

SEATTLE IOM UPDATE

Sailing Reports, Schedules, & More

Seattle Model Yacht Club

July 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 every time.

Western CanAm Series - 2011 IOM Schedule:

Date	Time	Club - Event Name	Location	Contact	Phone
4/30-5/1	See NOR	SMYC – COW Cup (in the books!)	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



Beating to the finish at The COW. Way too much solar Vitamin D for our pasty white winter skin. – Photo Ron Hornung

IOM Regatta Reports:



Some lazy action at The COW launching area on Sunday morning. We could see the NW wind coming miles up the lake, and launched early so the start countdown could began when the wind had just arrived. Darith Langjahr photo.

2011 COW Cup & Western CanAm Series #1: Martin Herbert Reporting

The Cow Cup was held this May 1st weekend in Renton and had 21 boats out for some great racing in a wide range of A rig conditions. It is a lovely place to sail with many changing conditions like chop and wild powerboat induced Tsunami's as well as gently shifting winds that make for tactical sailing at its best. Five Canadians went, David Taylor from Victoria, Graham Herbert, Julian Laffin and Andy (not so) Slow from Hornby Island and myself from Saltspring Island.

Just like last year our American hosts showed great skill and wonderful sportsmanship and it was a great pleasure to sail with them. They make us better sailors and competitors by their example. Penalties were acknowledged and taken and incidents that were complex were discussed afterwards in the spirit of all learning and understanding the rules and the shifting of onus as the situation unfolds. One of the highlights for me was the sailing in heats, so we got to watch some racing and also spend time talking and tuning with our fellows between races. We also retired to an Irish pub to eat and swap stories after a hard day of racing. We did all go home early as the sun took a toll.

The racing was very tight and it was easy to find yourself well down in the pack and I think everyone spent some time in B fleet. Graham won in his new LEO, Joe was second in his new Vickers V6 boat that he is manufacturing "soon"... (beautiful job). You might remember Joe from Victoria's Beaver Fever last year winning the biggest weed award. I managed to climb to 3rd on the second day in my Zoom "Bark", while our SMYC host and organizer Bob Wells was 4th place, one point in front of Jerry Brower.

Another highlight was to see Rod Carr's collection of model yachts including several historic champions that have a place waiting for them in the Mystic Seaports Model Yacht Collection. Thanks to Rod and Bob for hosting the Friday night measure in and skippers meeting. It is a great event and should be put into your to do list for next year.

Bob Wells, Regatta Chairman:

This was our first effort at managing anything but a club regatta, and it worked out very well thanks to a group effort. Last year's promotional COW was really all by Lawrie Neish. All Seattle MYC brought, besides an excellent venue, was a kayak to drop in the buoys and the three used IOMs in existence at the time in Washington. The kayak isn't good enough anymore. This year we grew up and took over organizing everything, but I was smart enough to continue with Lawrie as principal race officer. Quality race management and our big Lake Washington venue provided a good friendly sailing test. Very friendly actually, which has emerged as a trait of the Western CanAm Series.

SMYC's Bill Dye ably assisted on the scoring both days and Collie Martin, from the ARCS in Anacortes, manned the buoy boat all weekend. Bill officially has the IOM bug, and is in the cue to order a V6 IOM from Joe Damico when he is officially in production. Roland Krona is already #1 in that cue line. Collie is currently on the fence regarding an IOM in his future, but he fully recognizes how special IOMs are.

So the COW and IOM sailing continues to grow in Washington State. This year we added a 4th state, Idaho, to our **C**anada – **O**regon – **W**ashington regatta; with Bruce Anderson from Boise joining us. There is no truth to the rumor we'll change the name to COWI Cup though, as there is no "I" in COW.

Summary Version

Event: The COW Cup & Western CanAm Series – Regatta #1

Class: IOM

Date: April 30-May 1st, 2011

Location: Coulon Park, Renton, WA

Host Clubs: Seattle MYC

Entries: 21

Winds: Light Saturday, Light-8 knots Sunday

Races Completed: 16

Scoring System: 2007 HMS

Regatta Committee & Valuable Assistants: Bob Wells – Organizer; Lawrie Neish – RD; Bill Dye, RD assistant; Collie Martin, buoy boat; (Rod) Carr Sails provided the measure-in party house; and other significant contributors included: Julian Lee, Jerry Brower, and Steve Young.

Results after 16 heats over two days with 3 discards:

	Skipper	Sail	City	Hull	Score
1	Graham Herbert	97	Hornby Is., BC	Leo-Herbert	33.0
2	Joe Damico	180	Sequim, WA	V6-Damico-Vickers	43.0
3	Martin Herbert	84	Saltspring Is. BC	Zoom-Herbert	45.0
4	Bob Wells	05	Mercer Is, WA	V6-Vinaixa-Vickers	52.0
5	J Warren Brower	42	Lake Stevens, WA	GlamRock-Gibson	53.0
6	Julian Laffin	82	Hornby Is., BC	Zoom-Herbert	80.0
7	Chris Brundage	119	Portland, OR	Widget-Creed	86.0
8	Bruce Anderson	16	Boise, ID	Widget-Elliot	88.0
9	Morgan Dewees	98	Portland, OR	Widget-Creed	94.0
10	Andy Slow	83	Hornby Is. BC	Zoom-Herbert	99.0
11	Bill Langjahr	88	Anacortes, WA	Cockatoo-Byerley	101.0
12	Steve Young	63	Tacoma, WA	Victory-Firebrace	102.0
13	Rich Murdy	20	Renton, WA	Kite-Bantock	152.0
14	Larry Stiles	109	Sedro Wooley, WA	Topiko-Bantock	153.0
15	Julian Lee	03	Anacortes, WA	Cockatoo-Byerley	158.0
16	Ron Blackledge	208	Portland, OR	Pikanto-Bantock	164.0
17	Dave Glassow	538	Vancouver, WA	Image-Bantock	183.0
18	Dave Taylor	30	Saanich, BC	Kite-SE	218.0
19	Ron Hornung	108	Seattle, WA	Disco-Gibson	228.0
20	George Georgiadis	96	Portland, OR	Wick Smith	244.0
21	Roland Krona	19	Tacoma, WA	Vector-SE	252.0



Waiting for the wind at The COW Sunday morning. Graham Herbert (in straw hat) expands on the details of his new custom Leo to an intrigued audience. The amazing paint scheme took about a week with many thin acrylic layers and much sanding in between. The hull is carved from foam and then fiber glassed over. Graham has admitted he “has too much time on the island”, but creating this functional art piece is time well spent. None of his eight boats are for sale as they are the Hornby Island fleet used by many on the island. His paintings are very much available for sale. Photo Bob Wells



Saturday at the COW saw streaky light wind much of the day. This A-fleet start saw all five of the top regatta finishers again committed to the outboard pin and getting to the long west side port lift. In the stronger Sunday wind and waves going west early was the ticket. It didn't seem so initially as starboard meant hitting the waves more directly, but the port lift paid by the time you got to the weather mark. Ron Hornung photo.



On the walkway is Hornby Islander Julian Laffin driving his Zoom #82 home in the chop. Dave Glassow, in his forever-offensive Oregon Duck garb, is thankfully walking away from the camera. Bob Wells photo.



