



Creeping to the finish line on glassy Surprise Lake with no bow wave, while the sails show the lightest of wind pressure. At least we are moving! This was what the wind was like about 20% of the time, and what is often expected on this fluky lake. Criticize #12 for a lack of trim, but it was only briefly while I took the photo – ala Ron Hornung. I miss Ron, who regularly dropped his transmitter in the pursuit of great radio sailing photos. Bob Wells photo.

### Gig Harbor MYC Regatta #4 – IOM Class (May 26, 2018 at Surprise Lake in Milton, WA)

Bob Wells Reporting & Daryl Ruff Scoring:

This was a classic Surprise Lake day with comfortable temperatures, mixed cloudy and sunny skies, and the wind was mixed too in direction and velocity. The photo tells some of the story. Kudos to Jerry Brower for dominating the fleet in these light fluky conditions. He has a knack here.

We welcomed our first Canadian visitor to this venue in a long time, David Woodley from Surrey BC. David is sailing a sweet V10 and is very new to radio sailing and sailboat racing in general. His rookie stature showed in the standings, but he came away with lots of ideas to work on. David planned to sail at Deception Pass the following day, where I think he will find the wind a lot more consistent and forgiving.

#### GHMYC 4 - Scoring

GHMYC 4 (Standard Scoring)

Rank	Sailor	Sail	Tot	R 1	R 2	R 3	R 4	R 5	R 7	R 8	R 9	R 10	R 11	R 12	R 13	R 14	R 15	R 16	R 17
1	Jerry Brower	42	21	2	1	1	3	1	2	5	1	2	1	1	1	3	6	2	5
2	Joe D'Amico	86	31	1	4	2	5	6	3	3	6	1	2	2	5	1	5	1	1
3	Steve Young	73	45	4	2	4	1	5	4	4	7	4	6	4	4	6	2	4	3
4	Bob Wells	12	47	6	6	3	2	4	1	8	4	6	3	7	3	5	3	5	2
5	Daryl Ruff	67	54	5	3	6	4	7	5	2	3	5	4	3	6	4	4	8	6
6	David Jensen	68	55	3	7	5	7	2	7	1	2	3	5	5	2	2	1	3	8
7	Dennis Pitts	57	75	8	5	7	6	3	6	6	5	7	7	6	7	7	8	6	4
8	David Woodley	78	99	7	8	8	8	8	8	7	8	8	8	8	8	8	7	7	7

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GHMYC 4 (Standard Scoring)

Sail	Sailor	Rank	Tot	R 1	R 2	R 3	R 4	R 5	R 6	R 7	R 8	R 9	R 10	R 11	R 12	R 13	R 14	R 15	R 16	R 17
42	Jerry Brower	1	26	2	1	1	3	1	9	2	5	1	2	1	1	1	3	6	2	5
86	Joe D'Amico	2	36	1	4	2	5	6	9	3	3	6	1	2	2	5	1	5	1	1
68	David Jensen	3	48	3	7	5	7	2	9	7	1	2	3	5	5	2	2	1	3	8
73	Steve Young	4	51	4	2	4	1	5	9	4	4	7	4	6	4	4	6	2	4	3
12	Bob Wells	5	53	6	6	3	2	4	9	1	8	4	6	3	7	3	5	3	5	2
67	Daryl Ruff	6	60	5	3	6	4	7	9	5	2	3	5	4	3	6	4	4	8	6
57	Dennis Pitts	7	82	8	5	7	6	3	9	6	6	5	7	7	6	7	7	8	6	4
78	David Woodley	8	107	7	8	8	8	8	9	8	7	8	8	8	8	8	8	7	7	7

