



This photo documents USA 142 Jerry Brower sailing at the 2018 UK IOM National Championships at Fleetwood, definitely an excused absence from our little club regatta. After five races on Day 1 USA's Steve Landeau is 7<sup>th</sup>, Mark Golison is 22<sup>nd</sup>, and Jerry Brower is 29<sup>th</sup> out of 82 competitors. Day 1 full results: <https://gbriom.files.wordpress.com/2018/08/iom-nationals.pdf>.



USA 121 Steve Landeau appears to be at the front of the fleet at the 2018 UK IOM National Championships at Fleetwood.

## 2018 Seattle MYC Regatta #6 – IOM Fleet (August 25th @ Coulon Park)

Bob Wells Reporting & Larry Stiles Scoring:

Some smoke still lingers from three distant sources surrounding us, Canada, Cali, and Eastern WA, with air quality officially “hazardous”; but Coulon Park IOM sailing is scheduled and that is what we did. Smoke is much improved from earlier in the week. It was cloudy and below normal temps, and I wore pants with a light jacket the whole regatta – a first for both in a long time. I like it being a little cooler, and the bit of light drizzle is not worth mentioning.

Sailing in these light southerlies was excellent with no holes and plenty of shifts in flat water that keeps you focused. The first 12 races were sailed parallel to our walkway thanks to the S-SE wind, and a few morning races were especially shifty. Race 13 had us sailing to distant marks from the delayed SW wind shift with a little more pressure and light chop for a couple of races, and we finished in light SW wind with flat water. All day we took turns leading and lingering in the peloton as nobody could dominate for long, and no less than

75% of us won a race. I don't know when that has ever happened at the long courses of Coulon, and it speaks to our gradually improving fleet.

It was nice to see Art Lent from Florida again on his annual pilgrimage to visit his daughter. Art doesn't normally sail IOMs, and he does have to work on his Lintel a bit when he sails with us. In my opinion he needs to stay in this area longer to get more IOM experience and to get his boat better sorted.

David Jensen has his beautiful custom designed and built woody, Race Ready II, moving noticeably better in light air, and it coincides with adapting his V9 rig with Vickers sails to fit the woody. Now let's see what happens higher up the rig range. It takes a long time to dial in a new design because there are too many variables and the biggest one is the skipper. Best double entendre of the day came from David, "Steve, your Vision is improved".

Tuning is so important to success in IOMs, and most of us depend on rig and tuning guides from suppliers. Joe Damico is a seat-of-the-pants tuner, which is another way to approach it when you have a lot of experience. Mark Golison is one of the USA's best IOM sailors, and he also tunes his boat without numbers. He test sails until he gets what he is looking for in a particular condition, and I've noted he seems to get higher and faster through a regatta. Mark struggled a little at 2017 Worlds because there wasn't an area to test sail, so in that situation it is nice to have tuning numbers.

At the previous SMYC #4 I chastised myself for tuning to the predicted Windfinder.com wind strength and not the actual wind, and of course the stronger wind never materialized. This regatta I tuned to the actual wind and specifically ignored the occasional stronger puffs. I follow Zvonko's base numbers for 0-10° heel angle in flat water; which includes max aft rake, 55mm main twist and 85mm jib twist. For accurate setting Zvonko wants you to measure with gravity only, which means you find a spot out of the wind. In a Coulon South wind I do this at the lee of the gazebo on the way to the venue on the depressed walkway. The numbers worked as my K2 was high and fast from the git, but I did suffer a little when gusts came through and heel angle increased. Overall, I felt it a good compromise and nobody pointed higher or accelerated better in the light. I was also quick to ease sails when a shift forced me into acceleration mode to just keep it moving. I also liked the early detection of wind shifts you get when pointing high, but you want to hold your tacks for sustained shifts. I don't blame the tune guide for my occasional wrong choices in fluky wind.

After race 9 we took a restroom break and it appears the wind is a little stronger and heel angle is up to 15-25°, so I consulted Zvonko's tune guide for that condition. It included rake forward 1° and to flatten the sails to 45mm main twist and 65mm jib twist. I attempted to get twist right, as you can't accurately measure gravity settings in wind. It proved to be close enough as the boat hung in fine for the most part, and didn't suffer too much when it went light in the last few races.

Once again, Joe Damico hauled the buoy boat and regatta gear and David and Bob set and picked up the buoys. We finished with a late well-attended lunch at Torero's. Next up is Gig Harbor MYC #7 at Surprise Lake – this coming Saturday.

Note, Damico was 2<sup>nd</sup> on countback over Young, although at first glance it doesn't appear that way...