Sunday at The COW saw 4-7 knots of wind with serious chop from waves rebounding from the walkway bulkhead. Powering through is 109 (Larry Stiles' Topico) and 496 (George Georgiadis' Wick Smith design) in the foreground. Bob Wells photo.



This one is for Joe Damico. He always likes to see two V6s in the lead, especially his own #180. Ron Hornung photo.



Chris Brundage taking a long look at Leo, who is 1st in both results and on the gawkers list. Photo Jerry Brower.



05 jumps the fleet on port for an early lead, while pundits with deep voices are booming "don't try that in A-fleet". Jerry Brower photo.

The story: 05 was way early at the outside pin. Pinching to slow down is not an option in this chop. So after bailing out with a gybe, 05 expected this was going to be a terrible start ducking everybody on starboard. But the fleet timing was a little late so a rare port start gift was accepted.



Rounding the Weather mark at the COW with a small tsunami maker speeding by in the background.

Lake Washington in big, and don't let the zoom lens fool you here. That big brown condo is about 3 miles to the WNW, and the real fetch to the NW is twice that. The Olympic Mountains are in the haze in the far background.

Jerry Brower photo

2011 IOM Canadian Western Championship & Western CanAm Series #2: David Cook

Reporting:

Here's some feedback from a mid-fleeter. The weather was hot, sunny with light and shifty winds between 1 to 8 knots, usually around 3 to 4 knot. There was a bit of weed but thanks Martin for collecting most of it, the other competitors didn't have too many problems. Racing was close in both the A and B fleets. I really enjoyed having more racing than the others moving back and forth between A and B fleets. It was nice seeing Joe and a few others giving Graham some competition.

The lunches were great and the highlight for me was a fabulous Friday evening dinner made and hosted by Martin and his wife Rosemary. It was awesome seeing Martin's workshop/gallery and seeing his foam and packing tape boat plug and him answering a few of my questions. I missed the Saturday night fish and chips but from what others told me, they were great too. For me personally it was the first event to race my latest boat design Porky Pig. If it wasn't for a few teething problems, I would have been right up there with the leaders. Congratulations to Graham Herbert for once again showing us all how to sail smart and fast!

For me it is now time to finish my next boat in preparation for the Hood River Carnage event in the Gorge. Morgan Dewees tells me that they set the limit at 48 boats for the event, and currently project approximately 36 boats attending. Peter Van Rossem from Kingston and a bunch from California are coming so the competition will be strong. If you haven't heard about the Gorge, it is a favourite spot for wind and kite surfers because of the strong thermals. Don't bother coming if you don't have a n. 3/C rig!

Pictures and an excellent short video production of the regatta can be found here:

- http://cid-c19423fe85027e43.photos.live.com/self.aspx/Shared%20Sailing/2011%20Western%20Regional/IMG%5E_0369.JPG#resId/C19423FE85027E43!194
- http://cid-c19423fe85027e43.photos.live.com/self.aspx/Shared%20Sailing/2011%20Western%20Regional/IMG%5E_0369.JPG#resId/C19423FE85027E43!194

Camper Steve Young Reporting:

The soft breeze at 0545, the sun just starting to show... The thought of some hot coffee and Mountain House freeze dried breakfast. It didn't take much to get me out of that tent that was pitched with a view of the Saltspring Island Sailing Club Marina. Intrepid campers included Maggie and Larry Stiles; Jean and Julian Lee; Morgan Dewees; Graham Herbert, who was either avoiding the two other Canadians (Andy Slow and Dale Chase) camping near the Americans or perhaps just staying away from all the partying that was inevitable; and me. We all enjoyed the rigors of visiting on the cheap by camping out at SISC. Three tents, a VW camper, a Mazda van and Julian's hybrid tent/pickup truck outfit made for an interesting campground.

We had all the amenities. Hot and cold running water, flush toilets, showers and the Lee's had this wonderful 12-year-old single malt. Morgan's cooler never seemed to run out. It must have come up with him, as the Prius with the Oregon plates never seemed to leave its parking space. There may have been some other treasures that found their way into the campground as well, but that would be speculation on my part.

The sun stayed out late and came up early; changing sleep patterns and allowing a slight relapse into the way things were before alarm clocks and 7-11's. The breeze gently poked at the walls of the tents and kept reminding me of why I was there. Enjoy all of the wind shifts; the sea lion that seemingly wanted to chase the boats and yes; and even the different kinds of seaweeds that found IOM fins to attach too. Camping at the site of the regatta was an interesting counterpoint to the rest of the activities and literally allowed some grounding for me. Oh yeah! At Nationals I'll remember to bring a folding chair and a hammer to pound tent stakes into the rocky soil. And arrive early for a good tent site with a view... Thank you Lawrie, Barry and all; you're great hosts and your island is wonderful.

Summary Version

Event: The IOM Canadian Western Championship & Western CanAm Series – Regatta #1

Class: IOM

Date: June 4th-5th, 2011

Location: Saltspring Island Sailing Club on Ganges Harbour, Saltspring Island, BC

Host Clubs: WCMYA & Saltspring Island Sailing Club (SISC)

Entries: 22

Winds: 1-8 knots

Races Completed: 16

Scoring System: 2007 HMS

Regatta Committee & Valuable Assistants: Lawrie Neish - Chairman & PRO; Barry Fox -

Scorekeeper; Oliver Cannon - Recovery Boat & Marks; Aileen Neish, Maggie Stiles & Jean Lee –

Lunches; Martin & Rosemary Herbert – Friday Evening; Ruth Volquardsen – Tour Guide; Roger

Kibble, and Sponsors: Embe Bakery and Ganges Garments..

Results after 15 heats over two days with 2 discards:

	Skipper	Sail	City	Hull	Score
1	Graham Herbert	97	Hornby Island, BC	Leo	26.0
2	Joe Damico	180	Sequim, WA	V6 - Damico	45.0
3	Morgan Dewees	98	Portland, OR	Widget	60.7
4	Martin Herbert	84	Saltspring Island, BC	Zoom	77.0
5	Bill Langjahr	88	Anacortes, WA	Cockatoo II	79.0
6	Bob Wells	05	Mercer Island, WA	V6	87.0
7	George Georgiadis	21	West Linn, OR	Topiko	90.0
8	Ole Anderson	281	Saltspring Island, BC	Zoom	93.0
9	Roger Kibble	68	Saltspring Island, BC	Ikon	96.0
10	Chris Brundege	19	Portland, OR	Widget	112.0
11	David Cook	109	Victoria, BC	Porky Pig	114.0
12	Larry Stiles	09	Sedro Wooley, WA	Topiko	128.0
13	Andy Slow	83	Hornby Island, BC	Zoom	132.0
14	Julian Lee	03	Anacortes, WA	Cockatoo II	145.0
15	David Cloud	95	Hornby Island, BC	Scorpio	150.0
16	Steve Young	63	Tacoma, WA	Victory	167.0
17	Vic Childs	118	Anacortes, WA	Vektor	192.0
18	Dale Chase	67	Hornby Island, BC	Zoom	193.0
19	David Taylor	30	Saanichton, BC	Kite	195.0
20	Robert Seline	35	Deep Bay, BC	Vektor	205.0
21	Gordon Nash	22	Saltspring Island, BC	Possum	227.0
22	Christine Hunter	198	Saltspring Island, BC	Zoom	260.0



The annual Westerns photo of competitors and boats with the SISC Clubhouse in the background. A great place to sail and party, and a great place to camp overnight too. Jackie Wells photo.



