

SEATTLE IOM UPDATE

Sailing Reports, Schedules, & More

Seattle Model Yacht Club

May 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. Locally we're having fun sailing these thoroughbred IOMs 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 IOM 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.

After every race we're together laughing at ourselves in a pub feeding our faces and somehow helping each other sail better. It is a key 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.

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 Region 6	Hood River Marina	Morgan Dewees	(360) 608-4290
9/9-11	See NOR	SISC – 2011 CAN National	Ganges Harbor	Lawrie Neish	(250) 537-2053



Speed testing on Saltspring Island Sailing Club's 400' long dock with Ganges in the background. Add a few more boats and this would be a great watercolor. CAN Western Regional's is here on June 6th – Photo Martin Herbert

Schedule Change: C-Rig Test Fest Regatta at "The Gorge" (6/25 – 6/26): Morgan Dewees and the Oregon MYC boys announced that they will have a Hood River scored practice regatta starting about noon 6/25 (Sat.) and ending about 2:00PM on Sunday. We can sail as long as we want on Saturday, as it will stay light a long time. Fred Rocha is coming up from SoCal to be the RD for this, and we would sail at both locations on the NOR. This is a test for OMYC on this new race site prior to The Carnage, and it is our responsibility as Pacific Northwest IOM sailors to be guinea pigs so this venue gets a thorough test. Every one of us in WA needs this test of our gear too. The one exception is maybe Jerry Brower, but what a great venue for him to show off his new '07 Widget, Mr. Brightside.

The race times are conveniently set so we only need to stay one night, Saturday. Hood River is a 4-hour drive from my Mercer Island home, so my plan is to leave home about 6:30-7:00AM on Sat. morning for the noon start. After sailing on Sunday I'll drive home recharged for work on Monday.

What about the Coulon Park SMYC #3 regatta on 6/25? I want to move the venue to Hood River that weekend and use that for the June SMYC points. We don't have enough sailors to sail both, and Hood River is the better adventure. So right now no SMYC #3 regatta on 6/25 at Coulon Park. We will discuss this further at our next regatta.

Morgan can be reached at mdewees@omyc.org or (360) 608-4290 for more details or to confirm your attendance.

IOM Regatta Reports:

Success in the IOM class is simple: Just get a good start with a little leeward room to foot for speed, and maintain speed while pointing reasonably, and be tactically smart. Just achieve the first two, and tactics become greatly simplified in the front of the fleet. Up front you can pick when to tack instead of being forced to wait for a clear lane back in the pack. Back in the pack you will need speed and tactics to move up. Plus the ability to keep your nerves in check, as a lot of bad things can happen that requires quick decisions to avoid.

Surprise Lake/Gig Harbor MYC - Regatta #1: Steve Young reporting 3/12/11: A deluge the whole time, but seven intrepid sailors braved the light winds to kickoff the South Sound portion of our IOM racing season in Washington. Setting a windward course proved impossible for the early arriving Gig Harbor MYC crew with non-existent wind. The happy ducks and honkers were coming and going in random vectors, completely ignoring normal take-off and landing procedures with respect to wind. This was not a good harbinger for sailing our regatta, but marks were set for the predicted southerly and southwesterly winds. Those big predicted winds never came. What wind that did waft through the raindrops was westerly, so the sailors adapted from the originally configured course. What we lacked in wind was made up in the amount of rain that fell during the regatta. Radio gloves were considerably heavier and foulies were severely tested by the pervasive wet.

When the skippers started arriving, the thought did occur to me that this was going to be an Anacortes South regatta, as three sailors make the 2-hour trek to Surprise Lake to test their thumbs at the lake that is known for wind shifts, velocity headers, and an occasional spot of goose poo on the dock. Bill Langjahr and Larry Stiles car-pooled and John Mann made the trip solo. Shortly after the Anacortes crew arrived, Jerry Brower and Rich Murdy hauled their boats down to the dock. Bob Wells, braving washed

out roads and unfamiliar detours, finally found his way to the top of the hill and joined the rest of us in time to start the second heat. Joe Damico got as far as Gig Harbor, then turned back

We sailed 10 short heats in the delayed 3 hours of racing, demonstrating just how light the winds were. Not all the boats could perform at their optimum, as wet sheets stuck to the decks, preventing main and jib booms from freely moving. Suggestions are greatly appreciated! After the boats were taken down, the marks and chase boat safely stowed, we retired to a little Mexican restaurant for a favorite beverage and some warm food. Cheers, we passed another Gig Harbor MYC sailing test in fine fettle:

Results after just 10 heats:

J Warren Brower	42	Lake Stevens, WA	GlamRock-Gibson	14.0
John Mann	21	Anacortes, WA	Topiko-Bantock	20.0
Bob Wells	05	Mercer Is, WA	V6-Vinaixa-Vickers	28.0
Steve Young	63	Tacoma, WA	Victory-Firebrace	29.0
Bill Langjahr	88	Anacortes, WA	Cockatoo-Byerley	31.0
Larry Stiles	18	Sedro Wooley, WA	Topiko-Bantock	33.0
Rich Murdy	20	Renton, WA	Kite-Bantock	37.0

Coulon Park/SMYC Regatta #1: Bob Wells reporting 3/12/11: With pent up enthusiasm we opened the 2011 sailing at SMYC. I monitored wonderful wind all week from my lakeside office, but wouldn't you know it shut down for our sailing period. Still the sailing we did have was great fun as was the pub afterwards. Notable stuff:

- The last race extended at least 45 minutes. The winners were those that retired early...
- Larry Stiles got his first bullet, as the stern-down trim on his Topico (Bantock's former personal boat!) was not an issue at all. The Topico coupled with Graham Herbert rig/sails is fast folks.
- Ron Hornung surprised us by showing up with his new/used Disco, and sailing it in his 1st regatta.
- Roland Krona has committed to sailing in the COW and getting an IOM.
- Jerry Brower dominated again, and then sold his Glam Rock the same day to Julian Lee.
- Skippers included only 3 guys from the nearby Seattle area and 3 from distant Portland, a 3-hour drive. It seems that you're not IOM sailing if you don't travel a bit?

I liked Ron Blackledge's email to his fellow Portland guys regarding sailing at Coulon. This on a bad wind day mind you:

*Yesterday Chris, Dave and I joined the Washington guys at Gene Coulon Marine Park. There were 11 IOMs and one ODOM. The skippers are experienced, down to earth and very friendly. They are members of the Gig Harbor; Seattle and Anacortes model yacht clubs that have seen their IOM fleets explode. For example a year ago Anacortes had no IOMs. They now have nine IOM skippers with top of the line boats. The Park is on Lake Washington in Renton. It is a **fantastic** venue with all the amenities including restaurants. You sail from a modern boardwalk the length of a football field. It is a BIG course with steady winds and Bob Wells (Bob organizes the Seattle event) has an excellent pontoon chase boat if you should have technical problems. Coulon Park has a scored regatta just about once a month on Saturday beginning 9:30 and finishing around 1:30. Although it is a three-hour trip from Portland, I strongly recommend you set your alarm clock for 5:00 AM and make the drive several times this year to join in the fun. In addition the Anacortes club has two scored IOM regattas a month and Gig Harbor has one scored IOM regatta a month. You have to check the SMYC schedule for where and when for all Washington IOM sailing, and you can find it at our own: OMYC.org*

