

SEATTLE IOM UPDATE

Sailing Reports, Schedules, & More

Seattle Model Yacht Club

Sept. – Oct. 2011

• A FREE NEWSLETTER COVERING IOM CLASS RADIO SAILING IN THE SEATTLE AREA & PACIFIC NORTHWEST •



Graham Herbert with his Leo at Hood River Carnage. He is wearing his spiffy souvenir t-shirt. Ron Blackledge photo.

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 Metre (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 the ARCS just don't know when to stop. We habitually comeingle our IOMs like one big club at these venues:

Gene Coulon Memorial Beach Park: 1201 Lake Washington Blvd., Renton, WA:

This exceptional Lake Washington park is our SMYC home for IOMs. We sail on big deep open freshwater. Often we are more of a "speed" course, but the occasional wind shifts, chop, and powerboat waves keep it all interesting enough.

Surprise Lake – accessed via Surprise Lake Village, 2800 Queens Way, Milton, WA:

Gig Harbor Model Yacht Club's long-time home is a large pond with frequent "surprising" wind shifts. Twist the sails off a little and play those shifts. Joe Damico loves it here.

Cranberry Lake – N. Whidbey Is. - 1 Mi. South of Deception Pass Bridge on SR 20:

The ARCS (Anacortes RC Sailors) home is a good-sized lake off the Straits of Juan de Fuca 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. Find more SMYC information as well as copies of our previous newsletters at: <http://www.seattleradiosailing.org/>

Western CanAm Series - 2011 IOM Schedule: One more event to go...

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



Bob Dunlap's Lintel flying downwind at Hood River Carnage. We like aesthetic boats here and his custom deck mural of "lightening bolts in a dark sky" is wonderfully conceived and executed. Bob can tell you how many grams this added to overall weight of course. We just think it sets this Lintel apart from her not-so-handsome speedy sisters. Four Lintels are on order for Pacific NW skippers, and all have these conditions in mind. – Photo Ron Blackledge

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.

Two New Pacific NW IOM Regattas: Our IOM Regional Schedule has added these two brand new regattas that have been recently announced for this fall:

- **Cowichan Lake Sailing Camp** (Sept. 23-25, 2011): Hosted by our friend Graham Herbert and the Hornby Island IOM Fleet, who will supply a rescue boat and the marks. Specifics:
 - Graham's idea is three days of fun sailing and not keeping scores so much. A great time to learn more about how to race, and Graham can be very good teacher without the pressure of focusing on a good score. 19 boats are committed to this event so far.
 - Camping on the lake at the town of Lake Cowichan in B. C., but I'll bet if camping isn't your style you'll find plenty of alternative housing options in town. Graham has reserved the camping sites, so contact him if you are coming.
 - You are sailing from a floating dock, and Graham speaks very highly of sailing conditions on this lake.
 - This regatta is being coordinated here: <http://groups.yahoo.com/group/WCMYA>
- **Cranberry Caper Regatta** (Oct. 15-16, 2011 - 10.00am till 4.00pm): Hosted by the ARCS. These mostly retired guys are very active IOM skippers, and after traveling to so many 2 or 3-day regattas by others in their short IOM existence, I think they wanted one of their own. Specifics:
 - Located at Deception Pass State Park, Whidbey Island, Washington. Cranberry lake is fresh water 130 acres in area with a 2.8-mile shoreline. We sail from a 12' wide by 180' long dock close to the park entrance. Ample parking and shore side facilities are available.
 - Competitors have a range of accommodations available in the closest cities of Anacortes or Oak Harbor [both are Approx 10 miles distant]
 - Camping is available close by at the park.
 - Limited billeting is also available within local ARC sailor's homes.
 - Entry registration fee is US\$30 and includes lunch for both days.
 - Contact is Julian Lee: USAIOM03@Comcastdotnet.
 - Additional info at the ARCS new website: www.arcsailors.org

IOM Regatta Reports:

Surprise Lake/GHMYC Regatta #4: Ron Blackledge reporting 7/9/11:

I visited Surprise Lake for the first time. The Gig Harbor Model Yacht Club calls this their home and has hosted monthly sails as well as top-notch regattas for many years. It is an excellent site and Saturday we were blessed with steady winds, sunny skies, comfortable temperatures and great company. I strongly recommend you check SMYC's schedule and make the trip to Surprise Lake and/or Gene Coulon Marine Park.

Surprise Lake is located several miles North of Tacoma near the center of Milton. Take the Fife exit (Exit 137). It is slightly more than a 2 hour drive (less than 2 hours for George G. of course) from Portland. The site has it all. There is a large wide dock that extends far out. It is a large virtually weed free natural pond. It is beautiful and is surrounded by nice homes, an old Scout Camp and a large apartment complex. Reminds you of a mini Lake Oswego. Free parking, clean bathrooms, easy launch and flexible course set up are an added bonus. I was told the winds are generally on the light side with occasional twists and turns, however Saturday the winds were fresh and pretty steady. My rig was trimmed for 10 to 30 degrees. The Lake has been rated four stars by the international Michelin Model Sailing Site Guide.

This compares to four and half stars awarded Gene Coulon Marine Park in Renton. Westmoreland Pond and Tualatin Commons in Portland have only two and three quarters and two and a half stars respectfully.

Racing began at 10:00 AM sharp and concluded at 2:00. We completed approximately fifteen heats. I was joined with, among others, Puget Sound sailing celebrities Joe D'Amico (The Master of Light Air), Bob Wells and Steve Young. They pretty much led the way. I believe Joe took the honors but Bob was close and may have squeaked ahead near the end. Ron Hornung and I were further back in the pack but had some fun "Grudge" match racing, as we seemed to get to the first windward mark at the same time. Afterwards we visited a local pub for good food; ice-cold adult beverages and great IOM talk. It was a perfect Saturday.

May your sheets be always tight and your drinks served cold.

Results after 14 heats with 2 discards:

	Skipper	Sail #	Club/City	Hull	Score
1	Joe D'Amico	180	Sequim, WA	V6-Damico-Vickers	8.0
2	Bob Wells	05	Mercer Is, WA	V6-Vinaixa-Vickers	10.0
3	Steve Young	63	Tacoma, WA	Victory-Firebrace	27.0
4	Ron Hornung	108	Seattle, WA	Disco-Gibson	31.0
5	Jerry Murrige	39	GHMYC	Old & Unknown??	40.0
6	Ron Blackledge	108	Portland, OR	Picanto-Bantock	48.0



Colorful Canucks at Hood River Carnage: In front CAN 03 is David Cook's latest Porky Pig design, completed just in time for this regatta. Can 97 is Graham Herbert's newest design called Leo. CAN 66 is Peter Van Rossem's classy Topico by SAILSetc, which comes in a much more conservative stock color – Photo Ron Blackledge.

2011 Hood River Carnage – AMYA Region 6 Championship Regatta & Western CanAm Series Regatta #3: Bob Wells Reporting:

Oregon Model Yacht Club pulled it off and this was a very successful regatta. This was the first Carnage and the decision makers at OMYC decided to go all out. The cautious might have left this as a regional Western CanAm Series event and test out the site more first. Instead Morgan Dewees and George Georgiadis decided to entice the nation to join them at windy Hood River by getting their R6 ranking designation. That decision was no doubt reinforced by the knowledge that Freddy Rocha committed to being the PRO and that Lawrie Neisch was coming from BC as scoring and measuring support. With the ante raised they now have IOM folks coming from all over with certain expectations. All over turned out to be the West Coast with about half from California, half from the Pacific Northwest (BC, WA, OR and ID), and a token Easterner - the well-traveled Peter Van Rossem. Our hat is off to our friends at Oregon Model Yacht Club for a fine job managing this regatta.