PRO Larry Neisch observing the prestart maneuverings at Westerns. Ganges Harbour is big deep saltwater for radio sailing. Barry Fox photo.



Joe Damico #180 leading around the weather off-set mark to the north. Barry Fox photo.



Looking south off the 400' long dock at SISC on Ganges Harbour. Barry Fox photo.

IOM Worlds at West Kirby: Bob Wells reporting:

By all accounts this was a terrific event in every way. Six full days of sailing at the highest level at a venue as good as it gets. In summary GBR dominated, and only fitting on this 100th anniversary of GBR's Model Yacht Association. The new BritPop design with GBR skippers swept the three podium positions, and the powerful Lintel made a very strong showing also. Graham Bantock was the Masters Champion in 8th overall. For the forth Worlds in a row Craig Mackey was the highest finishing American at 14th. Amazingly he has finished 14th four times in a row! What are the odds of that happening?

Our own Jerry Brower was one of five USA participants and he greatly enjoyed his adventure. His finish of 51st out of 76 had to be below his expectations, but that didn't prevent an overall very good experience. It didn't help that he had winches, servos and receivers all failing at various times; including his 1st heat. The lesson here is maybe don't pick up a new boat when you arrive for a big event, but use your old tried and true boat that got you there? Any way you look at it though, six days on salt-water challenges electronics maintenance. Speaking of just getting there, it was an impressive effort by Jerry to qualify for Worlds in little more than a year in a new class after a long lay-off from radio sailing. He accomplished it partially because he set this lofty goal early on and kept on task. It certainly helped that he had a lot of previous radio sailing experience.

We've since learned that there was some equipment controversy too regarding Zvonko Jelacic's single panel molded seamless sails from CRO. Read all about it on the IOMICA forum here: <http://www.iomclass.org/phpBB3/viewtopic.php?f=7&t=1662>. Folks from our area with thoughtful contributions to the discussion included Barry Fox, Bruce Anderson, and John Ball.

You didn't have to be there to enjoy it either, as the excellent coverage allowed folks across the world to vicariously follow it race by race. I was up early every morning watching video and checking

Jerry's results. The race at the top was high drama until the last finish. If you want to relive it or if you missed it, here is where you can go for coverage on Worlds:

Site:	Comments:
http://iomworlds2011.wordpress.com/	This is the official site. Go to: <ul style="list-style-type: none"> • Results • Media Centre – for photos, video, and some reports/tweets. Alphie Hunt created a terrific a video for each race, which you want to see.
https://picasaweb.google.com/Gillissenpont/	Hanneke Gillissen's extensive photo coverage that covers eight days of this event. While much of this is listed on the above "official" site, you need to go to Hanneke's own site to get the last few days' coverage. Quality photos as always, but this time more people oriented and less boat oriented.
http://www.youtube.com/user/hamblepoint#p/u/3/WsPSveCvQ-c	Malcolm Donald's sailing movies on You Tube. I've listed just one of the many movies he has made at Worlds. Quality HD video full of lessons on how to sail IOMs. Check the rest of his site too! Great stuff!



Jerry at IOM Worlds wearing our SMYC colors. Here he is with Brad Gibson. Meeting all the "name" guys in our class was one of the highlights for him as he found so many so open about sharing ideas. Photo © Hanneke Gillissen.



The West Kirby salt-water lagoon is off the Irish Sea not too far from Liverpool. A low walkway surrounds the lagoon on the west side. Wind is undisturbed in most directions as you can see. Photo © Hanneke Gillissen.



Zvonko Jelacic and his PicantoRG, CRO 35, finished 7th. He provided some equipment controversy with his molded seamless sails used on his and a few other CRO and ISR boats. The IOMICA rules discussion has led to some intriguing dialogue, including existing seamed sails having some rule issues too. Photo © Hanneke Gillissen.

Surprise Lake/GHMYC Regatta #3: Bob Wells reporting 6/11/11:

Classic Surprise Lake: light and fluky and partly sunny with many changes of positions in each race. Joe swapped radios with Jerry and Ron, and they all share is his nice result. Jerry Brower sailing his new/used BG Widget "Mr. Brightside" for the first time locally is freshly returned from Worlds, and full of stories from his wonderful experiences there. Bob sailed his new/used Topico for the first time too with a few teething problems...

Results after 14 heats with 2 discards:

	Skipper	Sail #	Club/City	Hull	Score
1	Joe D'Amico	180	Sequim, WA	V6-SE-Vickers	22.0
2	Bob Wells	21	Mercer Is, WA	Topiko-Bantock	27.0
3	Steve Young	63	Tacoma, WA	Victory-Firebrace	30.0
4	J Warren Brower	142	Lake Stevens, WA	Widget-Chris Dicks	38.0
5	Bill Langjahr	88	Anacortes, WA	Cockatoo-Byerley	48.0
6	Ron Hornung	108	Seattle, WA	Disco-Gibson	62.0

C-Rig Test Fest at the Gorge: Bob Wells reporting 6/26/11:

This was a scored practice regatta to shake out issues for the coming Hood River Carnage, and Oregon's first R6 ranking regatta. It was great fun to attend. All of the WA skippers there thought it a better adventure to move our SMYC Coulon Park #3 to the Gorge for this weekend. False advertising on the C-rig though, but most of us did use B-rigs for the first time. We needed this to shake out a few of our issues too. The venue is spectacular for IOM events in many ways - not just because the strong winds that blow up the Gorge regularly. Hood River is a picturesque and bustling historic hillside town overlooking the Columbia River. The one-hour river drive from Portland is scenic the whole way. And Oregon MYC is full of guys committed to a first class regatta. Then add Fred Rocha from San Diego as PRO, and the Carnage is all set. Bring on the winds and small rigs.

We sailed in the Hood River Marina venue with B-rigs on Saturday and uncharacteristically had very light wind on Sunday. Yes occasionally the thermals don't develop for the typical B or C-rig. At the Marina venue we walk on top of a gravel and sand spit at the river edge with a big course and elevated vantage points of 5'-6'. The only "Test Fest" negative was challenges for the over 50 crowd launching down the steep sandy bank. It was a necessity because the dock was still under repair. Also we had some boulders and eroded areas to dodge near the bank edge. Launching and bank safety is all being sorted for the Hood River Carnage.

This is one of the two sailing venues planned for the Carnage. The other one is a little further west and appears to be even better than the Marina with more wind and wave exposure. A National Wind Surfing contest made that unavailable for IOMs this weekend.

Widget designs dominated with Morgan's easily the top boat and Bruce's a distant 2nd. Bob Dunlap's new Lintel made a big impression though. Thanks to the OMYC boys for this fun regatta. I really like this venue and plan to return often. Freddy Rocha drove all the way from San Jose to be PRO for this regatta showing his happy professionalism to the northwest for the first time. Fred's dedication to the IOMs is amazing, and greatly appreciated. What is it about IOMs that attracts such great PRO's as Freddy, Lawrie Neish, and Lana Butler?

