

THE IOM UPDATE

Sailing Reports, Schedules, & More

Seattle Model Yacht Club

March 2011

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
6/3-5	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

See the **COW Notice of Race** at the end of this newsletter.



Michael Scharming's: GER 09 Scharming Mk XVc in power reaching mode – Photo © Ingrid Bluem (see Sailmania.de)

In sailing, an average sailor who gets ahead of Lowell North, Buddy Melges, or Dennis Conner in an important series will likely do something dumb or careless in order to get behind. But once he gets behind he'll stick like glue and not lose another foot. You see people like this in every fleet. – Dennis Conner on your "inner comfort zone" in his book **No Excuse to Lose** (1978)

Race Results – ARCS at Cranberry Lake on 2nd Jan 2011: J. Warren Brower scorekeeper:

J Warren Brower	42	Lake Stevens, WA	GlamRock-Gibson	17.0
Bill Langjahr	88	Anacortes, WA	Cockatoo2-Byerley	28.0
John Mann	11	Anacortes, WA	Topiko-Bantock	31.0
Julian Lee	03	Anacortes, WA	Vektor SE-Bantock	47.0
Chuck Mallary	45	Anacortes, WA	Kite-Bantock	50.0
Larry Stiles	18	Sedro Wooley, WA	Vektor SE-Bantock	55.0
Kip Lewis	82	Anacortes, WA	Image-Bantock	82.0

Race Results – ARCS at Cranberry Lake on 6th Feb 2011: J. Warren Brower scorekeeper:

J Warren Brower	42	Lake Stevens, WA	GlamRock-Gibson	16.0
Joe D'Amico	80	Squim, WA	V6-Vickers/D'Amico	21.0
John Mann	21	Anacortes, WA	Topiko-Bantock	28.0
Julian Lee	03	Anacortes, WA	Cockatoo-Byerley	30.0
Bill Langjahr	88	Anacortes, WA	Cockatoo2-Byerley	33.0
Steve young	63	Tacoma, WA	Victory-Firebrace	40.0
Larry Stiles	18	Sedro Wooley, WA	Topiko-Bantock	48.0
Chuck Mallary	45	Anacortes, WA	Kite-Bantock	77.0

Your Editor was away skiing in Montana, but this notes Joe Damico's first official regatta testing his new V6 that he just completed. Julian Lee is sailing his new/used Cockatoo with much improved results over that dog of a Vector he just couldn't fix despite a huge effort. I've confirmed there is no typo; Larry has a new/used Topiko he hasn't told me about. Hey Larry, tell us about your boat?

Design Trend: Decks are flattening: Have you noticed an IOM design trend recently where many of the most recent designs are getting away from the long popular skiff decks? Graham Bantock has gone against the skiff deck grain for years with his aft flush deck coupled with a mast well to lower the rig height. The popular *Lintel* by Dave Creed is the other current flush deck example that I'm aware of. Now we have following "new" examples of an aft flush deck:



BritPop at the 2010 US Nats with the flush deck aft. Photo by Eric Rosenbaum.

- Brad Gibson's *BritPop* from GBR: This new prototype has everybody's attention in IOM circles as Brad is getting many excellent finishes in National and Euro regattas beginning in 2010. This success no doubt says a lot about his skipper/sailmaker talent, but his yacht designs have been evolving for some time now. Brad's web site says this prototype is soon to go into commercial production. See

photo above.

- *Viper* from GBR: Prototypes of this new Mark Dicks design were sailed by sailmaker Martin Roberts with his own rig and sails to 3rd in the 2009 GBR Nats and 8th in the 2010 GBR Nats. Another case of a top skipper getting great results with a new boat, pretty much like he had with his previous boats. Dave Creed is said to be developing a production version with the same foils and ballast as the Lintel and Widget, and some deck and equipment revisions. See photo below.
- *Evo* from AUS: I noticed this when reviewing the pictures of the recent AUS Nationals. *Evo* was sailed to 2nd by Paul Jones (AUS 61 – lime green color) and 6th by Jeff Byerley (AUS 14 - yellow). Another case of top skippers getting great results with a new boat. Check them out in the photos at www.kogarahbay.com/Nationals-2011/Gallery/IOM_Gallery.htm. It seems likely that Jeff Byerley's Mirage Yachts is involved in the design and building of this one, but I really don't know?
- *Ace* from NED: Unlike the ones above, Hanneke reports that this one started as a new design just for Huub Gillissen. Huub initiated the lines then collaborated with Craig Smith from Oz to fine-tune the design effort. It evolved to building four more for friends so far, so maybe this will further evolve into commercial production? You'll want to check out Hanneke's photos of production at: <http://picasaweb.google.com/105648948341811048621/BOUWACEStart2010#>



A *Viper* prototype skippered by Martin Roberts in 2010 GBR Nats. Photo © Hanneke Gillissen.



The deck plug with flange for *Ace* from the NED with a flush aft deck. Photo © Hanneke Gillissen.

Why would folks be going in the flush deck direction? It's not aesthetics or fashion. I think it is all in trying to get hull/deck weight lower. The flush deck is simply a lighter (less material) and a stronger (more egg shaped) form than a skiff type. The break-through of the skiff deck was to lower the rig to reduce the healing moment and extend the wind range of the rig. Bantock years ago took note and created a well in his flush decks to accomplish the same stability improvement. Our Julian Lee has no interest in a flush deck though, because you have to peel back the hatch patch to remove/install the rudder. He likes the

skiff deck for that convenience. I like the fact that there is still so much high-level interest in creating new IOM designs.

