

# THE IOM UPDATE

Sailing Reports, Schedules, & More

Seattle Model Yacht Club

November 2010

Radio sailing at **Seattle Model Yacht Club** is as vibrant as ever, and it has a great vane and radio sailing history. 2010 marks the addition of an active International One Meters (IOMs) fleet, in addition to the well-established Victoria fleet on Greenlake. Our first CanAm regatta was in March, and we have had regular regattas locally and regionally since. Locally we're having fun sailing these thoroughbred yachts cleanly and competitively in three special radio sailing venues. At each venue we're on a walkway away from shore, every month March – October. Then in winter it is limited to Whidbey Island where they just don't know when to stop. Our local venues:

**Coulon Park** in Renton, WA: This vibrant Lake Washington park is our SMYC home for IOMs. We sail on big deep open water. Often we are more of a "speed" course, but the occasional wind shifts and powerboat waves keep it all interesting.

**Surprise Lake** in Edgewood, WA: Gig Harbor MYC's long-time home is a large pond with frequent "surprising" wind shifts. Twist the sails off a little and play those shifts. Joe D'Amico loves it here.

**Cranberry Lake** on Whidbey Is., WA: The ARCS (Anacortes RC Sailors) home is a good-sized lake off the Straits in timeless Deception Pass State Park. Great sailing and a great WPA built heads to boot.

Shocking I know, but we have some social skills too. After every race we're together laughing at ourselves in a pub and somehow helping each other sail better.

**Contact:** Fleet Captain Bob Wells @ 206-232-9036 or Rod Carr, Carr Sails, @ 425-881-2846.

## 2010 SMYC IOM Schedule - Update:

Sun – October 31 <sup>st</sup> at Cranberry Lake	10:00 - 2:00 (IOMs)
Sun – November 14th at Cranberry Lake	10:00 - 2:00 (IOMs) SMYC Travel Day
Sun – November 28th at Cranberry Lake	10:00 - 2:00 (IOMs)
Sun – December 12th at Cranberry Lake	10:00 - 2:00 (IOMs) SMYC Travel Day

**2011 SMYC IOM Regional Schedule:** Go to the last page for our comprehensive schedule with many regional regattas. If you sail with, rest assured you won't be stuck at the same pond with the same folks. And remember to check for email updates through the year, as there will be adjustments. And on a personal note, please pay attention to which day we are sailing. It is rude to ring my doorbell at 6:45AM on a Saturday when we are traveling on Sunday, right Salty Dog?

**Western CanAm Series - 2011 IOM Schedule:** The hard part, selecting a series name, is over.

Thanks to Lawrie we have this exciting inaugural series, which we hope will last for many years. Radio sailing in the Pacific NW gets no better than this. It will be my first formal CanAm series sailing since the old NORC. That was great fun and this has the same great feeling in three extraordinary sailing venues with eleven great days of sailing planned. The first two at Renton and Saltsping Island will likely be the NW sailors we already know and enjoy. Hood River Carnage just got approval to be our Region 6 ranking event. That will bring a lot of "outsider" hot sailors looking for ranking points. Likewise I think The Canadian National will do the same. It'll be fun to meet these hot shots I only read about.

Date	Time	Club - Event Name	Location	Contact	Phone
5/7-8	See NOR	SMYC – COW Shoot Out	Coulon Park	Bob Wells	(206) 232-9036
6/3-5	See NOR	SISC – CAN Western Regional	Ganges Harbor	Lawrie Neish	(250) 537-2053
7/15-17	See NOR	OMYC – Hood River Carnage & US Western Regional R6	Hood River Marina	Morgan Dewees	(360) 608-4290
9/9-11	See NOR	SISC – 2011 CAN National	Ganges Harbor	Lawrie Neish	(250) 537-2053



**Coulon Park – heading for the North mark in October.** Note the low water – Tom Howell Photo

**VMSS Beaver Fever Regatta – Beaver Lake on October 2-3:** Our travelling circus continued to Victoria with six of us from Washington attending: Jerry, Joe, Julian, Steve, Bill, and me; along with our “entourage”, who shopped till they dropped. Well, Jean Lee took the high route and spent her Saturday at the Provincial Museum. Despite Barry’s efforts the abnormally low water led to just too much weed, and a particularly nasty bushy one at that. The tactic quickly evolved to checking your keel almost every leg, and usually you had weed. It’s a beautiful City and pond though, and we’ll return often. No question that Jan was the best sailor in this contest. Jan sailed his Topico with BG sails on a ½” dia. mast rigged with the hounds high Bantock style. We noted his sails were flatter than most. The most amazing boat was Graham’s *Zorro*; see the pictures later in this newsletter with tubercle bumps on his foils. The most consistent high finisher was Ole, but alas he only raced the wind shortened last day of only two races. Bill Langjahr got his first CanAm race win though on the last race! Steve Young topped our WA group for the first time, but he dropped a spot on the last two races catching weed at most inopportune times. Joe Damico got the prize for harvesting the biggest weed clump. This was a lot like having the biggest pumpkin at the County Fair, but different... After 22 races:

Position	Skipper	Sail #	Club/City	Hull	Score
1	Jan Schmidt	74	Victoria, BC	Topiko	49.0
2	Graham Herbert	92	Hornby Is., BC	Zoom	62.0
3	Ron Ingalls	50	Duncan, BC	Italiko	80.0
4	Martin Herbert	84	Saltspring Is., BC	Zoom	84.0
5	Steve Young	63	Tacoma, WA	Victory	88.0
6	Jerry Brower	42	Lk. Stevens, WA	Glam Rk	89.0
7	Joe Damico	94	Sequim, WA	Stealth	99.0
8	Bob Wells	05	Mercer Is., WA	V6	106.0
9	Roger Kibble	68	Saltspring Is., BC	Ikona	133.0
10	David Seager	62	Victoria, BC	Kite	138.0
11	Bill Langjahr	88	Anacortes, WA	Cockatoo	145.0
12	Eric Paul	20	Victoria, BC	Vektor	170.0
13	David Cook	04	Victoria, BC	H B DOG	189.0
14	David Taylor	30	Saanichton, BC	Kite	198.0
15	Julian Lee	03	Anacortes, WA	Vektor	206.0
16	Ian Dawson	73	Victoria, BC	Vektor	253.0
17	Ole Anderson	281	Saltspring Is., BC	Zoom	276.0

**Race Report – Cranberry Lake 17th Oct. 2010:** This is the first Cranberry Lake IOM regatta, and we showed up from Seattle en masse to sail with the Anacortes RC Sailors (ARCS). It is only fitting as they have been traveling to Seattle and Canada to sail with us all year. This is a beautiful radio sailing venue with gracious hosts, and we're thrilled to have it on the SMYC schedule for regular IOM events year round. It is worth the trip on many levels.

