

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 Meter (IOM) fleet, in addition to the well-established Victoria fleet on Greenlake. Our first Can Am 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 exceptional 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 enough.

Surprise Lake in Milton, 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, great views, and a great WPA built head to boot. The views just driving here justify the trip.

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

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

2011 SMYC IOM Regional Schedule: Go to the last pages for our comprehensive schedule with many regional regattas. If you sail with us, 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:

Date	Time	Club - Event Name	Location	Contact	Phone
4/30-5/1	See NOR	SMYC – COW Cup	Coulon Park	Bob Wells	(206) 232-9036
6/4-5	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

* See the **Hood River Carnage Poster** at the end of this newsletter.



Coulon Park – The start line looking South with fall colors and a big zoom lens. Tom Howell Photo

Hornby Island Regatta – Salt water sailing on October 2-3: Martin Herbert Reporting:

A truly great event, the Hornby fleet should be proud, and finally a regatta with some wind. Team Hornby is an incredible group of sailors and sports and a pleasure to sail against. Was that really 34 races in two days? Best event of the year! Well done, Hornby.

	Skipper	Sail #	Club/City	Hull	Score
1	Graham Herbert	94	Hornby Island	Zoom	47.0
2	Martin Herbert	84	Saltspring Island	Zoom	53.3
3	Julian Laffin	82	Hornby Island	Zoom	61.9
4	Rob Zielinski	67	Hornby Island	Zoom	117.0
5	David Cloud	83	Hornby Island	Zoom	132.0
6	Barry Fox	68	Victoria	CaCa2	146.0
7	Al Cannon	93	Hornby Island	Zoom	151.0
8	Don Case	24	Campbell River	DC2	214.0
9	June Cannon	69	Hornby Island	Zoom	241.0
10	Robert Seline	168	Bowser	Ikona	273.0
11	Bob Copley	76	Port Alberni	Vapour	294.0
12	Mike Pedneault	72	Victoria	Widget	308.0
13	Pete Fagan	70	Hornby Island	Zoom	308.0



Hornby Island – the sky may be gray, but not the boats! Who let the white one sneak in? Photo by Nelandliz

Race Report – ARCS at Cranberry Lake 7th Nov. 2010: J. Warren Brower reporting:

Only the skipper that forgot to set his clock back was early enough to use rain gear - that wacky black Prius driver. The rest of the regatta was dry and sunny between the big billowing clouds. Wow! Nineteen completed races. Not bad for fickle winds – well it was mostly no wind at the finish line. A lot of transmitter switching going on – even the top two traded. The scorekeeper won't guarantee the accuracy of the scores. It was a good day if you could laugh at what the wind was doing. There was a lot of laughing. After the sailing, some went to the Deception Café & Grill for the three "B"s (Burgers, Beer and BS). Even a few Glam Rock Nats stories may have slipped out after the second beer. After 19 races:

J Warren Brower	42	Lake Stevens, WA	GlamRock-Gibson	26.0
Bill Langjahr	88	Anacortes, WA	Cockatoo-Byerley	36.0
Joe D'Amico	94	Sequim, WA	Stealth-Bamforth	55.0
Larry Stiles	18	Sedro Woolley, WA	Vektor-Bantock	56.0
Julian Lee	03	Anacortes, WA	Vektor-Bantock	80.0
John Mann	98	Anacortes, WA	Others	100.0
Chuck Mallary	45	Anacortes, WA	Kite-Bantock	117.0
Vic Childs	99	Anacortes, WA	Others	119.0



Cranberry Lake – See the nice wind to the west (top)? It only stayed light near the start – finish...

ARCS's Brrrrrr Report: IOM Sailing Sunday, 11/20/10 at Cranberry Lake: Bill Langjahr reporting: Julian Lee, Larry Stiles, Kip Lewis (new guy with Ikon purchased from Portland – Ed.) , Bill Langjahr & Jerry Brower braved the cold, to sail, this Sunday. The temperature was about 32° on the dock. Julian saved the day with hand warmers he generously passed out to all of us. Kip sailed his new boat and did well. We did not bother to keep score, but we all had our moments. The races for the most part were close. However, Jerry gave us all a lesson on sailing IOM's and won most of the races. The sailing was great, winds were mostly steady with a little shifting around, but mostly out of the North, which allowed us to set the windward leg parallel to the dock, a treat from the usual, at Cranberry Lake.

