Hard to believe that Daryl Ruff would prefer J-39 sailing to Alaska and back for 3-months over sailing IOMs with us at Surprise Lake, but it is a cold fact. I'll admit Daryl does look healthy and happy here with a 6.5 lb. Silver in Myers Chuk, AK…

Gig Harbor MYC Regatta #8 – IOM Class (August 18, 2018 at Surprise Lake in Milton, WA)
Bob Wells Reporting & Scoring:

Another classic Surprise Lake day with ultra-comfortable temperatures, mixed cloudy and sunny skies, and the wind was mixed too, but mostly as the predicted southwesterly. We had a nice turnout of our 2018 regulars, with excused absences from regulars Daryl Ruff (sailing to Alaska and back slowly) and Jerry Brower (headed to UK IOM Nationals). Sailing was so light early the booms wouldn't go out in the occasional "gusts" of say 1.5 knots. Mostly it was a shifty 2-7 knots, which is usual here in summer.

Position	Skipper	Sail #	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	Steve Young	73	Vision	30.0	3.0	8.0	6.0	1.0	4.0	6.0	2.0	1.0	1.0	4.0	1.0	2.0	1.0	3.0	1.0
2	Bob Wells	12	K2	31.0	2.0	4.0	1.0	7.0	2.0	3.0	1.0	4.0	2.0	5.0	3.0	1.0	5.0	1.0	2.0
3	Joe Damico	86	V9-jd	33.0	1.0	1.0	4.0	2.0	1.0	4.0	4.0	5.0	5.0	1.0	2.0	3.0	2.0	5.0	3.0
4	Dennis Pittis	57	Alternative	56.0	5.0	3.0	2.0	6.0	5.0	1.0	7.0	6.0	7.0	2.0	6.0	5.0	4.0	6.0	5.0
5	Mike Hansow	53	V10	58.0	4.0	6.0	3.0	4.0	6.0	2.0	6.0	3.0	3.0	6.0	5.0	7.0	6.0	4.0	7.0
6	David Jensen	168	RR2 (Woody)	59.0	8.0	5.0	5.0	5.0	3.0	5.0	5.0	2.0	4.0	3.0	7.0	6.0	3.0	7.0	6.0
7	Bill Wilson	69	Kantun SMX	62.0	6.0	2.0	7.0	3.0	7.0	7.0	3.0	7.0	6.0	7.0	4.0	4.0	7.0	2.0	4.0

Some funny stuff for me was when guys finished higher than typical brings unfamiliar responsibilities to record or call-out finishers. Dennis Pittis and Bill Wilson were both slow on the uptake to call out the places when 2nd and Mike Hansow flubbed his race win when he didn't list all the finishers. Hehe. Dennis was excellent recording the scores after his win, so there is real progress here.

Try as we might to foment controversy in our competitive and friendly group, we're just not good at it. We did accomplish some differences of opinion on how to apply the RRS though, and I'll point out a few for educational value, with the caveat I'm not much of a rules student. This was discussed at some length at our favorite restaurant, Puerto Vallarta, and I received a few positive comments that our skippers liked the rules discussion with a beer in front of them:

Discussion #1 - Taking a Penalty & Significant Advantage: *Bob and Steve had contact at an offset windward mark and Steve dutifully acknowledged and exonerated immediately. Bob had to do a turn too to extricate himself because of the contact to get around the mark, and Steve ended up about a boat length ahead as we left the mark. Bob reminded Steve he gained a significant advantage (moved from behind to ahead a few boat lengths) as a result of the contact, but Steve wasn't having any of it because he "already did his turn". Later at the restaurant we found the rule in Appendix E and Steve said oops, and as scorer I gave him a DNF for that race. See the rule below:*

> ***E4.3 Taking a Penalty***
> *Rule 44.1 is changed to:*
> *A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2, or rule 31, in an incident while racing. However,*
> *(a) when she may have broken a rule of Part 2 and rule 31 in the same incident she need not take the penalty for breaking rule 31;*
> *(b) if the boat gained a significant advantage in the heat or race by her breach despite taking a penalty, her penalty shall be an additional One-Turn Penalty;*
> *(c) if the boat caused serious damage, or as a result of breaking a rule of Part 2 she caused another boat to become disabled and retire, her penalty shall be to retire.*

I'll add that if you are still ahead after taking an additional penalty, you take another until you are no longer ahead.