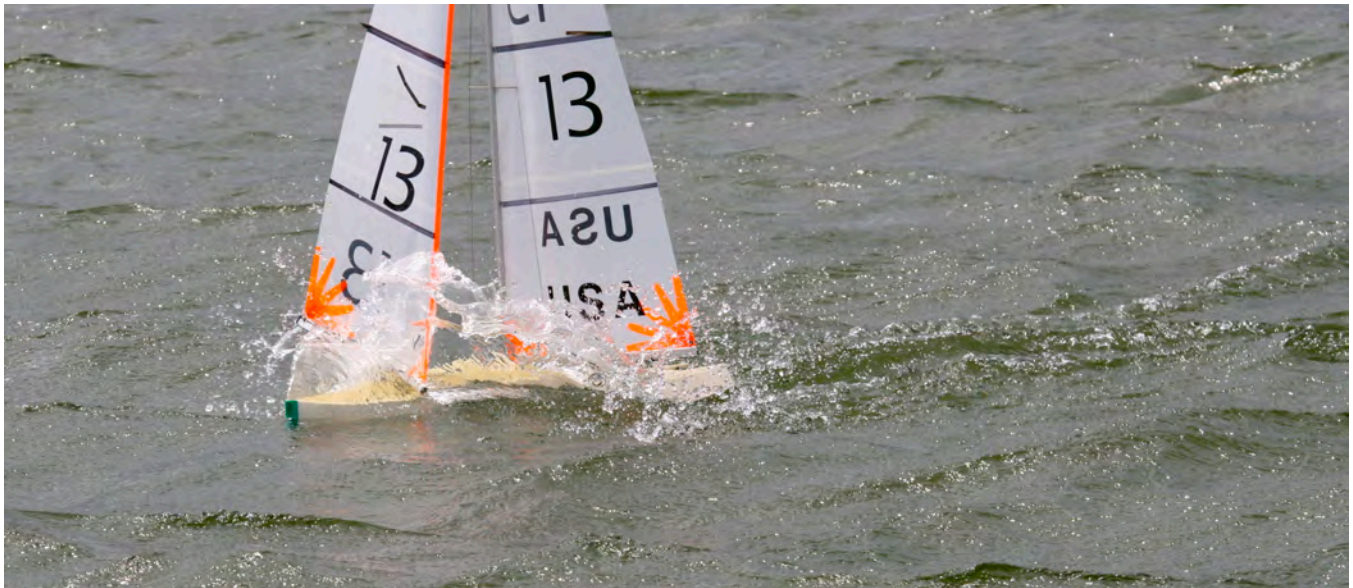
The winds came as predicted. It is no accident that July is picked for this regatta, as that is the time of the warmest weather and the biggest thermals sucking westerly's through the Gorge. Each day started with middle 1-rig conditions and built through the day into 2-rig. The last day we got to 3-rig, but they then canceled the regatta for safety reasons. Unfortunately the back-up chase boat was not up to the stronger winds so the last few heats didn't happen. This coordination blunder really just shows the limited resources of this hard-working small club, and we only missed a few heats.

This was my first IOM ranking race, and it pretty much happened as I was counseled. Jerry Brower had advised that speed wouldn't be the problem so much as overall regatta management. The top guys from CA plus PVR were certainly solid skippers with dependable boats. Their determination, skill, and experience all shows. Regatta winner Denis Rogers and his recently acquired Britpop did have a speed edge at times, but mostly I think she was sailed well. The same goes for Eric Arndt and his Lintel. Britpop and the Lintels could carry a rig into higher winds than the fleet, which was another advantage. Graham Herbert was the highest finisher in the Pacific NW group, and he finished 6th after looking stronger earlier. Morgan Dewees was the next highest at 9th, but basically you would say the Pacific NW populated the B-fleet.

For anyone wondering this is a terrific venue for IOM regattas with a large course, strong wind, no fetch to allow much chop, and essentially there is no weed. You'll find narrow shifty puffs and if you play them right there are big gains to be had. You stand on a spit 6'-8' above water level and walk following your boat up and down the curse. There is a convenient floating launch dock as the photos show, parking nearby with lawn areas for the boats, plus Hood River itself. This historic and active little town has many quality restaurant and room options. There is a lot for your significant other to see here.

We obviously like photos in our newsletter, and you can find many more of this regatta here: <https://skydrive.live.com/?cid=0A0BF61DD468F298&id=A0BF61DD468F298%21256&sc=photos>. Ron Blackledge of OMYC was there every day and he has a lot more great shots. Also visit the gallery at OMYC.org for photos and video of our other Western CanAm regattas.

Thank you to Freddy, Lawrie, Morgan, and all the folks at OMYC for providing this wonderful regatta. Can't wait for the next one at the Gorge. We do have Canadian Nationals coming early this September on Saltspring Island in BC. This is also your last shot at 2011 Western CanAm Series points, and it is a USA ranking regatta.



Best Carnage Action Photo: SMYC staff photographer Ron Blackledge, Portland branch, captured Eric Arndt's Lintel powering thru downwind. Look at the trough this Lintel carves as she pushes and throws water out of the way!



2nd Best Action Photo: Ron Blackledge captured this Zoom slicing thru waves with his big lens and fast camera. Designed/ built by Graham Herbert and skippered by Dale Chase. Both made the very long trek from Hornby Island, BC. Dale has been sailing all of six months now, a testament to Graham's boat and mentoring ability also.

Carnage Results after 18 heats over three days with 3 discards:

Position	Skipper	Sail #	City	Hull	Score
1	Denis Rogers	42	San Diego, CA	Britpop	27.0
2	Eric Arndt	13	Fairfax, CA	Lintel	34.0
3	John Ebey	93	San Rafael, CA	Pikanto	47.0
4	Peter Van Rossem	66	Kingston, ON	Topiko	64.0
5	John Castelli	71	Yorba Linda, CA	Pikanto	67.2
6	Graham Herbert	97	Hornby Is., BC	LEO	72.0
7	Craig Mackey	29	Oceanside, CA	Patriot	112.0
8	Stephan Cohen	28	Los Angeles, CA	Pikanto	117.4
9	Morgan Dewees	98	Portland, OR	Widget	137.0
10	Bob Dunlap	37	San Jose, CA	Topiko	137.0
11	Bill Wright	09	Alameda, CA	Cockatoo	149.0
12	Martin Herbert	99	Saltspring Is., BC	Scorpio	153.0
13	Mike Eldred	116	San Diego, CA	Pikanto	175.0
14	Bruce Andersen	16	Boise, ID	Widget	183.0
15	Gary Boell	143	Richmond, CA	Ericca	196.3
16	Al Finley	74	Brentwood, CA	Cockatoo	197.0
17	Joe Damico	180	Sequim, WA	V6	238.0
19	Bill Langjahr	88	Anacortes, WA	Cockatoo	246.0
20	Bob Wells	05	Mercer Island, WA	V6	254.0
18	Chris Brundege	19	Portland, OR	Widget	244.0
21	David Cook	03	Victoria, BC	Porky Pig	291.0
23	Dale Chase	83	Hornby Is., BC	Zoom	293.0
24	Al Chernin	07	Cocati, CA	Pike	293.0
22	Roger Kibble	68	Saltspring Is., BC	Icon	291.0
25	Steve Young	63	Tacoma, WA	Victory	307.0
26	David Glassow	38	Vancouver, WA	Image	316.0
27	Stacey Wilson	091	Bainbridge Is., WA	Porky Pig	394.0
28	George Georgiadis	04	Portland, OR	TS2	402.0

Summary Version

Event: Region 6 Ranking Regatta & Western CanAm Series – Regatta #3

Class: IOM

Date: July 15th-17th, 2011

Location: Hood River Marina on the Columbia River Gorge; Hood River, OR

Host Clubs: Oregon Model Yacht Club (OMYC)

Entries: 28

Winds: 5-35 knots

Races Completed: 18

Scoring System: 2007 HMS, scoring version 2.0

Regatta Committee & Valuable Assistants: Morgan Dewees – Chairman; Fred Rocha - PRO; Lawrie Neish - Scorekeeper; Chris Brundege, Curt Knight - Recovery Boat & Marks; Valarie Glassow - Lunches; Ron Blackledge – photographer; George Georgiadis, Dave Glassow – assistants; and the Sponsors - Hood River Marina and Full Sail Brewing.