IOM 101: As part of your Editor's continuing education and for our many local neophytes to IOMs, here are some features to look for in comparing various IOMs:

- **Corrector Weights give an indication of build quality:** The IOM box rule design includes a minimum dry weight of 4,000g, and the purpose was to eliminate any advantage in building a light "throw-away" boat. That of course is good for the class as it allows older affordable boats to remain viable. Top builders can build durable under-weight hulls, and they make up the difference with corrector lead weights centered low in the hull. If you have maxed out your bulb weight, the next best place for required weight is the correctors inside the hull in the keel area. Everybody wants an underweight hull if you are serious about competition. So how much underweight is reasonable? My V6 has 64gms of correctors for example, and I believe that it is a quality built boat. AndersWallin.net provides the only detailed component weight budget that I've seen published, and he needed 120gms of correctors on his '03 Italico from SailsEtc. In the Internet article noted below Viper designer Mark Dicks (and son of Widget designer Chris Dicks) quantified this further for us. He defined his "standard" build at 200gms(±) underweight, and his "premium" builds at 400gms(±) under. That's a lot of correctors. I've not peaked inside many IOMs to get a sense of what is typical. So I asked some locals with pedigree boats how much corrector weight went into their boats:

210gms	2008 Glam Rock – Brad Gibson's own boat that he designed/built, and currently owned by SMYC's Jerry Brower
120gms	2007 Topico – Built by Robert Grubisa in Croatia as his own boat, and recently passed from Brig North to new Anacortes owner John Mann
135gms	Topico – built by SailsEtc and currently owned by Jan Schmidt in Victoria

Glam Rock's correctors at the forward end of the fin box / mast tube assembly – Jerry Brower's cell phone photo.



Recent conversations that Barry Fox had with GBR skipper Rob Walsh regarding competing at the highest level seems to corroborate Mark Dick's comments. The Dave Creed *Lintel* kit that Rob assembled then sailed to 4th in the 2009 Barbados Worlds (and/or the 2010 Euros to another 4th – full disclosure is that Barry is not sure which regatta Rob referenced?) carried 385gms of corrector lead. Next Rob is going to assemble another Creed *Lintel* with the hope of achieving 500gms of correctors! Rob explained that one of his tricks is to use the old Whirlwind winches that are half the weight of RMGs. Rob is clearly a serious believer in weight reduction. If you are consistently getting top finishes in major events as he is, of course you are a little obsessed or you wouldn't be there.

Finally I asked Graham Bantock of SailsEtc about correctors and received this definitive response: "We stopped trying to build super light a long time ago."

Almost all the fittings we have developed over recent years have been designed to work well, be strong/reliable and be easy to use. In the IOM class the real cost of weight in the hull is very low in terms of performance. Yet the gains that can be made by making the boat more reliable, more accurately built, easier to use etc are much larger. Even when I went through the weight budget for our Marblehead a few years ago I realized that in each instance we would rather have the slightly heavier fitting than go back to the lighter predecessor simply because of the other benefits it gave. Some examples - the rudder trunking is a few grams heavier but has an 'O' ring as a seal which stop water getting in. The water coming in can easily exceed the extra weight of the trunking - the RMG winch is heavier than the Whirlwind we used to use but the power, reliability and speed make it worth its extra weight. And so on. Depending on the battery system and gel coat colour we normally put 50 to 200 grams in an IOM."

Your Editor's conclusion: Nobody wants an overweight IOM. All things equal a lighter hull is marginally better. Corrector weights are one indication of built quality, but Graham has explained there is more to build quality than being light. If I were ordering a new IOM yacht I would ask the builder what his lowest weight gelcoat (or paint color) was, and go with that. I would also ask the builder if he had options to make the hull lighter, and probably take his advice. I'd follow through with low-weight and reliable electronic systems and rigs, and not be preoccupied with corrector lead beyond balancing the boat fore and aft. For me it won't make a difference in my finish position.

For a relative reference on weights, 100gm (or 0.22lbs) of corrector weight is 2.5% of the total 4,000gm (or 8.82lbs.) minimum boat weight by rule. If your boat measured in at say 10gms over that would be 0.0025% over, which is essentially nothing.

- **Mast Step:** I've been slow to pick up on this because my V6 has a deck-stepped mast, but the IOM norm is clearly to provide a deck hole for a keel-stepped mast. The reason is that the B and C-rigs require corrector weights. B-rigs need say $\pm 30g$ and the C-rig increases to $\pm 70g$. The deck-stepped mast is not getting the rig correctors as low as they could be. A deck-stepped mast is just not a "premium" build as far as corrector weight placement.

Your mast ram should work better on a keel-stepped mast too, but I can vouch that the deck-stepped pusher works just fine on the V6. I wonder if the surplus water in the deck hole offsets the gain, but it is obvious the class as a whole does not think this is an issue.