Driving through Anacortes though there was no wind as the smoke from the factories was vertical, and we were thinking maybe an early lunch? No problem as a light westerly filled in on time for our regatta. There was lots of enthusiasm on the dock, including some ARCS that sail Soling-1Ms checking us out. The restaurant we all went to afterwards is definitely approved. After 19 one-lap races here are the results.



**Cranberry Lake in timeless Deception Pass State Park**

Skipper	Sail #	Score
Joe D'Amico	94	31.0
Bob Wells	05	37.0
Bill Langjahr	88	45.0
Steve Young	63	53.0
Larry Stiles	18	67.0
Chuck Mallary	45	78.0
Rod Carr	02	96.0
Julian Lee	03	113.0

### **Race Report - Coulon Park**

**– 23<sup>rd</sup> Oct. 2010:** Another fun regatta, and this one closed the books on this venue for the year. In celebration we rewarded ourselves with extra time afterwards in our favorite Irish pub talking sailing. Again we had a lot of lookers stroll by and hang with us. The friendly guy with the big camera, Tom Howell, sent me this attached video. He really liked our show and I received a lot of nice still photos too.



**Colorful Coulon Park in October – Tom Howell Photo**

<http://www.youtube.com/watch?v=ka6oL49UDqk>

The fall color was out and the lake was down a couple of feet, providing sailors a welcome higher vantage point. The downside was we had to reach down further to pull the boat, but a trade-off we'll take every time. Weed was generally tolerable, unless you were Joe Damico. He seemed to consistently get more than his share, but in between he was fast and got some bullets. The anticipated SE pre-frontal in the mid-A range didn't happen. The predicted 17-knot gusts maybe got to 7? It was light and direction was all over. Still everybody enjoyed the competition that featured long legs, pleasant temperature, and even a little sun after some sprinkles. Roland Krona joined us with his ODOM, following our bring-what-you-got philosophy. Keep coming back Roland. Jan Schmidt, from Victoria, joined us for all but the last race as the family beckoned. Fresh from a dominating performance at Beaver Fever; he took Jerry Brower's place very well, who used sailing at US Nats in Dallas as an excuse. Results after 10 races:

1	Jan Schmidt	Victoria, BC	Topiko	16.0
2	Bob Wells	Anacortes, WA	V6	16.0
3	Steve Young	Tacoma, WA	Victory	23.0
4	Bill Langjahr	Anacortes, WA	Cockatoo	27.0
5	Joe D'Amico	Sequim, WA	Stealth	28.0
6	Larry Stiles	Sedro Wooley, WA	Vektor SE	48.0
7	Rich Murdy	Renton, WA	Kite	53.0
8	Julian Lee	Anacortes, WA	Vektor SE	54.0
9	Roland Krona	GHMYC	ODOM	68.0

**2010 SMYC Club Championship - Final Summary:** Who knew that our scorekeeper, Jerry Brower, has quietly been keeping track of the points of our monthly Coulon Park regattas? It was only the April event that we didn't score, which was a blustery day where four of us just did laps inside and protected our newish-used boats. We got our B-rig conditions, but only Joe had a functioning B-rig at the time.

What a great first year, one that is beyond all expectations considering we started from scratch in March. Every regatta was a great time and we all have new friends to go along with our new kit. We all have new venues to return to too. Our group has a nice synergy and even better things are planned for 2011. The results after 7 Coulon Park regattas:

#### Seattle Model Yacht Club - IOM Fleet - Club Championship 2010

	<b>Skipper</b>	<b>Sail</b>	<b>Home Port</b>	<b>IOM Type-Designer</b>	<b>Total (2 T/O)</b>
1	Bob Wells	05	Anacortes, WA	V6-Vinaixa-Vickers	37
2	Steve Young	63	Tacoma, WA	Victory-Firebrace	30
3	Jerry W Brower	42	Lake Stevens, WA	Glam Rock-Gibson	29
4	Joe D'Amico	94	Sequim, WA	Stealth-Bamforth	28
5	Bill Langjahr	88	Anacortes, WA	Cockatoo-Byerley	18
6	Julian Lee	03	Anacortes, WA	Vektor SE-Bantock	13
7	Rod Carr	02	Redmond, WA	Zoom SE-Herbert	10
8	Chris Brundege	19	OMYC	Widget-Chris Dicks	9
9	Jan Schmidt	74	Victoria, BC	Topiko-Bantock	8
10	Chuck Mallary	45	Anacortes, WA	Kite-Bantock	8
11	Larry Stiles	18	Sedro Wooley, WA	Vektor SE-Bantock	8
12	Rich Murdy	20	Renton, WA	Kite-Bantock	7
13	Dave Glassow	38	OMYC	Image-Bantock	7
14	Ron Blackledge	08	OMYC	Pikanto-Bantock	5



Congratulations to Bob Wells and his steed, the Vicker's V6. Bob had a little more time with his yacht than anyone and he always sailed with new sails, both decided advantages that won't exist next year. Steve Young proved the value of always being in the hunt, as he squeaked out 2<sup>nd</sup> without a regatta win. Nobody dominated out fleet though in any regatta, and that just makes it all the more interesting.

**Oregon Model Yacht Club's -  
Bullwinkle Report:**

**10/17 Sunday IOM regatta and  
Hood River announcement:**

Sunday was a good sailing day. It was sunny and a comfortable 65 degrees. It could have been windier but still our A rigs were pressed occasionally. We had eight IOMs at the start plus Eric joined us with his Vic (We are an equal opportunity regatta that promotes diversity). But wait.....**Breaking news....**

**For the first time, Morgan failed to make the podium!** This is a shock to all but worse it is the final chapter of a long, sad and dark journey for our champion skipper. Yes we all know what you are thinking. We feared the worse a month ago when we required drug tests for all our skippers in light of recent steroid scandals. When David collected the specimen cups, Morgan was nowhere to be seen. He disappeared and was not heard from until Sunday.



