



Hey Dennis, what did you do on Saturday? Oh, leaned on a rail and twittered my thumbs with a bunch of old guys. “Artistic” photo and quote by Dennis Pittis.

Seattle MYC Regatta #3 – IOM Fleet (May 19th @ Coulon Park)

Bob Wells Reporting & Jerry Brower Scoring:

This was another good one with pleasant weather that evolved to muggy with sun in the end. But when I looked at the Windfinder.com forecast the evening before it was discouraging with very light wind switching between the NW and SW, which meant some periods from our least favorite wind direction – due west. This just proves that you shouldn’t skip a regatta with an iffy wind forecast. We got our very light wind, but importantly it held enough to keep the boats moving and it held from the NW, where the few shifts were occasionally to more northerly – our preferred wind direction parallel to the dock. The first half was flat water and tactical sailing with boats heeling to maybe 10°, and there was a lot of fleet separation front to back. If you could point with speed it was huge. For the second half of sailing the wind increased a little and a light chop developed from the combination of boat traffic and a little more wind. With “a little more wind” maintaining speed became easier so the fleet condensed to create crowded weather mark action and bunched finishes.

Kelly was Kelly and dominated yet again. While the rest of us took turns challenging him, he stayed high and fast with that elusive ability to avoid bad races. The rest of us were up and down as the scores show. Jerry Brower was the next most consistent skipper sailing his brand-new light grey Kantun 2 for the first time. Don’t ask me how to stay out of trouble, it remains a mystery to me. Except for Joe Damico’s continued

penchant to crash into the weather mark on port; sailing was clean, friendly, and quiet except for the occasional hail.

David Jensen and Bob Wells placed and put away the buoys, with no change required because we had options (two start lines and an array of four weather marks to choose from – we used them all). Joe Damico did the regatta gear hauling. We closed with a lively time at Toreros for a late lunch, then home for a nap and to watch Prince Harry’s well-covered wedding.

2018 Seattle Cup #3 Gene Coulon Memorial Beach Park, Renton WA. May 19th.

Pls	Skipper	Sail	City	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Kelly Martin	77	Bellingham	V10	18.0	5.0	1.0	2.0	1.0	1.0	2.0	1.0	1.0	1.0	1.0	1.0	3.0	2.0	2.0	2.0	3.0
2	Jerry Brower	42	Lake Stevens	K2	44.0	10.0	2.0	1.0	3.0	3.0	3.0	6.0	4.0	5.0	4.0	9.0	1.0	8.0	6.0	4.0	2.0
3	Larry Stiles	64	Sedro Woolley	britPOP!	55.0	6.0	10.0	4.0	10.0	7.0	8.0	8.0	2.0	3.0	3.0	6.0	5.0	5.0	1.0	1.0	4.0
4	Bob Wells	12	Mercer Is	K2	56.0	1.0	5.0	6.0	4.0	6.0	7.0	4.0	9.0	2.0	7.0	2.0	9.0	1.0	4.0	9.0	7.0
5	Joe D'Amico	86	Sequim	V9.jd	59.0	7.0	3.0	12.0	7.0	4.0	1.0	9.0	3.0	7.0	9.0	8.0	2.0	3.0	8.0	5.0	1.0
6	David Jensen	68	Bellevue	V9	67.0	3.0	7.0	5.0	11.0	11.0	6.0	3.0	11.0	4.0	5.0	3.0	13.0	4.0	5.0	6.0	5.0
7	Mike Hansow	53	Renton	V10	75.0	12.0	4.0	11.0	6.0	2.0	4.0	7.0	7.0	6.0	6.0	5.0	4.0	9.0	12.0	7.0	8.0
8	Vic Childs	98	Anacortes	Widget	79.0	9.0	9.0	8.0	12.0	5.0	12.0	5.0	5.0	8.0	12.0	4.0	8.0	6.0	3.0	3.0	6.0
9	Bill Wilson	69	Port Ludlow	SMX	93.0	8.0	6.0	9.0	2.0	9.0	5.0	10.0	6.0	10.0	2.0	12.0	10.0	10.0	7.0	10.0	9.0
10	Daryl Ruff	67	Fife	SMX	102.0	2.0	8.0	7.0	8.0	10.0	9.0	11.0	8.0	11.0	8.0	7.0	7.0	7.0	11.0	11.0	10.0
11	Steve Young	73	Tacoma	Vision	103.0	4.0	12.0	10.0	5.0	8.0	10.0	2.0	10.0	9.0	10.0	11.0	6.0	11.0	10.0	8.0	11.0
12	Dennis Pittis	57	Clinton	unkn	134.0	11.0	11.0	3.0	9.0	12.0	11.0	12.0	12.0	12.0	11.0	10.0	11.0	12.0	9.0	12.0	12.0