Results after 15 heats with 2 discards:

1	Morgan Dewees	98	Portland-OR	Widget	19.8
2	Bruce Andersen	16	Boise-ID	Widget	43.6
3	Joe D'Amico	180	Sequim-WA	V-6	47.0
4	Bob Dunlap	37	San Jose-CA	Lintel	54.0
5	Bill Langjahr	88	Washington	Cockatoo	64.0
6	Chris Brundage	04	Portland-OR	TS-2	67.0
7	George Georgiadis	19	Portland-OR	Widget	69.0
8	Bob Wells	21	Mercer Island-WA	Topiko	79.0
9	David Glassow	538	Portland-OR	Image	94.0
10	Larry Stiles	109	Sedro Wooley - WA	Topiko	109.0
11	Steve Young	63	Tacoma-WA	Victory	126.0
12	Ron Blackledge	208	Portland-OR	Pikanto	145.0



Outstanding PRO Freddy Rocha with his tools of the trade on Hood River Marina spit. I don't why he is still laughing here though, as he is about to leave on a very long drive to SoCal to get back to his day job. Bob Wells Photo.

Other Reports and Info:

Learning From a Lost Legend - Geoff Smale: by David Cook

On April 11, 2011 I found out that my new friend Geoff Smale of New Zealand passed away in a tragic ultra-light airplane crash. His plane went down on Mt. Duppa, near Nelson on his flight to Ashburton in the lower half of the South Island from his home in Auckland on the North Island.

I wanted to share a few stories and photos of the highlights of my recent winter vacation to New Zealand with my fellow IOM sailors. With my health declining (I have Spinal Muscular Atrophy), I wanted this trip, which will probably be my last one to NZL, to be one I would cherish for the rest of my life. With the passing of Geoff, my memories are now very dear to me.

About a week before I left in late January I got an offer from a friend of mine who just so happens to be the famous yacht designer Bruce Kirby. He emailed me and asked me would I like to meet his friends Keith Taylor and Geoff Smale while visiting Auckland. Keith's name wasn't familiar but I had heard of Geoff's name through researching top-level IOM designs and international results. The only 'heads up' Bruce would give me was that Geoff is a 'legend'.

Also before I left I asked famous Kiwi sailor Russell Coutts if he would approve a tour of the facility where they are building the new America's Cup 45 ft and 72ft catamarans. Russell got back to me with a name and phone number and told me just tell them "I said it was alright."



David with a carbon AC45 transom moulding at Core Builders Composites in NZL. Keith Taylor photo.

My trip started in Christchurch which fortunately for my wife Raewyn and me, was at the start of our holiday and not later when they had the devastating earthquake. At that time we were in Dunedin, 400 km away and still felt the quake enough to go for cover.

For the next three weeks we stayed at my sister-in-law and husband's horse ranch where they breed, train and race trotters. They have owned and trained the top two-year-old trotter in their country twice now. Living on a very busy horse ranch with over 20 horses is a million miles away from my previous life of messing around with 'toy boats' in Victoria. I read, ate and drank lots and went for long country road wheels, passing herds of dairy cows, cattle deer and sheep.

Our last week was in Auckland, with Raewyn meeting up with a couple of old university friends and me meeting and hanging around with Keith, Geoff and his friend Bob Atkinson, who just so happens to own a wheelchair accessible van. The boys picked me up outside our downtown hotel, drove to the North Shore for lunch and stopped by Cookson Boats to get a quick peek of the new Team New Zealand/Camper Volvo 70 close to completion.

During the one-hour ride north of Auckland to Core Builders Composites in Warkworth, I asked Keith and Geoff "what are your sailing claims to fame"? It was like pulling teeth, both being very modest about their accomplishments. Keith says he's a sailing journalist and was the Editor of SAIL Magazine for 15 years and covered many of the America's Cups. Geoff mentioned he won the Prince of Wales Cup, the World Championships for the International 14 in 1958, which was the year I was born. He was 86 years young when he passed away. Geoff was also very proud of creating the load stress mapping technology that lead to North Sails 3DL despite having his patent annulled after-the-fact.



Geoff Smale and David at Core Builders Composites in NZL next to a wing assembly jig. Keith Taylor photo.

We then arrived at a very fancy and large building with no signage whatsoever and a fishpond in the lobby. From there we had a guided tour of probably the most sophisticated boat building facility in the world. Seeing all the high-tech CNC machines and about 60 men busy building and assembling the different parts that make up the wings of the AC 45 was impressive to say the least. I was in awe about how quiet and clean the operation was. Bob later told me later we were very fortunate as not many people get to see this high-tech and secure facility. See attached pictures.

We then went back to Auckland and Geoff invited us over for afternoon tea (a requirement in New Zealand) when I asked Geoff if I could see his workshop and IOMs. He then asked his son to pull down from the garage rafters his different IOMs which total 10, nine of his own design and one Widget, and lined them up outside the front of his home for me to check out. See attached picture of Geoff and his IOM fleet. I felt like a kid in a candy store and in total awe. One of Geoff's goals was to design an IOM that would plane. He said he accomplished this but the boat wasn't good in other conditions.

Geoff then opened the dog fence and told me to go check out his backyard. Well I wheeled around to his backyard and there in front of me is a bird's-eye view of the volcano Mount Rangitoto, North Head and the Hauraki Gulf where they sailed the America's Cups while in New Zealand in 2003 and 2000.

We then went to Smales Quarry (named after Geoff's family) for a casual Thursday evening IOM race where we had eight or nine boats out. Geoff introduced me to the guys and let me sail his latest boat called Zest. I met legend IOM boat builder Karl Weatherhill sailing his latest creation and multi-time America's Cup winner Matthew Mason sailing Karl's new Tempest 2 and another Team New Zealand sailor racing a V7. In Auckland the level of competition for a casual day sailing is as good as it gets anywhere in the world. I did reasonably well for rounding the top mark in second place, losing a boat on the next leg then made a tactical blunder tacking on a lift. Over my shoulder I heard Geoff saying to himself, "why did you do that?" Bob had to leave so I had to go too.



David at Geoff Smale's house in NZL checking out his many IOM hulls. Keith Taylor photo.

Two days later I sailed Geoff's Zest at Wattle Farm pond where the upcoming New Zealand ION National Championships were being held. The site and sailing were great despite the rain and wheeling through tons of crap from the Canadian Geese.

It's now May 20th and I have thought of Geoff often as I continue to build my own IOM design boat, which I call Porky Pig. Geoff, as Bruce Kirby did, stressed the importance of keeping the ends light and the rig as low as possible.

A friend told me that he read in on of the tributes to Geoff that he was the inventor of the jib telltale, which has been on probably every sailboat since the time Geoff came up with the idea. Geoff was such a modest and quiet person; it was like pulling teeth to learn more about this amazing and talented person. I will always cherish the two days I had with him. Thanks Geoff for sharing a small piece of your life with me!