The (c) part of this rule happened to Joe Damico in San Diego recently. At US Nationals inadvertent contact between Joe and Larry Stiles forced Larry to retire for repairs. Joe handled it perfectly after the contact. He continued to take one-turn penalties while he waited for Larry to proceed. When Larry eventually retired as disabled, Joe retired per the rule and then he told the Race Committee what happened to support Larry receiving restitution, which he did. That defines good sportsmanship after an inadvertent mistake.

Discussion #2 - RRS 17 and definitions Proper Course & Overlap: *Bob and Bill had contact while both were running downwind, and Bill provided a reasonable description of RRS 17 claiming Bob sailed above proper course when he had no rights as the overlap was from clear astern – after Bill took a one-turn penalty. Bob thought it was a simple windward-leeward and windward Bill didn't keep clear. To determine who was the give-away boat first review the rule and key definitions below:*

> ***17 ON THE SAME TACK; PROPER COURSE***

If a boat clear astern becomes overlapped within two of her hull lengths to leeward of a boat on the same tack, she shall not sail above her proper course while they remain on the same tack and overlapped within that distance, unless in doing so she promptly sails astern of the other boat. This rule does not apply if the overlap begins while the windward boat is required by rule 13 to keep clear.

Proper Course *A course a boat would sail to finish as soon as possible in the absence of the other boats referred to in the rule using the term. A boat has no proper course before her starting signal.*

Clear Astern and Clear Ahead; Overlap *One boat is clear astern of another when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other boat's hull and equipment in normal position. The other boat is clear ahead. They overlap when neither is clear astern. However, they also overlap when a boat between them overlaps both. These terms always apply to boats on the same tack. They apply to boats on opposite tacks only when rule 18 applies between them or when both boats are sailing more than ninety degrees from the true wind.*

RRS 17 limits where a leeward boat can sail when near a keep-clear windward boat. If this went to a protest committee one of the first facts to determine is if Bob establish his overlap from clear astern as Bill attests. I don't recall if there was an overlap when we were the critical two boat lengths apart, and in hindsight we both should have been thinking ahead and calling the overlap (or no overlap) then. This was long before the contact. In support of Bob I'll note that at two boat lengths we were not sailing parallel like we were at contact. Bill had taken the longer west route on port that proved to have more wind from the NW in the end, and his bow was pointed more easterly than Bob's. Bob (and Dennis Pittis) were first around the weather marks and they sailed most of the downwind leg wing and wing on a southerly on starboard on the short course straight at the mark. At the end of the leg the southerly petered out and Bob (and Dennis to leeward with bows even) gybed to port seeking pressure, and both were over-standing the mark to keep their boats moving. So, three of us were closing on the same port tack for a number of slow boat lengths, and Bill could have been ahead and Bob (and Dennis) could have still been overlapped at two boat lengths when you project the line from Bill's stern that determines overlap. This is what we don't know, and the take-away here is <u>think ahead and call the overlap (or no overlap) at two boat lengths apart</u>.

If Bill was more rules savvy, just before two boat lengths he would luff as needed to break any overlap and announce "no overlap", and then Bob would clearly be established as clear astern and 17 would be confirmed. It may help to know that the reason Bob wanted to sail 'above proper course was to get separation from Dennis to gybe to starboard and head for the mark.

Kudos to big Mike Hansow who showed early to set the buoys and Bob pulled the buoys and helped Mike put all the gear away for another day. Coulon is next – this coming Saturday….