**2010 SMYC Club Champion Yacht: Bob's V6** Built in Valencia, ESP in 2007 for Brig North – Bob Dedon Photo

Although only three points behind first place, Morgan finished FOURTH!. He was broken and devastated. He said losing to those three clowns made him feel more humiliated than when he got his bell rung in a scrum (Morgan used to be a Rugby great) and was seen later that night dazed and confused walking through downtown wearing only a pair of socks. But we credit Morgan. He didn't make any excuses or whine. He apologized to us for his "juicing" and admitted it helped his overall performance the last couple years. It made his thumbs magically quick and nimble. He spent the last month at the Betty Ford Clinic. It was a great visit. He is now clean plus he got to meet Gary Busey, Keith Richards and Barry Bonds. His thumbs have lost some magic but he vowed to return to his old form through hard work and practice.

.....**Back to the regatta.** There were ten heats with two throw outs. Mike won with 18 points. Chris also had 18 but had fewer bullets. David and Morgan also tied with 21 points. They had the same number of bullets but Morgan had fewer seconds and was dropped to fourth. Five skippers scored bullets. The theme here is parity. We are getting better and closing the gap. There are few lopsided races. You can't make a mistake anymore or have a poor start and expect to win. The increased competition is making it more fun for everyone. Also during a fun racing segment Eric scored his first bullet against some of our VIC pros. He gave them fits. Eric is now a player. Applause goes out to Mike. He is having a great year

winning his third IOM regatta Sunday. He has sailed his Tinto masterfully and proves a 20 year old design can win. And despite being a UW grad he is an okay guy.

Our fearless Commodore, George G is working on a winter schedule wherein we may sail once a month weather permitting. We will likely have a hot chocolate special regatta at Kurt's home on Blue Lake in January. Brrrrrr but sounds fun. By the way January is our windiest month.

**Now the really good news:** National IOM Secretary Jake Leo has approved us hosting the IOM Western Regional (R6) Championship at Hood River July 15 thru 17. Put these dates on your calendar. This is a HUGE event for us. Morgan has been working behind the scenes and has already gotten some of the best skippers interested. He has also gotten some top organizers to attend and help us. This will be a combined R6/Western CanAm Series #3 event so you are all more than welcome. Warning you will need three rigs to be competitive. Please join us to race and/ or help out or spectate. We want to provide some Oregon hospitality. We already have two volunteers. David has agreed to clean the Porta Potties and I have agreed to be on Bikini watch. Happy sailing

Ron Blackledge IOM Captain and proud skipper of Bullwinkle.

### **Oregon Model Yacht Club's - Bullwinkle Report (Continued):**

**Since we will be sailing at Hood River here is some hard wind sailing advice from IOM legend and sailor, Graham Bantock. This is advanced tuning advice to help you tack in hard winds and large waves:**

*Ron it is great to hear from you and I am happy to learn your Pikanto, the irrepressible Bullwinkle, is sailing well. Good luck at Hood River next summer.*

***Flat water,** like we get on the small lakes we usually sail at in the UK, best performance to windward in a breeze can often be got sailing very close to the wind. Keeping the boat high on the wind reduces the heeling moment and keeps the rig working at a high lift/drag ratio and this is good for best speed made good to windward. Sailing high like this means that small heading wind shifts are relatively easy to spot, as the luff of the headsail will lift immediately it happens. Then tacking is simple as there is only a small angle that the boat needs to tack through before it is heading off on the new, correct, course.*

***On larger waters,** where there will be large waves in stronger wind, this technique will not work. The boat will not have good speed to windward if it is sailed high on the wind. It will pitch a lot and the large momentary changes in apparent wind angle will keep the sails shaking. To keep the boat driving it will be necessary to use fuller sails sheeted wider than would be used on flat water. A large amount of twist in the sails will keep the boat more upright and will also make the rig more forgiving to trim well. Even if there are large changes of apparent wind angle as the rig heels, pitches and yaws in the waves, there will always be some part of the rig driving well. At the upper end of the range of each rig I would expect to have the backstay tightened so much that the top seam of the mainsail is quite straight. This will also lower the heeling moment by lowering the side force on the rig. To keep the boat balanced well it may be necessary to rake the mast back. This is opposite to what people often do in strong winds. Frequently they decide that the boat is luffing too much. Instead of twisting off the sails and sheeting slightly wider they try to cure the luffing tendency by raking the mast forward. Now the boat will luff less and so the rig will develop even more side force and heeling moment. The situation just gets worse and when it is time to tack it is nearly impossible.*

*However, once the rig is eased and the boat is easy to sail through the waves it should respond well when it is time to tack. The text books tell us to tack when the boat is coming up to the top of a wave. The reasons for this are two-fold - the rudder will be moving through the water at its maximum speed equal to the boat speed plus the forward speed of the water in the face of the wave - the ends of the boat will be in shallow water or even clear of the water. When the boat is 5 metres long and the wave is 15 metres long there's plenty of time to spot the wave coming and carry out the manoeuvre. With a model the waves usually come so quick that it is impossible to pick the precise spot. Nevertheless you can try to improve your chances of making a crisp tack. Look ahead for two things - patches of flatter water with less waves than the surrounding area - and areas where there is less wind. Areas of flatter water do exist, although usually this is a very transient thing. But make the most of them while they do by tacking when your boat enters one and by turning the rudder when the bow is lifting rather than when it is going down.*

***Some other factors to consider:***

- 1. Make sure the rudder can move by about 50 degrees each side of the centreline. You won't need anything like this in flat water but, if the boat goes get stuck in irons, you can use the large angle available to paddle the boat round. Just don't play the rudder each side of the centreline while doing this or you may be protested.*
- 2. Get into the habit of releasing the sheets 10-20 mm immediately the head of the boat has passed through the wind. You will have to bear off a few degrees extra to fill the sails on the new tack and allow the boat to sail a boat length before sheeting in. Do this slowly over the next boat length. This allows the boat to accelerate on its new course. After a tack in waves the speed of the boat will drop well below its normal straight-line speed. At this low speed the boat will have to make a lot of leeway (keel has to work at a high lift coefficient) to counteract the side force on the rig. There will be a lot of extra drag in this condition and this will stop the boat from accelerating. Easing the sheets allows the boat to accelerate quicker. Another danger of having the sails close sheeted is that a gust will heel the boat over and prevent it from settling on its new course at all.*
- 3. Ensure the boat is symmetrical. I once looked very closely at a boat that was apparently difficult to tack. The mainsheet post was 2 mm off to port, the mast was 0.5 degree off to starboard and the fin was 0.5 degree off to port. The boat would tack easily from port starboard. Tacking back to port in a breeze was nearly impossible and it was easy to see why - just at the time when you need the sheets eased, the boat upright and the rudder keeping the boat low, it was as if the sheets were being pinned in an extra 4 mm, the mast was heeled an extra degree and the rudder and the rudder was 10% less useful.*
- 4. Lastly, keep asking yourself 'Do I need to tack?' If in doubt, keep sailing.*