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Last fall Aussies Andree and Rosco Bennett (left) visited and sailed with us in the Seattle area before continuing on to US Nats in Garland, TX., where they joined the four other Aussies (and two are in this photo). These three guys performed very well in Garland, as did Andree in race management. Unbelievably, all three just tied on points after 24 races at “Busso” in the “arvo”. On countback, happy Sean Wallis (center) got the win and Glenn Dawson (r) is bridesmaid. Rosco in 3rd place can’t help but point out that he was 1st after the first day. Rosco might also be remembering his 3-way tie at the 2018 Aussie Nats for 2nd, where again on countback he got the worst possible result – 4th. It is tough competing at the top in this class.

2018 WA IOM Southwest Championship (May 5-6, 201, Busselton, WA)

(Editor – Here we’re keeping track of our Western Australia friends, our source: IOMDownunder.com)

The Battle of Busso - WA Southwest Championship.

The outcome of this one was always to be a bit of an unknown, but a battle it was! After a good day one it looked like Rosco Bennett was headed toward his second WA regional championship win after his win in Albany in March, but at the end of the day he held a 2-point lead from Glenn Dawson with Sean Wallis 4 points further back in third, and maybe it just wasn't enough.

From A rigs on day one to B rigs on day two, a shift in breeze direction and it was on again; but at the end of 24 races with the three having 6 wins each, it was Sean Wallis that split the tie breaker with 6 seconds versus Rosco & Glenn's five each. With equal scores for all counted races the split for 2nd was decided on the outcome of the last race which Glenn won, and secured second with Rosco third overall. (No, it's not the handing over of the bridesmaid tag for Rosco.)

Ian Sherriff, Rodney Moss, Roger Paul & Busselton local, Ken Irvine are credited with the remaining race wins.

Overall racing was extremely close over the two days and the V10's took out the top 4 positions with V9's taking 5th & 6th.