Lined up for another start on Hood River Marina. This shows the arrangement on the gravel spit that separates the Marina from the Columbia River to the right. The launch dock and chase boat are on the left. Parking on the right with lawn areas for the boats to the right of our cars. Kite boarders in the background. - Bob Wells photo.



Here the group has walked west to the weather buoy. This site worked well for undaunted David Cook in the wheel chair too. Our ace PRO Freddy Rocha is the green jacket observing any contact. Lots of kite boarders behind us just add to the show. – Photo Ron Blackledge



A typical start via a big zoom lens bringing the background hills much closer than reality. Darith Langjahr photo.



Carnage shore scene with kite boarders on the mighty Columbia River just behind us. Darith Langjahr photo.



Denis Rogers with his Britpop. Easily the most desired boat in the IOM class right now, and Denis somehow prevailed to purchase her. Denis extended the Britpop mystique even more by winning the Carnage - Photo Ron Blackledge.



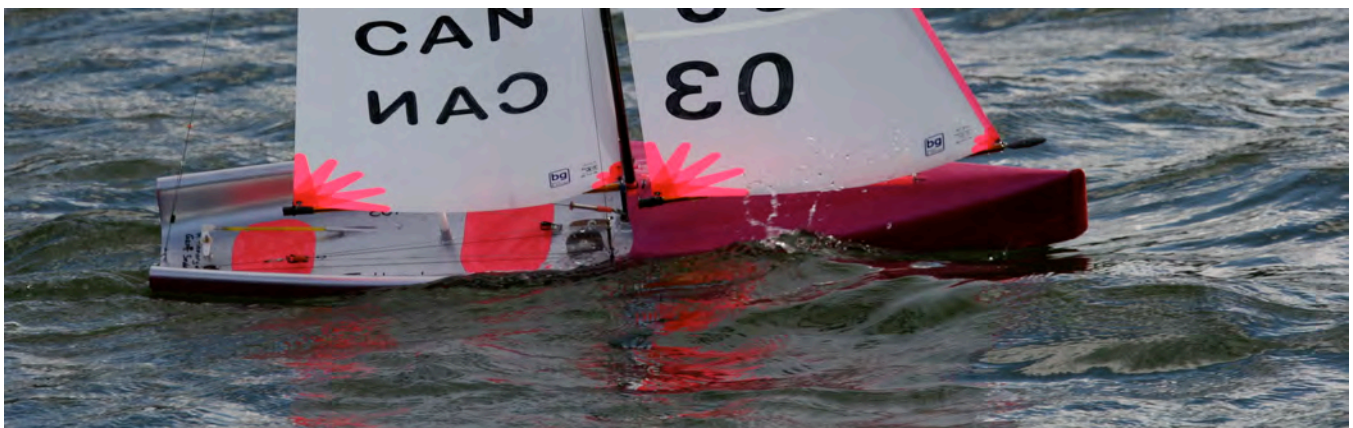
Britpop in her element and moving briskly as she did the whole regatta. – Photo Ron Blackledge



An A-fleet starting sequence with usual suspects in great position again. This time Denis' Britpop #42 and the Lintels are sporting 1-rigs, while the fleet is otherwise in 2-rig. Photo Bob Wells



No problem here for Peter Van Rossem's classy Topico. Photo Ron Blackledge



If you read our July-August newsletter it featured David Cook's flush deck Porky Pig design called *Oink*. David's stated goal was to complete this one, called *Tumbleweed*, and take both to Carnage with his buddy Stacey Wilson sailing *Oink*. Mission accomplished and I thought David acquitted himself quite well too. Photo Ron Blackledge



Headed to the weather mark at big Hood River Marina – Ron Blackledge photo.



Funniest Carnage Photo: Ron Blackledge's photo capturing Craig Mackey's imitation of the old UNLV Coach Jerry Tarkanian nervously chewing on his towel. Actually he is just trying to keep his hat from flying away, because it is blowing harder than it looks. Craig was 14th in the 2011 IOM Worlds, exactly like he was in the previous "three" Worlds. Notable performances all, but what are the odds of that happening with something like 76 competitors?

SMYC / Coulon Park - Regatta #4: Bob Wells reporting 7/23/11:

The next weekend after Hood River Carnage and we're sailing again – life is good. We got our predicted 7-8 knots from the NW, and it was as steady as we've ever had in our short existence. The steady wind allowed a square start line and long windward-leeward legs. The line was appropriately sized for our small fleet too, so starts were not easy. A strong NW wind does bring significant chop, which was fine as we could power through. It is interesting how differently folks sail in it:

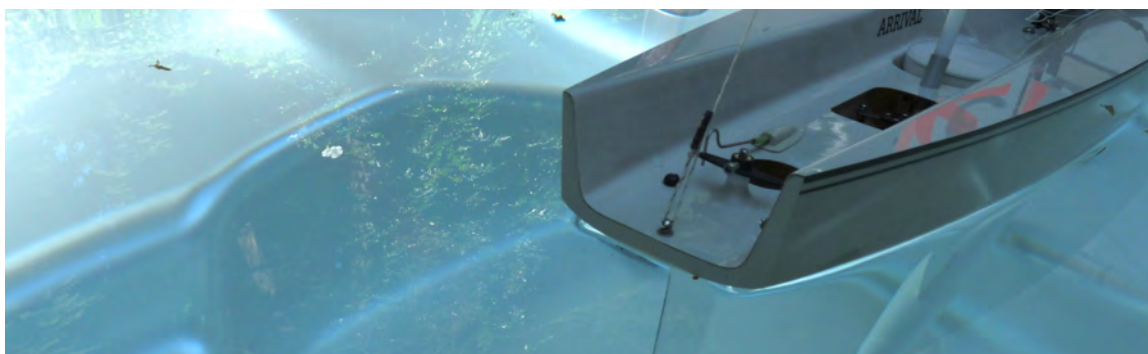
- Damico is the pointer and easily was the highest pointer in the fleet. Even Joe cracks off at times to keep the boat moving though, but not for too long. He was noticeably higher & slower upwind.
- Schmidt is a serious footer in these waves with loose twisted sails to power thru. Easily the fastest upwind on our long port tacks that were more parallel with the waves.
- Wells foots to accelerate then scallops up when he feels fast or the water smooths out. Only to quickly foot again for power when the rocking starts again.

Did any of this make a difference? Not that I could tell as we all came together at the mark in about the same positions we started? We'll need more time to figure this out.

We had a lot of things going for us, including the sunny weather and Bill Dye (who recently purchased a TS-2) showed up again to call the start line and record finishes. Unfortunately the other thing our steady wind brought was weed. An extended NW summer breeze brings weed from miles away to our venue, and collects along walkway bulkhead. Conditions went from minimal weed to seriously weedy by the end of our day. It finally got so bad we moved inside the walkway. The T-37 fleet was sailing there (<http://home.comcast.net/~pnmyc/index.html>) and generously shared their course with us. That was getting crowded quickly so we didn't overstay the welcome by vacating to our favorite Irish pub, A Terrible Beauty. There we got serious talking IOMs.