Geoff Smale – a True Sailing Legend

Bruce Kirby's tribute to Geoff Smale is here:

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

ARCS Sailing Update regarding the new State Park Fees: by Julian Lee, Larry Stiles & Bill Langjahr:

Anacortes RC Sailors (ARCS) will continue to sail at the Cranberry Lake facility in Deception Pass State Park. We sail Soling 1 Meter boats on Tuesdays and Saturdays from 11:00 AM to 1:00 PM. On the first and third Sunday of each month, from 11:00 AM to 3:00 PM, we sail IOM 1 Meter boats.

Over the past couple of years ARCS has invested a considerable amount of time, energy and money, making Cranberry Lake a great place to sail. There is ample parking and a restroom adjacent to the pier where we sail. We have a storage box on the pier for our marks and other equipment, along with a dingy to set and retrieve marks, as well as retrieve any boats that malfunction and it's a **fresh water lake**. In addition, we have the support and cooperation of the Park Manager.

Because of Washington States revenue shortfall, the park system starting, July 1, 2011, will require a 'Discover Pass' pass to access all state parks and recreation lands managed by the Washington State Department of Natural Resources (DNR). The fee for the Discover Pass is \$30, plus a \$5 transaction and dealer fee, for a total of \$35 a year. There is also a 1-day pass for \$10, plus a transaction and dealer fee of \$1.50 for a total of \$11.50 a visit. If car-pooling there is only one pass per car required. At least they only talk about the fine, if you do not have a pass on the car.

While we wish the State would not have to charge the fees, we think the total yearly fee of \$35, is a fair and reasonable fee to use the Deception Pass Park facilities and any other facility in Washington State, managed by DNR. The 'Discover Pass' can be purchased from the States web site:

www.discoverpass.wa.gov/

If you purchase the pass from the State web site, the pass is mailed to you within 7 to 10 days. To get a pass immediately, for the same price, there is a place on the web site to type in your zip code and get a list of stores close to your location that have and sell the passes. The fees are the same whether you buy the pass directly from the State or from a dealer. It appears that any place that sells fishing licensees, also sells the 'Discover Pass'.

We hope this information clears up any confusion you may have regarding the current sailing location of the ARCS sailors.

See you at the pond.

Sailing Anarchy on IOMs: Like many of you, your Editor seldom misses a day checking in to see the latest Sailing Anarchy news, although I generally avoid the scatological dialogue in their forums. Simply amazing breadth of timely coverage. For example my former boat partner is living his dream as a Team Oracle engineer. He sometimes gets his own team information from Sailing Anarchy before it trickles through his own hierarchy. Anyway I was pleased to find a number of positive articles on IOMs there by going thru their “search”. Below is a dated story, one of many, that includes some IOM history in it too:

IWe love RC yachts, and there is no cooler class of 'em than the International One-Metre. Here's a little announcement from our pals in Barbados who are running the 2009 IOM Barbados Worlds:

The [Barbados Tourism Authority](#) and the Prime Minister of Barbados Welcomes All The IOM sailors to Barbados for the IOM Barbados Worlds. The Championship will be held on beautiful Carlisle Bay in the sparkling waters of the Caribbean – the first time the IOM Class has staged an event of this stature in this part of the world. Up to 76 skippers from more than 15 countries are expected to compete to find the new World Champ in this exciting class, and with the help of the IOMICA and the [Barbados Tourism Authority](#), we expect the event to shine as brightly as our Caribbean sun. Racing will start of the 21st of June and finish on the 27th, and we hope to complete 25-30 races in the prevailing 12-18 knot winds.

The IOM Class was formulated in the late 1980s to provide a low cost, uncomplicated box rule for radio controlled yachts. The rule was worked out by a group of designers including AC “Big Boat” creator John Spencer (NZ) and RC guru Graham Bantock (UK), who set out to create a class where amateur designer/builders could compete with the professionals. The concept seems to have worked as the IOM has the strongest world-wide representation of any RC yacht class. The biggest fleets are presently in the UK, France the US, and Australia – where registration numbers are approaching number 1200! You can read a great article about the formation of the rule [here](#).

Only 2-function radios are allowed to control the sail winch and rudder servos, and 3 rigs are available to handle 0-10 knots, 10-17 knots, and 17-whatever wind blows the boats off the water. The first day of the 2005 Worlds in Moloolaba Australia was sailed in winds of 35-45 knots!

Details about the class can be found on the [IOMICA website](#), while you can find out everything you need to know about the 2009 IOM Barbados Worlds at the [event site](#). Spectators will be able to watch live webcasts of the racing at the event site, and results will be posted daily. We will also provide daily reports to Sailing Anarchy, as they are our official media partner. It will be an event to remember!

2009-02-20

Letters to the Editor:

(Dated 5/2/11) Hi Bob

Nice article (on the wood Obsession). It all came back again when I read your article. Nice hobby isn't it? I hope to enjoy this for a long time. Thanks for the way you explained everything. I like it. Have a nice day,
Huub (Gillessen, NED99)

Reprimands to the Editor regarding spam control: (I'm including as a public service so everybody can learn from this, as I have. In the future I'll send mass emails using the bcc as described below.)

(Reprimand #1 - Dated 5/2/11) Hello Bob,

If you sent email to a lot of people, please send the mail to yourself and all the address in BC. So you can take care of no one using all the addresses for SPAM. OK? So everyone in the blind copy....
Hanneke (Gillessen in NED)

(Reprimand #2 - Dated 5/2/11)

Bob,

Great newsletter. Quick thought: Noting how your email list has grown, you might think about the risk of it being compromised. All it takes is one of the recipients to get a computer virus that steals all Email addresses it can find on a computer, including those on Emails. (Spammers pay money for lists of valid Email addresses, thus the motive.)

The solution is to simply send it to yourself, and by bcc to all the rest. At a minimum, you could ask those on the list if they would rather be bcc'd.

Larry Robinson (Seattle)

(Dated 5/2/11, and in response to my inquiry to be put on the BritPop waiting list - Editor):

Hi Bob,

Sorry for the late reply. I have added you to the long list of orders. You will be contacted by email when the list is sent over to the builder once they are ready to start production. Things are moving slowly to date on the project as from my own perspective sails are where we pay the bills and we have not been able to provide the time to push the project along at a faster rate, holding up the builder. For this I apologize.

I have enjoyed reading the Seattle Newsletter on the CRYA page that you have done for the IOMs. Got a laugh out of hearing that Rob Walsh puts his own kits together :) (He has the boat built for him by DC and then adds rig and radio) but he is a great young lad. (Oops, that's the Editor's mistake on "assuming" that Rob Walsh assembled his Lintel. I've since learned that Dave Creed sells it either as a component kit you assemble or a lighter "premium" MMX build assembled by DC. There's evidently some vacuum bagging involved in the "premium" option. Of course Rob Walsh wants the lighter model if you read the article. Oregon MYC's George Georgiadis and Quack Quack have Lintel kits on order, the first I'm aware of in our region. Editor) Too add to the corrector weight argument my Britpop currently has 350grams internal ballast with an RMG winch and 5 cell AAA NiCad's. I feel a good compromise for outright competition V's longevity is anywhere between 200-320grams of correctors.