We did not have lunch this time. Instead Larry & Jerry retired to Bill & Darith's house so Jerry could measure Larry's boat. Measuring Larry's boat was interesting to observe and took a couple of hours. Jerry is very knowledgeable about the measurement rules and answered our questions, as to the reasons, regarding the various requirements. We missed Chuck and the Seattle sailors and they missed a great day of sailing, in spite of the cold weather. Hope to see all of you, the first Sunday in December, the fifth. We have talked to Joe D'Amico and Joe tells us he is doing well and his back surgery was successful. Joe will have a better idea of when he can return to sailing a little later and we all look forward to him back sailing with us.

Coulon Park sailing video from October: Listed again in case you missed it in the Oct. Newsletter: <http://www.youtube.com/watch?v=ka6oL49UDqk>

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

Despite the threatening skies we had a good sail and saw nine IOM's at the start including Jerry Brower from up North. It was great to have him join us and prove he can skillfully work an IOM around a tricky venue..... But we have a disturbing development. One of our competitors, a Duck, emailed me and is claiming victory:

"Ron haven't got my duck report card yet,, oh by the by what a great course setup.., I know it was a fun sail,,, but the Glam Rock a national competitor..... ooowww ... aaawwww...I think Morgan and George is too or have been in the past.. and "I" missed the colorful and yet often missed "Que'd" commentary.... even though George's comment's were just as colorful, and even missed "Que'd"....I think Mike or myself

maybe even Jerry might have taken bragging rights,,, how many throw out's until I win is llow'ed???.... LMAO Quack Quack"

I would be the first to agree Dave sailed an excellent race. He was very consistent and earned several bullets. It appears he may have won by a slight margin. But as much as I hate to spoil the dreams of one of our intrepid skippers we need to consider the following before congratulations are in order.

1. This was a FUN sail. We had sons and daughters of several skippers at the helm on occasion
2. The score sheet mysteriously disappeared
3. It was a close race with Jerry, Mike, and Morgan right in there with you
4. Jerry was at a disadvantage. Local knowledge at Tualatin Commons means everything surrounded by various buildings that cause wind shears, venturi flops, rotating twisters, black holes, horizontal thermals, etc. I thought he did pretty good
5. We had two IOM debuts. Kurt was sailing his new Widget for the first time as was George with his Medusa.
6. Chris forgot to take the protective foam sock of his bulb!!!! He did not notice it until he finished dead last the first several races. This may earn OMYC blunder of the year. At our annual meeting we will have to assign someone to remind Chris each regatta.
7. Bullwinkle's shroud snapped. Also every fiber in my body was sickened this weekend when my Alma Mater, the ever popular national powerhouse OSU Beavers, lost to the to the hapless Cougars.

And lastly, the thought of a Duck winning an OMYC Regatta is devastating. It would erase all the gains our club has worked so hard to earn the acceptance and respect of our fellow IOM skippers up North and nationwide. Time to wrap this up. The Blazers game is starting and a beer fell out of my refrigerator.

Your IOM Captain and proud skipper of Bullwinkle
Ron Blackledge

SMYC IOM Fleet – Annual Business Meeting Report: In keeping with our goals of keeping it simple and fun, I held our first annual business meeting and nobody was invited. The following was voted on and decided unanimously:

1. It was moved that all officers be retained in their present position in 2011. You know who you are!
2. It was moved that no changes in our constitution or racing format is required. It works or you wouldn't keep coming to race! If you don't like something, speak up and we'll let you change it.
3. It was moved that we have expenses and in 2011 we are going to initiate annual dues of \$20 bucks each, due at your first Coulon race in 2011. Our expenses include:
 - a. Insurance at Coulon Park beginning 2011.
 - b. Buoy expenses from 2010.
 - c. A new start sequence radio is required (that cheapo one Joe Damico purchased for us crapped out).
 - d. We are planning to have a web site in 2011, and the free sites don't meet our standards.

With no further comments, the meeting was adjourned.