SMYC #4 results after 13 heats with 1 discard:

	Skipper	Sail #	Club/City	Hull	Score
1	Jan Schmidt	74	Victoria, BC	Topico – Bantock/SAILSetc	25.0
2	Joe Damico	180	Sequim, WA	V6 - Vickers/Damico	30.0
3	Bob Wells	05	Mercer Island, WA	V6 - Vickers/Vinaixa	42.0
4	Steve Young	63	Tacoma, WA	Victory - Firebrace	43.0
5	Ron Blackledge	108	Portland, OR	Pikanto – Bantock/de Jong	48.0
6	Ron Hornung	208	Seattle, WA	Disco – Gibson/Gibson	58.0
7	Rod Carr	02	Redmond, WA	SE Zoom - G. Herbert/Carr	74.0



Checking the waterline on Steve Young's newest boat in a hot tub. At the bow it is at the turn of the bumper and at the stern you can see that it just touches the transom. Why do this? He's confirming the waterline fully loaded with rig and battery. With this data point he can level the boat in his cradle and establish mast rake. A laser level with horizontal and vertical lines speeds this process along, as does the hot tub (aka float tank). Bob Wells photo.



Steve Young accepting his new/used *Arrival* by P & P Yachts delivered from big Jan Schmidt of Victoria. Jan sold his boat and then cleaned up in our regatta, a good day on all accounts. This was Phil Playle's personal boat that Jan purchased, but never got around to sailing. The important thing is that another good boat "arrives" in the Pacific NW. The funny thing is that I think Steve was too enthused about his new boat to focus much on our regatta. Finally though something clicked and Steve won the last three heats. Photo Bob Wells

Surprise Lake/GHMYC Regatta #5: Bob Wells reporting 8/13/11:

Summer sailing conditions are great on this lake, and this was another good one. Mellow friendly competition with lots of wind shifts keep you focused. Notable:

- Ron Farrell finally got his IOM after months of looking. It is Steve Young's old Victory, which Ron sailed for the first time here.
- Steve then sailed his new *Arrival* for the 2nd time – he's a proud owner.
- Jerry Murrige for the 2nd time sailed his old IOM of unrecognizable design with GBR origins? It kind of has an IOR (not a typo folks) bow and stern, which is to say it looks like no IOM I've ever seen? Jerry is a seasoned radio sailor, who gets the most out of whatever he sails. Great guy to sail with.

Results after 17 heats with 2 discards:

	Skipper	Sail #	Club/City	Hull	Score
1	Joe D'Amico	180	Sequim, WA	V6-Damico-Vickers	10
2	Steve Young	00	Tacoma, WA	Arrival-Playle	23
3	Bob Wells	05	Mercer Is, WA	V6-Vinaixa-Vickers	25
4	Jerry Murrige	39	GHMYC	Old & Unknown??	39
5	Ron Blackledge	108	Portland, OR	Picanto-de Jong-Bantock	47
6	Rich Murdy	20	Renton, WA	Kite-Hughes-Bantock	51
7	Ron Hornung	108	Seattle, WA	Disco-Gibson	52
8	Ron Farrell	63	ARCS	Victory-Firebrace	77

Other Newsletters:

We hope this isn't the only newsletter you're getting your radio sailing info from, because you would be limiting yourself. Here are some more professional ones to read:

- **Canadian Radio Yachting** is Canada's national (CRYA) newsletter that covers all their classes and is published four times a year. I mostly focus on the IOM activity from Lawrie Neish's Western Report covering our friends in British Columbia. Barry Fox from Victoria has had a number of IOM building articles recently that I enjoy. You could join the CRYA to get their newsletter, but I find it for free in .pdf format here: http://www.wcmya.ca/news_docs
- **Radio Waves** is Oz's national (ARYA) newsletter that covers all their classes. There is a lot of radio sailing in Australia and this justifies a nice sized newsletter with lots of advertisers. The July-Oct issue has a personal take on the latest IOM World Championships among other articles. To download go here: <http://www.rudiosailing.org.au/>
- **Model Yachting** is our USA national (AMYA) quarterly magazine that covers our plethora of classes, all 32 of them currently. You have to subscribe to receive this printed quarterly, but you have to anyway to legally race in our IOM Western CanAm Series events. This large quarterly by volunteers is well worth the \$35/year, and we need to support the AMYA anyway. Go here to the class web site and to find an application: <http://www.theamya.org>
- <http://www.modelyachting.org> Not a newsletter, but here is a GBR site that lists all kinds of current links for radio sailing. You'll find more newsletters searching here as well as other radio sailing info. Our own seattlerudiosailing.org doesn't make their list, but Oregon's did?

Progress on my 1-Rig Prebend and Rig Tuning Conundrums: Bob Wells Reporting:

For newcomers without a seasoned mentor, prebend struggles are universal in the IOM class. There can be no universal prebend because there are so many variables such as aluminum mast diameter and other properties, hound placement, shroud placement, main luff curve, and the like. The most initial success for newcomers around here, and we all qualify as such, seems to be in avoiding prebend. Often I see a 7/16" diameter Easton 7000 series "tent pole" mast because it is purchased easily from nearby Portland and it is inexpensive. In our mostly light-medium air this works great without prebend. Plus there are steps that you can make to increase your forestay tension in heavy air without prebend including:

- Configuring with shroud deck terminations aft of the mast, and the more aft you go adds incrementally to forestay tension.
- Maybe placing the hounds attachment in a forward hole (instead of the side of mast), which also adds incrementally to forestay tension.
- Use a stiffer mast via increasing diameter and/or wall thickness.

Martin Roberts of Housemartin Sails is notable in his success competing at the highest level without prebend for more than a decade. Acknowledging all this I've still persisted in trying to make it work for me with prebend as I hope to eventually cover the whole wind range spectrum better.



"You only need two settings on shrouds", says Craig Mackey, top ranked USA skipper in IOMs in 2010. Ron Blackledge photo.

Before I get into my personnel progress here's some insights from long-time successful skipper Craig Mackey. I just met him at Hood River Carnage where I asked about the rumor that he "regularly adjusted prebend on-site to suit the conditions". Craig chuckled and said that's not exactly true, but in the past he did occasionally do it out of necessity. Currently Craig's 1-rig uses a SAILSetc Groovy 11.1mm mast with modest prebend in the top 12" only. This bendy mast is great for light air, but about when the wind is up? Here he relies on increased shroud tension to do what more mast prebend would do. Like "the Europeans" his hounds are a single forward hole with the shroud wire extending to the mast crane. I noticed that his hounds and spreaders were lower in the "Aussie" style, which requires less prebend than what SAILSetc recommends (maybe this is "English" style?). Craig's conventional turnbuckles have two settings: light and tight. The tight or heavy air setting is set with a lock nut, something I hope everybody uses for repeatability. For light-air trim simply insert a small washer and tighten to that, effectively easing shroud tension. This brilliant KISS approach provides Craig a repeatable range of rig stiffness that covers either light or heavy air.

Adjusting shroud tension with a washer is probably common IOM knowledge, but I hadn't heard of it yet? Actually I had been wondering if and how the top guys adjusted shroud tension with the commonly sold turnbuckles for IOMs? I'm curious if others do this? I do like how Graham Herbert avoids turnbuckles on his custom boats and instead uses a simple (and light) hook and tang approach, see photo below. I've seen Graham adjust shroud tension as part of his tuning, and it is ridiculously easy with his hook and tang system.