Try as we might to foment controversy in our competitive and friendly group, we're just not good at it. Above we have two different scoring results for our regatta, a potential issue. The bottom one is as provided by Daryl Ruff's convenient NZ digital scoring system and the top one is from scorekeeper Jerry Brower for consideration. Notice R6 is missing from the top one and included as a throw-out for everybody in the bottom one. Results vary pending which one is official. What happened is David Jensen had a fine Race 6 to finish first and the tight pack followed him in a more consistent wind period. All except trouble-maker Bob Wells, who did not finish with the pack claiming that was only one lap of a two-lap race, and then Bob completed another

lap. Nobody at the time could dispute Bob's assertion, because our memories are too damn short – likely an age-related condition. Daryl Ruff's dock solution was to throw-out the race for everybody because that is what the software allows. That's a good solution, but conscientious Jerry Brower keeps the season points and he figured out if R6 didn't happen results are different. Jerry just wants to know which way to record the results, as he strives for accuracy. The loser in all this is David Jensen, who drops from 3<sup>rd</sup> to 6<sup>th</sup> pending which result is used, and if Bob Wells had just kept his mouth shut his score would be better yet with a win in R6. I suggest Jerry Brower use the top one for season points, but it is his choice as scorekeeper.

Kudos to big Mike Hansow who showed early to set the buoys and then took the dog to the vet and went off to work. Importantly he pulled Daryl Ruff from the water after flipping our flat and tippy aluminum dinghy and left his fancy starter machine for us to use. A humbled Daryl went home to change and was none the worse for wear. I am worried about him on his 3-month J-39 sailboat cruise to Alaska coming soon - maybe this is the reminder he needs to stay in the center of the dinghy.



“Nice day of sailing IOMs at Bowman Bay, WA. Basically, we played can-you-catch J. Kelly Martin. Eleven races smoothly monitored by Trish”. Photo and quote by Dennis Pittis.

### Deception Pass MYC Wednesday Sailing – IOM Class (May 23, 2018 at Bowman Bay)

By Larry Stiles

Folks, it looked like something from “The Lord of The Rings”, the trees at one moment shrouded like a stranger in a long gray coat and at the next like the light of heaven had found them and had made them glorious. Humm, then you remember the weather forecast was for a possible high of 80-something and you realize just how underdressed you are.

Fog is interesting. At one time I had thought that fog required still air. Some types of fog do, but most require just the right amount of wind coming from just the right direction.

The fog hung around till a bit past noon but the light breeze continued unabated till just past three. Thanks to all involved in dealing with the markers. It resulted in a very usable course and some very fine racing was had. And to the worthy Trish for maintaining order and keeping score.

I find it hard sometimes to concentrate on racing when surrounded by so much beauty and laughter.

Position	Skipper	Sail #	Club/City	Hull	MYA No.	Score	1	2	3	4	5	6	7	8	9	10	11
1	Kelly Martin	77	Bellingham, WA	V10		9.0	1.0	1.0	1.0	2.0	1.0	1.0	1.0	1.0	2.0	1.0	1.0
2	Joe D'Amico	86	Sequim, WA	V10		21.0	4.0	2.0	4.0	1.0	2.0	2.0	4.0	3.0	1.0	2.0	14.0
3	Jerry Brower	42	Lake Stevens, WA	Kantun 2		26.0	3.0	4.0	2.0	3.0	3.0	4.0	14.0	2.0	3.0	4.0	2.0
4	Larry Stiles	64	Sedro Woolley, WA	BritPop!		45.0	6.0	5.0	3.0	7.0	6.0	5.0	9.0	5.0	4.0	8.0	4.0
5	Mike Doherty	33	Anacortes, WA	BritPop!		47.0	14.0	14.0	6.0	4.0	4.0	6.0	2.0	4.0	6.0	7.0	8.0
6	Bill Wilson	69	Port Ludlow, WA	Kantun SMX		55.0	11.0	8.0	5.0	12.0	5.0	8.0	3.0	10.0	5.0	5.0	6.0
7	Vic Childs	98	Anacortes, WA	Widget		60.0	5.0	11.0	7.0	8.0	7.0	3.0	12.0	7.0	8.0	10.0	5.0
8	Bill Matheson	10	Anacortes, WA	V7		64.0	7.0	3.0	12.0	14.0	9.0	13.0	6.0	6.0	12.0	6.0	3.0
9	Steve Becktold	46	Anacortes, WA	V10		68.0	10.0	6.0	8.0	11.0	10.0	7.0	10.0	12.0	7.0	3.0	7.0
10	Rich Cushing	31	La Conner, WA	Pikanto		73.0	2.0	10.0	9.0	5.0	12.0	11.0	5.0	13.0	10.0	9.0	12.0
11	Dennis Pittis	57	Clinton, WA	Malteser		74.0	8.0	7.0	10.0	6.0	8.0	9.0	11.0	8.0	9.0	12.0	9.0
12	Steve Sutton	38	La Conner, WA	V9		87.0	9.0	9.0	11.0	9.0	13.0	12.0	7.0	9.0	13.0	11.0	10.0
13	Jack Pulliam	43	Oak Harbor, WA	V10		96.0	12.0	12.0	13.0	10.0	11.0	10.0	8.0	11.0	11.0	13.0	11.0