For full results

<https://mysailingresults.com/leaderboard.asp?eventid=265>

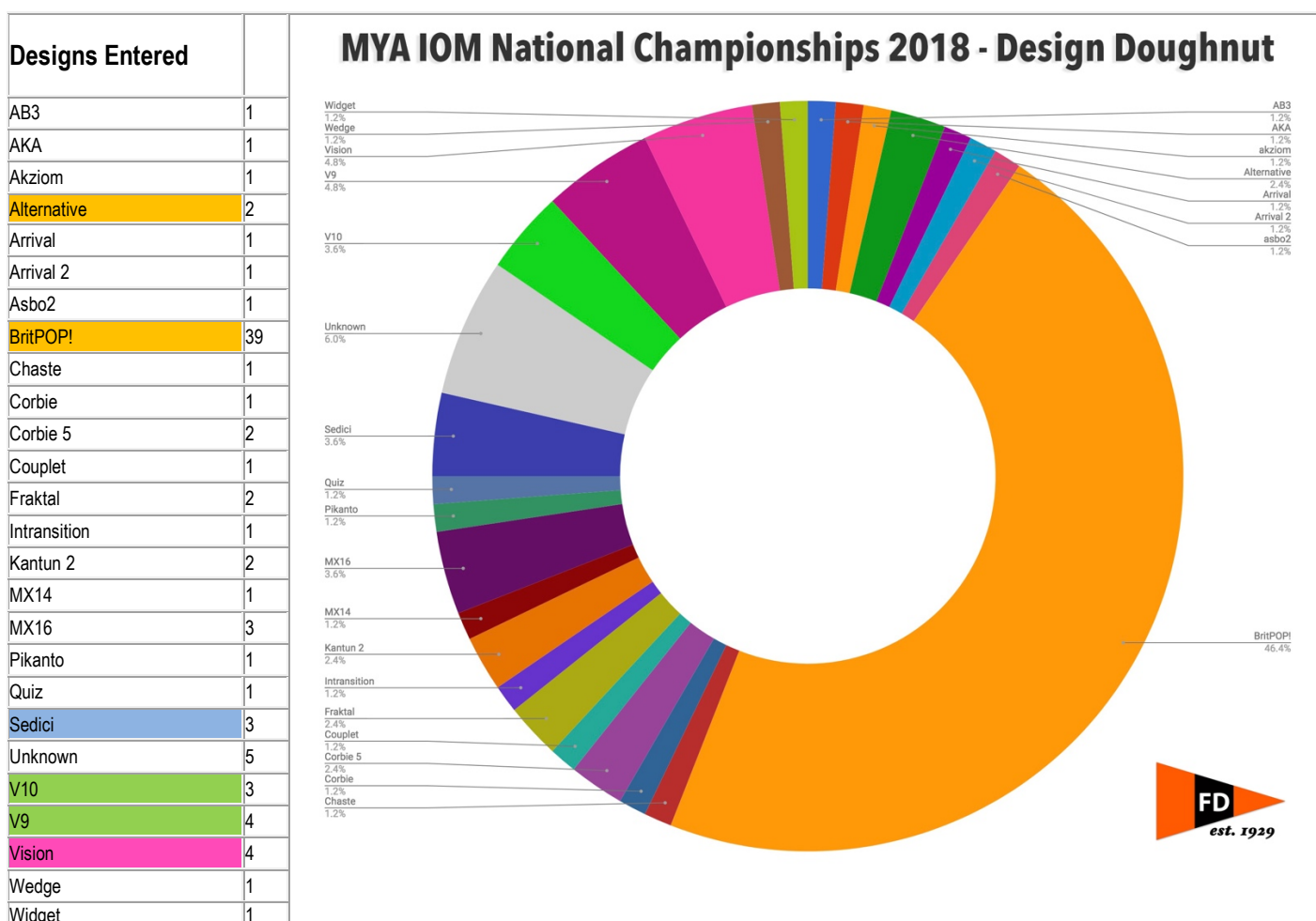
Regional IOM Hull Design Preferences

By Bob Wells

At our late lunch after our last club race, somebody said that Fleetwood was Brad Gibson's local sailing club. I interjected that I was pretty sure it was Birkenhead, but I was assured that BG sails at Fleetwood "all the time". I don't presume to know, but it got me to do a little Internet research. I am aware that the 2018 MYA IOM Nationals returns to Fleetwood MYPBC in August, but where is it? Turns out Fleetwood MYPBC is on the edge of the Irish Sea, so that explains why the wind can be strong there. And the venue is about a 1.5-hour drive north of Birkenhead, which is near Liverpool for a more well-known reference. From images I'll suggest that Fleetwood is as good as it gets for a dedicated rectangular radio sailing venue. You might want to check out their website or ask our own Jerry Brower about it when he returns from the competition.

While on the Fleetwood website I stumbled upon the table and graph below listing the various hull designs entered for the coming nationals by Tim Lanigan. It is no surprise that the BG designed *Britpop* (and for this I'll include the similar *Alternative* with it) have 49% (41 total) of the entries, as this is a long-term trend in the UK that obviously continues. Of the about 21 different designs entered, there is no other design in significant numbers. The next closest is the Vickers *V9* & *V10* (7) with 8-9% of the entries. The Phil Playle built *Vision* (4) has 5% of the entries and *Sidici* (3) is 4%. No other design has more than 2, including the most recent WC and EC Champion *Kantun 2* design (with 2). Jerry Brower is listed as sailing one of the *Kantun 2*s.

To digress for a moment, the wide variety of designs entered is typical for the IOM class at major events. There is a story on every design entered. The three *Corbies* are refined woody examples of a Scottish-Australian collaboration. I recognize two older designs, the *Pikanto* and even older *Widget*. The venerable *Widgets* were introduced in 1994 and have seen much refinement over the decades, but not recently to my knowledge. The *Widget's* notable skipper is former World Champion Martin Roberts, who knows this design well from some great results with it, but that was almost decades ago.



Other countries have other hull preferences. At the recent 2018 IOM EC in Croatia there were fewer Brit entries, but again the *Britpop* showed its long-term European popularity with 38% of the 21 different designs entered. *Sidici* at 13% and *Kantun 2* at 12% had higher percentages of entries than the 2018 MYA Nats above because there were more entries from where they are designed and built. If you are in Italy or Spain, the Ceccarelli designed and Pepe built *Sidici* is recently very popular with the top guys and performing well. *Sidici* numbers will swell with time as more become available. If in Croatia, you sail the locally designed and built *Kantun 2* (or earlier *Kantun S*) and perform very well too. I don't know how many more K2s will be sold locally because they have a limited number of IOM skippers, but K2s will be dispersed in higher numbers around the world with time as more become available. For comparison, at this EC *V9*s & *V10*s had only 4% of the entries and the UK designed and built *Vision* had only 1%.