West Coast Model Yacht Association - <http://groups.yahoo.com/group/WCMYA/join>.

Here is where you go for everything on British Columbia's IOM scene. You'll need to become a Yahoo member, and they have a nice option where they ping your email with all the new info daily. The following Holiday photo is by Nelandliz, and was downloaded from the forum:



Glam Rock and Nats Memories:

(Slowly Jerry is remembering what happened at US Nats, and these little tidbits trickle out over time – Ed.)

- Jerry's quote on how he learned Glam Rock has the same keel as Brit Pop, which had to make Jerry feel that his foil is up-to-date: *"Brad Gibson had to wait in (measurement) line too – like the rest of us mortals. Before we met, both standing in line, we noticed we had the same keel, the same bulb and the same gray automotive primer. We nodded at each other with a tight-lipped smirk . . . We were awesome. Maybe him just a little bit more."*

- BG noted that Glam Rock uses the same hull form as his SC4 design from the shrouds aft, and forward he just raised the gunwales.
- BG pointed out that Glam Rock also differs from the SC4 in that the skiff deck is lowered as part of getting the rig lowered. BG clearly makes a conscious effort to keep the rig as low as possible:
 - Rob Davies wrote in Texas TRYC blog that BG's rig measured 1" (25mm) lower than many of the

competitors! That can only be accomplished with a number of little height conscious things. Here's my thoughts of a few things that can make a difference:

- Build your sail close to a minimum leech length, there's a 10mm class tolerance.
- Use a round tube boom (Like Glam Rock and the Zooms – Ed). The very stiff SE round boom is 6mm less height than the SE rectangular section for example. It can't be as stiff as the SE section though.
- Minimize mast height below the lower band.
- BG acknowledged that OMYC's Morgan Dewees has a request in to purchase the lines of Glam Rock. BG is planning to update the lines a little, and not just provide a copy of "old" Glam Rock. An enhanced Glam Rock? Morgan, keep us posted, as likely somebody else will want to purchase a copy too in this home-build happy IOM region. Enhanced indeed...

Bulb Evolution: The Jan Dejno conceived IOM box rule is about twenty years old now, and bulb design has seen significant evolution. Most of us at SMYC missed the evolution though. The referenced (below) Lester Gilbert review of the 2002 Euro's is interesting on many levels, but I'll focus on the bulbs. This was only eight years ago, and many of the names are familiar today. The development is striking, as we don't see anything like find the range of bulb shapes shown here anymore. The class has standardized on the long-skinny shape shown on the Bantock example, who took the initiative in the long-skinny bulb development for IOMs. Bantock was experimenting with turbulators too in this photo, although this experiment didn't take. You can read more on turbulators in the other attached Lester article. Today in BC experimenting is alive and well with Graham Herbert's tubercle bumps, see our previous October IOM Update. Another example is Martin Herbert's winglets on the bottom of his Zoom rudder. Since Martin sold that Zoom, maybe he wasn't that happy with them in the end? The references below get you to Lester's highly respected site where you can read more on winglets, bulb cant, why long-skinny bulbs aren't seen on big boats, etc.

<http://www.onemetre.net/reports/Euro2002/Euro2002b.htm>

<http://www.onemetre.net/design/TripTurb/TripTurb.htm>

IOM Tuning Tip #4(g): Lee Helm Advocates Advocate: I came to radio sailing from a big-boat background, where the question is "how much weather helm do you want" in tune and trim. Upwind racing on a big boat skippers typically have marks for their tiller or rudder to measure degrees of helm, all part of tuning by the numbers. Optimal helm is often in the 3° - 4° range, which is the rudder angle off centerline. This provides the boat a little extra lift to weather and provides the helmsman a feel for the boat so he can find his groove. Nobody in the big keelboat realm ever tunes for lee or neutral helm. Given this background, the idea of intentionally trimming an IOM for lee helm catches my attention as it does for so many of our readers.

Lee helm vs. weather helm definition: For beginners reading this, these terms are derived from when sailboats primarily used tillers. It refers to having to move the tiller (i.e. helm) "to weather" or to "to lee" in order to track in a straight line. Or more simply think of as trimmed so the bow is drifting "up" with weather helm or "down" with lee helm on the wind. Technically bow drift is known as a horizontal yaw motion.