Cheers

Brad (Gibson, BG Sails & Design)

(Dated 5/3/11 – The COW Cup):

Bob,

I had the greatest time. This was my first REAL regatta and I enjoyed every minute. The planning

and organization paid off. You kept the show going smoothly with only a few hitches. I thought Lawrie was instrumental and deserves applause because the race director has a thankless job dealing with the sometimes-unruly hoard of skippers. He is an interesting character and I sent him an Email of thanks. I loved the racing, stiff competition, the sun, and the view of the Olympics far off to the West, the fresh air and the skippers... especially the skippers! It was a great group. I only hope the Portland Squadron can do better next year (we sucked!) and we can pull off an event in the same manner at Hood River Carnage in July. Thanks again for a great time.

Gene Coulon Park is a great venue. You guys take it for granted. Try sailing in Portland for a while and you will quickly learn how lucky you are. I will be making the trip a few more times this year to your Saturday morning events and will encourage others.

Ron Blackledge

Oregon MYC Captain and skipper of "Team Bullwinkle"

Captain's Clinic (an email to the Oregon MYC fleet from the Captain):

Here is some advice to help you beat the Big Dogs. You know who..., those guys that walk around with the puffy chests and cheesy smiles wondering why they have to sail with you clowns. This advice was gained at the COW in Seattle, which by the way was incredible fun and I recommend all of you attend next year.

1. Beware of a Motel 6 offering rates at \$39 per night. Their definition of elegant and refined is having six lanes of I-5 one hundred feet to the West of your room and Military Road (a main thoroughfare coming South out of Seattle) one hundred feet to the East, an amorous frisky couple in room 261 and someone listening to *Gunsmoke* reruns all night with the sound turned up in room 259. Naturally I was in room 260.

2. TELLTALES. I watched my JIB telltales closely and they were a great help. When you are tacking, steer away from the furling telltale. When you want to keep the same course (i.e. a reach) tighten or loosen the boom in the direction of the furling telltale. This is an over simplification, but it will do.

3. In chop and big waves point less and open the slot for more speed and control (thank you Bob Wells for this one).

4. STAY OUT OF THE "B" FLEET. In a big regatta when four are promoted and four demoted (I believe relegated is the term). One time we had Jerry, Bob Wells, three skilled Canadians, Morgan and Chris in the B fleet plus other skippers with a combined 500 years of experienced on the water. Fat chance of getting out of "B"..... meanwhile your points snowball. If you manage to make it to the "A" fleet, and winning a race is a fanciful dream, sail conservatively on the first leg to the windward mark searching for clean air avoiding the fleet. Above all sail a WIDE berth around the first mark. You will avoid the maelstrom in the middle at the mark and be rewarded clean air. Let others self-destruct. Just try to beat five or six skippers around the first mark and hold your position thereafter. Don't worry about the jokers well ahead of you.

Ron Blackledge

OMYC Captain and skipper of "Team Bullwinkle"

SeattleRadioSailing.org: Bob Wells Reporting:

We have our own IOM web site because George just came to me and said you need to have this. So thanks to George Georgiadis of Oregon MYC doing the initial work, we now join the ranks of fleets with a web site, which we share with our SMYC Victoria fleet. The IOM portion of the site is incomplete, but it has our IOM schedule, some IOM photos, and all the **Seattle IOM Update** newsletters, both current and past. I have no plans for an IOM blog per se, but the site is a handy reference for our schedule and newsletters:

http://www.seattleradiosailing.org/?page_id=10

Also let me know if you see any issues on the site content. Thanks,



Yep, the sun will fade sail markings in a surprisingly short time. This was just one example at The COW. Ron Hornung photo

"Readable" Sail Markings: Bob Wells reporting:

We had a few instances at The COW where some boats were inadvertently and/or incorrectly called over early. It was human error, but the PRO could point out that fading inked-on sail numbers exacerbated the issue. Lawrie has told me he'll try to proactively correct this at the measure-in at the Canadian Championships in September. **So here's your warning: freshen up the ink on your sail numbers in advance or at least bring your Sharpie pens and templates so you can do it at Lawrie's direction.** It is much more convenient to do this before you leave home. And just maybe it will help you get correct calls-outs at the start line?

Easily read sail numbering are always a big deal to IOM race committees, just ask anyone that serves. And it is never more so than at Worlds with 76 entries. The Worlds Race Committee has provided the following SAIL IDENTIFICATION document to participants to clarify the IOM rules and the requirements in this regard. Use it as a handy reference.



Sail identification

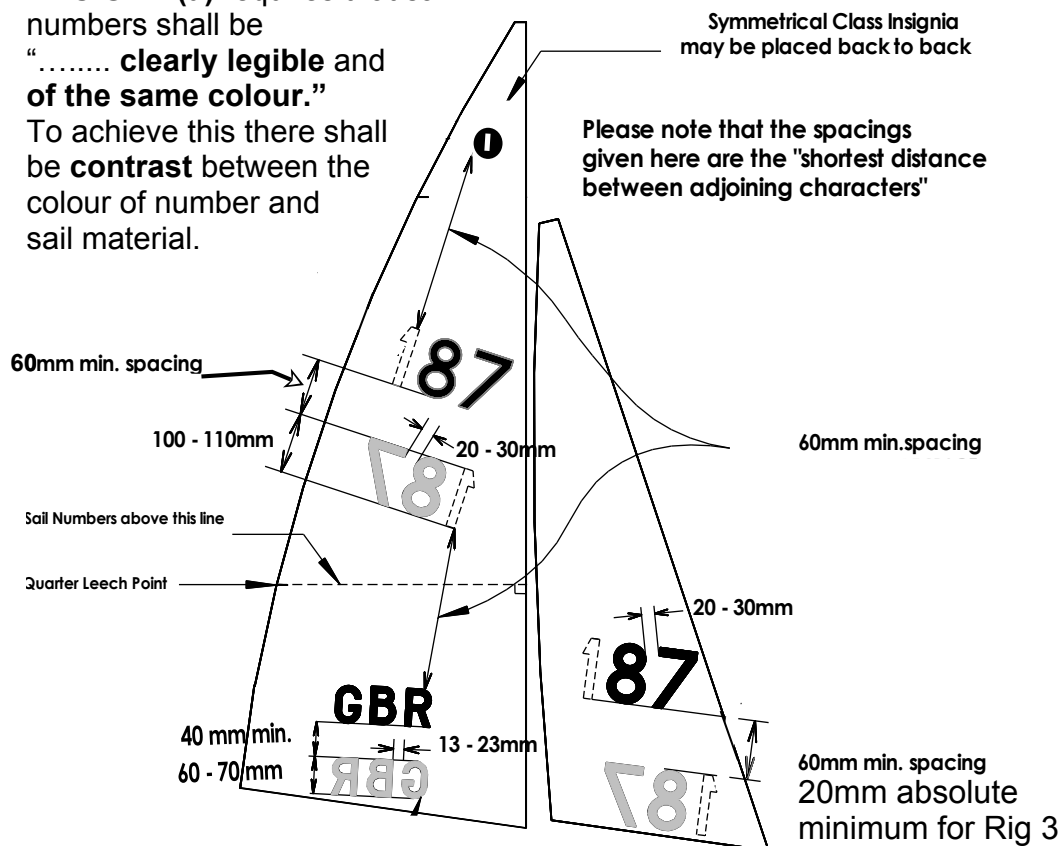
The **readability** of sail numbers is **very important** in radio racing because you cannot communicate with skippers to minimise the risk of collisions etc if you cannot read the sail numbers at distance. Unlike big boats we just have two large numbers to recognise and hail with the objective of making them as clearly readable as possible. The RRS appendix G is changed by radio racing's Appendix E6. Please follow the full picture in the diagram below.