- **Bow Flare and Chines:** Mark Dicks described his new Viper design as, "a simple vice free boat with no extreme features like flare or chines". I do enjoy the choice of the word "vice", and assume he is tweaking somebody here? One man's vice is another man's pleasure; as Lintel's, Pikanto's, Arrival's and BritPop all sport chines of some kind and are coveted designs in our class by many. Likewise a lot of recent designs sport bow flare, such as Lintel's, Pikanto's, BritPop, and Zooms. Glam Rock has so much flare her bow bumper is "T" shaped to span the gunwale flare. And who wants a vice free lady anyway...? Mark Dick's article that describes his "hot" new Viper is at:
<http://iomdesign.wordpress.com/2010/11/05/viper-the-iom-from-mark-dicks/>

Emmachesit Mate Revisited: We're often asked how much our yachts cost, and in our November newsletter we provided a comprehensive list on costs for the various ways to obtain an IOM. Here is another cost data point from: <http://iombuild.blogspot.com>

There is a lot of cost info and other data from this blog of a *Vector* build recently completed. It documents in great detail the building of an IOM by a self-described beginner with no special skills, who was helped

by friends with those skills. Costs include building this balsa strip boat, all three rigs, electronics with back up servos, a wood sailbox and other bits and pieces. Total cost = \$1,208.64. Keep in mind that some of us who are less serious don't need the smaller rigs or the sailbox or to compete in the Pacific Northwest's lighter winds, and for those folks costs then approach the \$500 we noted in our November newsletter.

Anacortes RC Sailors - Report: This new IOM fleet just keeps growing. Julian Lee announced that the most recent and 8th member of the ARCS's IOM fleet. He is Ron Farrell, a veteran Seattle dinghy sailor and experienced RC sailor. Ron sails in both their Soling45 and the IOM fleets, having built his Soling and purchased the SE Vektor USA-719. Ron has become ARCS's ambassador to Shelter Bay where apparently there are many interested RC sailors in the making! Julian, not bad growth considering the ARCS had no IOMs about 10 months ago. With the combined Seattle/ARCS fleet growing we can look forward to crowded starting lines such as on the following:
<http://www.youtube.com/watch?v=Q5QaJ5MA1w>

Note the ARCS's regatta schedule is adjusted to reflect that Cranberry Lake races now go from 11:00-3:00 to better align with when the wind comes in. See the schedule at the end of this newsletter.

Oregon Model Yacht Club's - Bullwinkle Report:

Sunday's Fun Sail – 1/23/11: It was the mother of all drifters. There was virtually no wind but it wasn't raining. The temperature was in the mid 40s. To my amazement there were ten skippers. It was great seeing familiar faces. We had several races.... a lap took 30 plus minutes. Getting to the start line was a major challenge. No one IOM design had an advantage in the light air. Although Mike Skeen may have been the most nimble around the course, his Tinto appeared to be no quicker than the big TS 2 Eric was sailing. We were all close. It is all about the thumbs, trimming the sails and versatile rigging. We are all get better and parity is growing. It is noted Morgan sailed his Vic and beat several IOMs

It was nice to see Russ return to the pond. He has new body parts. Don't use a large magnet near him. If he appears helpless and in pain, the large red wrench fits the nut protruding from his knee. Herb was feeling better. New member Mike "Bashful" Ellis was out there with a Vic for a short time. I told him not to worry about taking out a competitor... you will only make the other skippers happy. Not to worry Mike, I hold the record for the most 360s in one race (five).

The turnout was great for a mid winter gathering. Morgan and I talked about the old days when the fleet captain's main responsibility was to call each skipper before a race and beg them to attend. Now the skippers are calling the fleet captains requesting more events.

There was a bizarre event in the third race. I am not kidding. A "fit" gal wearing tight spandex shorts and a pink sports bra was having a photo session near the windward mark side of the pond! Not surprisingly, the entire fleet changed course in the direction of the windward mark. We had to stop the race. We never did get the complete story on this one????

Idaho IOM – Oops Report: This anticipated regatta won't happen this year. It seems the City bureaucrats from Parks have deemed Park Center Pond a fishing lake, and no "boating" is allowed. Isn't it great that that Boise Parks is protecting their pond from toy boats that would come from NY, CA, WA, OR, and BC to sail on this lightly used lake in windy cold April. And it is nice to hear of a City so well off financially they can discourage tourists, a rare thing these days. In response we have revised our

schedule to include a Cranberry Lake event per the regular schedule.

Bruce Anderson noted he regularly radio sails in the pond without issue, but he can't responsibly have folks traveling to Idaho with the possibility the regatta could be shut down. Bruce is pursuing approval for a regatta in April 2012; so stay... tuned.

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. You can find this newsletter online here too: <http://groups.yahoo.com/group/WCMYA/files/The%20IOM%20Update/>



Rob Walsh's *Lintel* at 2010 Euro's, where he placed 4th. Rob assembled it from a Dave Creed kit, and those are Housemartin Sails. Photo is by Hanneke Gillissen.