In IOM sailing upwind I take it as mantra that all of us want to feel a little "helm" on the wind to find your groove. You balance that with a desire to have the rudder centered as much as possible to limit drag. In practice when needing to correct helm, just momentarily stab the rudder lightly and then let the radio quickly center the rudder. Over time you'll develop a feel for lightly using the rudder when tuned properly.

If you find you are constantly adjusting the rudder for helm, it is time to retune the rig. Some tune in more helm feel and some prefer less, but a norm is to be able to travel say four to ten boat links before needing to trim the rudder lightly for helm. I think this is valid whether you tune for weather or lee helm. Helm will vary as the wind goes up or down keeping tuning interesting. So with that background I'll give this article over to our persuasive the lee helm advocates.

#1 Jerry W. Brower - Glam Rock USA542: *Jerry has a long history of successfully sailing tuned for lee helm going back to SMYC EC-12 days over a decade ago. We thought it was just another example of him as the contrarian that he is. Now in IOMs he discovered his Glam Rock doesn't even allow tuning in weather helm. This is confirmed as intentional by the designer/builder. Talk about a happy marriage of skipper tendencies and boat design. – Editor*

One of the first things a one-design sailor learns about racing in a fleet is if you follow your competitors around the course, it's really hard to get by them. But, if you go another way and take a Flyer, there is always a better chance of getting around them. Now, it doesn't always work out. But, there is at least a chance.

Most of your R/C fleet listens to the big boat paradigm that demands, "You must have weather helm to be safe". There is one thing I'm pretty sure of - there is no little scare-D-cat riding on your IOM who is afraid of healing over too much. I mean what is thing you need to be made safe from? Is it a fear of powering-up the rig and going too fast? I feel if you are sick and tired of rounding-up, pointing too high, slowing down and then using your brake to get powered back up, why not take a Flyer and tune for Lee Helm?

So, here is the philosophy about why Lee Helm is better. As a skipper is focusing on boat speed while sailing to windward, you have to react to four related things that are happening to the boat. Is the boat accelerating? Is the boat slowing down? Is it pinching? Or are the sails stalling? Each of these things has to do with adjusting the sails and/or deflecting the rudder. So, if the boat with Weather Helm is pointing too high and the winch is pulled in close hauled, there is nothing you can do about the sail trim – you have to use the rudder. But if the boat is falling off and the sails are stalling, you can always crack-off and accelerate. This is a big advantage for the boats with Lee Helm.

Also, as the boat reacts to an increase of wind speed or a lift in direction of the wind, the skipper with Weather Helm is trained to wait for the boat to head up. But, the studied Lee helm skipper has to watch the silk leech flies to steer the boat to windward. The difference is between waiting for a nine-pound boat to respond or to watching a micro gram leech fly – it's no contest. Guess which one reacts first. In a competition dependent on hand-eye coordination, why wait for the boat to respond when you can get nearly instantaneous feedback from the silk.

Another advantage of Lee Helm comes with how you tune the sails. Probably the most common method of getting Lee Helm is to over trim the Jib. This means pull-in the Jib Boom and close off the slot. If you have an issue with back-winding the main sail, increase the twist in the Jib by shortening the topping lift. The advantage here with the over trimmed Jib, shows-up in a pointing contest. The boat that has the tighter trimmed Jib can point higher before the jib luff breaks.

Next comes the interaction of the foils and the hydrodynamic relationship they have on one another when the boat is healing. As you sail to windward close hauled; the boats with Weather Helm must deflect the rudder to leeward as the boat luffs and thus disrupting the lift that the foils provide as the rudder acts like a brake. While the boats with Lee Helm must more often deflect the rudder to windward and increase the amount of lift that the foils provide. Why would you want to decrease the amount of lift if you are going to windward? In addition, as the wind increases, the Weather Helm boats have to increase the braking action of the rudder, and this is while the Lee Helm boats deflect the rudder less.

The biggest advantage of the Lee Helm design comes as the wind dies off and more and more of the fleet has to deal with Lee Helm. It will always be the skippers that are most practiced at dealing with Lee Helm that will sail clear out of the hole and into the lead.