Results after just 5 heats:

J Warren Brower	42	Lake Stevens, WA	GlamRock-Gibson	1	5.0	6.0	1.0	2.0	1.0	1.0
Larry Stiles	18	Sedro Wooley, WA	Topiko-Bantock	2	13.0	1.0	8.0	10.0	2.0	2.0
Bob Wells	05	Mercer Is, WA	V6-Vinaixa-Vickers	3	13.0	2.0	7.0	3.0	3.0	5.0
Bill Langjahr	88	Anacortes, WA	Cockatoo II-Byerley	4	17.0	7.0	3.0	1.0	6.0	7.0
Dave Glassow	538	Vancouver, WA	Image-Bantock	5	17.0	4.0	4.0	5.0	9.0	4.0
Chris Brundege	19	Portland, OR	Widget-Chris Dicks	6	20.0	5.0	6.0	4.0	5.0	6.0
Steve Young	63	Tacoma, WA	Victory-Firebrace	7	24.0	9.0	2.0	6.0	8.0	8.0
Rich Murdy	20	Renton, WA	Kite-Bantock	8	25.0	8.0	5.0	8.0	4.0	9.0
Julian Lee	03	Anacortes, WA	Cockatoo-Byerley	9	28.0	10.0	9.0	9.0	7.0	3.0
Ron Blackledge	08	Portland, OR	Pikanto-Bantock	10	31.0	3.0	10.0	7.0	11.0	13.0
Ron Hornung	108	Seattle, WA	Disco-Gibson	11	44.0	11.0	12.0	11.0	10.0	13.0
Roland Krona	347	Tacoma, WA	ODOM	12	47.0	12.0	11.0	12.0	12.0	13.0

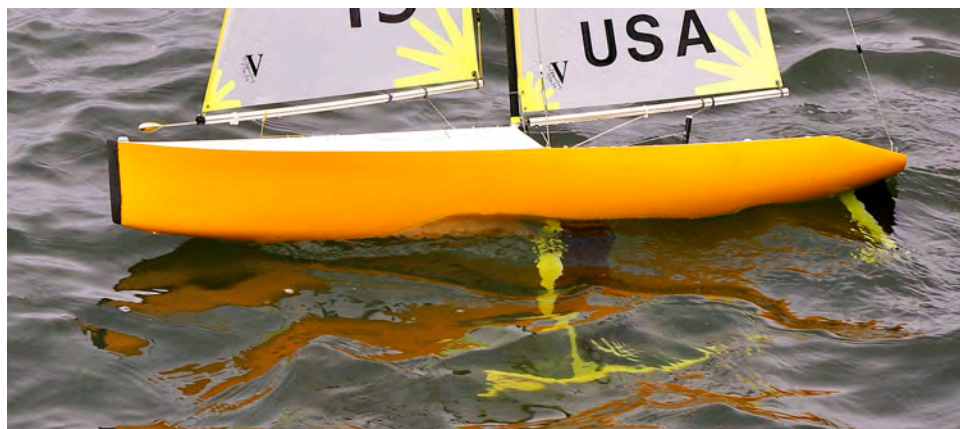
Cranberry Lake/ARCS Regatta 4/3/11: Bob Wells reporting: Steve Young is happy with his new Martin Roberts sails on this his second outing. He was wondering what all the fuss was last year about the mast ram, now with new sails he sees the power of the pusher. Gear does matter. On this shifty and gusty day though it was more about twisting off and tuning for acceleration, which Steve knows well from the many years at Surprise. The ARCS were again great hosts and the fish and chip place was terrific.

Results after 18 heats:

Steve Young	63	Tacoma, WA	Victory-Firebrace	1	41.0
Bob Wells	05	Mercer Is, WA	V6-Vinaixa-Vickers	2	42.0
Bill Langjahr	88	Anacortes, WA	Cockatoo-Byerley	3	45.0
J Warren Brower	03	Lake Stevens, WA	Cockatoo-Byerley	4	49.0
Julian Lee	42	Anacortes, WA	GlamRock-Gibson	5	57.0
Larry Stiles	18	Sedro Wooley, WA	Topiko-Bantock	6	69.0
John Mann	21	Anacortes, WA	Topiko-Bantock	7	71.0
Chuck Mallory	145	Anacortes, WA	Kite-Bantock	8	122.0
Ken Farrell	19	Anacortes, WA	Kite-Bantock	9	132.0

Coulon Park/SMYC Regatta #2: Bob Wells reporting 4/9/11: We haven't had anybody dominate our local fleet like Jerry Brower did on this wonderful day of sailing. His sailing is solid as his first Worlds appearance approaches, and this day that featured long courses and variable wind and chop was a good tune-up. We had A-rig conditions all day in SW winds, including some modest nose-diving in gusts. It rewarded those that made the proper tuning and technique adjustments. Chris Brundege was on too, as he had his best day so far at Coulon too, with his pesky yellow Widget always moving well.

Afterwards we had a late lunch at our favorite Renton pub, A Terrible Beauty. We held a mock protest



hearing regarding a leeward mark incident, as a purely educational experience for those unfamiliar with this process. It included how to file a proper protest per the RRS.

Chris Brundege's Widget is a Dave Creed kit that he assembled last year. Ron Hornung Photo

For the second Coulon race in a row three Oregon skippers made the 4.5-hour drive to sail with us in our local regatta, and made our sailing that much more fun. They were rewarded with great winds the following day too, when they sailed with SMYC's Victoria fleet inside the walkway at Coulon. The trio captured the top three places, with only one point separating all three! George Georgiadis leaping from last in IOMs (with equipment issues) to first in VICs. They are all coming back for the COW, of course.

Results after 12 heats:

J Warren Brower	42	Lake Stevens, WA	GlamRock-Gibson	1	14.0
Chris Brundege	19	Portland, OR	Widget-Chris Dicks	2	22.0
Bob Wells	05	Mercer Is, WA	V6-Vinaixa-Vickers	3	29.0
Joe D'Amico	80	Sequim, WA	V6-SE-Vickers	4	33.0
Rich Murdy	20	Renton, WA	Kite-Bantock	5	57.0
Bill Langjahr	88	Anacortes, WA	Cockatoo-Byerley	6	58.0
Larry Stiles	18	Sedro Wooley, WA	Topiko-Bantock	7	60.0
Dave Glassow	538	Vancouver, WA	Image-Bantock	8	70.0
John Mann	21	Anacortes, WA	Topiko-Bantock	9	71.0
Steve Young	63	Tacoma, WA	Victory-Firebrace	10	90.0
Ron Hornung	108	Seattle, WA	Disco-Gibson	11	108.0
George Georgiadis	99	Portland, OR	Zoom SE-Herbert	12	113.0



Starting at Coulon Park #2 after attrition has reduced the fleet. Many of us are not used to top of rig conditions, and we had more damage than we typically see. Timing this slow motion start was a challenge, because the wind had just lightened but some chop lingered. Photo is by Ron Hornung.