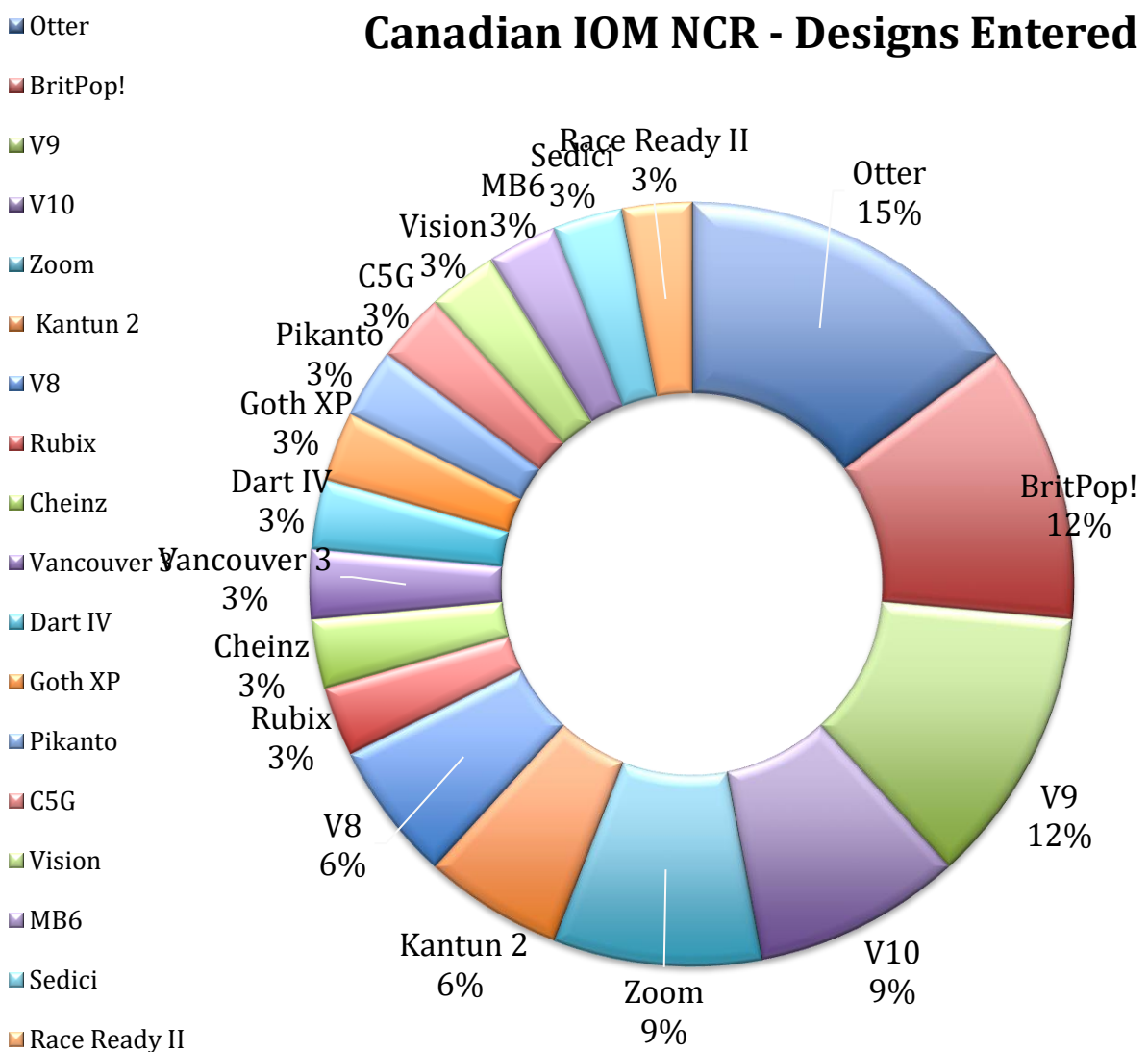


I also expect there will also be more IOM woodies sailing at CAN Nats than any national championship short of the Scottish IOM Woody Nationals. This beauty in 2-rig is Martin Herbert's latest - Dart IV. Martin Herbert photo.

### Regional IOM Hull Design Preferences #2 (More Data Points from Canada)

By Bob Wells

In my 2018 SMYC #3 regatta report from a couple of weeks ago I mused on preferences for IOM hulls design choices [here](#). My article was inspired by a donut chart listing the various hull designs entered for the coming UK Nationals by Tim Lanigan, and I noted the wide variety of designs entered and preferences for certain designs that vary locally around the globe. See what you started Tim, now Stan Schofield in BC just did a similar exercise for the coming CAN Nats below and I'm writing about it.



A few things jump out when I look at Stan's chart, and I made my own modified chart below to support my thoughts. Of the 34 entries there are 18 different hull designs. CAN Nats has a much higher percentage of

different designs compared to 2018 UK Nats, with 22 different designs out of 84 entries. I think this is because CAN Nats has more DIY custom designs entered than any IOM Nationals that I am aware of, designs not well known outside of the Pacific NW. When I made “DIY Custom Designs“ a category they zoom to the top for number of entries at 7. This is partially a legacy of when Lawrie Neish and later Barry Fox first promoted IOM radio sailing on Vancouver Island, they promoted building IOMs yourself from hulls molded by Lawrie to get into the class inexpensively. In my chart I also combined the similar V9 and V10 designs so they also total 7 entries, but I maintain the V8 as a different hull design. This further defines the popularity of Ian Vickers’ boats on the USA and Canadian left coasts.