Regards,  
Graham (Bantock)



**Western Coast Model Yacht Association's - Report:** You can get reports almost every day if you get on their web site: <http://groups.yahoo.com/group/WCMYA/join>. Here's an example. It is interesting stuff:

### *After the US Nationals*

*Posted by: "Barry Fox"*

*Tue Oct 26, 2010 3:27 pm (PDT)*

*On the heels of the US Nationals there is a ground swell of folks down there who want to place an order for Brad Gibson's new hull or for a Lintel, hulls that made up the full top 5. In response to some posts on one of the US sites, our good friend Brig North (who had a fairly dismal regatta, for a number of good reasons) replied with this. It is good to remember what we sail in and how we sail. Specialty boats can bite you.*

*-Barry*

All, I was at the nationals and I was among those who get kicked to the curb by the Lintels. In those specific conditions, they are dynamite! But like anything else, one has to look at the big picture.

I sailed a Topiko this weekend. Peter van Rossem sailed a Topiko, too. After the regatta, he and I discussed the pros and cons of the Lintel versus the Topiko at length. Here were PVR's points: 80% of the races we sail in North America are in A rig and pond conditions. The person who was second in this National, Richard Silverman, is an excellent sailor. He took his Lintel to the Canadian Nationals, and here is what PVR said. In light air and flat water, the Topiko was so much faster than the Lintel that it made Richard bummed.

The next day, in light air with chop the Lintel was so bad that it made Richard sick! The last day was C rig and PVR won some races off the Lintel, but the Lintel was flying.

The Croatians are the best IOM sailors as a group in the world. They are not sailing Lintels. Why? They want a more all around boat, and also, they all are sailing the same thing, so they can tune. The Croats can apparently stay close to the Lintel and its knockoffs due to practice.

I always try to review my results and see what I learned. I have not sailed much in 2010 due to my kiddo getting ready for college and her being in the show choir. What happens when you don't sail much? Timing is off, perception is off, and tuning is off. Had I sailed as much in 2010 as I did in 2009, would I



**Lintel by Dave Creed - Anders Wallin Photo**



have beaten the Lintels? No, but it would have been a lot closer. The same is true for all of us. If you practice a lot and learn what makes your boat go in any condition, you will do better.

Going with my example, my boat was second in the Nats in 2009 sailing in SD model pond, and PVR with his boat was first. All A rig and light. The road to having a good all around score in the US is to be able to do well in SD, or Michigan or San Jose, or any other known light air venue.

Graham Bantock told me that a Widget or Lintel sailed by a sailor of comparable ability should never beat a Topiko in mid-A down. The Topiko does give some up as you go to the top of the rigs, but let's look at the Lintel and see why it's so fast in heavy air and chop:

It has a beam of 230 mm.

Its waterline beam is very close to 230 mm.

The hard chine with tumble-home keeps the boat tracking. When the boat heels, the chine becomes a type of dagger-board.

Eric Rosenbaum noticed the Lintels surfed incredibly well. Why? They have a very flat run aft.

They can carry the A rig when everyone else is in B, and they carry the B when everyone else is in C due to a very full bow.

Add all these things together, and you see why they smoke in wind. But look at the flip side of these high wind attributes. Waterline beam per Gibson and Bantock is best for downwind at about 170 mm. These boats are much wider. The flat run causes a lot of drag in light air. The full bow hurts in light air and chop.



**Brit Pop at US Nats** - Eric Rosenbaum photo

I am not trying to dissuade anyone from getting a Lintel. It would be a great experiment. But know that like all of our boats, there are drawbacks.

As for me, I have to get the kid off to college, and then it will be lots of practice. I am going to get another person to sail the same kind of boat as I do and work on rig tune. That is where I lost out this weekend, too. I have never been a good B rig sailor for whatever reason, but it's never been a boat issue - it has been my thumbs, and that is one thing I can address.

All of the Lintels beat me this weekend. But the sailors using those boats, with the exception of Richard Silverman who

is great in anything, are not a whole lot better than I am when I am practiced up and it's either A rig or C rig. So while disappointed, I know that there are a lot of things I can do to improve and get closer to those boats when it blows, and then turn the jets on in the lighter air.

A word about Gibson's boat: He told me he took all the good stuff he liked about certain designs and put it in the boat. For instance, the waterline beam of that boat is 168 mm!! His chine only comes into full play when the boat heels 30 degrees. The chine extends about 50% of the hull length as opposed to 80 -85% on the Lintel. So Gibson knows that the Lintel isn't the ultimate all around answer.

One of my fleet mates called me and said, "let's get a Gibson boat". It will be a wait of at least two years; I am guessing, and about \$3K minimum for one of those. So that is not a viable alternative to me. I think we all need to assess our sailing conditions before changing boats. At least that is my opinion!!!!

Brig (North)

**Idaho IOM - Report:** Now here's a scoop. We sent an envoy to Boise to meet Bruce Andersen regarding a rumored regatta there next year? We can confirm planning is underway. Bruce, the only known IOM sailor in Idaho, showed me a nice kidney shaped pond where it blows B-rig most of April. So Bruce is planning his regatta for.... April. Restaurants border the pond. Hotels and airport are nearby. Details yet to come, but I have slotted a weekend in April on our regional schedule in hopes this goes forward.

