

# SEATTLE IOM UPDATE

Sailing Reports, Schedules, & More

Seattle Model Yacht Club

Nov. 2011 – Mar. 2012

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

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Starting action at The Cranberry Caper, a terrific inaugural regional regatta by the Anacortes RC Sailors. The venue is Cranberry Lake in Deception Pass State Park, with dramatic vistas everywhere. This is your only scheduled winter IOM sailing option in Washington State, where the ARCS sail twice a month year round. October thru February the winds are stronger here and the Olympic Mountain rain shadow is real. More sun and less rain folks! Photo Wayne Martin.

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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 our active International One Metre (IOM) fleet, to the well-established Victoria fleet on Greenlake. We're having a great time sailing these thoroughbred IOMs cleanly and competitively in three special radio sailing venues in Washington State. We're like a big virtual yacht club habitually interacting at every regatta. Each venue is on a walkway away from shore, every month March – October. Then in ski season it is limited to Whidbey Island, where the ARCS just don't know when to stop and go skiing:

**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/>

**2011 & 2012 IOM Regional Schedule:** Go to the last pages for our comprehensive schedule with many local and regional regattas. We publish a schedule at the beginning of the year and generally have few changes through the year. If you sail with us, rest assured you won't be stuck at the same bloody boring pond every regatta. You just have to enjoy some variety and travel a little.



OMYC's Blue Lake venue from across the 64 acre lake. The paddleboat dock is on the left and our "radio sailing/fishing" dock is the long one on the right, just add a fleet of IOMs. The mighty Columbia River is beyond on the park edge. Ron Blackledge photo.

## Where We Sail:

### Oregon Model Yacht Club's - Blue Lake Regional Park:

Ron Blackledge Reporting:

OMYC's official home sailing site has been the venerable Westmoreland Pond since 1943. Our venue changes in 2012, and our sailing conditions become significantly improved. We will sail all our 2012 IOM and Victoria class scored events at Blue Lake Regional Park, including our Victoria Main Rain event and the Victoria Class National Championships. Blue Lake is conveniently located in Fairview just 20 minutes East of Portland and bordering on the Columbia River. Fairview is only five miles East of I-205 and I-84 interchange. Take Exit 14 off of I-84 and follow the signs to Blue Lake Park. There is a Super 8 Motel close by at Exit 13 that will provide inexpensive lodging for out-of-town skippers.

Blue Lake Regional Park is one of the most accommodating parks in Oregon. It is well maintained and has all the amenities. Most importantly for us it has much steadier and stronger, sometimes robust, winds than is possible with the now huge Westmoreland Pond trees. The prevailing breeze comes out of the West and it is steady. When the breeze switches to out of the East there is the Gorge influence, which can require B or C rigs on our IOMs. Control and launch area is a 300-foot long concrete dock and railing system, which is parallel with the prevailing wind and provides easy dry launch access. There is modest boat activity and fishing, but this is not an issue. Bathrooms and ample parking is close by. It is a large active park and you want to use the first parking lot to your left near the entrance booth. There is a \$5 per car parking fee that is often unmanned in spring and fall so bring exact change.

Park officials welcome us. We have hosted several May Rain regattas and scored events here with great success. Weeds are now largely mitigated by an aeration system funded by the Park and homeowners. Our Vice Commodore, Curt Knight, is one of the Blue Lake homeowners, and what a great location for a radio sailor (see the aerial view that follows)! Curt provides the paddleboat to chase wayward yachts and set marks, and this provides his transportation to our regattas too. We have impromptu IOM regattas off his personal dock during weekdays from time to time. It is all systems go at Blue Lake and we anticipate a great racing season next year for our Victoria and IOM fleets. Please join us, as you will find that it is well worth the trip to sail here.



OMYC's Blue Lake venue with this quality 300' long dock parallel with the prevailing winds. This is the "fishing dock" most of the time, but during regattas it is our control and launch areas. Ron Blackledge photo.