Regional preferences in New Zealand are very different from Europe, where the Vickers *V9*s & *V10*s are the popular choice. New Zealand is the home of Ian Vickers and here his designs are easily the most popular. At the 2017 NZ IOM Nationals there were 39% *V9*s & *V10*s and the next most popular designs were Ian's earlier *V8*s and *V7*s, compared to only one *Britpop* entered. *Britpops* are more common in Australia than New Zealand, but it depends on the region. In the Western Australia regatta report above, *V9*s & *V10*s were the top six finishers. In general, I don't see as many *Britpops* when I look at results from Oz as compared to

Western Europe or USA. Also, there are a number of good Australian built IOM designs that they support well too.

Move to USA and the 2017 Garland US Nats the *Britpop* had 41% of the designs entered, and the next most popular was *V9s* & *V10s* at 20%. A lot of *Britpops* have been and continue to be sold in the US since the original offering in 2010, with most of them coming from Denis Astbury in Brazil. Lately new IOM choices are trending towards favoring the Vickers *V10*, especially in the San Francisco and my Seattle areas. At our recent COW Regatta *Britpops* made up 30% of the fleet and *V9s* & *V10s* were at 20%, and it is notable that the *BPs* were mostly older hulls and the *V9s* & *V10s* are all newer. It is also notable that half the COW entries were "other designs", and most perform very well too.

What's the best boat for you? All the popular boats listed above are excellent, and there are many more commercially offered designs that are excellent too. It is amazing how many good designs with a quality build that are offered in this class, but they aren't campaigned by that rare world class skipper so they won't finish high on the world stage. Skipper skill and preparation are the difference makers, not the hull design. I suggest that a new or average club skipper look for designs that are popular at their club and that come with a well-developed tuning guide. Then sail a lot and use the tuning guide if you want to get better. You can't buy racing success in this competitive class, you have to earn it. A thorough knowledge of the RRS helps avoid issues and it becomes essential for success at crowded big events. Being fit is important so you are mentally sharp through the whole regatta, and this is something you can develop. Being tall with keen eyes are radio sailing genetic advantages to hope for, which I lost out big-time on.



Used IOM for Sale: Britpop!

Nautae racing Model Yachts (Denis Astbury) IOM Certificate 2016 Hull Registration Number USA 981. \$3,000.00 USD:

- David Creed foils and Astbury bulb.
- (2) Arm Sail Servo HS-M7990th Hitec
- Rudder Servo HS-5625MG
- (2) #1 Rigs BG Sail, PG Mast Pre-Bender, Bearing Gooseneck, AA parts Main /Jib Booms
- #2 Rigs BG Sail, SailsETC Gooseneck, SailsETC Parts Main/Jib Booms
- #3 Rigs BG Sail, PoleTent Mast, SailsETC Gooseneck, SailsETC Parts Main/Jib Booms
- Sailbox
- Bill Wells Build IOM Stand
- (2) 1700 Mah LiFePo4 6.6.Receiver Pack
- Radio Turnigy TG4-i6 TX, iA64 telemetry Module RX

Will send Picture (or here: [https://photos.google.com/share/AF1QipOmljCex2l1oyDQR-](https://photos.google.com/share/AF1QipOmljCex2l1oyDQR-TMYhVPjmtaSbqJFSz7jg5bSAIXJh17XYFOIZ3IMlo-QNbp9g?key=eFhwUldhWmdaVVpiSFirVEpgXy1nY0tZWWZrY3FR)

[TMYhVPjmtaSbqJFSz7jg5bSAIXJh17XYFOIZ3IMlo-QNbp9g?key=eFhwUldhWmdaVVpiSFirVEpgXy1nY0tZWWZrY3FR](https://photos.google.com/share/AF1QipOmljCex2l1oyDQR-TMYhVPjmtaSbqJFSz7jg5bSAIXJh17XYFOIZ3IMlo-QNbp9g?key=eFhwUldhWmdaVVpiSFirVEpgXy1nY0tZWWZrY3FR))

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Tacking in the Zone – RRS 18.3

(Editor – I received this video link in an email from Jerry Brower with no other message; and thought I should pass this clear and simple presentation along. Of course, in radio sailing our zone is 4 boat lengths by RRS Appendix E1.1.) <https://www.youtube.com/watch?v=YscWSJGL61Y>

If you ever want more on the RRS as related to radio sailing, I will always recommend John Ball's excellent articles that are now found here: <https://sites.google.com/site/johnsrcsailingrulesandtactics/>. John covers RRS 18 in Chapters 3 and 5. John has pointed words about crashing into a crowded weather mark on port tack as being poor sportsmanship...

End