**Texas IOM - Report:** Summary of our interview with our roving skipper J. Warren Brower: It is a good thing we started an IOM fleet so Jerry would have something to burn up his vacation time on. For this regatta Jerry drove his Prius as a lazy tourist to and from US Nats, including his first visit to the Yellowstone, The Teton Range, The Grand Canyon and Los Vegas. I'll assume you have followed the Nats on the US website, so the following are a few of Jerry's insights:

- As we have read, it was a special regatta in every way. Worth going back to.
- Jerry was 8<sup>th</sup> after day 1 and finished 14 out of 39; and he was, "generally sailing with the same group I was around at San Rafael and CAN Nats". He was ahead of Craig Mackey the first day only because one of his two bulb pins ripped out of his fin, and Craig noticed it was slow with way too much bulb cant. Fix the problem, and Craig moved back up the fleet. Problems for PVR too, who took out his forestay on a No Wake buoy and later became entangled with another boat. But with those first day mishaps behind him, he too was moving up the fleet too. As in the earlier races, speed is not Glam Rock's problem.
- Lintels: Glam Rock is a fast boat in B-rig, and upwind he felt he could generally stay with them. Downwind they can hook on a wave and ride it. Surfing is where they excelled.
- Brad Gibson (BG), designer/builder of Jerry's Glam Rock and sails, is a cool guy. Jerry recalls "BG holding Glam Rock and saying this is such a beautiful boat and then when handing her back saying, there you go sailor. He may not have meant anything by calling me sailor, but it felt good."
- Jerry spent a little time talking with BG. He reviewed Jerry's trim once, and the only suggestion was maybe ease the jib boom a bit. (Jerry does tend to pull the boom in a bit then twist off the jib leech - Ed.)
- We know that Jerry sails Glam Rock with some lee helm almost all the time, and he can't tune it out. BG confirmed that is as intended in the design. Brit Pop, which has the same keel as Glam Rock, is the same way too. OK, go with it Jerry. (I'm looking forward to learning more about this concept, which seems so foreign to me? - Ed.)
- Jerry was awarded the Corinthian Trophy for fair sailing, which we were all thinking was the best compliment. So I asked for some details. Jerry said it really felt more like a trophy for doing the most 360's. Too many times he was doing exoneration turns when on starboard or leeward because the give-away boat convinced him they didn't have time to respond, etc. Jerry has always been pretty solid on the rules, so there must be some great salesmen in this US IOM fleet. We can look forward to the challenge, and I guess a few protest hearings?

**Emmachiszit Mate:** After we get by the most common question, “does it have a motor”; the next most common question is “how much is it”? I’ll try to provide a comprehensive answer for those considering radio sailing IOMs in our Pacific Northwest:

I’ve heard my friend “Papa Joey” Brohan proclaim in disgust that IOMs are “silly expensive”? I have enough sense not to question our “GHMYC Godfather” on the facts. Joe has advocated for decades for the Star45 as the Gig Harbor MYC’s performance class. Just for grins let’s compare the Star45s (45” long) and IOMs as an example. Star45s are similar to IOMs in the sense that you have a range of options to get one. You can scratch-build in wood or glass, or purchase just a fiberglass hull for \$165 to build from, or even purchase a ready-to-sail yacht with radio for \$2,200 from Chesapeake Performance Models, plus tax/shipping. I imagine good builders could scratch-build a wood hull/deck and make their own sails for less than \$400, which pound for pound is a really cheap racing yacht. These resilient yachts appear easy to sail, and they have a USA national presence.

IOMs rightly should cost more with higher performance, allow more rigs to get into much higher wind ranges, they travel better, and they usually have carbon foils. Cost is from say \$500 - \$5,000 sail ready, and those pesky \$500 ones win a lot of races and regattas in our region. To explain this wide range in cost I’ll discuss the many options to get into this vibrant international class:

- **Pro-Built Euro:** \$5,000± represents the high-end for a new hot Euro (or Oz) design professionally built with all three rigs assembled and ready-to-sail, shipping included. The Pikanto, Widget, and MadMax are some of the current more popular designs seen at the top of World and Continental Championships. \$4,000 gets one with just the A-rig, which so far is the only rig we have required in our 1<sup>st</sup> year in existence. None of us has stepped up to go this route yet, although Bill McCall has toyed with this idea a few times. I’m quoting just the most expensive models here, and there are others available for less. Don’t think that any designer/builder is getting rich selling these exquisite yachts; it is a commitment to a life-style choice and the competition is fierce. Note that as good as these are, you can’t buy victory. It is still the nut on the helm that is the deciding performance issue.
- **Scratch-Build:** A number of outstanding examples, such as Zorro featured at the end of this newsletter, are built in the BC islands and at least one is sailing out of Vancouver BC. For the sake of discussion I’m sure you can scratch-build for similar costs to the Star45, but I haven’t discussed costs or the process with any of these builders yet. Many builders design themselves, and there are free designs available on the web. One of the joys of visiting BC is to see what new scratch-built boat is sailing? This year I’ve heard of a new “Emo”, an AUS design built by John Ball; and “Porky Pig” which is in the design/built process by David Cook in Victoria. The Herbert brothers just surprise us with new boats when we arrive. If you go this route, there is a lot of experience in BC to tap into.
- **SE Build:** A more realistic low-end cost for most of us is the “Sweat Equity” (SE) hulls generously provided from Lawrie Neish on Saltspring Island for material costs. Lawrie does this to promote the class. Hull/deck only is say \$125 and about \$500 total covers the total material costs for your build. Local examples are Rod Carr’s “Zoom” design and Larry Style’s “Vector”. You get a glass hull (there are many designs to choose from) and deck at material cost, and complete the build with helpful jigs provided. Pro-built carbon fiber foils are available too, which Rod used within this \$500 budget. You also get all the satisfaction and frustration of building yourself. Many IOMs sailing in the BC islands are SE or scratch-build hulls, and they are winning a lot of our regional regattas. 20% of the Washington IOMs are SE builds. Thank you Lawrie.



- **Used:** \$600 - \$1,800 is the approximate range we have paid for used boats in Washington this year, which is 80% of the current boats sailing at SMYC. We've purchased most of the used boats that have come up on the USA IOM website this year. About every few months or so another good one seems to pop up. Expect to spend a little more upgrading and maintaining of course, but it is hard to generalize what this cost is because what is offered varies so much? My hint is to buy from our region if possible, so you can see what you're getting.
- **Euro Kits:** Somewhere around the used boat costs are new Euro kits you assemble yourself. A few builders provide this option, and it is a significant savings over professionally built. Oregon MYC has (3) Widgets and (1) Pikanto built this way; and they look great and are pesky fast. For more info talk to our Oregon friends. You get all the satisfaction and frustration of assembling yourself.
- **Pro-Built from WA:** I would be remiss to not point out Washington will soon (say before March 2011) have a new V6-Damico-Turbo (name TBD?) available for purchase from my buddy Joe Damico in Sequim. As far as I know this will be the only US built IOM currently available? I can't give you any more details, because Joe is still in pre-production and he "ain't talkin". It is public knowledge that he purchased the CNC derived aluminum molds from Pepe in Valencia, and they are said to be gorgeous. We know the boat can be fast, as the designer Ian Vickers sailed it to 9<sup>th</sup> in the hotly contested 2007 Marseilles Worlds. I know it is forgiving and well conceived all-around performer, as I sail one. Don't call Joe though because we don't want to distract him from production. But if you see him sailing, you might mention you want to be in the queue to receive one, and see if he bites? I think a few already have, but again he "ain't talkin". Well other than to say he is only selling completed boats. I believe completed rigs will be offered with sails from a sailmaker TBD? No kits will be available to control quality. If I can find out any more info I'll announce it.