As the title suggests I'm reporting my progress on prebend and rig tune. It has been a surprisingly slow resolution and after a little over a year I am just starting to feel comfortable with it in. Until recently I've doggedly tried to tune following SAILSetc's published prebend recommendations, and I find it just too much for our predominately light air. In fairness to SAILSetc I'm sure I had too much bend higher on the mast and not enough in the mid section. Frankly in our light conditions I've been sailing a lot with too much backstay tension for the jib luff and still had a mast shape flatter than main luff curve. That's a terrible combination with the luff of both sails less than ideal. I've kept playing with prebend though and eventually I got it all working in light air with 1-rig prebend reduced to 22mm in a constant arc covering the top 120mm (47") of the mast. This follows SAILSetc's recommendation on where to bend, but lessens the amount (40-60mm currently is on website). Now the boat was lively and the main luff curve even matched the mast bend. I assume the boat was lively because the jib luff hollow is matching forestay sag, but it is nice to have the main luff matching mast shape too.



Shroud termination via hook and tang with narrowly spaced adjustment holes instead of a turnbuckle. This is Julian Laffin's Zoom from Hornby Island, built under the tutelage of designer Graham Herbert. Bob Wells photo.

So next I find myself at windy Hood River Carnage, and for my first time I'm at the top of 1-rig range and I need more prebend! I can't put on the backstay tension that the jib luff and jib topping lift need because the main gets huge over-bend wrinkles in anything over 3 lbs. backstay. I have adjusted shroud tension to 7 lbs, but that alone is not enough. I also need more mast bend via backstay tension to get the main leech to fall off and ease the weather helm a little. I'm not happy. I think that I know what I want it all to look like, and this definitely isn't it.

While I'm fussing I show the issues to my travel buddy Steve Young, who casually says, "try moving the deck shroud connection aft". It so happens there is a second shroud attachment hoop 20mm aft on my V6. When I

do this rig tuning falls neatly into place:

- I can add more backstay tension to get the main leech to fall off. Now I can fine-tune the main leech with the mast ram per usual. Main over-bend wrinkles are not an issue anymore.
- The jib luff and jib topping lift have more tension and look right.

Moving the shroud termination aft increased shroud tension a whopping 3.4 lbs. to 9.6 lbs. More importantly forestay tension went to 6.9 lbs. from 5.6 lbs. I'm happy again and boat speed and pointing are OK again. Now I have one prebend that works in heavy or light air by adjusting shroud tension! Let's see, that only took me 1.25 years. With that rate of progress consistent good starts will take say 100 years.

It was the next day that I had my little chat with Craig Mackey and learned that in essence we have the same prebend/rig-tune solution for light and heavy air settings – adjusting shroud tension to compensate for modest forward prebend. As he explained, "you only need two settings on shrouds". Then he explained how he achieved the light setting by adding a washer. Great news for those that don't have multiple shroud attachment locations on deck! I've since added washers to my shrouds too for the light air setting. On my V6 I'll save moving my shrouds back to increase shroud tension for when I need a super quick rig tension increase between heats.

While I am pleased to finally show some progress in prebend and rig tuning, I'm still at the early stage of feeling comfortable tuning an IOM rig. There is lot's more to learn. With Canadian Nationals my next big regatta, hopefully I'll take the time to take a good look at the hot guy's rigs and tuning. Maybe they'll even allow me to photo some sail shapes and measure what rig tensions they are using for more reference points. In doing so I need to keep in mind an observation by Huub Gillissen, NED 99, from the 2010 GBR IOM Nats, "I analyzed a lot of trims of the top sailors. There is no rule to find. Some like to sail with a lot of twist, others like to sail with everything very tight. And all performed well".



I was curious what happens to the rig when you increase shroud tension as described above. So for those that like numbers, the following table lists the effects of adjusting shroud tension (only) on my V6, which was molded by Pepe's Dad at Vinaixa Yachts in 2007. Note I did this inside my home with the boat tilted in the cradle. I'm just trying to quantify the effects of changing shroud tensions in my rig from a base lighter air setting to heavy air. Once the shrouds tension is increased, then the required further

tuning of the backstay will further increase forestay tensions. This is not reflected on this table, and I'm not recommending these settings per se:

1-Rig – Base Rig Settings for Moderate Air (Forward V6 mast base & jib swivel slots):			
	Tension In lbs.:	% Change	Remarks:
Backstay	4.5	--	
Shrouds	6.2	--	With washer spacer on turnbuckle in forward shroud hoop.
Forestay	5.6	--	
1-Rig – Adjusted Rig Settings for Heavy Air #1 (Moved shroud base aft 20mm – no other change):			
	Tension In lbs.:	% Change	Remarks:
Backstay	4.0	-13%	This is the result of shroud tension change only.
Shrouds	9.6	+55%	With washer spacer on turnbuckle (same as base), but moved shroud to aft hoop from base setting.
Forestay	6.9	+19%	This is the result of shroud tension change only.
1-Rig – Adjusted Rig Settings for Heavy Air #2 (Shroud base at forward (or base) position, but with washer removed):			
	Tension In lbs.:	% Change	Remarks:
Backstay	3.8	-16%	This is the result of shroud tension change only.
Shrouds	9.0	+45%	Removed 0.032" washer spacer on turnbuckle, and otherwise in forward shroud hoop (same as base).
Forestay	5.9	+5%	This is the result of shroud tension change only.

Observations:

1. As I observed at Hood River, increasing shroud tension has significant positive rig tune effects. It doesn't take much adjustment either, as the thickness of my washer is only 0.032".
2. Comparing removing the washer versus moving the shroud base aft 20mm, moving the shroud base aft has the more impact on forestay tension. It is not significant though, and it is probably better to not move the shroud base aft because it restricts the main boom swing for downwind.
3. While backstay tension decreases some when shroud tension increases, the next adjustment step is to increase backstay tension. Currently I'm adjusting the backstay (and mast ram) to get the main luff and twist right. I'm ignoring what this does regarding matching forestay stag to jib luff hollow. I have put my trust in the sailmaker in this regard, but it seems I'm missing something here?
4. I've got a lot to learn about IOM rig tuning!

Letters to the Editor:

(Dated 7/13/11) Hi Bob,

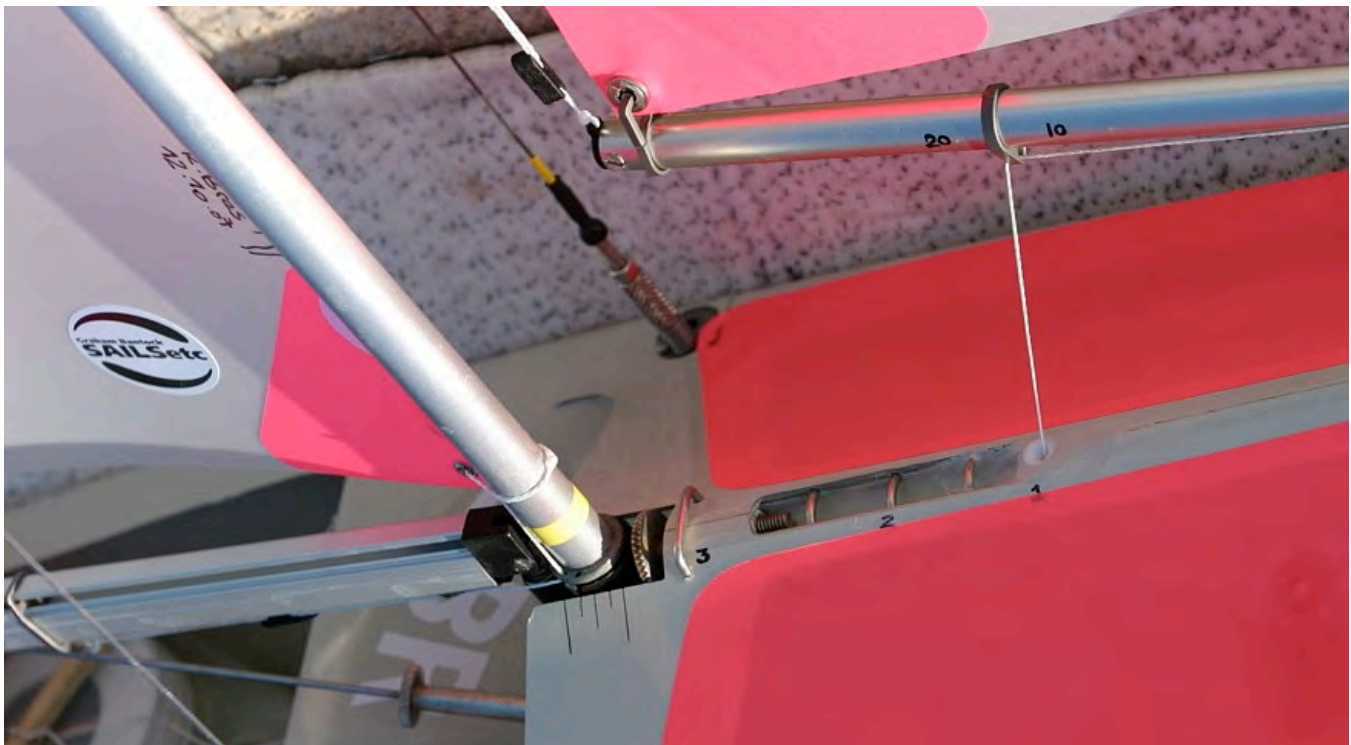
A lovely newsletter, many thanks for forwarding it! Makes me want to pack my IOM into a suitcase and come and join you guys for a fun regatta sometime in 2012!

