 50-year warranty has passed); and started talking with the delivery person. She lives in the Seattle area, and delivers to California regularly with her diesel Sprinter Van. She would be happy to schedule an IOM(s) delivery for us to Foster City for a regatta. After dropping off to our hotel she would continue to LA, and then pick our boats up on the return when the weekend regatta is over. She prefers to ship 3-4 boats at a time but would ship just one. Informally she said cost is about \$300 for a hard golf case and sail box rides free (or vice versa, as space is not a concern). Surly there are other "boutique" carriers, but here is the contact info for the carrier that I talked to and feel comfortable using:

Sharon Boe
TACT Shipping
tactshipping@yahoo.com (email)
206-650-0242 (phone or text message)

With June's Foster City R6 and August's San Diego's Race Week both coming up, let's discuss locally how we might get our boats safely and conveniently shipped to our next regattas. Driver volunteers please speak up, and you will be compensated.



Used IOM For Sale in San Diego

By Bob Hirsch (copied from San Diego Argonauts Facebook page)

If you are looking to get into IOM's, then this is a GREAT deal. The perfect first-time boat AND very competitive! Condition is easily 9 out of 10.

- Boat with A rig, rudder linkage and no electronics \$600 OBO.
- with RMG 280ef sail winch, RMG on/off switch and Hitec hs-311 rudder servo \$800 OBO.

I have sailed against this boat before (it's fast) and it is in excellent well-maintained corrosion-free condition. This boat is "race ready". Both the hull and A rig have been officially certified. If interested, please msg or call me @ 858#663#5702 (remove the pound signs).

End