So next time the Old School sailor tells you to tune for Weather Helm, thank them for the numbers

and after they walk away – pull in the jib a bit and practice with the Lee Helm.

Now, I really don't mind that a bunch of IOM skippers disagree with this Lee Helm tactic. But a matter of fact, the very cornerstone of this theory is counting on the fleet to go the other way and tune for Weather Helm. I don't mind it at all, because I'm taking a "Flyer".

#2 Graham Herbert on Hornby Island: *This was copied from a WCMYA forum post under the title "Lee Helm" just before going to press. You really need to go there and read them all; this is just two of many. Thoughtful posts as always from Graham, thanks – Editor.*

12/29/10 – Post #1: Here are some good reasons to sail with a little lee helm: the boat tacks much better and accelerates out of the tack faster, once you have tacked and the sails fill you don't have to use any rudder to keep it from rounding up on the new tack as you do if you have any weather helm. If you are sailing in a crowd and you loose sight of your boat it won't round up and get in irons, the boat by itself will always sail powered up and you can keep it pointing with the occasional rudder correction. If you have any weather helm at all you have to be forever using your rudder to hold the boat in the groove and any lapse in attention will result in it pinching and slowing down. Of course if you have a lot of lee helm and your boat just keeps bearing away that isn't good, You want just enough lee helm so the boat will stabilize its coarse with the lee tell tail lifting occasionally and the boat powering along at just below it's optimum heading, then you can bring it up to the groove with a very small rudder movement from time to time, but your speed will always be good, your tacks fast and your tactical choices freer as you won't loose so much with each tack. Weather helm sailing is a holdover from the days we used to actually get on the boats we sailed and we wanted them to stop and wait for us if we fell off.

12/29/10 – Post #2: Two boats sitting near the starting line with their sails luffing and waiting to go; one is tuned with weather helm the other with lee helm with one second left and they both sheet in. The weather helm boat immediately starts rounding up and because it isn't moving yet can't be prevented from doing so with the rudder, good chance it will get stuck in irons or at best make a slow start dragging the rudder along. The lee helm boat just shoots ahead at slightly below close-hauled and can be brought up to coarse gradually as the speed builds. Any amount of lift generated by the weather helm rudder will never make up for this initial loss. The lee helm boat is out in front with clear air and the race 3/4 won before the weather helm boat even clears the starting line.

12/29/10– Post #2: *(In answer to a question on how much helm? – Ed.)* I am talking about just a tiny bit of lee helm, not enough for the boat to keep falling off onto a reach, just enough for it to sail a little low by itself so that you might apply a couple of degrees of lee helm every 10 lengths or so. When the boat is left alone it will sail a straight line with the lee tell tail just starting to lift. Another way to think about it is to have the boat sail a perfect coarse in the gusts and a bit low in the lulls, so that it will power through the gusts with no rudder applied but will need nudging up a bit in the lulls. Or another way to think about it is to have it almost perfectly balanced but favouring a bit of lee helm rather than weather helm. I am guessing 1 or 2 degrees less mast rake than you would use to get a bit of weather helm. I hate sailing with even the tiniest bit of weather helm, it is just too difficult to keep your speed up, you're always fighting your boat. When sailing with lee helm pay attention to your tell tails, as soon as the lee one starts lifting nudge her up with a little lee helm. It is a fast way to sail. You may not point quite as high but you will go faster and make out to weather better, however you have to know who the pinchers are and avoid getting too close to weather of them. I hope this is of some help.

#3 Brad Gibson – Brit Pop GBR42: *Recollections from Jerry Brower's on his brief conversation with BG at US Nats when discussing Glam Rock, which BG designed and built. BG lends serious credibility to the lee helm discussion. – Editor*

Brad was not surprised that Jerry could not tune out weather helm on Glam Rock. He confirmed that Glam rock was designed for lee helm trim, and that Brit Pop is the same way. Here's what BG says about Glam Rock on his web site:

"This hull was originally moulded in 2004 from our SC4 moulds (BG's 1st narrow design

per his web site) with freeboard added to the bow. It sat as an unfinished project until early 2008 when it was decided to complete her. With balance (I think he is talking about designing to sail with lee helm trim here? – Ed.) and rig lessons (I think he is talking about lowering the rig Center of Effort? – Ed.) learnt from sailing the Dicks design Widget, the boat was launched in April this year. What was once a light air boat, was now transformed into a boat very competitive also at the top end of the rig ranges reinforcing our 2007 thoughts learned on rig design and setup.”