Coulon Park #2 again – here showing our occasional infamous chop. Wind with westerly component creates waves; the waves rebound off our walkway's bulkhead; and when the winds lighten this is what you have. Joe's V6 - #80 is bow way down and Bob's V6 - #05 is bow way up. Jerry's #42 "Glam Rock" may be level attitude, but only the instant this photo is taken. The significant bow flare on #42 may be a good feature for this condition? This instructive photo is by Ron Hornung. Ron wasted no time getting his camera out after retiring with a rudder equipment issue.

The rest of Ron's photos from this day will be published on our SMYC website, which is coming soon...

Cranberry Sauce Report - 10 April 2011: J. Warren Brower reporting: Saturday was Coulon Park at the South end of Lake Washington (44min drive). Sunday was (70 min drive) North to Cranberry Lake sailing. The wind came from behind us and over the tall trees. Then straight down on the course to spread in all directions. Some gusts over 15 Knots, You could hear the wind coming thru the trees before it dropped to hit the lake. Boats two meters apart would be on opposite tacks. Wild! This Easterly wind some call "The Chinook" is not a common wind direction. Each race had more to do with luck than tactics. I was a little bummed that Joe won and I came second. But, nearly all the skippers where saying how much fun they had at the lunch debrief. I think the reason I didn't have so much fun is my long time adopted "quiet rudder" technique that focuses on never stalling the rudder. Keeping it smooth was not a good plan here, especially with boats all around you scattering in all directions and most broaching out of control. To keep-up with the fast wind shifts required equally quick maneuvers and I never really adapted. The others where throwing their boats around. The consensus soon became a game of not being first to round the last mark. Because the leader there would rarely win the race. With multiple wind direction changes inside the 4 boat length zone, the interpretations of Rule 18 approached a different dimension. A very exciting and wildly interesting day on Cranberry Lake. But not especially good training for the IOM

World Championships at West Kirby. That is unless the wind comes out of the Northeast over the top of the South Parade town houses. Hummm? Next Sunday April 17 GlamRock sails on new water. It's 3.6 hrs South on I-5 to scenic Blue Lake, Oregon and the OMYC IOM points regatta #2.

Results after 18 heats:

Joe D'Amico	80	Sequim, WA	V6-SE-Vickers	1	25.0
J Warren Brower	42	Lake Stevens, WA	GlamRock-Gibson	2	28.0
Bill Langjahr	88	Anacortes, WA	Cockatoo-Byerley	3	34.0
Julian Lee	03	Anacortes, WA	Cockatoo II-Byerley	4	49.0

IOM Fearless Captain Update: Sunday's Blue Lake Regatta: Ron Blackledge reporting:

Sunday's race at Blue Lake was deja' vu. Chris won the warm up practice race easily and then immediately changed his sail trim, Jerry won the most races, Morgan had more wrinkles in his main than Kirk Douglas' chin, Curt and I took many well deserved penalty turns, just about everyone had technical problems and had to sit out a race, and the crowded first windward mark looked like a fire drill at a Hee Haw production set. George G. has listed the race results on our Website.

All in all we had a good time. The winds were lighter than usual yet MUCH better than we get at Westmoreland and Tualatin Commons. Curt has a very accommodating dock and it was easy to launch our eight boats. We missed some of our regular skippers.... Russ, Mike S., George R., Bob R. and where is Chip with his new Azetone. You guys missed some good sailing. By the way there is talk about moving some of our events to Saturdays. Apparently a lot of the guys prefer Saturdays. We will keep you posted.

On a positive note Herb sailed his just completed old school Nimbus and held his own with the fleet. The boat was one of Bantock's first IOM designs. It was also a BIG weekend for the Ducks and Beavers. Dave and yours truly, Team Bullwinkle, won three races and were each awarded the coveted OMYC Bullet Glass. Graham Bantock Emailed me this morning advising he was more delighted about us and his two designs(Image and Pikanto) winning the bullet glasses than his winning back to back World Championships. Dave and Team Bullwinkle now join Jerry, Morgan, Chris and Mike S in the exclusive League of Extraordinary Debauchered Skippers..... holders of the OMYC Bullet glasses.

Also congratulations go out to three of our intrepid skippers that visited Seattle last weekend. Chris and the Odd Couple, Dave(Felix) and George G(Oscar), competed against the local IOM and Vic Skippers at Gene Coulon Marine Park. I believe Chris finished second at the Saturday IOM event and Oscar, Felix and Chris finished one-two-three at the Sunday Vic event.

Meanwhile we wait anxiously for the first COW event coming the weekend of 4/30- 31 and Jerry's departure across the Big Pond in about a month to compete in the World Championship at West Kirby Sailing Club in Merry Old England. Go Yanks.

OMYC Series A Regatta 2, 04/17/2011. Results after 10 heats:

Rank	Skipper	Sail #	Points
1	Jerry Brower	42	12.0
2	Ron Blackledge	08	21.0
3	Morgan Dewees	98	24.0
4	Dave Glassow	538	26.0
5	Chris Brundage	19	32.0
6	George Georgiardinis	99	35.0
7	Herb Hoser	194	50.0
8	Curt Knight	199	50.0

Annual Spring Regatta at Long Lake 4/23/11: Barry Fox Reporting:

If you haven't been here yet, it is a nice little Nanaimo lake that has quite clean water and not too much weed activity so it is a nice place to sail. The local club sails off some floating docks at the back of a local hotel. It is a very handy location but tends toward having wind in your face all the time and that, in turn, often makes for difficulty getting decent course set. Last year, John Ball organized a deal with the City and a local canoe/kayak club to use a dock not very far away that puts you on the side of that normal wind and offers a better chance of a good course.

When we got ready to go (it was about the same last year) the wind was patchy and shifty but after about 2 or 3 races the wind turned around to a reasonably steady direction and also stayed fairly consistent for speed as well. 14 boats turned up. This being Easter weekend kept a few away, but 14 boats makes for a nice race size anyway.

A number of boats were making their actual competition debut, Graham Herbert has his latest iteration of his new, chined hull (Leo), Martin Herbert had his similar, yet completely different, boat (Aero) and I had my recently completed Reggae out for its second time on the water. And John Ball had his recently completed Emo. Also good to see new faces from Hornby Island, Nanaimo area, and from Victoria. Lawrie Neish acted as PRO for the day with assistance from Bruce McQuade who is one of the mainstays of the Nanaimo RC Laser fleet.



Barry Fox's new Reggae has a Caribbean vibe to the colors and sail graphics. (Pretty conservative on the bumper and booms though Barry – Ed.) This was one of four new custom-built BC boats in this regatta that were built over this winter. I also know David Cook has own new custom design too, but David couldn't make this regatta much to his displeasure. Photo from the WCMYA Yahoo forum.

And away we go. I think that we saw some of the winter rust show up at first. Although everyone has been busy sailing all winter, it was amongst each of our local groups where we tend (my opinion) to get used to those groups of sailors. Along come these other folks with unfamiliar sailing styles, resulting in a few more close encounters than we might usually get. But as the day went on everyone settled in with closer sailing and fewer penalties being acknowledged.