--

Best regards
Lester (Gilbert)

Sailing by the Numbers: Bob Wells reporting

I remember decades ago when North Sails was pushing the concept of sailing by the numbers. In other words, in some manner noting trim settings on your boat so that you could record and repeat fast settings. Seemed revolutionary back then, but it has been de rigour for a long time. The pictures below are a few radio sailing examples. It only makes sense to have this type of info handy for setup, tuning, or a quick rig change between heats. :



This is Graham Bantock's personal boat photographed by Anders Wallin at the '07 Worlds in Marseilles. The photo shows that Graham has marks for:

- Rake is noted on the mast gate for easy reference. I think the forward marking is for 0° and they are in 1° increments. It is hard to say from this angle, but I'll guess that this mast is at about 1.5° rake.
- Jib sheet deck exits are noted for the 1, 2, and 3-rigs. I put Mr. Bantock at an exalted place in radio sailing, and I'm not sure why he needs these rather obvious markings? I need them though, because I make little dumb setup mistakes too often.
- Jib boom sheet attachment has markings too as if this adjusted. I don't know what they are about though.



An example of BG's World Champion Widget with markings just in front of the mast. Photo by Anders Wallin.



Bruce Anderson's Widget at Hood River Carnage, complete with colorful sails and deck patches. Note that his "base" rake setting numbers for each rig are shown on deck. No looking in the toolbox required. In this case rake is measured from aft deck to masthead, and I believe he got these from either the boat manufacturer (Elliot Yachts) or sailmaker? – Photo Ron Blackledge

Prebend Tool Primer: Bob Wells Reporting

Forward mast tip prebend on IOMs is used to achieve sufficient forestay tension. The radius of the prebend varies pending mast tube properties (diameter, temper, and grade of aluminum) and the luff round of the mainsail. The real trick is determining the prebend shape that you want, and the source for a starting point is your sailmaker. This article discusses your options to add prebend:

Thumbs: I find that there is no problem in adding prebend by hand to the soft (6000 series) aluminum masts such as those from SAILSetc. I layout the shape I want on a board and match that

template. I bend slowly and check often on progress. If I bend a little too much or get a little out of alignment laterally, small corrections are easy too. The problem is determining what shape, but matching a shape is not an issue. SAILSetc was my guide on how to do it here:

<http://www.sailsetc.com/faqs.htm#Mast>.

Wouldn't it be nice if your sailmaker packaged with a new set of sails concise instructions on everything: prebend shape, mast configuration including hounds and forestay placement, and base shroud tension settings? In a sense they do if you purchase the assembled rig/sails combo. I digress - back to this article...

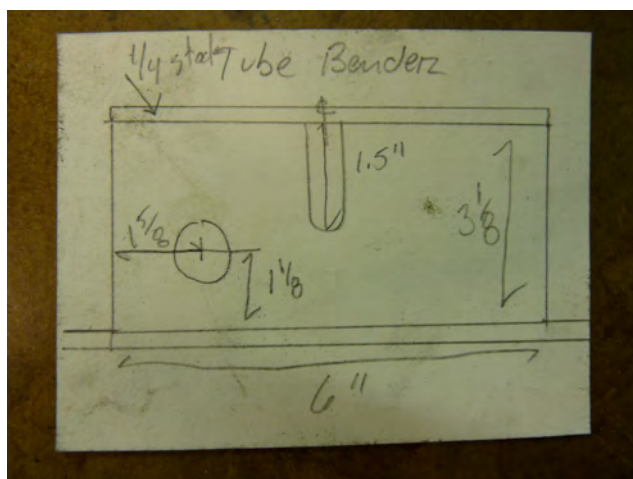
Custom Three-Roll Benders: Many prefer the 7000 series aluminum masts. You need a pipe-bending tool or jig to accurately add prebend to the high-tensile 7000 series aluminum masts. But what is that? My brief Internet searches didn't find anything that looked appropriate for our subtle pre-bend curves, but they probably exist? The photos below describe a custom three-roll bender from the shop of Bruce Anderson in Boise, Idaho. I like that it is sized for IOM masts and that it can easily vary the prebend in your search for the perfectly shaped mast.



Bruce Anderson's custom prebend tool shown with prebending in progress. Bob Wells photo.



Side View of Bruce's custom prebending tool.



Bruce's "shop drawing" of his tool.

Need a three-roll bender, but don't have welding capabilities in your shop? Ian Dundas from Aberdeen in Scotland built his three-roll bender from much simpler materials as shown in the following pictures. The prototype was by John Milne from Dundee, who is a keen wooden IOM builder like Ian. Scotland has an annual Wooden Boat Championship, but that's another story:



Ian Dundas' three-roll bender from more humble materials. Ian Dundas photo.



End view.

Plywood Bending Jig: Another way to control prebend is with a jig of $\frac{3}{4}$ " plywood or MDF. The Radio Sailing Shop's mast building article, with a link below, includes a jig picture and a brief explanation. The only challenge is the experimenting to determine what shape for the jig. And every new shape requires a new jig. Once you have one for a particular set of sails, then repeatability is great of course: http://radiosailingshop.com.au/index.php?main_page=page&id=10&zenid=854e5135fed72e66124a3a4c3e3ef99a

For some clues as to what radii to use on your jig I'll repeat what I read in the TS-3 Manual by Gary Cameron (which unfortunately seems to no longer be available on the web). Keep in mind that the TS-3 recommendations are for the Aussie style rig with lower hounds, and they require less prebend than the SAILSetc Rig Plan drawing, which has higher hounds:

Forward Prebend (from TS-3 Manual by Gary Cameron)	
Mast Type	Forward Prebend measured as the distance between a straight line from the top to bottom black bands and forward face of the mast
11.1mm Groovy	8mm
11.1mm round Bantock	6mm
10.8mm Glider Batten	3mm

Jig Radius for various mast tubes (from TS-3 Manual by Gary Cameron)	
Mast Type	Radius
11.1mm Groovy	1800mm
11.1mm round Bantock	950mm
10.8mm Glider Batten	650mm

PLAYMATE OF THE MONTH... BRA 11 *MERLO* (Version 3):

Regular readers know that we have a weakness for Playmates in wood. Here's an irresistible one. This exotic woodie was conceived and built in Great Britain yet designed for light Brazilian conditions, where she was the 2011 IOM National Champion. Beautiful and functional, she thoughtfully combines a wood hull with stock SAILSetc fiberglass deck and other components for a custom design that belongs in an art museum as well as on the racecourse. The talented owner, builder, and skipper is Denis Astbury; while the designer is the renowned Graham Bantock. Denis had traveled from his native Brazil to Great Britain to work with Graham at SAILSetc. While at SAILSetc Denis commissioned the hull lines, procured the cedar for the hull and built this beauty. Below is my enlightening email interview with Denis followed by a candid review of this design by Graham:



Collaboration by Graham Bantock and Denis Astbury's created this beautiful *Merlo* prototype. Yes, that is a wood hull and otherwise fiberglass SAILSetc deck and other components. Photo © Hugo Valente, www.hugovalente.com.br

SMYC: Why did you choose wood for the hull?