August 16, 2018

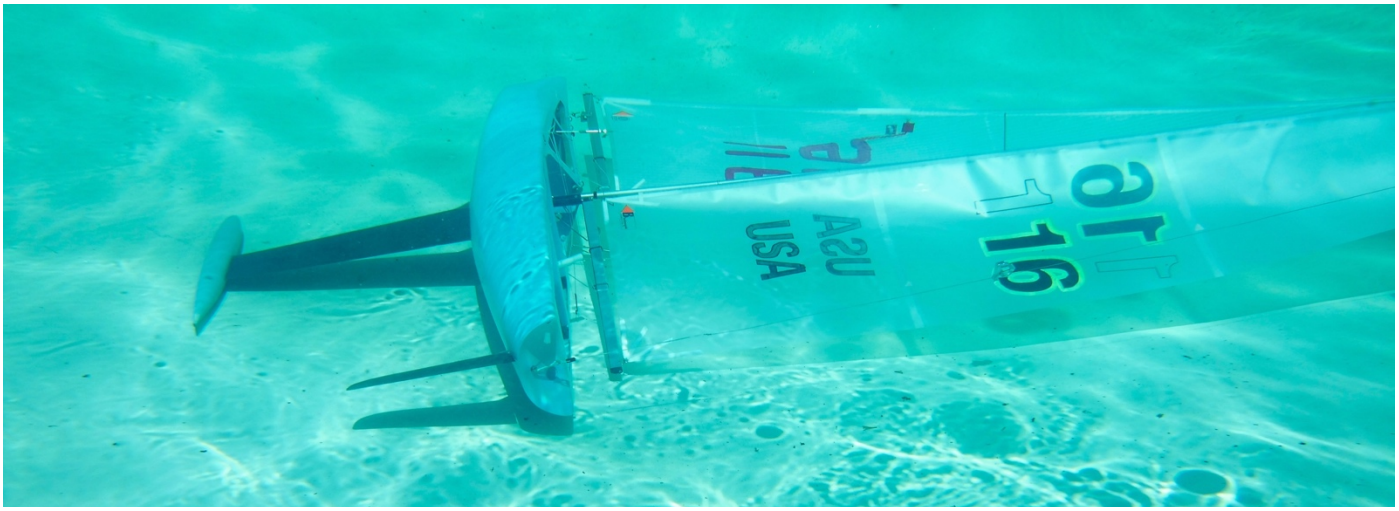
An IOM Flotation Experiment

By Bruce Andersen and Bob Wells

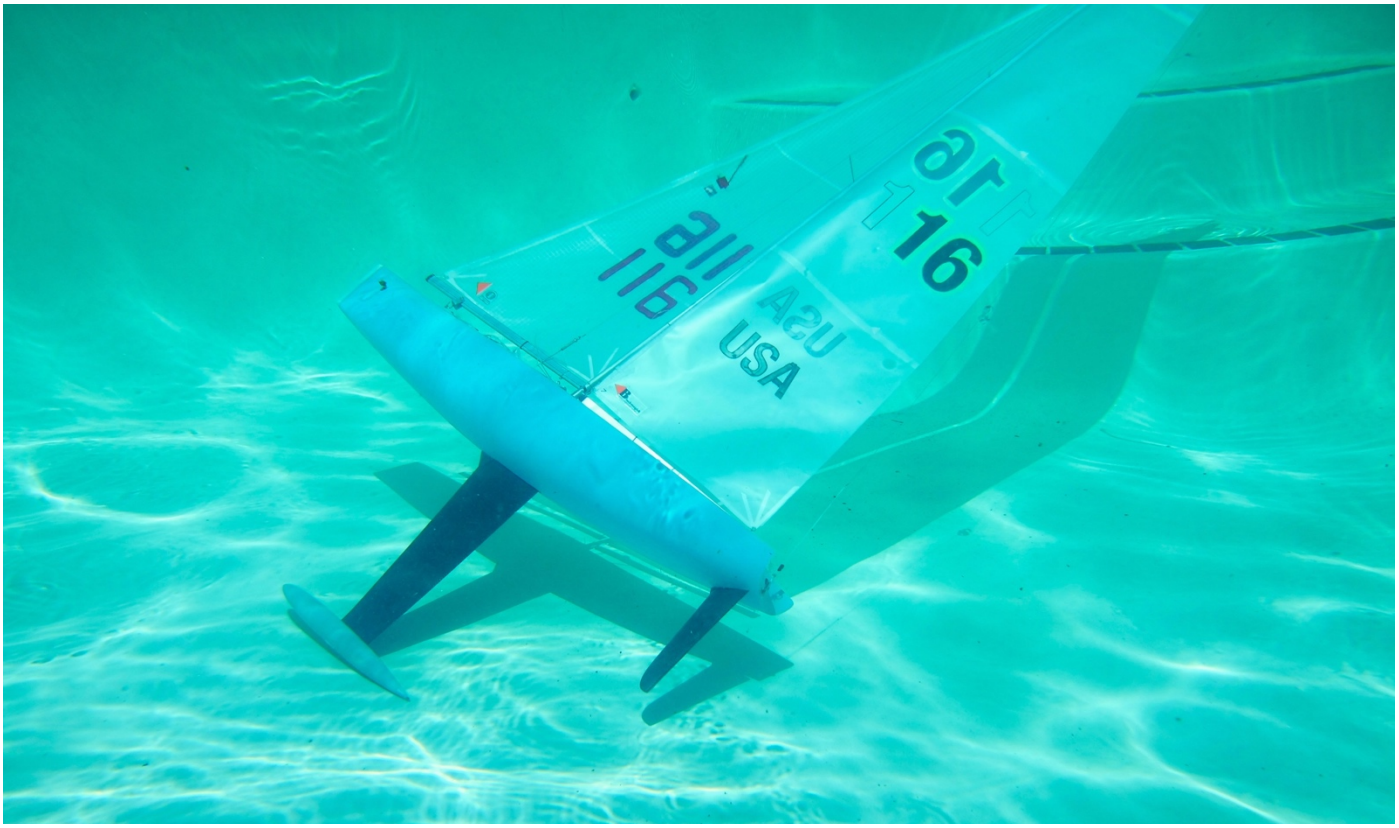
There has been a recent spate of IOM sinkings. Most common and frustrating causes are deck patches becoming dislodged or forgetting to attach pot lids in the pressure of tuning and repairing in time for the next heat. Occasionally a hull is cracked from a collision significantly enough to allow water intrusion, but that is less frequent thanks to our bow bumper requirement and the high quality work of our builders in thin shell fiberglass.

We make serious investments in our IOMs, and we thought the idea of adding internal flotation devices should be explored. We were curious how a flooded IOM acts with simple internal flotation. For this experiment we used Bob's Topiko, stripped the electronics out of it, added an old rig, and added weight to bring it up to 4 kg. For flotation we used 3" x 6" air pack bags out of an old Amazon box as shown below:

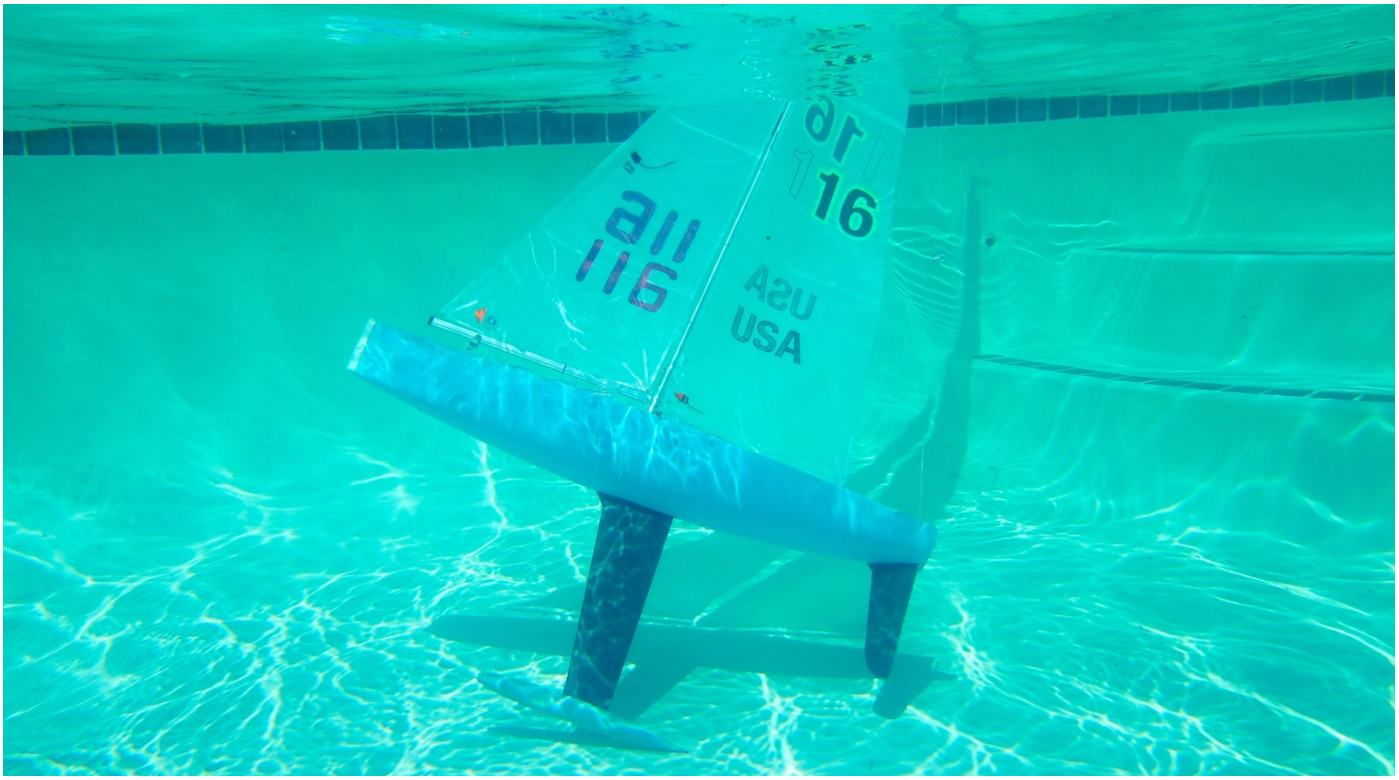
In honor of George Pedrick, whose V10 sinking at the 2017 Garland US Nats prompted this article, we will arbitrarily refer to each of these 3" x 6" air bags as 1 Pedrick Unit (PU). This is in no way a reflection on George's bathing habits. The following images describe this simple flotation experiment:



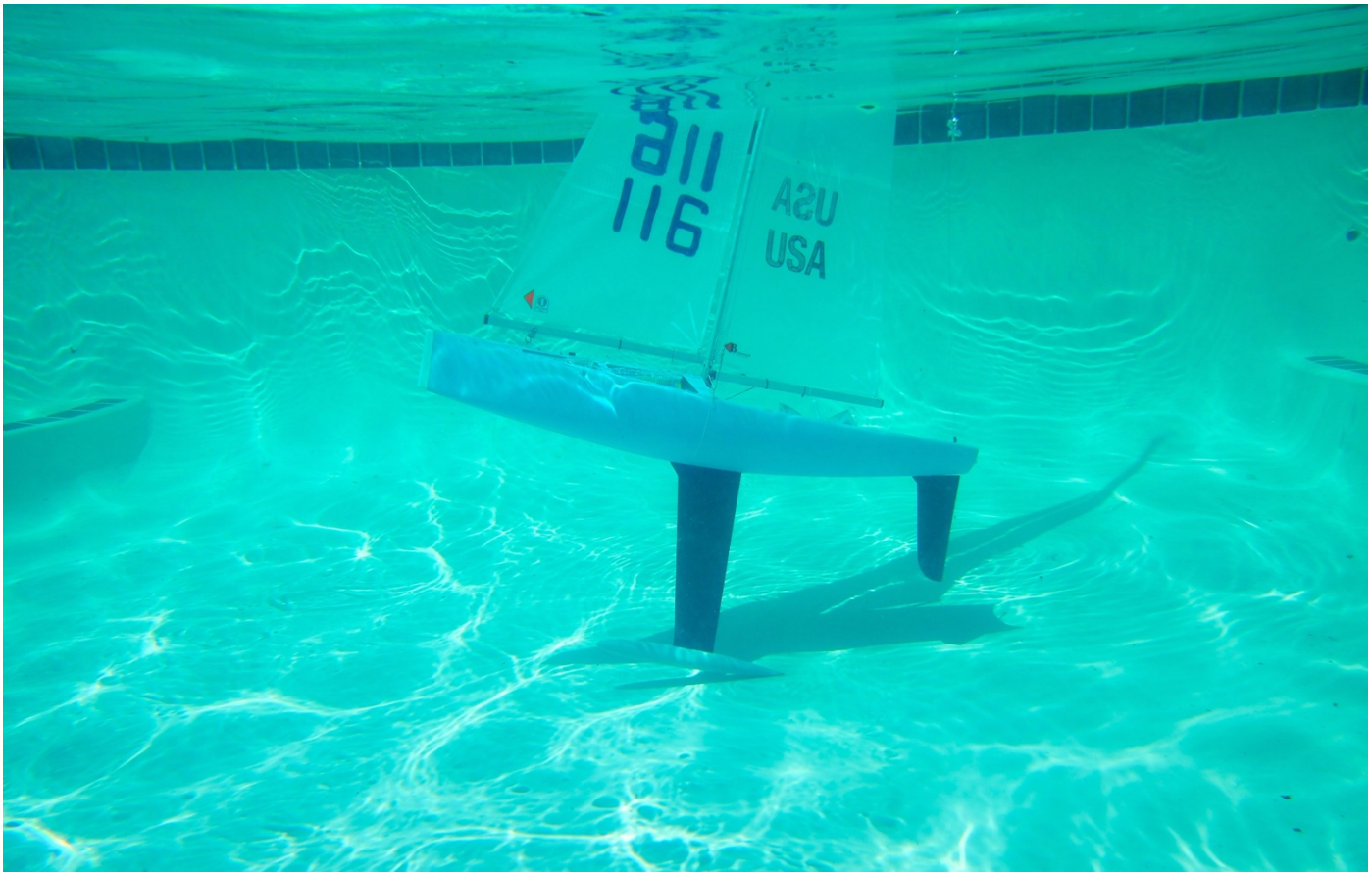
With no PU's inserted, the boat lies flat. The deck patches are all removed so there is no trapped air inside. In a real life sinking there would be deck patches, and some air could be trapped inside initially, so the boat's attitude on the bottom could be something like the images below initially. However, Bob noted when his Britpop sank in high winds from an aft deck patch leak, it was found 10 days later flat on the bottom in silty black water. All Images by Bruce Andersen.



With 2 PU's added in the bow, the attitude lifts noticeably. In a real life sinking with deck patches installed, a little higher attitude is initially possible from additional air trapped inside the hull.



With 4 PU's (2 in the bow and 2 at the keel trunk) the attitude is more upright on the bottom.



With 5 PU's inserted (same as above, plus 1 under mainsheet post) it stands straight up on the bottom!

5 PU's is about the maximum you can fit into an IOM and even if you could squeeze more in, it would not float off the bottom. There is still value in adding flotation because a boat sitting upright on the bottom is easier to spot

than one lying flat, especially if it lies on a dark silty bottom where it can disappear from sight. An upright boat will be easier to snag with a small hook and line.

Negatives? Adding flotation adds some complexity and the internals on some IOMs do not accommodate flotation bags well. Keeping the flotation separate from the boat's moving internal parts is key, and if water gets inside then removing the flotation will hasten drying. At that point you may be tempted to leave them out, which defeats the purpose.

There is also the legality question. Does the "closed" class rule allow internal flotation? We don't know. Independently, Barry Fox for the Canadian NCA submitted on 3/24/18 a resolution to IOM ICA to investigate wording to allow internal flotation that does not have an effect on hull performance. The suggestion was to add a new section C5.5 or D2.6 to allow this. We should know in the not too distant future.

We want to thank Barry Fox and John Ball for contributions to this article.