From the beginning, a few patterns became apparent. The least surprising was that Graham settled in to take a lot first places. Next was that Graham's primary sailing partner, Julian Laffin, is just getting better. John Ball's new boat was going very well and being sailed well. In addition, some of the new (to us) folks are good sailors and are quite competitive. Once the wind locked in (nice #1 rig weather for the most part) the races just started to click off. The result of which was a total of 18 races in about 5 hours and a good lunch break thrown in the middle of it.

We needed a few rescues during the day for tangled boats but otherwise a fairly reliable day for most everyone. Everyone is getting to the point where the fleet is pretty reliable and we don't waste much time with equipment problems. There are a few but they are usually very minor or teething problems with new equipment. You can see the results below, but overall a great day. Sunshine all day long and maybe one of our better weather days so far this spring. Big thanks to John for pulling this together and to Lawrie and Bruce for calling the races and getting the scoring done. From me, a thanks to Graham Herbert for rowing out to retrieve my elusive (and out of battery power) boat. That's the penalty for finishing so far ahead of the rest of the fleet!!!.

Results after 18 heats:

	Skipper	Sail	Club/City	Hull	Score
1	Graham Herbert	97	Hornby	Leo	20.0
2	Julian Laffin	82	Hornby	Zoom	37.0
3	John Ball	90	Parksville	Emo	55.0
4	Martin Herbert	99	Saltspring	Aero	56.0
5	Paul Kantor	71	Nanaimo	DC1	87.0
6	Andy Slow	83	Hornby	Zoom	94.0
7	Fred Herfst	25	Campbell River	Nell	109.0
8	Bob Copley	76	Port Alberni	Vapour	116.0
9	Don Case	24	Saanichton	DC2	122.0
10	Robert Seline	35	Deep Bay	Vektor	130.0
11	Ron Ingalls	50	Duncan	Italiko	136.0
12	Barry Fox	34	Victoria	Reggae	136.0
13	Mike Pedneault	72	Victoria	Widget	148.0
14	Sheila Farrington	95	Hornby	Scorpio	168.0

Other Reports and Info:

Geof Smale: It is sad to hear that 1958 Prince of Wales winner, Olympic sailor, and radio sailing great passed away recently in a micro-light aircraft crash. The following stories pay tribute:

<http://www.sail-world.com/USA/Laser-designer-and-Int-14-sailor-pays-tribute-to-Geoff-Smale/82434>

<http://www.stuff.co.nz/national/4870395/Body-of-86-year-old-pilot-found-near-Nelson>

Letter to the Editor:

(March 28, 2011) Hi Bob, Thanks for your newsletter and other info. I am sure that Zvonko will enjoy the newsletter as well. You and your group is making great job in promoting the class!

Few comments on your newsletter - article about "corrector weights as indication of build quality" (our March 2010 newsletter – Editor). As you know overall weight of the IOM boat must be min 4000 grams with max 2500 grams of keel. So, there is 1500 grams for hull, RC, rigs, rudder etc. Here in CRO, we are using 6-cells 3000 mAh battery pack, digital Futaba servo and RMG winch with spiral self-tensioning drum. You cannot imagine heavier combination, there isn't :-). This combination has been used by

current World and European Champions as well as other CRO skippers placed second or third in recent Worlds and European Championships. Some of our Pikanto boats have only 10-30 grams of corrector weights depending on rig weight.

Also, I am adding additional 165 g/m2 patch of glass cloth around mast/fin area on the bottom. This is lowest possible position for "corrector weight" and I am adding stiffness in that loaded area instead fixing 10-15 grams of corrector weight placed higher than mentioned patch ;-).

We are able to sail 3+ hours in any weather conditions without battery replacement with super fast winching speed in any conditions. This is the reason why I strongly believe that corrector weights is certainly not the most important indication of build quality.

Best regards,

Robert (Grubisa)

(Editor - Robert is the builder of PicantoRG as well as our IOMICA VC Technical; and he is very active sailing IOMs locally and at major International events. If that is not enough credentials, his real job is naval architect. It is interesting how opposite his viewpoint is from Rob Walsh's, himself a very successful International skipper too. Don't be surprised if this newsletter pursues this question a little deeper in future issues.)



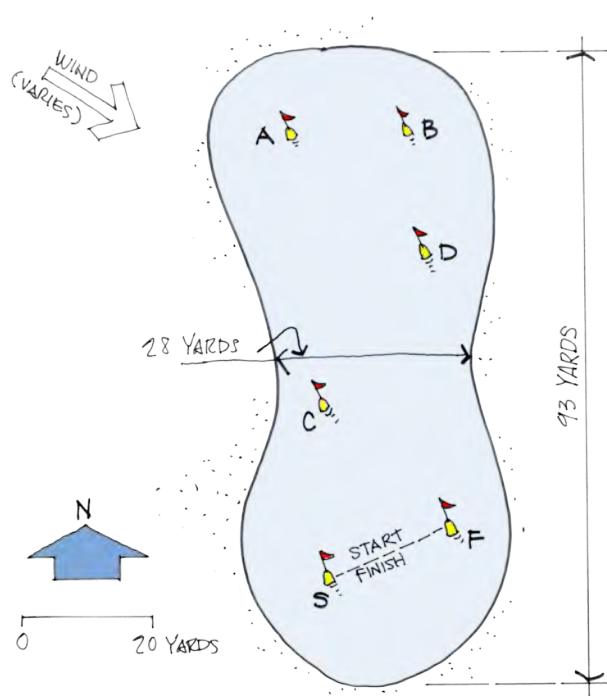
We have a Grubisa amongst us! This is Robert's 2007 Topico that he sailed in the Worlds in 2007 and 2009, and currently owned by our rookie skipper John Mann. Photo is by Ron Hornung.

Sailing with the Sequim Aquanauts: Bob Wells reporting on his Wednesday 4/13/11 visit:

This is the first non-IOM story to grace this newsletter, and I think it is a good one about a Pacific NW club you may not be aware of. I'm here to pick up my new ODOM that was assembled by master builder Jack Ronda, and then sail with these guys. This is Joe Damico's home club of retired guys radio sailing every Monday, Wednesday, and Friday from 10AM to Noon. Monday and Friday are Soling1M day and Wednesday is both Soling1M and ODOM day. They do this pretty much year round, but if wind and weather do not cooperate there is always the coffee shop. That much sailing is unique as far as I know, but then I don't travel regularly in retired community circles. The little pond they sail on with a bunch of boats (14 the day I was there, including 10 ODOMs) has to be rare. The course is mind-blowing in complexity and more than a little challenging to anyone seeing it for the first time. I won't try to describe it, see the diagram and note my cautions in red:

The Race Course:

1	Start line to A buoy	Nice long typical weather leg on mostly port tack, leaving mark to starboard. (Hint - always leave between mark and shore!) After rounding, watch for boats over-standing on the starboard layline, on a course 180 degrees opposite yours.
2	A to B buoy	Typical offset mark, but here often dead downwind, and leaving mark to starboard. Watch for the occasional boat looking for the starboard layline to mark A.
3	B to C buoy	This day it was a short broad reach, leaving to port. Boats are reaching both directions between these marks in very close quarters.
4	C to D buoy	This day it was a very short close reach or beating for moments, leaving to starboard. Boats are reaching both directions between these marks in very close quarters.
5	D to S buoy	A long broader reach to leeward mark, leaving to port. If you avoid the mark congestion and near the front, you're pretty safe on this leg.
6	S to F buoy	An offset leeward mark sailing on a reach, leaving to port. Easy squeezey.
7	F to C buoy	Beginning your 2nd windward leg, initially very short, and leaving to starboard. You may be crossing boats on their leeward leg.
8	C to D buoy	A very short close reaching mark, leaving to port.
9	D to A buoy	This was a short true windward leg, leaving to starboard.
10	A to B buoy	Typical offset mark, but here almost dead downwind, and leaving mark to starboard. Watch for boats still beating.
11	B to C buoy	A short broad reach, leaving to port. Boats are reaching both directions between these marks in very close quarters, but more spread out now.
12	C to D buoy	A short close reach or sometimes beating, leaving to stbd.
13	D to Finish	A very broad reach home to finish... whew! Easy!