Denis: I always wanted to build a wood boat but was very difficult to find a competitive design that could face modern designs. Working at SAILSetc I had an opportunity to build a new hull designed by Graham. One day, working in SAILSetc workshop, went upstairs to get a fitting to finish a production Pikanto that I was working on. Passing by Graham's desk, I saw him working with a new design on the computer. I immediately asked about it and with what Graham told me I offered myself to build the hull. Do you know when you are in the right place at the right time? That was the case.

SMYC: Why did you choose a custom design instead of just building a wood version of say a Pikanto?

Denis: Pikanto is an extraordinary design, very good in all wind conditions but I wanted to build something different. Merlo showed a good result at Graham's VPP program. As it is narrower than a Pikanto I predicted a good boat for the conditions that we have here in Brazil.

SMYC: Design: I read in Fred Schmidt's blog (<http://iomdesign.wordpress.com>) that Bantock is the designer. Can you tell me what criteria were used for the Merlo design? What conditions is it optimized for?

Denis: As I mentioned above, Merlo is narrower than Pikanto, has less wet area and was optimized to light to medium wind speed conditions. According to VPP simulator, showed better results going to windward and also very good speed on the reach when compared to Pikanto in those conditions. Of course is just a computer data result but seems to be right. I won the 2011 IOM Brazilian Nationals sailing my woodie Merlo, 2nd was a Vektor, build by myself, 3rd was a SAILSetc Pikanto, 4th was a Brazilian moulded Pikanto and 5th was a Croatian Topiko. As you can see a good selections of boats that couldn't beat Merlo in the light wind conditions of our Federal Capital, Brasília, midland of Brazil.



Merlo prototype slicing through waves. Photo © Hugo Valente (used with permission), www.hugovalente.com.br

SMYC: What did Graham provide – just hull lines?

Denis: Graham just provided me the hull lines. As I work with AutoCAD it easy to import the hull files and work with them. I considered the planking thickness, made all the necessary modifications to the sections and started the building process.



Denis and his Merlo on the 1st test sail in the UK.

SMYC: What is the max and WL beam dimensions?

Denis: Max beam 182,00 mm / WL beam 163,00 mm.

SMYC: Foils: What foils and bulbs used? Did you make yourself or purchase?

Denis: I used SAILSetc production foils and bulb.

SMYC: Hull: What wood was used for planking? How thick is the wood? Is the wood a core with clear fiberglass coverings?

Denis: For planking I used cedar bought in UK with Dennis Nixon. The wood was 3 mm thick. Yes, the wood is a core with one layer of 100 grams fiberglass, inside and outside.

SMYC: Deck: How did you join the deck to the hull?

Denis: After finishing the hull shell I glued a thin internal plank just under the deck line, about 1mm, working as a holder for the fore deck. Then was easy to lay the mould fore deck on top of it matching the deck level. Towards the transom, behind the mast, the round borders met the wood planked flat deck.

SMYC: How much corrector weight did you end up with?

Denis: Final weight of the boat sailing with no.1 rig is 4025 grams so no need of corrector weight. As Merlo was the first wood hull that I built I wasn't quite sure about what to expect for the final weight. On a future wood project I know exactly where to improve weight savings with the knowledge gain during Merlo building process.

SMYC: What standard SailsEtc parts did you use?

Denis: I used: centre deck, fin box / mast tube, fin, rudder, IOM ballast, moulded diagonals, RMG plate, 31S (snap-on shrouds), modified deck joiner, plastic pot, fittings to finish the boat, etc.

SMYC: Is the sheet and electronic systems a standard SAILSetc configuration?

Denis: Basically yes, with minimal modifications due the narrower beam.

SMYC: What RMG model and drum do you use and why? What rudder servo do you use and why?

Denis: Late 280D RMG model with 42mm drum for good speed on sheeting in and out keeping enough torque for IOM rigs. Rudder is a digital standard size TowerPro MG996R for good torque and centering.

SMYC: Tell me something about yourself: I know you worked at SAILSetc in England for a few years and that you are Freddy Rocha's good buddy.

Denis: I worked at SailsEtc for two years.

SMYC: Are you building/repairing model boats full time? Or do you have a day job?

Denis: Building and repairing models boats is part time. I have a day job at a Road Sign company in Rio.

SMYC: Tell me about some other major regatta results with Merlo besides the following:

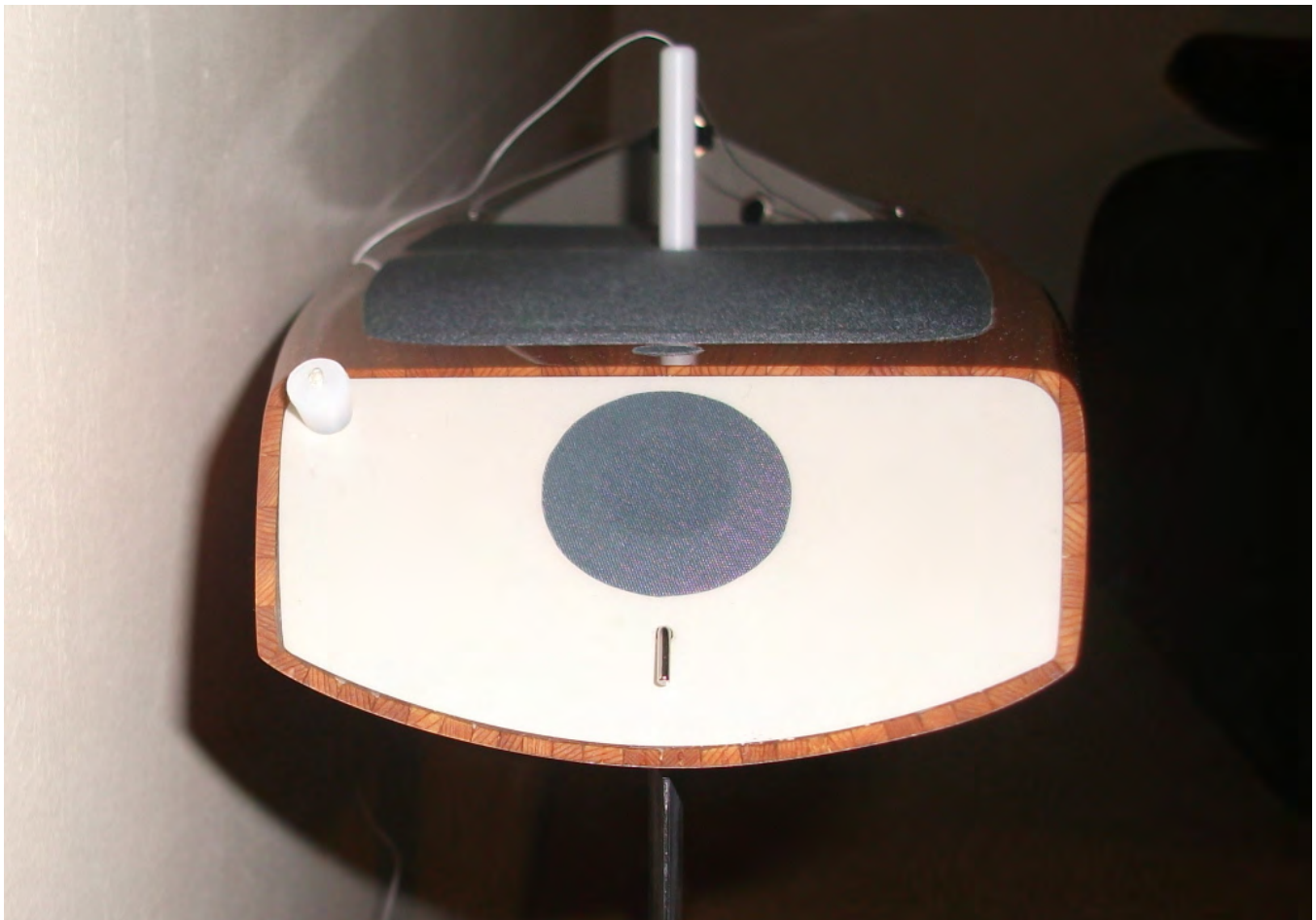
- 2nd – 2010 IOM BRA Nats
- 5th – 2010 IOM South American Championships