Sailing with Rob Walsh: Martin Herbert Reporting: (I plucked this from the WCMYA Forum - very interesting as seldom does a World Class IOM skipper hang in the Pacific NW – Editor)

John Ball has asked me to say a few words about sailing with Rob Walsh. Rob is 24 and has been sailing RC boats since he was ten. Before that he sailed, and still does sail vane steering boats so he has a lot of experience. It was a great pleasure to sail with him, my only regret is that I should have sat out a few races and just watched him, as his sailing was pure poetry. I let him have his choice of boats from my fleet of three Zooms although there is not much difference in the boats. Once he chose I set it up as I would and as I did for my boat so that we started from the same point, then gave him a freehand to change anything and if possible to let us know what he was doing and why. He checked out the boat and spent time looking at the tune while I laid out the marks. It was a perfect Saltspring day with the wind blowing down the dock for a perfect windward leeward racecourse. We now have two permanent outer marks and the two throw in marks so we can sail a box course. Then we started racing. I was a little surprised at how close I was to Rob; the wind had dropped a bit and there was left over chop. We were about five boat lengths apart for a lot of the morning races, with me winning a few and him winning many. Several times I passed him up wind and often I closed on the runs. I always lost distance to him on the mark roundings, always, always and always, he was so smooth. Last year John Ball wrote a post about bleeding off speed at the lee mark rounding to protect your weather side, read it again, Rob did this every rounding so that he had all his options open, the ability to tack or keep driving

out on Starboard. The wind came back up and I stopped winning any races, you could see how comfortable he was sailing when the wind was stronger. We both came in and took some rake out of our masts as the wind built. At this point I was typically five to ten boat lengths behind, sometimes I would get up to him by the weather mark but after we were both around he had stretched it out again. On the downwind he could surf on smaller waves than I could. By lunchtime I was exhausted from the concentration and glad of the break. Ole and I set our boats up next to Robs and had a good look. Both my boats seemed to have more weather helm on Port tack and Rob diagnosed it as mast not upright, which when I think back to my shroud tying technique made sense. After lunch the wind went lighter, rested I got a good start, picked a shift and won by half a leg. Rob won the next 18 races, including the last one where we changed boats. He had Bite trimmed completely thumbs off and she sailed herself up wind. She had the jib leech fairly tight, the main a bit more open and absolutely no downhaul on at all. There were huge wrinkles in the main so he must have preferred to have the draft aft to getting rid of the wrinkles. The margin of victory was the same when we switched boats, bottom line; he just sailed better than me. When I derigged the boat there was massive shroud tension. Parts of me are pleased that I was able to stay so close but the realist in me knows that in a big regatta there was room for twenty boats in the five boat lengths that separated us. So the program is: sail more, round more marks and try to be able to think for a whole day. I will post a few photos of Bite as tuned by Rob. Many thanks to Rob Walsh; it was a pleasure to sail with you.



Hornby Island Fleet: Graham Herbert wrote about his new fleet on the WCMYA forum:

I have 7 boats now and 1 nearly completed. I have built 5 boats since August and have got a sailing club going on Hornby. We have 14 members if you count Mike from Victoria; he sails with us in the summer. Pete and Julian have their own boats so we have 9 boats on Hornby soon to be 10. We race every Sunday and we usually have enough people turn out to get all the boats sailing. Last week the school brought some kids down to try it out and they were pretty stocked about it and may start coming out some Sundays. Some of them have been through the sailing school a couple of times so they were pretty good. I have been thinking about a trailer for about a year now and was motivated to build it when I found a baby stroller at the second hand store for \$60. It really simplifies the job of getting all the boats from my shop to the end of the dock plus they take up less than half the space in my shop. This week we sailed today instead of Sunday and we had a young

woman from Calgary join us and she really enjoyed it. 3 of our regular members are women and that gives it a different feel, which we all really like. You might think it is a lot of work to keep all these boats going with battery charging, repairs and general maintenance, you are right but I really enjoy it and everyone pitches in to help so it is a lot of fun. Today started off sunny with B rig wind but after half an hour it started snowing so hard that it interfered with our radio reception if we got too far away. We kept sailing because the wind was so good and in another half hour it was bright sun again and we had a fine day of sailing.

MODEL YACHTING ASSOCIATION OF GREAT BRITAIN FORUM:

(I've just discovered this forum. Since anything BG says is of interest, I've included this even though it is

over a year old. - Editor)

Slow Coach wrote on 12/16/06...

It is worth mentioning that Brad Gibson's Widget was made by Dave Creed. In addition to normal build the hull was vacuum bagged and the fin had an extra layer of carbon cloth to make it slightly stiffer. These options are available to anyone ordering a Widget or Lintel although Dave says the slight benefits are only likely to make a difference to a really top performing skipper.

Sorry to correct you David. Brad Gibson's boat was indeed built by myself. I purchased a hull and deck kit from Dave Creed. After nearly 30 hours of putting the boat together to an acceptable standard my boat has gone on to be arguably the most successful widget ever built. To credit the manufacturer of the bare components for its success is a little misleading. I can assure you that there is no other Widget like it, probably why it is still using its original rudder servo and winch from 2 years ago. In my opinion it is such a lovely boat and all due credit should lie with its designer Chris Dicks for coming up with something very special. The basic kit from Dave is fantastic value if you are prepared to do an amount of work and have sufficient skills to finish the boat off yourself. It has been responsible for putting many skippers on the water at an attractive price for many years and for that Dave can be proud. To this day it is still the product I recommend for any homebuilder to purchase and a quick look at the number of kits sold to Australia and NZ would confirm this. But to compare a finished Dave Creed widget to my own finished boat is simply wrong and misleading.

Mr. Elliott was 100% correct in mentioning that the true cost and value of a product should be assessed after it has been used for 12 months minimum. I do a fair amount of travelling with my boat, so what price do I put on a wasted weekend or major event due to a servo or winch failure from a damp boat? I'm sure if you asked anyone going through such failures if they could have paid a little more for quality on their initial cost at time of build they would all want their time again, although some see it easier just to blame the winch or servo? There are plenty of good designs and builders throughout the UK and abroad to suit everyone's taste.