The Sequim Reclamation pond course layout. It is like no other anywhere.



ODOMs reaching in close quarters on Sequim Reclamation Center pond. Jack Ronda photo.

A great thing about the Sequim Reclamation Center pond, which is treated sewer water, is there are no weeds due to the bubblers. Oxygen kills the weeds that choke these ponds. Joe Damico sold the idea to the City to solve a bad weed issue, and it has become a better fishing pond for the kids too. Also there are virtually no trees nearby, but it still has pesky streaky winds. The really unfortunate thing though is the wind generally blows across the narrow part of this peanut shaped pond. So they evolved this convoluted course to lengthen the sailing despite the pond's constraints. They were problem-solving way outside the box. Of course I got confused on the course a few times and had to double back to round a mark correctly. Also it was a number of races before I figured out the wind angles. But eventually I got it and came to enjoy it. It seemed I had been sailing for longer than two hours, because you never relax.



Joe Damico helping the Editor with his new ODOM, *Lamar*. The pond is in the background, with almost half the pond showing! Jack Ronda photo.

which means constantly trimming and steering for speed. Then suddenly you are making crash tacks for

Jack Ronda is the organizer with Joe Damico a key assistant. Jack never misses showing up or reporting the results on his blog. He likens this as a radio sailing version of short track speed skating; the crazy stuff Seattle's Apollo Ono does every four years in the Olympics. With 14 boats on different legs of this congested course, you have to sail very defensively and react very quickly to limit your collisions. I'll admit that my brand new boat had a few nicks after its first regatta.

There are a number of cool things about this unique course though. For one thing us old guys need to exercise our brains, and this course requires constant focus. You are usually reaching in an irregular wind,

boats seemingly coming out of nowhere. You don't go very far until you make a mark rounding, but just think how good you get at mark rounding. Now I know why Joe Damico is so smooth at boat handling when he comes across Puget Sound to race IOMs. This is great training and it is a hoot. I'm a better sailor for coming here, and I look forward to coming back. While it is tough for a working guy to make their schedule, I'm glad I played hooky on this day. If interested Jack Ronda can be reached at "ronda at olypen.com".

A few days after the regatta, Joe talked to the Mayor, and learned that the City needs to expand the pond to meet Federal guidelines for recharging the aquifer. They have to make the pond larger, and the only way they can go is west, which is aligning with the prevailing winds. Finally the bureaucracy is working in radio sailing's favor, but don't expect it tomorrow. There is potential here for a quality large radio sailing pond with "conventional" course configurations.

Jack Ronda's Wonderful Model Collection: Bob Wells Reporting:

A sidelight of my visit to Sequim, and after I toured Joe Damico's great shop, was to visit Jack and Kaye Ronda's house. It is a functioning house invaded by scratch-built models displayed everywhere. Before the Damico influence led to boats, Jack was making airplanes. These were 1/4 scale RC planes, authentically researched and detailed to a very high degree. For example a WWI fighter would have the exact kill logos of the specific plane he was replicating. There were at least 30 of them, and each plane has a story. No pictures here of these great planes though, as this is a sailing newsletter.

The entry features his scratch built two-masted replica of the Gloucester fishing and racing schooner Gertude L. Thebaud. This is the one that famously lost to Bluenose 3 to 2, and Bluenose went on to be famous, while the Gertrude had a life as a working boat. Jack made the hull in fiberglass, but otherwise this is very much an accurate wood replica with RC functioning sails. The topsails are off the boat for simplicity, but detail is everywhere on this one.



The 1930s Roy Clough built M-class yacht is the Queen in Jack's huge collection to my eye. Bob Wells photo.

Finally I get to the full-on boat areas, and there is an eclectic mix of traditional and contemporary RC model boats. They are mostly mono-hulls, but there are catamarans too. The current boat Jack is building is a Hobie TriFoiler replica, a very complex RC model to get right. I'll follow progress with interest. The one that really caught my eye though is the 1930's Roy Clough built M-class (or Marblehead Class or 50/800 class), which is the photo shown below. The photo doesn't do this double-ender justice,

but you get the idea. Roy Clough was the Commodore of the club famously sailing on Redd's pond in this era, and his boat had sail number 1 in this now famous class. In the Whidden family for years, Chuck came to Jack to refurbish it and add radio control. After first protesting that adding RC would destroy the collector value, Jack made the conversion. His work included fiber glassing the hull for strength and durability, and some wonderful period wood detail on the deck. It was Chuck's wish that Jack be this yacht's caretaker on his passing. It could not be in better hands.

Jochen Burhenne's latest IOM: Bob Wells Reporting:

Do you remember GER 435 skipper Jochen Burhenne's IOM that we featured as our January 2010 issue's Playmate of the Month? If not, go back and check it out. The pictures below are of his latest IOM creation, named Job-4; and it is decidedly even more non-mainstream. This one is otherworldly too. I found these pictures at Sailmania.de, which is Ingrid Bluem's website. Enjoy this IOM eye candy.



This looks like a narrow submarine rising from the depths, but it's on its lines? Photo © Ingrid Bluem



There is no transom on this Moderne Deco looking design. Note the shroud to hull fitting. Photo © Ingrid Bluem



I am fascinated with Jochen's quality work and aesthetic sense, but I don't really get it yet? Photo © Ingrid Bluem

Two New BC Boats from the Herbert Brothers: Martin Herbert presenting a candid report:



Aero is Martin Herbert first IOM design.

Hi Bob, Here is my new boat "Aero", my first design. She is based on the shape of a fish, fat in the front and skinny at the stern, so a deviation from the norm. She was designed without the aid of mathematics and built over a Styrofoam plug. I made her light so I could play with the corrector weights to get her to float on her lines. She has 263 grams of correctors in her. She has won a few races and generally places in the top few boats so I am pleased.

Graham came down with his new boat "Leo", which by the way is spectacular, and we had a day of match racing. In the morning he beat me 16 to 1 before I realized that he was only beating me by as much as he does when we sail the same design, so we switched boats and he won handily in Aero. This made me feel good about the boat. It also pointed out where the biggest gains are to be had for me... learn to sail.

The next day was B rig and we had a morning of good racing with me slowly tuning Aero faster and the racing was much closer with Leo still having the edge. Leo was absolutely amazing in the downwind nosedive blasts.