DIAGRAM as RRS E6

See E6 for exceptions to these requirements for small sails.

RRS **G1.2 (a)** requires that sail numbers shall be
 "..... **clearly legible and of the same colour.**"

To achieve this there shall be **contrast** between the colour of number and sail material.



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Applying the "I Flag" or "One Minute Rule" at Starts: Bob Wells reporting:

At SMYC we try to play by the Racing Rules of Sailing and the IOM Class Rules, and generally we're off to a great start. It helps following the lead of a few experienced guys who like playing it that way. Last year, SMYC's first year, sometimes there were only 4-6 boats on the starting line. In that casual environment we allowed boats to ignore the one-minute rule in the spirit of more boats on the course for more competitive sailing. We made sure everybody understood the one-minute rule for larger events though. No more... This year we're getting just over ten boats on the line, and we have stopped being casual about enforcing the one minute rule in our local regattas. The rule briefly:

RRS; Appendix E4.5, Launching and Relaunching:

Rule 45 is changed to:

(a) A boat scheduled in a heat to race... shall not be released between the preparatory and starting signals. (The preparatory signal is one minute before the launch.)



A great example of a very frustrated skipper delaying his launch due to the "one minute rule", and it's the last thing that he wants to be doing right now. #14 is Rich Silverman from Florida competing in the 2010 CAN Nationals in Kingston, ON. Also competing is our #42 Jerry Brower and Victoria's David Cook #09, in the orange and white camouflage style graphics, with what appears to be a great start if not too early. Photographer unknown?

E4.5 is our radio sailing equivalent of Rule 45 Hauling Out; Making Fast; Anchoring. Why have a one-minute rule in radio sailing? I think it is to prevent somebody from shoving off say 10-15 seconds prior to a start to gain a advantage. It is easy to imagine a light air situation, where a push providing momentum creates a great start over those without the push. There are probably other reasons, but I can't think of them?

So far all is fairly straightforward regarding the one-minute rule. Recently I was asked about a situation where a respected skipper knowingly launched well after the preparatory signal at a well-attended regional regatta. He wasn't trying to get a strategic advantage beyond making a needed last-minute adjustment of some kind while ignoring E4.5. When reminded of the one-minute rule he challenged anybody to protest him. This was atypical behavior that he seemingly got away with in the passion of competition. This is obviously very bad form that abuses his friendly competitors. An immediate protest from any competitor would have solved it properly, and then Mr. Bad Form would owe everybody an apology and maybe a round of beer later. Maybe no protest came because the competitors were absorbed in the start sequence and didn't want the distraction? Failing a protest Mr. Bad Form should have retired when he "came back to his senses". Unfortunately Mr. Bad Form didn't fix it when he had his chances and is stuck with his own conscience. That is maybe the worst penalty of all. Mr. Bad Form has since transformed back to the Corinthian behavior he is know for both on and off the racecourse.

Lester Gilbert makes many thoughtful comments about the RRS and IOM Class Rules in our social context on the following links. I recommend you check them out:

<http://onemetre.net/OtherTopics/Philos/Rulephil.htm>

<http://onemetre.net/OtherTopics/Philos/Intphil.htm>

Can you spot the RRS violation in the above photo? Bob Wells reporting:

Look at the photo in the "One-Minute Rule" article above. Can you find the rule violation on the sails #14 and #42? **Form your answer before reading on...**

It has to do with sail markings. In an "International" event a visiting boat is required to have their national letter markings. Was the 2010 CAN Nationals an "International" event? I'm not sure as you find that out in the Notice of Race or Sailing Instructions. Here's where the rules cover this:

- RRS, Appendix G - Rule G1.1(b) Leaves it up to the Regatta Committee to state in the Notice of Race or the Sailing Instructions if the Regatta is an International Event. It is only then that the International Letters are required. In my unofficial opinion our Western CanAm Series events are International simply because of the "CanAm" in the title, and you don't need to look further. However if say a USA boat goes to US Nats, then International Letters are not required unless the NOR or SI define it as an "International" event. Most likely they are not required.
- IOM Class Rule: Section G3.1(a)(7) – makes the class insignia mandatory. Later in the rule it provides a diagram on the insignia size.
- RRS, Appendix E: Section E6 – This Radio Controlled Boat Racing Rules section more thoroughly covers identification on IOM sails. More specifically E6(f) and E6(f)(1) address the national letters. It makes omitting the national letters the first option "where the size of the sail makes it impossible to comply with the minimum dimensions in rule E6(d) or the positioning requirements in Rule E6(e)(3)". At Worlds it seems everybody can squeeze national letters markings in though.

Dave's Successful Keel Fix: Bob Wells reporting:

While at the C-Rig Test Fest (Oregon MYC's pre-Carnage practice weekend regatta at Hood River Marina) Dave Glassow and his IMAGE was shockingly competitive upwind in the stronger winds. Dave is the 4th owner of this boat and he soon learned that "that dog won't point" in anything but light air. Dave confirmed the problem as a keel about 14.69mm less than max depth. Fix the depth - fix the problem.

Dave showed me his cheap, and effective solution:

- Lower the keel as shown in the photo to very near max depth.
- This exposes notched portions of the keel previously in the keel trunk, so carefully infill and fair with carbon fillets per photo below.
- At the same time rotate the keel slightly forward to raise the tip of the bulb slightly. This requires subtle changes to the new keel fillets and the extended portions in the keel trunk. Lots of careful measuring and sanding required for a tight fit.
- Dave also added a longer keel bolt to compensate for the lowered keel.



So now the IMAGE will tide Dave over nicely while he waits for his new Lintel kit coming from England. George Georgiadis and Steve Young have Lintel kits coming in the same package, the first three in our area. They all have to be very encouraged after watching Bob Dunlap's new Lintel perform so well in the C-rig Test Fest.

Dave's keel fix allowed his dramatic performance improvement upwind in breeze. This is another recently improved used boat in our Pacific Northwest area. If only all our improvements could be this successful. Bob Wells photo.

PLAYMATE OF THE MONTH... CAN 09 “Porky Pig”: This custom ebony playmate hails from nearby Victoria, Canada and was designed and built by my friend David Cook (with assistance from his many friends) this past winter. David fits right in with the mentality in the British Columbia islands where so many design and build there own boats. True to form he is now building another similar IOM called with a few new tweaks.