Brad Gibson
12/16/09



Happy Birthday to SMYC – IOM Fleet:

From the fleet progress made it seems like we've been around longer, but folks our 1st promotional regatta was March 2010. While IOM sailing in Washington is now year-round at Cranberry Lake, it really gets going in March when the Coulon Park and Surprise Lake sites start sailing again. You can sail four weekends a month locally now; boy is that great news for my wife...

We are already seeing changes in our collective IOM kit too. Three skippers have upgraded to new boats so far, and a number have new sails and rigs. See you at our now crowded start lines and at the pub afterwards.

PLAYMATE (TWINS!) OF THE MONTH... GER 09: Once again thanks to our Euro staff photographers we can present more exotic Deutschland beauties, and this time we have twins. While near identical as far as I can tell, the slim contemplative one is in a classy stained wood livery and the slim brash one has the red dress on. These are not pampered queens either; they were very competitive in the 2010 GBR and Euro Championships among others. In fact the GER 09 designs are easily the most competitive ladies we've presented in our fledgling Playmate section yet.



Michael Scharmer and his distinctive Scharming Mark-15C at GBR Nats. The minimalist form is something like you see in Philippe Starck design. Photo © H. Gillissen.

The designer/builder is Michael Scharmer, who probably only needs an introduction in our newly formed fleet. I first read about him in a Lester Gilbert report from the '02 Euro's in Fleetwood, England. Lester wrote in admiration, *"The most interesting boat of the event was undoubtedly that of Michael Scharmer (GER 09). His design "Scharming Mk VII" had a number of unique points, not least being a wooden mast and wooden booms, with fittings consisting almost exclusively of just steel staples, line, and bowsies. Scharmer started in "E" fleet, but by the end of the event was in "A" fleet as the top GER skipper and had clearly developed the tune of his rigs very effectively indeed."* I read this before I had any intention of joining an IOM fleet. I was so impressed with his design and performance with the wood mast, that I remember his name to this day. As in the last newsletter I have no insight to these boats or Michael Scharmer beyond what I see and read in the Internet, but that won't stop me from noting my observations.

So how competitive is Herr Scharmer with his noodle of a wooden mast? On the table below I did a little research and compared Michaels performance against the best USA skipper in major regattas, Craig Mackey. It takes a range of skills to do well in major championships, which they both obviously have in abundance. Only Scharmer competes at this high level with a wooden mast though, and that extra bendy stick has to be a decided disadvantage. He is also one of the few these days who compete at this level with his own distinctive design, which he builds inexpensively and quickly in simple wood construction. I read somewhere that he is the "master of the budget boat". He is a master all right.

	Michael Scharmer, GER 09	Craig Mackey, USA 29
2004 Euros - ESP	4 th	DNC
2004 GBR Nats	6 th (Scharming Mk X)	DNC
2005 Worlds - AUS	22 nd (Scharming Mk XI)	20 th
2007 Worlds - FRA	Not known?	14 th
2008 Euros - CRO	DNC	5 th
2009 Worlds - BAR	26 th	14 th
2010 GBR Nats	20 th (Scharming Mk XVc)	DNC
2010 Euros - FRA	16 th (Scharming Mk XVc)	DNC



Scharming Mark-XVc at the 2010 GBR Nats in brown turbulent W. Kirby waters – note the aft bend in the middle-upper portion of the mast. I'll speculate that this inverse bend is caused by pounding in waves coupled with that flexible mast. This is not good of course. Among other things it allows the jib luff sag. Photo © Hanneke Gillissen.



Her twin at 2010 Euros – Notice her flat deck/sheer line & lots of depowering twist off-wind. Photo © Hanneke Gillissen.



Again at 2010 Euros – This action photo shows her flat deck/sheer line viewed looking down a little. It shows the small well that the mast/vang recess into, requiring the vang to be short and steeply angled. This small mast well and short vang are both unique in IOMs as far as I've seen. Note the dramatic lateral bow flair at the deck and the almost circular transom. The bow flair is to resist the bow sinking downwind, and there is a lot of fullness in his bow to accomplish this. There are some hatches on the deck fore and aft, but they conceal themselves well in these photos. (As an aside, it looks to be a RRS infraction here with Rob Walsh, but zoom lens can mislead?) Photo © Hanneke Gillissen.



Again at 2010 Euros, and the Scharming is a total design departure from the gold *Lintle*. This photo shows his shroud termination, which connects inboard and cantilevers outboard for a wide base above. The obvious reason is to keep the shroud base above water as she heals. Narrow hull forms resist healing less than beamy hulls, but have lower drag. I think Michael pays a lot of attention to achieving a low-drag hull when healed. Photo © Ingrid Bluem



I'm not sure why they are weighing the Scharming without foils here, but it shows the oval hull/deck form nicely. Michael is on the right. Photo © Hanneke Gillissen.