Leo by Graham Herbert in BC. Unlike his familiar Zoom designs, Leo shows an aft chine with tumblehome. Check out his "nosedive" photos in the WCMYA forum photo section. I'll speculate that this is designed for Hood River venue?



Leo again, here showing Graham's talent for creating amazing topsides art and this time with colorful foils. I think I see fish scales near the gunwales and a mouth with teeth at the bow? It appears the tubercle bumps, seen in our October issue, didn't survive his evolution in design. The Herbert's uses Acrylic paints, and claim it goes on thin and light. We expect to see Graham at the front of the fleet again this year, no matter which of his steeds he chooses. Brother Martin will be close behind, if past performances hold.

Luggage Advice: All sailors hate paying those extra luggage fees. As a public service the following video will help you condense your luggage for flying to your next regatta. Thank you to the clever folks at Ryanair, an Irish airline:

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

PLAYMATE OF THE MONTH... NED 99: Here is one of the most elegant IOMs you will ever see, thoughtfully conceived with a cedar hull. This beauty hails from the Netherlands, and was custom built to a museum quality standard by Huub Gillissen in 2008 for his own use. The spare elegant palette is varnished wood surrounded by molded components in white and silver metal fitting accents. Nothing is out of place. Design is the Obsession by Craig Smith in Australia, and it obviously lends itself well to combining wood with molded components from Craig.



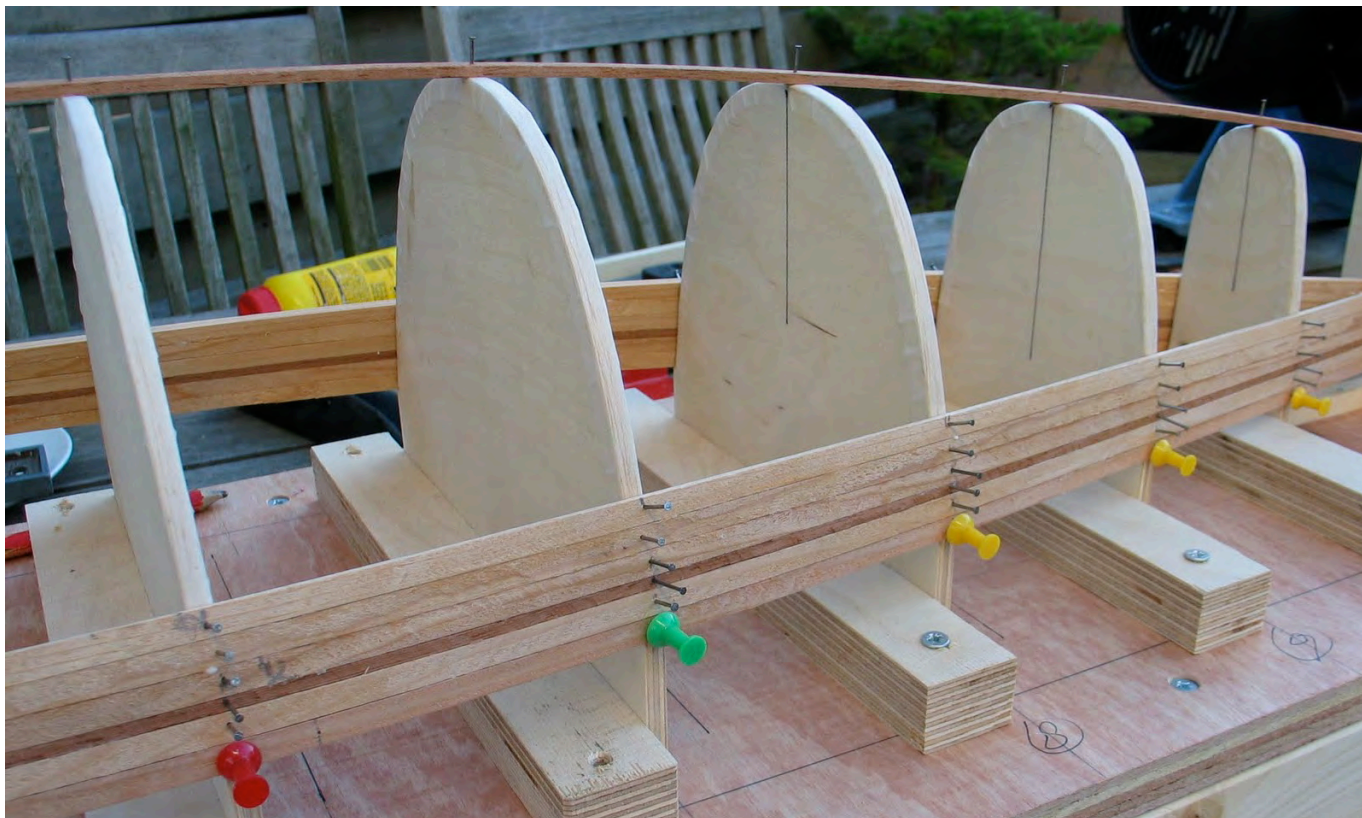
Look at the foil reflections in the hull finish. The white molded Craig Smith components and silver metal fittings draw your attention to the planking grain and finish. This is a functional minimalist art piece. Photo © Hanneke Gillissen.

Huub has been sailing for about eight years, and the photos show that he possesses some exceptional building skills. He “always wanted to make a wooden boat. The look is so nice.” Most wood IOMs use balsa as a core with fiberglass sheathing both sides. This one is more elegant. The planking is edge glued 3mm red cedar without the sheathing. Instead there is a transparent two-component gloss varnish finish. Wood lends itself to hull forms, but it gets fussy on the deck. Combining the wood hull with a glass deck is a great idea that I haven’t seen in this class before.



A standard Obsession IOM deck and foils purchased from Craig Smith. Photo © Hanneke Gillissen.

Next are a few photos during construction. Many more photos can be found at Hanneke’s Picasa site: <https://picasaweb.google.com/Gillissenpont/2008BouwHoutenBootHuub#>.



Planking to the shadows using nails, then the holes were filled with sawdust/resin filler. Photo © Hanneke Gillissen.



The Obsession stern section, and I think a coat of exterior varnish has been applied. Photo © Hanneke Gillissen.



The hull looks nearly ready to receive the deck. Photo © Hanneke Gillissen.



Notice even the clew and tack reinforcements are white, consistent with the limited color palette. Huub has taken one of the prettier IOM designs, and then has been methodical in his planning and execution. The only overt decoration you see here is the stained plank cove stripe, and the overall affect is decidedly artistic.

In Seattle we are preoccupied with light air performance, and Huub answered my question that, "It's a very good all-around boat, especially in light air". In AUS and in Europe they have lots of heavy air, and results show this design is competitive in those conditions too. He does not compete with this woodie because, "I think that a wooden boat is too vulnerable, especial in rig 3 conditions. You won't survive when you have a heavy collision. We have a lot of nr 3 conditions especially in the autumn". Instead he has been using a fiberglass version of the Obsession that he built in 2009.

What do I think about all the effort of building such a wonderful boat and not competing with it? We build for different reasons, and the process and this beautiful result is its own reward. Also Huub has enjoyed

his collaboration with Craig Smith in AUS on the woodie (#1), the pink Obsession (below - #2), and his new "Ace" design of 2010 (#3 - see our previous issue). Per Huub, "Craig is very kind and open person, he became in the meantime a friend of mine. There's a kind of trust between us so I received the drawings from him." What a treat, to work with a top designer on designs that you are involved in! That would be big on my bucket list.