**Neill CAN 225 - For Sale**

**Other Options:** While this newsletter is all about IOMs, we don't fit every need. There are a number of local options for a lesser-cost radio sailing yachts, albeit with less sailing performance. If you have never sailed before, the IOM is probably a steep entry commitment in either dollar cost or effort to build. There are a number of local active classes providing an easier entry into our wonderful hobby/sport:

- **Seattle Model Yacht Club** has an established **Victoria** class that is well run and competes per the Racing Rules of Sailing at Greenlake. This kit boat is about as easy as it gets to assemble and race. Google "Seattle Model Yacht Club" for more info.
- **Anacortes RC Sailors** to the north sail **Soling 1Ms** as their entry-level yacht. There is a lot of energy in this group, and they provide a lot of assistance to get a newbie sailing. We sail IOMs with them too on alternate days.
- **Sequim Aquanauts** to the west sail both **Soling 1Ms** and **ODOMs**. These retired folks sail 3 days a week too. They provide a lot of assistance to get a newbie sailing.
- **Gig Harbor Model Yacht Club** to the south sail both **Star45s** and **ODOMs**, and this is probably the oldest active sailing club in our area. We sail IOMs there too on alternate days.

**"Nell" CAN 225 - For Sale:** My spare Zoom "Bark" sold locally, so I only have a "Nell" Design for sale at the moment. She is Graham's second design, ( the Zoom is his fourth) and is a one-off. She won the Western Canadians three years ago with Graham at the helm. Down to weight, super smooth (2000 grit and buffed with tooth paste), comes with three rigs, sail bag, stand, radio Futaba 2.4, radio charger and spare radio battery, one boat battery with no charger and a measurement certificate. Sails by Graham Herbert, boat built by Graham Herbert, she does not leak. She has a drum winch, a Futaba, which is slower than an arm winch but a bit more powerful. She still wins races and is seriously fast at the top end of A rig. Her beam is 216mm, which is ten more than a Zoom.

**Package cost is \$1,800** at my shop door (on Saltspring Island). Cheers,

Martin Herbert  
[mbherbert@shaw.ca](mailto:mbherbert@shaw.ca)



Using the Mast Ram at Cranberry Lk.

### **Tuning Tip #1(b): Pusher Power in Light Wind:**

This follows the comments from the previous IOM Update where I've noted the tuning power of the mast ram and how at SMYC we're all new at using this effectively. At the recent Beaver Fever in Victoria I set up my rig for drifting conditions, but I wasn't getting enough main twist? Tweaking the backstay and pusher just wasn't getting the amount of twist I wanted? Recall we're only using vang for setting downwind twist per Bantock, and we don't touch it for upwind. So now what do we do?

Lack of IOM experience bites again. It turns out it is easy to inadvertently have a little too much vang in drifting situations, and this overwhelms the pusher. Ease the vang a little – ease the problem. And the downwind twist was still fine. This is one of those little things we will learn, and is an easy one to watch for. And since we sail a lot in light air, we should get good at it.



**PLAYMATE OF THE MONTH... Zorro CAN 92:**

Colorful... Hot... Zorro is one of a series of Zoom designs that are designed/built by Graham Herbert on Hornby Island, BC. His boats intrigue me on many aesthetic and practical levels. The bright and highly abstracted livery grabs you the first time, but that is just the artsy intro. For one thing most of his boat and rig are handmade, and there is an organic quality to many parts of it. No exotic CNC or milling machine work here. There is a doable simplicity to his detailing, and the package obviously works as we see his transom a lot. I think of him as artist/sailor/sailmaker and tough competitor. (Graham is an artist and he was a sailmaker for big boats.) Maybe we should add bioengineering to the title list too after he applied tubercle bumps on the leading edge of his foils? Where in nature have you seen these bumps, on a humpback whale flipper. Graham is fast both with and without the bumps, but then the Beaver Fever pond isn't the best place to test performance so we'll see how the bumps play out? He noted they were made with epoxy and micro-balloons, and a whole lot of time. Don't expect to see a lot of these fussy foils. Graham admits, "I've got too much time". Ya think? Enjoy the eye candy:







Evidently the bumps mimic humpback whale flippers that create vortices that enhance lift and lower drag. Supposedly they can widen the attack angle before stalling? I don't get it actually, but I applaud Graham for going out there a bit. After pulling your eyes from the bumps, notice the tight gap between rudder and hull, allowing an effective end plate affect. You can't see it, but that is a sharp trailing edge on both carbon foils.