	Skipper	Home Port	Design	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Bob Wells	Mercer Island, WA	Kantun 2	28.0	1.0	5.0	4.0	2.0	4.0	3.0	4.0	2.0	1.0	2.0	4.0	1.0	3.0	2.0	1.0	2.0
3	Steve Young	Tacoma, WA	Vision	33.0	3.0	2.0	1.0	1.0	6.0	4.0	3.0	4.0	2.0	3.0	3.0	8.0	2.0	3.0	2.0	8.0
2	Joe D'Amico	Sequim, WA	V9(jd)	33.0	5.0	1.0	3.0	4.0	3.0	2.0	1.0	3.0	3.0	5.0	1.0	4.0	5.0	1.0	4.0	3.0
4	Larry Stiles	Sedro Woolley	britPOP	40.0	4.0	3.0	8.0	6.0	1.0	1.0	2.0	6.0	4.0	1.0	7.0	2.0	1.0	4.0	6.0	5.0
5	David Jensen	Bellevue, WA	RRII	49.0	2.0	6.0	2.0	5.0	2.0	5.0	5.0	1.0	5.0	7.0	6.0	3.0	6.0	6.0	3.0	4.0
6	Mike Hansow	Auburn, WA	V10	57.0	6.0	4.0	5.0	3.0	5.0	7.0	7.0	5.0	8.0	4.0	5.0	5.0	4.0	5.0	5.0	1.0
7	Dennis Pittis	Clinton, WA	Alternative	79.0	9.0	7.0	6.0	7.0	7.0	6.0	6.0	8.0	6.0	6.0	2.0	6.0	7.0	7.0	8.0	6.0
8	Art Lent	Florida	Lintel	98.0	9.0	9.0	7.0	8.0	8.0	8.0	8.0	7.0	7.0	8.0	8.0	7.0	8.0	8.0	7.0	7.0

### RRS Graphic Index (aka Rules Chart) by Allen Bros (UK):

If you are not a rules student like Jerry W. Brower, it would be a time saver to have a "graphic" index to identify the rule number that you want to look up. I just saw a nice one on Sailing Anarchy at this link, and I suggest you print yourself a 11x17 copy for our venue. Then be sure and bring it to the post-race gathering with your rule book to be prepared for a likely RRS discussion and an IPA with your best mates:

[http://www.allenbrothers.co.uk/images/ISAP\\_Poster\\_2017-2020-Def.jpg](http://www.allenbrothers.co.uk/images/ISAP_Poster_2017-2020-Def.jpg)

## **IRSA News from the Executive Committee:**

New Executive Committee after the recently completed General Assembly 2018

### The Executive Committee

**EC Chairman:** Steve Landeau

**Vice Chairman:** Bernard Merlaud

**Secretary:** Selwyn Holland

**Publicity Officer:** Henning Faas

**Treasurer:** to be co-opted

**Technical Committee Chairman:** Robert Grubisa

**Racing Rules Committee Chairman:** Gordon Davies

**Events Committee Chairman:** Pierre Gonnet

**RO Americas:** John Ball

**RO Europe:** Matteo Longhi

**RO Oceania:** Glenn Dawson

A very special thanks to the retiring members for all the time and work you have put in. A lot of good things have been achieved and more are underway.

**EC Chairman:** Lester Gilbert (2014-2018)

**TC Chairman:** Graham Bantock (2014-2018)

**Racing Rules Chairman:** Patrick Vilain (2016-2018)

**Treasurer:** Eric Van der Kindere (2016-2018)

**RO Americas:** Bob Wells (2016-2018)

**Bob Wells' Brief Comments:** The above recent election results are from the IRSA website.

I was coopted in 2016 after the General Assembly by Chairman Lester Gilbert with the understanding that the position RO Americas had no official responsibilities in the age of the internet, but he wished that I would vote my conscience on the Executive Committee (EC). Lester also noted that the position of RO Americas was to be eliminated in the 2018 elections in favor of more IRSA Class (10R, M, & A) representation on the EC. From casually following the IRSA website, this direction was thoughtful to me so it was easy for me to accept this position "without official requirements". There were two surprises while I was RO Americas. The first was how active and professional the IRSA EC was and how much there was to read to vote responsibly. Graham Bantock was tireless as the Technical Committee Chairman, and during my tenure a consistent effort went toward rule updates for M, 10R, A classes plus new rules for Nano, and 65 Class. Casual chatting didn't happen on the EC forum – it was all business at hand, and then you vote and move on to the next item. My second surprise was that the position of RO Americas survived the 2018 elections, a fundamental shift in the direction that Lester and the EC wanted. Not my preference either, but that's democracy at work and the DNMs (Designated National Members) have clearly spoken. AMYA President Ray Seta was the USA DNM and John Ball represented the Canada DNM.

In 2014 there were contested elections for IRSA management, previously a rare occurrence, when Lester Gilbert and Graham Bantock ran a decidedly aggressive campaign that began with their CEEFIE Proclamations. Some feathers were ruffled and they were elected. You can search CEEFIE Proclamations if interested, and they proceeded to implement what they had promised. They were reelected in 2016, but in this election cycle they are voted out with less rancor. Congratulations to new Chairman Steve Landau (USA) and the new EC. It will be interesting to follow what changes they make. It bodes well that Selwyn Holland, Henning Faas, Robert Grubisa, and Glenn Dawson continue on the EC, as they are all first-class guys committed to radio sailing progress and they bring considerable experience in IRSA matters.

The reason that I did not stand for reelection is that most of the discussion is rules based, and rules minutia in the evening, after work, at home in front of computer is not my passion. There are people more suited for that, and the recently elected Canadian John Ball as RO Americas is certainly one of those more suited guys. There are other better ways for me to support radio sailing.

More on IRSA here: <https://www.radiosailing.org/about>