Building a Mark XIV by Michael Scharmer: Check out this '05 article by Michael that is translated to English and describes his simple approach to custom building his Mark IV design. Michael described this design as a further development of his '04 and '05 skinny chine hulls in plywood. The Mark IV hull evolved to a rounded planked form with a skiff deck in plywood, and here Michael describes his preference for "v" over "u" hull forms. From the dates on the pictures the build time, including three rigs, is 55 days; and I read somewhere he builds about one IOM per year. You will see a picture of his oval jib swivel tubes. His mast is laminated wood that he planes down to eventually squeezes through a 10.7mm hole. http://www.iom-nordic.org/index.php?option=com_content&task=view&id=131&Itemid=46



GER 09, a Scharming Mark XVc on the right. I included this photo to illustrate how skinny this design is. The A-rig sails are from Cellophane fabric, supposedly from a florist? It appears Michael makes his sails. Photo © Ingrid Bluem



Scharming Mark XVc making a leap in the turmoil of W. Kirby, a wonderful action shot. Note no counterbalance is used on Michael's smaller rigs, which I think is atypical from most in the class? You'll find no telltales on his sails on any of the photos either. I don't know what that shiny thing is on the gunwale? A patch from yacht wars maybe? Photo © Hanneke Gillissen.



An older sister: Here is a slightly earlier Scharming design iteration at the '09 Worlds in BAR. It has a rounded hull form with a flat deck. Same wood mast of course. Photo was downloaded from the Barbados regatta hosts' web site.



An older cousin: GER100 is another Scharming iteration (Scharming Mark XV) seen here at the '09 Worlds in BAR and later at the '10 GBR Nats, but this was sailed by Dieter Lagemann. It has a rounded hull form and foredeck with a flattish aft deck. The stern looks wider than the latest Scharming designs shown above. Same wood mast and booms of course, and it looks like Sharmer sails too. I include this photo to show others sail Michael's designs too, finishing 51st out of 72 in a very tough '10 GBR Nats fleet. Photo was downloaded from the Barbados regatta hosts' web site.



A much older sister: This Scharming finished 4th in the '04 Euros in ESP, and is a painted example of his earlier skinny chine hulls in plywood. The foils and bulb have evolved considerably, but the hulls appear to be a more incremental progression with a consistent narrow beam. This photo is from Anders Wallin's web site.



Michael Scharmer does it his way with his own skinny boats. Salute! Photo © Hanneke Gillissen.

Late Breaking Reports:



Eric Arndt's *Lintel*. This is a consistently fast USA boat, but it has one butt ugly transom. However it does provide easy rudder removal similar to a skiff deck. Jerry Brower photo.

SoCal IOM Mid-Winters: We had three local skippers travel to Mission Bay in San Diego for this annual regatta; Joe Damico (test sailing his new V6 kit), Jerry Brower (same old kit), and Bill Langjahr (trying out new sails & rig). They all had decent first day results, and I was particularly impressed to see Bill's 14th place. With the burden of expectations, Bill struggled mightily through most of the second day for reasons unknown. Jerry and Joe generally held their 1st day positions.

I heard it was a great time and another well-run regatta. Sailing in this salt-water lagoon that is dedicated to model boats is a challenge though. The wind has to find its way through, around, or over well-established trees, keeping you in reaction mode. There are results and a nice brief write-up in the USA IOM Forum here:

<http://onemetre.sbmyc.com/forums/viewtopic.php?p=9159&sid=13002027ceba078cda95eb9bf9187a7e#9159>

I thought I'd relay some of the airline travel tips that air warrior Peter Van Rossem shared with the group via Jerry Brower (The ones he could remember anyway – Ed.). Pete travels regularly to these regattas by air, and takes the attitude the TSA is tolerable as long as you anticipate and provide what they are looking for. Pete's tips for flying with your boat in a hard shell golf case:

1. Take the labels off your Li-Po batteries for flying, and then just say they are NiCads...
2. He places his lead in a plastic box and stores it on the bottom with cloths stuffed as padding to keep it in place. His preferred alternate though is to fly with Lana Butler, often a race official, and she packs his lead bulb. This helps avoid extra charges when you exceed the 50lb. weight limit.
3. Boat is next with foils on top, with cloths loosely stuffed all around to keep things in place.
4. Be there when the TSA first scans your golf case, which inevitable leads to looking closer at your bag. Pete presents a photo of what is under all the cloths and explains he is going to a yacht race. This usually resolves the question and they don't have to unpack everything.

However when Bill Langjahr attempted to do this same thing on this first flight with an IOM, his grumpy TSA inspector ignored him and his picture of what was inside. Note that we cannot repack after they are done checking, and it took all Bill's persuasive talents to get the TSA agent to repack so there would be no damage in flight. Bill wasn't happy and next time he plans to ship his kit ahead if he flies.

Mid-Winter Radio Sailing Meeting at SYC: Bob Wells reporting.

Allan Van Ness coordinated this gathering of local yacht clubs in venerable Seattle Yacht Club on February 19th, as noted in his announcement in our previous newsletter. I've never been in a classier setting to talk toy boats, and this scheduled 3-hr meeting extended well over 4 hours. There were lots of T-37 and T-50 Tippecanoe models on display plus Rod Carr's Victoria and Bob Wells' IOM. After lunch Rod began the program with an enlightening discussion of Seattle's model sailing history. He then led a

group discussion on what we like about radio sailing. John Black presented the challenge he has joined to create a sail model for an unaided transatlantic crossing. A few hours later the T37, the Victoria, and finally the IOM sailing programs were then presented to the group, and they all had good stories to tell. I introduced the IOM “performance yacht”; and Rod the Victoria. It was a nice opportunity to show the IOM to a large group of T-37 and Victoria owners. I learned that Rod is a pretty good speaker too, which is a good thing because he held that microphone a long time. Too bad our IOM fleet doesn’t have Allan Van Ness promoting us, as he is a master. Allan is planning to do this again next year.