Introducing our new Euro “Staff” Photographers: Both have photo interests well beyond IOMs, but they are both dedicated photographers of our class with web sites well worth visiting. You are probably wondering how this rag-tag newsletter can afford professional photography? We applied for and received a grant from the Seattle based Bill & Melinda Gates Foundation for promoting our anti-depression radio sailing activity:

Hanneke Gillissen in NED: I first took serious notice of her photos at the recent GBR Nats and then she followed with the same great coverage at Euros. There are a huge number of shots taken with a sailor’s eye for action and detail. She often uses her big zoom lens to provide the detail I find interesting. Hanneke travels with Huub Gillissen, who sails NED 99 while she takes her shots. Huub built his pink colored Obsession; and you’ll want to check out the molding photo documentation by Hanneke too. Heck while you are perusing her web site check out the other “people” boats. I particularly liked the “woodie” gaffer dinghy class with a trapeze for the crew. Huub sails one of those too! Here’s a quote from Huub after the GBR Nats that I found interesting, *“What makes you a good IOM sailor. Small details can give you that advantage you need. I analyzed a lot of trims of the top sailors. There is no rule to find. Some like to sail with a lot of twist, others like to sail with everything very tight. And all performed well”*.

<http://picasaweb.google.com/hankieberen>

<http://picasaweb.google.com/101042574256406799005>

Ingrid Bluem @ Sailmania.de: I discovered Ingrid’s excellent German IOM blog in a link from the new GBR IOM site. This is much more than a photo site, and you don’t have to understand German. Ingrid has included a clever translator button that does a surprisingly good job. Ingrid travels to IOM races with her partner Hans Dieter Krings, an active IOM skipper. In Ingrid’s own words, “We drive to a lot of races, I enjoy taking the photos and I love to watch the races”. Ingrid often uses her big zoom lens too. Her photo below (we cropped it) is from the Euros, displaying her typical close-up action.

<http://www.sailmania.de>



PLAYMATE OF THE MONTH... GER 483: Feel like all IOMs look alike? Well not likely if you look at the British Columbia boats, but there are some parts of the world where it does. This month our search for lovely ladies takes us to Deutschland, where design innovation is alive and well as this intriguing red cedar “woodie” attests. I’ve never seen an IOM quite like this one owned by Jochen Burhenne, who hails from East Germany:



Photo © Hanneke Gillissen - Sophisticated & Stylish in an Art Deco way... Classy and Exotic... and mysterious too... She sports a richly stained planked hull with short foredeck and very long flush deck that is slightly recessed. Notice the funky rounded clear plastic in front of the mast – what? The rounded bow form somewhat resembles pictures I’ve seen of Michael Scharmer’s GER 09 yachts, but his whole deck is now a rounded continuation of his narrow hull form. Unlike Scharmer, who amazingly competes at a World Class level using only wood spars; #483 uses alum spars here. Take a look at that jib boom though; I wonder what the story is behind that bent shape? The rig appears set a little more aft than I typically see too. I understand that GER 483 began competing this year, and I have no idea of her results?



Look at that aesthetic bow, this is art. It is also against the current trend towards taller bows. From this view it looks like it has a... windshield? Photo © Ingrid Bluem.



Not just an inset flush deck, but also an inset flat transom too, finished in blond plywood. Photo © Hanneke Gillissen.



This more clearly shows the arched plastic raised foredeck element that is open fore & aft. And the reason for this is... to confuse idiots like me I guess? Is it for keeping sheet lines from tangling? Or is it end-plate affect on the headsail? Maybe wave deflection? The jib sheet must lead from the mast area? Oh, what a stylish bumper! Photo © Ingrid Bluem.



A high level craftsmanship with individualized fittings. Coupled with a cheapo plastic lid... Photo © Hanneke Gillissen.