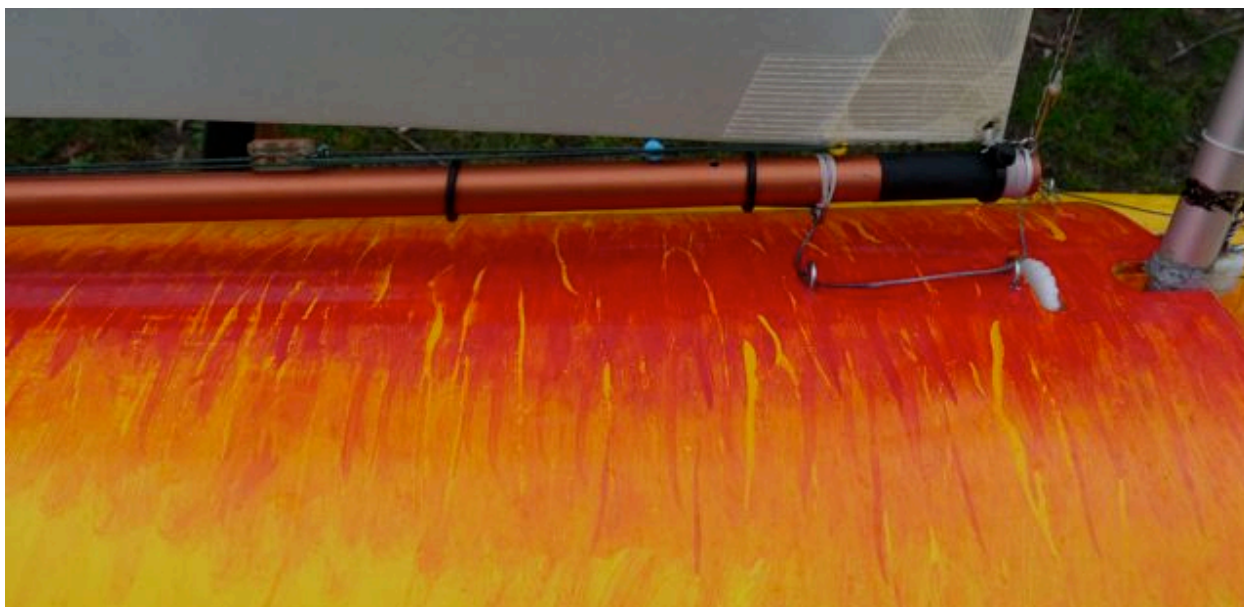


**Graham Herbert's – fin in larger scale. Graham makes his own foils and bulbs, and is obviously an experimenter. This bulb is a longer one than usual for him. He now thinks he prefers the shorter/fatter one.**



Note string swivels (in a sleeve under deck extending to the hull) for all three rigs. It has an arrow shaft boom. There is a slight flair in this bow. I wonder if he stole a flip-flop from his brother Martin for the bumper foam?

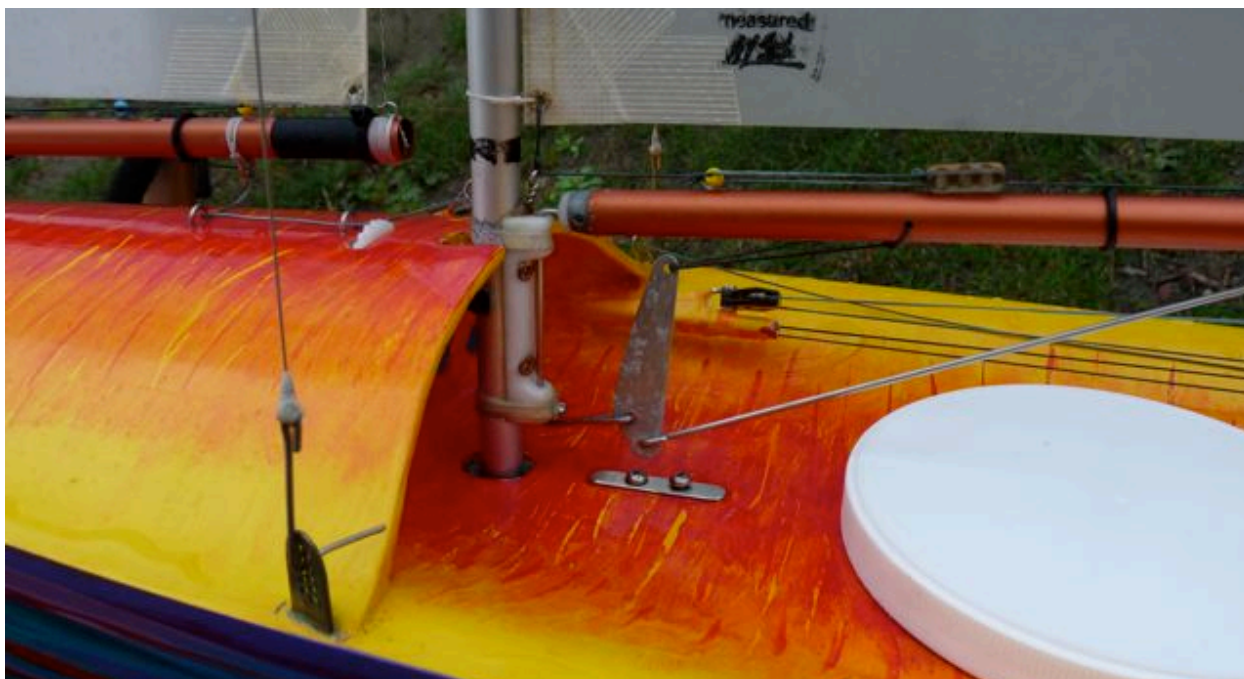
I don't think the acrylic paint is as heavy as it looks, as Graham noted it was heavily thinned. I'm no art critic, but I'll guess the deck symbolizes fire, and the hull is water – with fire reflections? Whatever the artistic inspiration, you can easily distinguish this one from any other IOM ever built. So there is practicality in this artistic expression too.



Graham had to add the black Nylon tape is added so the outhaul fitting doesn't slip. The outhaul fitting is just a plastic cable tie – light, simple, adjustable. Bowsies are hand made too.

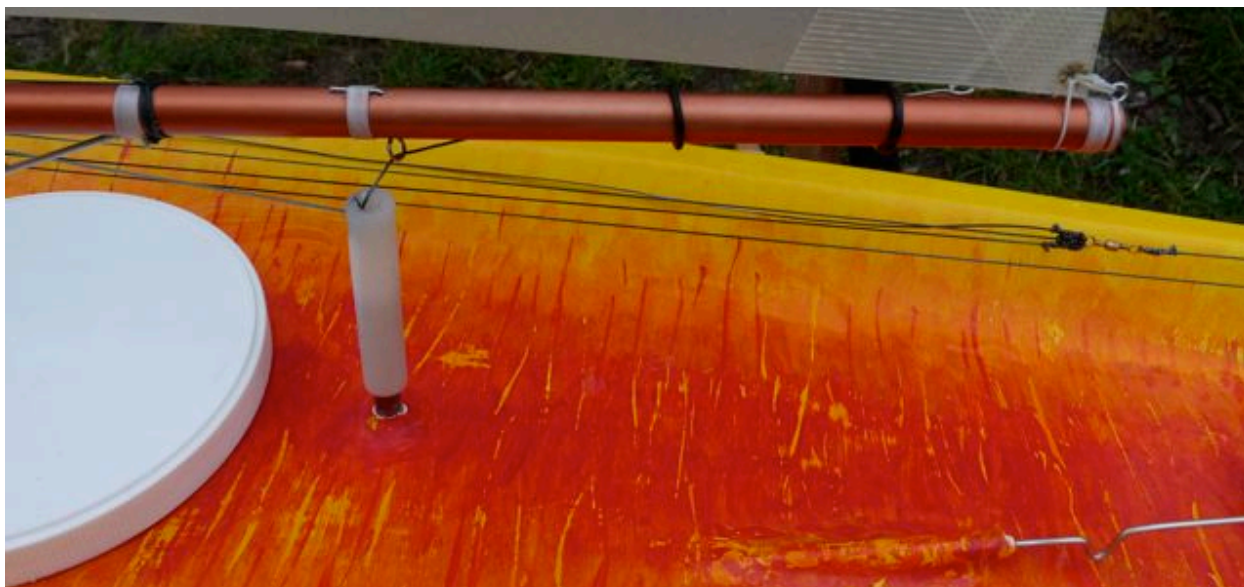
Graham makes his sails with Mylar and that looks like packing tape reinforcement.