One of the remarkable things is just that this boat got designed and built. David suffers from a form of Lou Gehrig’s disease, with similar symptoms that act slower. A lot of gumption is required to overcome his limitations and see this project through. Plus a lot of gumption to sail the boat competitively, as David needs one hand to move his high-tech wheel chair and two more for the radio controls. Something has to give, and sail tuning sometimes is delayed when the wheelchair has to move. I’m happy to report after her first big regatta that Porky is fast and that David is still competitive. This was a worthy effort all around. Now David will tell us about Porky in his own words:



David Cook with his Porky Pig on Saltspring Island during the 2011 Western Championship. Barry Fox Photographer



Porky Pig sailing on Saltspring Island during the 2011 Western Championship. Barry Fox Photographer

How Porky Pig Became Reality by David Cook

Over the past 4 years I try to have a good winter project to keep my mind and body busy in my workshop instead of being a couch potato or goofing off on the computer too much. Last winter I decided to design an IOM using the old-school method (pencil and paper, actually drafting Mylar) since my simple mind wouldn't grasp using a free 3D CAD program. I had the good fortune of overhearing fellow Victoria Model Shipbuilding Society (VMSS) member Ken Ensor mentioning to another member he'd like to pass on his knowledge of lofting to someone younger. At that time I didn't know it was one of his final goals in life. He died a few months later before I could launch the boat but his wife Donna was there on his behalf. Donna told me Ken got as much out of our workshop sessions as I did. I remember him always letting me do something on my own, then after quickly brainstorming we'd come up with an easier method to perform the task.

After 9 months of almost continuous work adding up to hundreds of hours, my first IOM design which I named HAMF BECK DOG for the first letter of the last name of the designers who inspired me. Can you guess what the letters stand for? **Please stop reading so you don't see the answer before at least trying to guess.** Here they are: Herbert, Ashman, Martin, Fox, Bantock, Ensor, Case, Kirby, Dicks, Olson and Gibson. How did you do?

I named the boat *Therapy & Friendships* and that is exactly what the boat was for me. She sat a fraction low compared to her design mainly because I was too lazy to learn how to calculate how to measure the displacement of a 3D curved object. It turns out the boat wasn't a dog and actually sailed quite well. The highlight for me sailing her happened last October when I lent it to guru IOM designer/racer Rob Woodward who raced her to back-to-back victories then I did the same thing. This motivated me to give another try at learning the CAD program and designing a second IOM. I had a very competitive Graham Bantock built Italiko, which I decided to sell since I wanted to sail my own 'little baby'. A lot of people thought this was a stupid move but I knew if I wanted to improve as an IOM designer, I needed to sail and learn from my own mistakes.



Porky Pig's details around the mast area with the winch forward of the mast. Bob Wells Photo

Last October was when Porky Pig first became a concept and within a couple of weeks became a bunch of curved lines on a computer. The name Porky Pig was an obvious choice for me since my boat, Porky Pig and I all have big heads (full forward), we both stutter, and he was my childhood idol.

My goals for the project were quite lofty:

- Learn and design an IOM using Blue Peter Hull Form 3D CAD program. If you're interested in designing your own boat, Google it and yes it's free;
- Design an IOM that is competitive IOM in light to moderate breezes;
- Build and sail a prototype first to test out exact keel and mast locations since I'm too lazy to do the reading;
- Build a second boat to allow me to share the hobby with friends and hopefully get more people involved and the more important reason, so my wife Raewyn doesn't have to transport boats back and forth all the time to and from our cabin up island.
- Have both boats all completed before the Hood River Gorge Regatta so my friend Stacey Wilson and I can each sail a boat there. I'm so excited to finally be able to sail at the Gorge, one of my life's dreams!

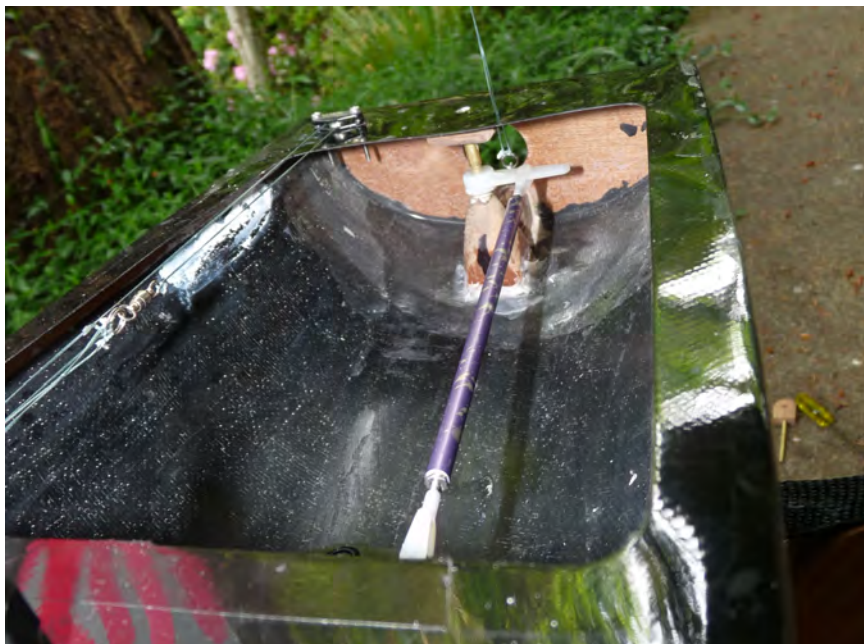
The enjoyment I get from designing, building and racing my own boats far outweighs placing higher with a professionally built boat. If you want a good winter project, I would highly-recommend trying to design your own boat using Hull Form. Don Case helped me to get started and I'll do the same. Using Graham and Martin Herbert's foam and packing tape style female plug makes the building process much easier and quicker. The huge advantage that I see is being able to do a float test early on in the build process rather than near the end and after hundreds of hours.

If you decide to take on the project of designing and building your own boat, one thing Ken Ensor taught me was first decide the level of standard or quality or perfection you are prepared to accept. I try to do the very best I can but it's far from true perfection.

After you've decided to do it and to what level, decide what conditions do you want your boat to excel in. The whole design process is about compromising between lift and drag. Good luck in your design and build.



David's first build, HAMF BECK DOG, had a skiff type aft deck. Porky Pig has a flush deck aft of the mast with a well for the boom vang keeping the rig low, which is similar to Graham Bantock's designs. Bob Wells Photo



Porky's rudder arrangement is substantial with the shaft extending to the deck. Bob Wells Photo




The deck patch is removed showing interior construction details. Bob Wells photo.



Porky Pig's mahogany plywood transom with a hole for rudder access that is covered with a patch when sailing. Although chines are all the rage now in IOMs, David is designing for light-medium air so he chose to avoid them in favor of less wetted surface. Bob Wells photo.



Porky's pink bow, which is fuller at the water line and narrows as it rises to the deck. Bob Wells photo.

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)



While everybody else is chatting and waiting for wind Sunday morning at The COW, Roland Krona tries to prove there is enough for a start. The race committee is not buying though. This shows the high waters of spring. In the fall we are in affect two feet taller, which is nice for depth of field. Photo Jerry Brower.

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
6/24-25	Noon Sat till 2:00PM Sun	C-rig Test Fest at The Gorge SMYC – #3 is canceled.	Hood River, OR	Morgan Dewees	(360) 608-4290
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.

5/22/11 revision



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	