Design	Number	Remarks
V9 & V10	7 (21%)	
DIY Custom Designs	7 (21%)	Micro Brew 6; Dart IV; Vancouver 3; Zoom (3); Race Ready II
Otter	5 (15%)	
BritPop!	4 (12%)	
Kantun 2	2	
V8	2	
<b>Total Entries</b>	<b>34</b>	Only multiple hull design entries listed

The most popular commercial design entered from BC is the local *Otter*, which is not well known outside of BC. I haven’t sailed with this relatively new IOM yet, that is designed and produced by Rob Mulder in Vancouver for a few years now. Rob’s company, Roberts Composites, was founded in 1989 and his website is <http://www.robertscomposites.com>. Rob molds components for active sports such as windsurfing, biking, sailing, and the like. He doesn’t mention radio sailing in his website even in his ‘creative projects’ category, but he has been campaigning his IOMs in BC and occasionally to Alberta. It is great to have a commercial designer-builder in North America, and I’ll look forward to catching up with him in a few weeks in Saltspring.

IOM Regattas tend to include a lot of colorful boats, and a CAN Nats at Saltspring always has more graphically colorful boats than most regattas in this beautiful setting. So much IOM eye candy and camaraderie, I can’t wait...

### Regional IOM Hull Design Preferences #3 (NZL Data Points from Canada)

By Bob Wells

Just when I thought that I was done with donut charts on IOM entries, here is one provided to me again from Stan Schofield in BC. This further establishes that Ian Vickers’ hulls are much preferred in New Zealand with 65% of the 29 entries from his stables. Ian Vickers and his V10 dominated with 13 points in 12 races after throw-outs, not too bad Ian.