For you builders reading this, "The wooden version needed 100 grams of corrector lead, the fiberglass version 150 grams." Huub's suggestions for somebody else building a wood hulled IOM? "Make accurate shadows and try to avoid needles when you build up the little shelves. It looks nicer without the little pins in the hull." To my eye it looks better with the pins (aka nail holes filled with sawdust/resin), because they logically express the build process. It is another layer of interest in the boat. Even great custom project have little issues that the builder wants to do-over, and this is Huub's. He thought the sawdust filler would be nearly invisible, but it took a darker color than the planking. In hindsight Huub wishes he had taken the time to align the holes evenly. Then his perfectionist instincts could rest peacefully.



Here Huub is building the plug for his 2009 "pink" Obsession, this time in fiberglass for the rigors of racing. He obviously likes to build and has talent and equipment that is well above average. I wasn't surprised to read that professionally he sometimes builds prototypes.

There are many more photos on the pink Obsession build process in fiberglass at Hanneke's Picasa site: <https://picasaweb.google.com/Gillissenpont/BouwOBSESSIONByHuub#>




Huub's 2009 fiberglass Obsession running nicely in "pink". He sailed this at the 2010 GBR Nats and Euros. The brown stuff is West Kirby lagoon salt water, which is the site of 2011 Worlds where Huub will compete and Hanneke will photograph. Photo © Hanneke Gillissen.

So is he sailing the Ace or the pink Obsession in 2011? Huub said that it "Depends on how the Ace performs. Craig and I designed the Ace together. It has the looks of the Obsession only smaller and without a skiff deck. It's a beauty. Craig is a master in how things should look. It's a very narrow boat and will do very well in rig 2 and 3 conditions. I hope it will perform also in rig 1 conditions. We will see."



The builder is here showing his prowess on the trapeze in this gaffer dinghy class 16m2 (or sixteen kwadraat in Dutch). They're keeping her flat in close reach mode. Is Huub taking a nap? Photo © Hanneke Gillissen.

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. I'm also slowly getting an education about IOMs as we share ideas. Come and watch us sail and see if somebody offers you a transmitter?

Editor: Bob Wells (WellsonIsland@Comcast.net)



Nearing the end of this newsletter and pictured is Rich Murdy at the end of a Coulon Park regatta. Tom Howell Photo

2011

Seattle Model Yacht Club - Regional IOM Regatta Schedule

Including: Seattle MYC, Gig Harbor MYC, Anacortes RC Sailors, Oregon MYC, Saltsping 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
4/10	11AM – 3PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
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 – #3 (This may be canceled in favor of a Hood River trip?)	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: 1201 Lake Washington Blvd., Renton, WA. From I-405 take Exit 5 and head west on Park Ave. N. Take the 1st right (at the bottom of a hill) to Lake Washington Blvd. Coulon Park is on the left.

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.

Saltsping 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.

4/24/11 revision



2011 IOM Western Canadian Championship

June 4-5, 2011 – Saltspring Island, British Columbia



- 1. Event:** The WCMYA and Saltspring Island Sailing Club (SISC) invite International One Metre (I.O.M.) sailors to the 2011 I.O.M. Western Canadian Championship Regatta at SISC on Saltspring Island, British Columbia, Canada.
- 2. Eligibility:** Entrants must be current members of the CRYA or their National Authority. Yachts must comply with the IOMICA rules as approved by the IRSA and have a valid measurement certificate and present it at check-in
- 3. Entry:** **Entry fee is \$50**, which includes lunch on the 4th and 5th of June and an event souvenir. Please make cheques payable to W.L. Neish (WCMYA).

Entries must be received no later than **May. 1st, 2011**. Late entries may be accepted at the discretion of the Regatta Chairman. **Late Entry fee will be \$55**.

Frequencies will be allocated based on the date of receipt of paid entries including those accepted after the entry deadline.
- 4. Accommodation** Competitors have a range of accommodation from which to choose. There are a limited number of billets. For more information, contact Lawrie Neish, Regatta Chair at (250) 537-2053 or by e-mail wneish@shaw.ca. Saltspring Island has a variety of hotel, motel and Bed 'n Breakfast accommodation. It should be noted that the Island is a popular destination and accommodation should be booked well ahead. Limited camping, tent or camper, is allowed in the grounds and docking is available for those who may arrive by boat.
- 5. Contact:** Lawrie Neish, Regatta Chair, (250)537-2053 or by e-mail wneish@shaw.ca or by mail to W.L. Neish, 461 Walker Hook Road, Saltspring Island, B.C., V8K 1N7

Confirmation of entry and a full information package containing Sailing Instructions, event timetable, social schedule, maps and accommodation information will be sent to all registrants.

ENTRY FORM

2011 IOM Western Canadian Championship

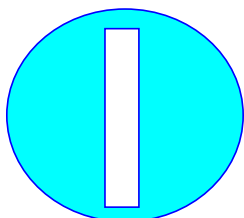
June 4-5, 2011 – Saltspring Island, British Columbia

Skipper/Entrant Name					
Address				City	
Prov/State		Postal/ZIP Code		Country	
Telephone:Home		Work		Other	
CRYA Member #		AMYA Member #			
eMail Address:					

BOAT INFORMATION:

Hull #		Sail #			
Hull Design		Sailmaker		Radio Freq	

Race Announcement *International One Metre*



Hood River Carnage & 2011 Region 6 Championship Regatta & Western CANAM Event #3

When: **July 15, 16, 17, 2011 (3 day event)**

Where: **Hood River Marina - Hood River, Oregon**

Hosted by: **Oregon Model Yacht Club, Portland, Oregon**

Notice of Race

VENUE: The windswept waters of the Hood River Marina basin and the current free section of The Columbia River adjacent to the windsurfing Event Site in Hood River. Both sites offer the best possible wind during the peak wind month of July. Additional information is attached at the end of this NOR.

FORMAT: Fleet racing utilizing the HMS format as modified by the Sailing Instructions. Fleet is limited to 36 boats.

SCHEDULE:

Friday July 15th	Saturday Jan 15	Sunday Jan 16
10:00 AM – 1:00 PM, Check in and boat measurement.	9:45 AM, Skippers Meeting	9:45 AM, Skippers Meeting
1:30 PM, Skippers Meeting	10:00 AM – 6:30 PM, Racing	10:00 AM – 3:00 PM, Racing
2:00 PM, 1 st Seeding Race		Awards ceremony
6:30 PM, End of Racing		
No Host Dinner, location to be announced.	No Host Dinner, location to be announced.	

Depending on the progress of the races there may not be a formal lunch break. Sailors will have time to have lunch in between heats.

Note: At the Race Director's discretion, there may be a break after every 3 completed races.

Hood River Carnage / 2011 IOM R6 Championship regatta / West CANAM Event 3

RULES: The regatta will be governed by The Racing Rules of Sailing for 2009-2012 (RRS) as changed by RRS Appendix E, this Notice of Race (NOR), the 2010 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.