GER 483 skipper, Jochen Burhenne. Photo © Hanneke Gillissen.



A fetching sleek yacht from this angle. Notice the backstay telltale near the top. Photo © Hanneke Gillissen.



Certainly a very distinctive IOM side profile. Not classically pretty to my eye though. Maybe someday we'll learn more about this Lady and her design/builder? Maybe this newsletter should fund a trip to Germany for this reporter for further investigation? Photo © Hanneke Gillissen.

Late Breaking Stuff:**Oregon MYC's - *Bullwinkle* Report #2: And the 2010 OMYC IOM Champion is.....**

Congratulations Mike Skeen: We did not have an IOM Championship and the monthly regatta score sheet book was incomplete. Therefore I am going from memory. Naturally I would pick myself but no one would believe it. Mike won the most Sunday regattas (three) and finish high for the balance. Also he attended each event. I could be wrong but it appeared he beat Morgan overall by the thinnest of margins. Dave and Chris were close behind. Next year we plan to have better record keeping and post winners on the website. Mike won with his venerable Tinto and proves an old design(1994) still has the legs to compete with new so called state of the art IOMs. I plan to get a logo'd whiskey glass or beer mug for a trophy acknowledging his title. It will be ultra cheap because he is one of those Huskies from up North. With a little luck Dollar Tree's crystal department will have an engraver on duty.

There were other accomplishments during 2010 and compliments are in order. The best way to make this interesting is to list each accomplishment and let you match the Skipper. If you guess the correct Skippers you will earn a free sail trimming lesson from the renowned Morgan "wrinkles twinkles" Dewees. The answers are at the end of this page

THE SKIPPER....

1. most likely to restart
2. most likely to sail with his protective bulb sock STILL on the bulb
3. most likely to sail with a "girlie" man colored boat
4. most likely to say, "STARBOARD, no wait sorry I'm on port you don't have to give way, no sorry again that's not even my boat.... where is my boat?"
5. most likely to have an ice cold adult refreshment before, during and after a regatta
6. most likely to jump headfirst off a 40ft pier in two feet of water if the Auburn Tigers maul the Ducks next month.
7. most likely to find imaginary wrinkles in his main luff
8. most likely to ask, "Does this mean I have to take ANOTHER 360°
9. most likely to have his boat mistaken for a bag of marshmallows

Eligible choices...

- a Dave "quackquack" Glassow
- b Ron Blackledge(Team Bullwinkle)
- c Russ Caul
- d Honorary member Jerry Brower and his shocking royal pink "Glamrock"
- e Bob Rueter and his foam boat " Logan's Run"
- f Chris Brundage
- g Morgan Dewees
- h Curt Knight
- i Commodore George G.

In closing it has been a fantastic year sailing with our motley crew at OMYC and I look forward to next year with great excitement. May your sheetlines be tight and your drinks served cold. Merry Christmas and happy sailing.

Ron Blackledge, your fearless 360° IOM Captain

Answers: 1 i, 2 f, 3 d, 4 h, 5 c, 6 a, 7 g, 8 b, 9 e.

Idaho Report: No commitment yet on the Boise, ID regatta in April, but we are in contact and think it will happen this year? We have a hopeful place-marker in our schedule for this one.

Seattle Model Yacht Club – Victoria Fleet: has a new web site:
<http://groups.yahoo.com/group/SeattleMYC>

Seattle Yacht Club (the big one) and **Pacific NW Model Yacht Club** are sponsoring a **Radio Controlled Model Mid-Winter Meeting:** This is the pro-active T37 class organization getting various Seattle radio sailing classes to meet and see what each other is about on Feb 19th from noon to 3:00PM. Bob Wells will present the IOM class using his V6. (Ya think these other classes have seen the tuning precision of a mast ram?) Think about joining Rod and me there and chat sailing. Heck, it is always fun just to visit Seattle Yacht Club. Details and an application follow our 2011 racing schedule at the end of the newsletter. There's lunch too, but you need to send in the attached registration.

