



Another tight aggressive rounding at the weather mark with skippers using the rules properly. Carter Jones image.

## 2018 Hood River Carnage - IOM Class (July 14-15 at Hood River Marina)

Bob Wells reporting,

It was hot and winds were light, and we had some good well managed sailing in an excellent radio sailing venue. Hood River is always fun too, and very welcoming. Our best sailing was on Friday when we measured in unfortunately, and after that the B-rigs were put away.

On Day 1 the wind behaved and came from the prevailing westerly direction and we began with good light air sailing in the middle of our big rig on a big course with good visibility. For the first race it payed to play the shore righty after the gate, but soon that advantage dissipated and overall the wind was a little stronger farther out or south. The shore lift came and went through the day, but it was more temptation than the advantage of past years. Racing remained tight with little gains and losses in your group until you finished bunched after about 20 minutes. After three races the wind gradually lightened, and this continued until racing had to be canceled after 12 races. Mercifully canceled because we all needed air conditioning and cold fluids to cool down before our excellent annual buffet at the wonderful Divots restaurant.

Day 2 aligned with World Cup finals and we faced a nil wind forecast. Surprisingly we achieved four races from a rare light easterly that arrived on our prescribed start time. As on the previous day, the more we raced the warmer it got, and the lighter the wind went until we were drifting at times. Barry Fox had no option but to cancel the racing, and after a brief awards ceremony we departed early with 100-degree temps and climbing. I think Michel was the happiest guy in the fleet with his beloved France the World Cup winner.

Winner John Ebey and his *Fusion* let all the way, but it got interesting after race 13 when weed dropped him to 15<sup>th</sup>. John rallied to finish 3-2-3 in those difficult last three light air races and hold off Craig "Houdini" Mackey in 2nd. "Houdini" had a long string of top five finishes, and a number of them were remarkable recoveries from back of fleet - he does that. Third and fourth go to the *Sedici's*, and this time Barry Donaher came out in front of Steve Landeau, reversing the order of their 2<sup>nd</sup> and 3<sup>rd</sup> finishes at R6 a few weeks ago. John Skinner also had a strong last day and otherwise sailed consistently well to achieve a well-earned 5<sup>th</sup> to repeat his finish from last year. Best finishes on the light last day belong to Gary Boell and his glass *Corbie 5* with a 1-2-3-4, as he quickly climbed to 7<sup>th</sup> from 11<sup>th</sup> on this abbreviated day. The light wind of the last day spread the fleet, and the few with consistent high finishes showed serious game in this condition.

This is a competitive group top to bottom, and a few are new to IOMs. Lucas Hurt finished 8<sup>th</sup> in the crazy R2AK (look it up) but he has almost no time in IOMs and is still sorting his used boat. Darrell Peck is a top USA Finn skipper as well as a Finn college coach; but he has little time in radio sailing to date. They competed and learned and sailed at the front of the fleet at times. Like Kurt Wells, they smiled a lot and worked on their game. A more frustrated David Jensen lacks the strong competitive sailing background most of us have, but he has immersed himself in IOMs for a few years now. He just needs more time to adapt to big competitive fleets plus more consistent tuning. He also needs to refine his basic RRS knowledge to defend himself - it is part of the game at this level.

IOM skippers are willing to travel for big regattas, and this time entries came from seven states. If we count our excellent returning PRO Barry Fox, then add the Province of British Columbia. Winner of our farthest traveled award is Steve Landeau over Michel Roure in a close match. Both traveled over 2,800 miles with Steve about 50 miles further. We had seven entries from California, and for the second time more Cali boys entered than Washington guys. Maybe the heat doesn't bother them like it does PacNW guys.

Thank you to Regatta Chairman Jerry Brower for organizing this event and working so tirelessly for us during the event, and he gave up sailing in the event to serve us. Barry Fox once again traveled from Victoria, BC to serve as our PRO and again it was an excellent job with challenging calls on when to race. Kurt Wells saved our regatta when he hauled the buoy boat at the last minute after formerly dependable Joe Damico had to decline with back pain. And congratulations to tough old Joe for providing his buoy boat and marks, and for recovering enough to once again sail in our event despite some pain. One of Joe's first concerns when he went down a few weeks ago was how do we get the boat to Hood River.

This was the 8<sup>th</sup> annual Hood River Carnage that began as an Oregon MYC organized event and was continued by Seattle MYC so we wouldn't lose this great event. The draw was the big Gorge wind coupled with a great radio sailing venue providing long courses with elevated visibility, and we got that consistently in the early years of Carnage. The bargain was that to enjoy this rare excellent B-rig sailing in the Pacific NW you

tolerated the heat and blowing sand covering the spit. IOM travelers accept this bargain, or they don't return. Unfortunately, with climate change the Portland area is warm more often and the honking Gorge B-rig thermal is rarer now. The Carnage is currently more likely a light wind regatta with the observation you should have been here last week or yesterday. Too much effort is required to host an out-of-state event to justify continuing with this lighter wind situation. For these reasons Seattle MYC has no plans to host this event in the future. If somebody else wants to host it though, we will be supportive and share the many contacts and insights that we have developed to help you organize this event. And Jerry Brower and I will attend as will many others. We'll also recommend that you switch the event to June for lower average temps with historically the same winds.