Denis: 1st - 2011 IOM BRA Nats



First-time test sail in Chelmsford, UK; just before returning to Brazil. All Merlo photos by Denis Astbury unless otherwise noted.





Note the grain and detail in this woodie. This hull form looks eager to plane downwind. Denis Astbury photo.



This would be a beauty in fiberglass, but the cedar hull makes it a stunner. Denis Astbury photo.



Fit and finish is terrific in every photo. Denis Astbury photo.





You see refined SAILSetc components throughout. Denis Astbury photo.



July 2011

SAILSetc

MISCELLANEOUS INFORMATION

MERLO

International One Metre design by SAILSetc

MERLO3 – 2009

The genesis of this design lies with RED WINE, the boat I designed for the 1994 IOM world championship. This was the first such event for the class which had been going as a separate entity since 1988. The event would be held at St Cyr, near Poitiers, in France and wind data for the venue and time of year suggested that we would be using No 1 rig for some 90% of the time and that much of that time would be at very low wind speeds. Our Marblehead PARADOX had been successful so it was natural for me to re-size the lines of PARADOX to make RED WINE. The boat went on to win the IOM world championship in almost exactly the conditions expected (three of the 23 heats were sailed in No 2 rig).

Many years have passed since then but a few RED WINES still give good performance for their owners especially in lighter winds. In particular some are doing well in Belgium and Bob Provoost, who sails there a lot, asked me to make a modern variation of the original lines. This was quickly done and he seemed happy with the new design. Later I ran it through the VPP and compared it with the modern standards. Gratifyingly it checked out very well so I continued to vary it systematically to see what improvements could be made. Probably it was during that process that Denis looked at the screen and liked what he saw. It was version 3 that Denis had the lines of and these were also passed to a few others. Denis has described the story of the design since then. As his original timber boat was not suitable for use as a plug for making a mould I took the opportunity to make some minor, cosmetic, changes for the CNC cut version that he refers to

This spring an Italian friend contacted me and asked about an IOM design called BLACKBIRD that I had, apparently, drawn. It was news to me but he was interested in building a new design if I had one. I planned to provide the lines of MERLO but Denis preferred to keep the design for himself so I returned to developing the original MERLO a little more.

In the meantime I have been wondering if my basis for comparisons using the VPP is totally sound. I have traditionally compared the time for boats around a couple of courses as well as on pure windward, reaching and running legs. One course is a true Olympic course (typical of well run international events). The other is more like a model yacht club version of an Olympic course where less attention is paid to getting the windward legs right and where the start and finish are

both in the middle of the course. Finding the fastest boat on these courses might sound logical but maybe it misses the point especially now that windward/leeward courses are more common. For a good helmsman who always gets good starts the first windward leg may be less critical than we might think. If he arrives at the top mark somewhere in the leading bunch and has a very fast downwind boat he will almost certainly be leading by the time he gets to the leeward mark. From then on he can cover the remainder of the fleet. As my Italian friend is an excellent helmsman I looked for a boat that would have the quickest time for sailing 100 metres to windward and 200 metres downwind. The resulting boat was named BLACKBIRD and is now being moulded by Riccardo Arnone in Italy.

Both boats have chines aft, as did RED WINE and PARADOX and our first moulded IOM, JAZZ. Both boats are also a little narrower than our recent designs. In this sense they are moving in the direction others have pursued recently. Until recently my VPP has not been able to take into account the added drag of yachts sailing in surface waves. This has been down to the sea state not being scaled correctly giving zero added drag in most cases (because the boats were effectively not being influenced by waves considerably longer than themselves). Developments over the last few years have indicated that narrower boats do seem to perform better than anticipated in choppy conditions but much as expected in flat water. Now that my VPP has been made fully functional I expect to be looking more closely at the possible benefits of narrower hullforms.

There are no plans to make the lines of either of these boats available publicly but SAILSetc will probably be releasing lines of a new IOM early next year.

end

SAILSetc

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www.sailsetc.com					

As editor I get the last words and since Graham and Denis are not given to superlatives, I'll just say - "WOW"! What an extraordinary IOM from concept through execution. The detail throughout is highly refined, particularly where the wood interfaces with the quality manufactured fiberglass components. It doesn't get better than this.


I'll further note that this design, intended for Brazilian conditions, looks ideal for our Seattle/Coulon Park and Saltspring Island venues too. We often sail in light-medium wind with big-water waves fairly common. In case you want a fiberglass version, I'll give Denis the last word on future Merlo production:

SMYC: Do you want to announce production plans to sell a fiberglass Merlo?

Denis: What you can announce is at the moment I'm finishing the plug that just has been CNC milled. In the future I'll be taking orders for complete hulls, and I'll let you know when everything is ready. (*And Seattle IOM Update will be happy to pass on production progress info when received – Editor.*)

SMYC: (Just before publishing) Well Dennis hasn't announced anything, but it appears Denis is going to have his hands full with IOM production. I just read the following excerpt from BG Sails and Design's web page in the August "News" section. It confirms a rumor that I heard about Denis and Britpop. This is a compelling line-up of yachts Denis is planning to produce:

"Work has been progressing on the Britpop with Robot Yachts production hull #1 having been launched at the start of August. The second set of moulds is close to being completed and shipped to Denis Astbury in Brazil for manufacture under license. Agreements are all but in place for moulds to be produced by two further builders (rumor is Pepe Vinaixa in Spain and AUS?). With all final checks nearly complete it is expected that production will soon begin with our builders."

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, and this is one way to generate interest and communicate. 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)

2011 Regional IOM Regatta Schedule

Anacortes RC Sailors • Gig Harbor Model Yacht Club • Seattle Model Yacht Club

Including Regattas at: Oregon model Yacht Club, Saltspring Island Sailing Club, and Victoria Model Shipbuilders Society

Sailing the **International One Metre** class in the Pacific NW

Date	Time	Club - Event Name	Location	Contact	Phone
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 moved to the Gorge.	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
9/23-25		Cowichan Lake Sailing Camp & Fun Regatta	Lake Cowichan, B. C.	Graham Herbert	See WCMYA's Yahoo forum
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
10/15-16	10AM – 4PM	ARCS – Cranberry Caper 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 does change occasionally. Check every newsletter.

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.

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

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

8/22/11 revision