I noticed that most of the T-37 examples there, excluding Rod Carr’s, sail without vang. I later checked and it is allowed in the rules. Later yet I stumbled upon a T-37 article in Model Yachting No. 163, the one featuring T-37s, that professes they sail better without vang. Will Lesh, the Tippecanoe proprietor, is the author who claims he sails T-37s better without the vang. Surprising though that all three boat pictures attached to the article did have vangs. I like Will’s enthusiasm, but I’m not buying the no-vang concept.



V6 Production Update: How’s our budding local USA commercial IOM builder progressing? Well Joe Damico is test sailing the first boat to work out issues before he goes into production for the public. Rumors are she is fast, although I haven’t seen her sail yet. No ETA on when he starts production, and he doesn’t want any pressure. I’ll bet he’ll discuss selling you a boat in the future though, just don’t insist on a delivery date?

Spies tell us that Joe purchased aluminum hull and deck molds from Pepe in Valencia, and he will be producing his V6s from these original molds. Foils are same as original too, although Joe is making his own molds for those. Note he has adapted the V7 rudder to fit the V6. Joe’s has a few minor tweaks to the deck, such as the bridge at the mainsheet post. The major changes are inside where Joe switches to a High-Tech sail servo with swing arm. Our spies couldn’t get inside to see his configuration though.

V6 USA 580 at Cranberry Lake on March 6th. That is a sweet yacht to your Editor’s eye. Joe always has his sails nicely trimmed. Photo Joe Damico.

IOM Class Business:

- **Jake Leo Appointed IOM Class Secretary by AMYA:** I just received my AMYA Bulletin/RC Sailing News and learned that Jake Leo has again been appointed the IOM Class Secretary. Not too long ago Jake took over the Class Secretary duties for long serving Steve Landeau, and Jake has speeded up the certification process. Evidently AMYA bylaws required Jake to stand for election during the recent voting, but by oversight it didn't get on the roster. No problem, it can happen on the next round of elections in a couple of years.
- **New USA IOM website:** We missed the announcement, but www.iomusa.org is the home of the new USA website run by IOM Class Secretary Jake Leo. It's a little incomplete yet, but it has a nice fresh look and feel. It has both a new IOMUSA forum; and a link to the old ONEMETRE.SBMYC forum, which is still by far the most active forum. The old USA website that you are so familiar with, www.onemetre.sbmyc.com, is still up and running as if IOMUSA doesn't exist. I'm not sure why we have two websites now?
- **New CAN IOM website:** You all know the WCMYA (Yahoo) web site and that forum is where you go for everything on British Columbia's radio sailing scene in the islands. I visit it often. It has a definite IOM bias, which I appreciate. Well there's a new WCMYA website here now too! Check out www.WCMYA.ca that has been quietly up and running for a while adding content. Check out Lawrie's dry measure jig and the CRYA Winter issue. Lawrie Neish, ever the radio sailing promoter, is behind this effort. AS I write this Lawrie said they will have a formal announcement soon.



The turbulent West Kirby waters, site of the 2011 Worlds. Bad things can happen... Photo © Hanneke Gillissen.

Who is going to Worlds? If you go on the new USA website you'll find the 2010 USA ranking. Ranking determines who gets to go to Worlds in GBR this year, and the USA has a quota of three. Unofficially the three representing the USA will be: Craig Mackey (1st in 2010 ranking), Jeff Weiss (4th), and Stephen Cohen (9th). Well it turns out there is a 4th alternate position, and SMYC's Jerry Brower is the alternate. From a late start Jerry finished 12th in ranking points in 2010, and folks passed until his 12th position. Jerry thinks he has a 50-50 chance to get in as an alternate, pending other countries not filling their allocation. Jerry, we're pulling for to take GlamRock to sail with the big boys and girls.

The current 2011 USA ranking after two events is at www.iomusa.org. Washington has three skippers on the list: Jerry, Joe Damico, and Bill Langjahr after the recent Mid-Winters. With no Worlds in 2012, I think ranking is purely for bragging rights in 2011. It may have some Continental Championship allocation implications for some though? With ranking events in Hood River and Saltspring Island this year, we won't have to travel far to get some more WA folks on this list. Of course with a ranking comes more competition.

Barry Fox awarded CMYA Sailor of the Year: We all like Barry and can't think of a more worthy recipient. Besides all the local stuff, he's the IOMICA Class Secretary too. Well deserved for a tireless advocate for radio sailing. Read all about it in the winter issue of the CMYA e-zine at www.WCMYA.com.

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)

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	11AM – 3PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
2/6	11AM – 3PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
2/20	11AM – 3PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
3/6	11AM – 3PM	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	11AM – 3PM	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	11AM – 3PM	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
4/17	11AM – 3PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
4/30 - 5/1	See NOR	SMYC – COW Cup (WCAS #1)	Coulon Park	Bob Wells	(206) 232-9036
5/7	10AM – 2PM	GHMYC – Saturday Regatta	Surprise Lake	Steve Young	(253) 202-6840
5/15	11AM – 3PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
6/3-5	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	11AM – 3PM	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 (US Western Regional 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	11AM – 3PM	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	11AM – 3PM	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	11AM – 3PM	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	11AM – 3PM	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	11AM – 3PM	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	11AM – 3PM	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	11AM – 3PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
11/20	11AM – 3PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
12/4	11AM – 3PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
12/18	11AM – 3PM	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: 11201 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).