ELIGIBILITY: The Competition is open to all IOM class boats. All entrants must be current members of AMYA or their National Authority and have a valid IOM measurement certificate.

REGISTRATION and EVENT MEASUREMENT: Boats with a valid measurement certificate shall be presented for registration **7/15/11 between 10:00 and 12:30** at the sailing site for event check in. However, the race committee may extend the time for registration if there is a valid reason to do so. No boat shall be eligible for racing until it has been registered and checked in for the event.

WEIGHT SPOT CHECKS: At the discretion of the Race Director, spot checks of sailing weights of randomly selected boats may be conducted during the event. In addition, the top 5 finishing boats may be weighed. Boats failing to meet minimum IOM class weight will be promptly disqualified without right to appeal.

SKIPPER REPRESENTATIVE: It may be necessary to elect a spokes person amongst you to champion concerns regarding the event to the racing committee. The reason for this is to reduce confusion and spend as much time as possible racing.

SCORING and RACING SYSTEM: Scoring will be carried out in accordance with the HMS 2007. The number of boats promoted and relegated may be adjusted by notice in the SI's. The Regatta will be limited to 36 boats, a race will consist of no more than 2 heats.

PRE-REGISTRATION and FEES: Please this is a must, in order to assure no Radio Channel conflict early on, this really help speeds things up on race day. Also allows us to have adequate amount of food and drinks. Entries are to be made using the official entry form below and forwarded to:

Morgan Dewees
3395 SE 9th Ave
Portland, OR 97202
mdewees@omyc.org
(360) 608-4290

Entry fee is \$60 per boat and includes lunch for Saturday and Sunday, Beverages and event Shirt. Fees are payable with your entry.

Check to be made out to Oregon Model Yacht Club.

FREQUENCIES: Permitted frequency bands are FCC-approved surface bands. Transmitters on 75 MHz must be narrow band certified. Radio frequencies will be allocated on a "first come first served" basis. **NO CONFLICTS** will be allowed. Each competitor is required to have a minimum of three (3) additional frequencies available. 2.4 Ghz "Spektrum" radios are permitted and are exempt from rule E1.5 in the RRS.

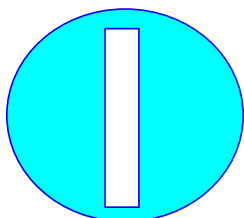
LIABILITY: All those entering or taking part in this regatta do so at your own risk and responsibility. ISAF-Radio Sailing Division, The Oregon Model Yacht Club, The Port of Hood River and or any other parties involved in the organization of this event disclaim any and all responsibility whatsoever for 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 Country and County of this event.

ENTRY DEADLINE: Entries must be received no later than **June 10th, 2011**. Late entries may be accepted on site only with advanced notice and at the discretion of the Regatta Chairman. Any late entry will be responsible for entering with an unassigned frequency.

Hood River Carnage / 2011 IOM R6 Championship regatta / West CANAM Event 3

Race Announcement *International One Metre*



Hood River Carnage & 2011 Region 6 Championship Regatta & Western CANAM Event #3

When: **July 15, 16, 17, 2011 (3 day event)**

Where: **Hood River Marina - Hood River, Oregon**

Hosted by: **Oregon Model Yacht Club, Portland, Oregon**

Notice of Race

VENUE: The windswept waters of the Hood River Marina basin and the current free section of The Columbia River adjacent to the windsurfing Event Site in Hood River. Both sites offer the best possible wind during the peak wind month of July. Additional information is attached at the end of this NOR.

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SCHEDULE:

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1:30 PM, Skippers Meeting	10:00 AM – 6:30 PM, Racing	10:00 AM – 3:00 PM, Racing
2:00 PM, 1 st Seeding Race		Awards ceremony
6:30 PM, End of Racing		
No Host Dinner, location to be announced.	No Host Dinner, location to be announced.	

Depending on the progress of the races there may not be a formal lunch break. Sailors will have time to have lunch in between heats.

Note: At the Race Director's discretion, there may be a break after every 3 completed races.

Hood River Carnage / 2011 IOM R6 Championship regatta / West CANAM Event 3

----- Please send *this form* -----

**2011 IOM
Region 6 Championship/Western CANAM Event #3 Regatta**

ENTRY FORM

LIABILITY: All those entering or taking part in this Championship do so at their own risk and responsibility. ISAF-Radio Sailing Division, Oregon Model Yacht Club, regatta staff, The Port of Hood River 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 Country and County of this event.

Name: _____

Address: _____

City: _____ **State:** _____ **Zip:** _____

Phone: _____ **Email Address:** _____

Sail #: _____ **Country** _____ **AMYA/CRYA #** _____

Hull Design: _____ **Builder:** _____

Channel: Primary _____ **Secondary** _____ **Alternate** _____

By signing this entry form I agree to all the terms and conditions set forth in the Notice of Race above

Signature: _____

Date: _____

Hood River Carnage / 2011 IOM R6 Championship regatta / West CANAM Event 3



2011 IOM Canadian National Championship

September 9 - 11, 2011 – Saltspring Island, British Columbia



- 1. Event:** The WCMYA and Saltspring Island Sailing Club (SISC) invite International One Metre (I.O.M.) sailors to the 2011 I.O.M. Canadian National Championship Regatta at SISC on Saltspring Island, British Columbia, Canada.
- 2. Eligibility:** Entrants must be current members of the CRYA or their National Authority. Yachts must comply with the IOMICA rules as approved by the IRSA and have a valid measurement certificate and present it at check-in
- 3. Entry:** **Entry fee is \$65**, which includes lunch on the 9th, 10th and 11th of September, Barbeque on the 10th and an event souvenir. Please make cheques payable to W.L. Neish (WCMYA).

Entries must be received no later than **August. 12th, 2011**. Late entries may be accepted at the discretion of the Regatta Chairman. **Late Entry fee will be \$70**

Frequencies will be allocated based on the date of receipt of paid entries including those accepted after the entry deadline.
- 4. Accommodation** Competitors have a range of accommodation from which to choose. There are a limited number of billets. For more information, contact Lawrie Neish, Regatta Chair at (250) 537-2053 or by e-mail wneish@shaw.ca. Saltspring Island has a variety of hotel, motel and Bed 'n Breakfast accommodation. It should be noted that the Island is a popular destination and accommodation should be booked well ahead. Limited camping, tent or camper, is allowed in the grounds and docking is available for those who may arrive by boat.
- 5. Contact:** Lawrie Neish, Regatta Chair, (250)537-2053 or by e-mail wneish@shaw.ca or by mail to W.L. Neish, 461 Walker Hook Road, Saltspring Island, B.C., V8K 1N7

Confirmation of entry and a full information package containing Sailing Instructions, event timetable, social schedule, maps and accommodation information will be sent to all registrants.

ENTRY FORM

2011 IOM Canadian National Championship

September 9 - 11, 2011 – Saltspring Island, British Columbia

Skipper/Entrant Name					
Address				City	
Prov/State		Postal/ZIP Code		Country	
Telephone:Home		Work		Other	
CRYA Member #		AMYA Member #			
eMail Address:					

BOAT INFORMATION:

Hull #		Sail #			
Hull Design		Sailmaker		Radio Freq	