	Skipper	Club/City	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	John Ebey	San Rafael, CA	Fusion	41.0	3.0	2.0	2.0	2.0	4.0	1.0	2.0	8.0	13.0	8.0	7.0	2.0	15.0	3.0	2.0	3.0
2	Craig Mackey	Oceanside, CA	BritPop!	50.0	1.0	11.0	10.0	5.0	1.0	3.0	4.0	5.0	2.0	5.0	1.0	13.0	3.0	4.0	8.0	8.0
3	Barry Donaher	Hideout, UT	Sedici	58.0	17.0	3.0	15.0	11.0	5.0	4.0	3.0	3.0	1.0	4.0	9.0	1.0	6.0	6.0	18.0	2.0
4	Steve Landeau	Pooler GA	Sedici	63.0	15.0	14.0	1.0	4.0	13.0	2.0	1.0	1.0	9.0	3.0	4.0	3.0	5.0	18.0	11.0	6.0
5	John Skinner	Pinole, CA	BritPop!	66.0	4.0	12.0	6.0	8.0	9.0	17.0	11.0	2.0	4.0	10.0	3.0	7.0	7.0	1.0	4.0	1.0
6	Dennis Rogers	San Diego, CA	BritPop!	75.0	5.0	7.0	9.0	1.0	8.0	5.0	5.0	13.0	6.0	1.0	17.0	9.0	4.0	8.0	7.0	11.0
7	Gary Boell	Richmond, CA	Corbie 5G	75.0	2.0	13.0	14.0	7.0	6.0	6.0	12.0	7.0	11.0	9.0	11.0	6.0	1.0	2.0	3.0	4.0
8	Steve Toschi	Grover Beach, CA	MB6	80.0	7.0	5.0	11.0	9.0	3.0	11.0	8.0	10.0	12.0	2.0	2.0	17.0	8.0	9.0	1.0	5.0
9	Bob Wells	Mercer Island, WA	Kantun 2	94.0	9.0	4.0	5.0	6.0	7.0	10.0	6.0	15.0	8.0	13.0	15.0	8.0	9.0	7.0	5.0	10.0
10	Morgan Dewees	Portland, OR	Lintel MMX	98.0	6.0	6.0	3.0	3.0	2.0	9.0	7.0	12.0	15.0	7.0	6.0	12.0	18.0	10.0	16.0	17.0
11	Chris Sullivan	Albany, CA	BritPop!	103.0	8.0	1.0	4.0	12.0	10.0	8.0	17.0	14.0	3.0	6.0	10.0	4.0	13.0	12.0	14.0	12.0
12	Michel Roure	Parsippany, NJ	BritPop!	110.0	10.0	8.0	13.0	10.0	15.0	14.0	9.0	9.0	5.0	11.0	12.0	14.0	2.0	5.0	9.0	7.0
13	Joe D'Amico	Sequim, WA	V9jd	136.0	11.0	16.0	7.0	16.0	14.0	13.0	15.0	4.0	17.0	12.0	8.0	5.0	12.0	11.0	15.0	9.0
14	Bruce Andersen	Boise, ID	BritPop!	162.0	13.0	17.0	16.0	14.0	11.0	7.0	16.0	16.0	10.0	15.0	13.0	11.0	10.0	13.0	13.0	16.0
15	Darrell Peck	Gresham, OR	BritPop!	171.0	19.0	9.0	12.0	15.0	16.0	16.0	18.0	18.0	16.0	16.0	5.0	10.0	17.0	15.0	10.0	14.0
16	David Jensen	Bellevue, WA	V9	172.3	12.0	18.0	19.0	13.0	17.0	19.0	13.0	6.0	7.0	19.0	19.0	19.0	14.0	14.0	6.0	14.3
17	Kurt Wells	Seattle, WA	BritPop!	176.0	16.0	10.0	17.0	18.0	18.0	12.0	10.0	17.0	14.0	14.0	14.0	16.0	11.0	17.0	12.0	13.0
18	Lucas Hurt	Port Townsend, WA	BritPop!	184.0	14.0	15.0	8.0	17.0	12.0	15.0	14.0	11.0	18.0	17.0	16.0	15.0	16.0	16.0	17.0	15.0

Liz Fox and Carter Jones Images: <https://1drv.ms/f/s!AtA4tYs9p8AOgc15Xzg3Q7IDla5uhQ>

Summary of the 2018 Hood River Carnage – Club Ranking

Class: IOM  
Date: July 14-15, 2018 (2 days racing)  
Location: Hood River Marina at Hood River, OR  
Host Club: Seattle MYC  
Entries: 18  
Winds: Light - from middle A-rig to drifting  
Races Completed: 16  
Scoring System: 2016 - v3 HMS  
Regatta Committee & Valuable Assistants: Jerry Brower – Chairman, Registrar, Finances, Measuring, Lunches & Buoy Boat; Bob Wells – 2<sup>nd</sup> Chairman; Barry Fox – PRO & Scorekeeper; Kurt Wells – hauled buoy boat; Morgan Dewees & Ron Blackledge – Safety Cones; Liz Fox and Carter Jones – Official Photographers.



It was close sailing downwind too, but the zoom lens makes this appear closer than actual. Carter Jones image.





The fleet approaching the weather mark from the south side, and yes we are in a marina. Carter Jones image.



Again, it was hot both days with shade essentially non-existent on the dried-out spit. Here David Jensen found a few minutes of respite in partial shade before moving to the next start. It was so hot and dry you drink water all day, yet seldom have to pee. The all-important water bottle coolers were always stocked to the right thanks to Jerry Brower. He hauled a whole lot of bottles and his back held up fine – until he returned home and lifted a cooler out of his trunk. Oops. Bob Wells photo.