Notice the organic form of the sheet line sleeve and the block attachment. The vang is a lever arrangement, which I think is intended to allow a finer trim adjustment?

The simple shroud tang allows easily repeatable tension adjustments. All the other IOMs I've seen use turnbuckles. On a light-air day at Saltspring earlier this year the three Zooms (Graham's, Martin's, and Julian's) measured 7-10 pounds tension in the shrouds and 3-5 lbs on the backstay.



All is conventional in this photo, and handmade. That's a big plastic jar lid providing access to the lever arm winch and other electronics. The outhaul on the arrow shaft boom is a simple string arrangement.



The bend in the rudder push rod allows fine-tuning the length?



Graham's masthead has a tapered crane. It is all pretty conventional, just not the commercially available fittings most of us use. Note the gap between mast and main luff.





Graham on his Hornby Island home waters, and with yet another Zoom. At least I haven't seen this one yet, but it sports another unique and distinctive paint job. In fact this might be my favorite, pending seeing it in person?





Graham's shop and transportation to regattas... When you die, he who has the most toys...

**Please** forward to anyone interested...

This newsletter is published erratically at the editor's whim and amusement solely to promote IOM sailing at Seattle Model Yacht Club and in the Pacific NW in general. Why? I want more sailors to play with. Come and watch us sail and see if somebody offers you a transmitter?

Editor: Bob Wells ([WellsonIsland@Comcast.net](mailto:WellsonIsland@Comcast.net))

**2011 DRAFT****Seattle Model Yacht Club - Regional IOM Regatta Schedule**

Including: Seattle MYC, Gig Harbor MYC, Anacortes RC Sailors, Oregon MYC, Saltspring Is. Sailing Club, and Victoria Model Shipbuilders Society

**Sailing the International One Metre class**

<b>Date</b>	<b>Time</b>	<b>Club - Event Name</b>	<b>Location</b>	<b>Contact</b>	<b>Phone</b>
1/16	10AM – 2PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
2/6	10AM – 2PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
2/20	10AM – 2PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
3/6	10AM – 2PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
3/12	10AM – 2PM	GHMYC – Saturday Regatta	Surprise Lake	Steve Young	(253) 202-6840
3/20	10AM – 2PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
3/26	9:30AM – 1:30	SMYC – Regatta #1	Coulon Park	Bob Wells	(206) 232-9036
4/3	10AM – 2PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
4/9	9:30AM – 1:30	SMYC – Regatta #2	Coulon Park	Bob Wells	(206) 232-9036
4/16 -17	See NOR	Boise Blow Out Regatta (verify)	Park Center Pond	Bruce Andersen	(verify)
5/1	10AM – 2PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
5/7-8	See NOR	SMYC – COW Cup <b>(WCAS #1)</b>	Coulon Park	Bob Wells	(206) 232-9036
5/15	10AM – 2PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
6/3-5	See NOR	SISC – CAN West. Regional <b>(WCAS #2)</b>	Ganges Harbor	Lawrie Neish	(250) 537-2053
6/11	10AM – 2PM	GHMYC – Saturday Regatta	Surprise Lake	Steve Young	(253) 202-6840
6/19	10AM – 2PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
6/25	9:30AM – 1:30	SMYC – Regatta #3	Coulon Park	Bob Wells	(206) 232-9036
7/9	10AM – 2PM	GHMYC – Saturday Regatta	Surprise Lake	Steve Young	(253) 202-6840
7/15-17	See NOR	OMYC – Hood River Carnage <b>(US Western Regional R6 &amp; WCAS #3)</b>	Hood River Marina	Morgan Dewees	(360) 608-4290
7/23	9:30AM – 1:30	SMYC – Regatta #4	Coulon Park	Bob Wells	(206) 232-9036
8/7	10AM – 2PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
8/13	10AM – 2PM	GHMYC – Saturday Regatta	Surprise Lake	Steve Young	(253) 202-6840
8/21	10AM – 2PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
8/27	9:30AM – 1:30	SMYC – Regatta #5	Coulon Park	Bob Wells	(206) 232-9036
9/4	10AM – 2PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
9/9-11	See NOR	SISC – 2011 CAN National <b>(WCAS #4)</b>	Ganges Harbor	Lawrie Neish	(250) 537-2053
9/18	10AM – 2PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
9/24	9:30AM – 1:30	SMYC – Regatta #6	Coulon Park	Bob Wells	(206) 232-9036
10/2	10AM – 2PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
10/8	10AM – 2PM	GHMYC – Saturday Regatta	Surprise Lake	Steve Young	(253) 202-6840
10/16	10AM – 2PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
10/22	9:30AM – 1:30	SMYC – Regatta #7	Coulon Park	Bob Wells	(206) 232-9036
11/6	10AM – 2PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
11/20	10AM – 2PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
12/4	10AM – 2PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
12/18	10AM – 2PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900

Please note: This schedule may change. Check the latest Seattle Model Yacht Club e-mail Updates.

**Seattle MYC @ Gene Coulon Memorial Beach Park:** I1201 Lake Washington Blvd., Renton, WA. From I-405 Exit 10A head west & take 1<sup>st</sup> right to Lake Washington Blvd.**Gig Harbor MYC @ Surprise Lake** – Surprise Lake Village, 2800 Queens Way, Milton, WA. From I-5 Exit 142B head west on SR 18 for 0.5 miles, and turn south on SR 161 for 3.3 miles, and turn right at Queens Way (at the Surprise Lake Village flags).**Anacortes RC Sailors @ Cranberry Lake** – N. Whidbey Is. - 1 Mi. South of Deception Pass Bridge on SR 20**Oregon MYC @ Hood River Marina** – See Notice of Race.**Saltspring Island Sailing Club @ Ganges Harbor** – See Notice of Race.**Victoria Model Shipbuilders Society @ Beaver Lake** - West side of Highway 17, about 10 km north of Victoria, B.C.

10/30/10 revision