AMYA Bulletin: When I received my latest AMYA Bulletin they had included our October newsletter. It is nice to spread the word on how great the IOM sailing is in the Pacific NW. Don't know about this free e-mail bulletin? You can sign up on the cover page at: <http://www.theamya.org/>

John Mann's new/used IOM: John is a new IOM skipper sailing with the ARCS, and he is the new proud owner of a Croatian built Topico. Robert Grubisa built this one for his own use at the 2007 Worlds in Marseilles. PikantoRG built Pikantos and Topics sail extremely competitively on the world stage. Brig North purchased this particular one after the '09 World's in Barbados, and Brig then sailed it to the top USA ranking for '09. Jerry is whining already that this boat is too fast.

Who else sails a used Brig North yacht in the Pacific NW? That would be Bob Wells' V6, which Brig sailed in the 2007 Worlds in Marseilles too.

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 IOM sailors to play with. Come and watch us sail and see if somebody offers you a transmitter?

Editor: Bob Wells (WellsonIsland@Comcast.net)

2011

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

Date	Time	Club - Event Name	Location	Contact	Phone
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 (WCAS #1)	Coulon Park	Bob Wells	(206) 232-9036
5/15	10AM – 2PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
6/4-5	See NOR	SISC – CAN West. Regional (WCAS #2)	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 (USA R6 & WCAS #3)	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 (WCAS #4)	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 1st 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.

12/22/10 revision

**RADIO CONTROLLED MODEL SAILING
MID WINTER MEETING**

Presented by the Seattle Yacht Club
and the Pacific Northwest Model Yacht Club

Saturday, February 19, 2011
Seattle Yacht Club, 12 Noon - 3PM
\$15 includes salad & sandwich bar lunch



Each class below will discuss their boat, class organization,
2010 activities and plans for 2011.

Rod Carr will lead a discussion of the differences between
big boat and model sailing, the need for racing rules,
and sails: function, design & trim.

All interested in model sailing are
welcome to attend.

Please RSVP by mailing check to:
Allan Van Ness
PO Box 82086
Kenmore, WA 98028



Sponsored by the **SEATTLE YACHT CLUB** and the
PACIFIC NORTHWEST MODEL YACHT CLUB

FEBRUARY 19, 2011, Noon to 3PM

SEATTLE YACHT CLUB, 1807 East Hamlin St., Seattle.

Registration: \$15 for lunch & afternoon coffee

Name: _____

Class: ☐ T37, ☐ IOM, ☐ Victoria, ☐ Other (____)

☐ No boat yet, interested in the hobby/sport.

☐ SYC Member.

Email: _____

Phone: _____

Please RSVP by returning this form and your \$15 check payable to:

Allan Van Ness

PNMYC Commodore

PO Box 82086

Kenmore, WA 98028

We need an estimate of the number planning to attend to determine the meeting room size. So, please
respond sooner rather than later.

Questions? Please phone Allan at 206-920-2854.

(SYC members can pay for lunch on their Club bill, but please return this form for a tally of attendees)

International One Metre



Seattle Model Yacht Club Regatta Announcement

The COW Cup

Canada – Oregon – Washington

Also: **Regatta #1** of the **2011 Western Can Am Series**



Sailing on the big waters of Lake Washington at
Gene Coulon Memorial Beach Park

2101 Lake Washington Boulevard North
Renton, WA

April 30th – May 1st 2011 (2 days)

Information from:

- Bob Wells @ WellsonIsland@comcast.net
- Rod Carr @ RodCarr@CarrSails.com



International One Metre Class Western Canadian Championship & Regatta #2 - Western CanAm Series

Location: Saltspring Island Sailing Club, 152 Douglas Road, Saltspring Island, BC

Hosted by: Saltspring Island Sailing Club & Western Canadian Model Yacht Association

Contact: Lawrie Neish, phone: 250 - 537 - 2053, email: wlnesh@shaw.ca

June 4 & 5

Friday, June 3, registration & practice is available

Oregon Model Yacht Club
International One Metre Regatta Announcement



2011 HOOD RIVER CARNAGE

AMYA Region 6 Championship
Western CanAm Series - Regatta #3

July 15, 16 & 17

Location: Hood River Marina
1000 E. Port Marina Drive
Hood River, OR

Contact: Morgan Dewees (mdewees@omyc.com)
3395 SE 9th Street
Portland, OR 97202