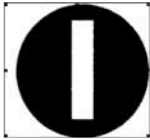
Anacortes RC Sailors @ Cranberry Lake – N. Whidbey Is. - 1 Mi. South of Deception Pass Bridge on SR 20

Oregon MYC @ Hood River Marina – See Notice of Race.

SaltSpring Island Sailing Club @ Ganges Harbor – See Notice of Race.

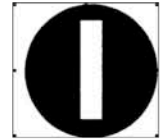
Victoria Model Shipbuilders Society @ Beaver Lake - West side of Highway 17, about 10 km north of Victoria, B.C.

2/7/11 revision



Notice of Race

COW Cup Regatta
and Western Can Am Series – Regatta #1

**1. Event:**

Seattle Model Yacht Club invites International One Metre sailors to participate in our second annual **2011 COW Cup Regatta** on big beautiful Lake Washington. We are pleased that this will also be **Regatta #1** of the **2011 Western Can Am Series**.

When: **Sailing: April 30th - May 1st, (Sailing Sat. & Sun.)**

Registration: April 29th (Friday) 2:00 – 6:00PM at the Carr Sails Loft, 3011-177th Avenue NE, Redmond, WA 98052. (Not at race site due to limited PM parking.)
-or- **April 30th AM (Sat. race day) at Coulon Park 8:00-8:45** (to accommodate later arrivals). No boat is eligible for racing until it is registered and has passed event measurement.

Skipper's Meeting: April 29th (Friday) at approximately 6:00PM at the Carr Sails Loft. After the Skipper's meeting let's all go to a restaurant TBD.

Start: First warning 9:30AM on Saturday & Sunday. Last Race Sunday starts no later than 2:30PM to accommodate out-of-state travelers.

Awards: Presentation after the last race.

Where: **Gene Coulon Memorial Beach Park**, 2101 Lake Washington Boulevard North, Renton, Washington (a suburb SE of Seattle and 15 minutes from SeaTac Airport)

2. Organizing Authority:

The COW Cup Regatta is organized by Seattle Model Yacht Club (AMYA Club #132) under the authority of the AMYA, the IOM Class Secretary, and the overall authority of IOMICA.

3. Eligibility:

Entrants must be current members of their National Authority. Yachts must comply with the IRSA IOM Class Rules and present a valid IOM measurement certificate at mandatory check-in.

4. Entry Fee:

Entry fee is \$20 to cover an event souvenir, appetizers & beverages at Friday's Check-in, and awards. No food or drink is supplied, but is conveniently available on the docks. Please make checks payable to Bob Wells, or alternatively a late entry fee of \$25 can be paid at the regatta.

Entries must be post marked no later than **April 18th**. Late entries will likely be accepted, but at the discretion of Bob Wells, Regatta Chairman. Frequencies will be allocated if necessary based on the date of receipt of paid entries including those accepted after the entry deadline.

5. Rules:

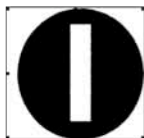
The regatta will be governed by The Racing Rules of Sailing for 2009-2012 (RRS) as changed by RRS Appendix E, the Championship Regulations of ISAF-IRSA, this Notice of Race (NOR), the 2011 US IOM Class Sailing Instructions (SI), the International One Metre Class, and The Equipment Rules of Sailing. The Sailing Instructions shall prevail in case of conflict with this Notice of Race.

RACE STAFF:

Regatta Chairman:	Bob Wells
Race Director:	Lawrie Neish
Regatta Assist:	Jerry Brower



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



Notice of Race

COW Cup Regatta
and Western Can Am Series – Regatta #1



LIABILITY: All those entering or taking part in this regatta do so at your own risk and responsibility. Seattle Model Yacht Club, the AMYA, the IOMICA, IRSA, and/or any other parties involved in the organization of this event disclaim any and all responsibility whatsoever for loss, damage, injury or inconvenience that might occur to persons and goods, both ashore and on the water as a consequence of entering or participating in the event covered by this Notice of Race.

At all times the responsibility for the safety of their boat and themselves including the decision to participate or continue shall rest with the competitors. By entering this event, it is deemed that you accept these conditions. Competitors are advised to ensure that they have adequate insurance that provides coverage for public liability and their possible injury in the City of Renton of this event.

CONFIRMATION: Confirmation of entry and an information package containing Sailing Instructions, event timetable, social schedule, maps will be sent to all registrants.

ENTRY FORM TO: Steve Young: "Salty-dawgg" at "msn.com"
by mail: 4332 N. Pearl Street; Tacoma, WA 98407
by phone: 253-202-6840

ENTRY FORM

2011 COW Cup Regatta / Western CanAm Series – Regatta #1
April 30th - May 1st at Gene Coulon Park; Renton, Washington

Skipper/Entrant Name:			
Address:			City:
Province/State:	Postal/ZIP Code:		Country:
Telephone: Home	Work	Mobile	
CRYA Member #		AMYA Member #	
Email Address:			
Hull Design / Number:		Sail Designer / Number:	
Radio Mfg. & Freq. # Pref 1:		Freq. # Pref 2:	req. # Pref 3:

3/5/11 revised



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: wlneish@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.org)
3395 SE 9th Street
Portland, OR 97202