## IOM Regatta Reports:

### 2011 IOM Western CanAm Series Wrap-up:

Bob Wells reporting:

Lawrie Neish is an active IOM advocate who has wanted a CanAm event for some time. He tried years earlier with California, but the response was “you just come on down”. Lawrie also wanted some reciprocity and that wasn’t going to happen. So in 2010 Lawrie and his BC mates travelled and promoted IOM sailing in Washington. With this kick-start Washington quickly formed an IOM fleet in 2010. Lawrie’s tour also helped Oregon reaffirmed their passion for IOM class sailing too. This all directly led to our 2011 Western CanAm Series that was wonderful to be a part of because:

- All the sailing venues are compelling.
- Our Race Officer’s are excellent. Thank you Lawrie and Freddy.
- We somehow find many volunteers that allow us to enjoy our events.
- The competition gets better by the regatta. Note that IOM sailing is relatively new in the Pacific NW and a majority of our skippers are in their 1st or 2nd year.
- And the social aspect always caps off a fun weekend. This follows the trend set in our 1st promotional regatta called the COW, for Canada-Oregon-Washington.

The 2011 race results are on the following page, and you will see that we had 48 different competitors compete. Congratulations to Graham Herbert in winning two of our four regattas on the way to becoming our first CanAm series Champion. Graham’s other finish was a 2nd, and no one approached his low overall scores. His brother Martin Herbert followed in second place, and it is notable that they both designed and built their own boats and sails. Morgan Dewees was the highest placing Yank in third, although he did finish higher than Martin in 3 of our 4 regattas. This just proves once again how important consistency is in a low-point scoring system. Of the six top finishers there was two each from Canada, Oregon, and Washington, for a reasonably even distribution. Our scoring system greatly rewards participation and if you don’t sail in at least three regattas your scores suffer. Peter Van Rossem in 13th is our highest finisher who only participated in two regattas. Despite his two excellent results his lack of having a third regatta pulled him down. Peter did win the “I travelled the farthest” award coming from Kingston, Ontario; near the other coast.

What about next year? Yes, of course there will be a 2012 Western CanAm Series. This series is too much fun to stop now. The preliminary details for next year:

- **Regatta #1 in Washington:** It will all begin on May 4th-6th when Seattle MYC hosts their COW regatta at Coulon Park. Like last year Friday afternoon is the measure-in gathering and a dinner party, and then we sail two weekend days. This time of year is a good for wind with little weed. This is big lake sailing in deep water on a dock away from shore in a beautiful mature park with all the amenities.
- **Regatta #2 in British Columbia:** On June 1st-3rd our event is combined with the Western CAN Regional. Again this is at laid back Saltspring Island, where Saltspring Island Sailing Club has all the facilities and manpower to put on a memorable event. Just look at the pictures in this newsletter. Ganges is such a mellow and lovely town too! Plus a number of skippers and family camp next to the clubhouse for a great little private camp ground with a view.
- **Regatta #3 in Oregon:** July 13th-15th is the Hood River Carnage, which is hosted by our friends at Oregon MYC. We sail inside the Hood River Marina on a long narrow spit right along the mighty Columbia River at The Gorge. This is a big windy sailing venue as well as a wonderful town to visit. July is selected for the biggest thermals – of course!
- **Regatta #4:** Hopefully Canada will host another regatta as in 2011, but there are no specific plans at this writing.





2011 Western CanAm Series Champion Graham Herbert and his custom Leo at Saltspring. Graham sailed consistently well all year, and he also works very hard at fleet building and shares his knowledge readily. Congratulations to a very worthy champion. A well deserved 2nd place went to his brother, Martin Herbert. Maggie Argiro photo.



Things are laid back on Saltspring Island, but not always during a CanAm regatta. Maggie Argiro photo.

**2011 Western CanAm Series Final Results:** including 4 Regattas with 1 discard:

|    | Skipper           | Sail | Country | Score | COW Cup | CAN Westerns | Hood River | CAN Nats |
|----|-------------------|------|---------|-------|---------|--------------|------------|----------|
| 1  | Graham Herbert    | 97   | CAN     | 4.0   | 1.0     | 1.0          | 6.0        | 2.0      |
| 2  | Martin Herbert    | 99   | CAN     | 13.0  | 3.0     | 4.0          | 12.0       | 6.0      |
| 3  | Morgan Dewees     | 98   | USA     | 17.0  | 9.0     | 3.0          | 9.0        | 5.0      |
| 4  | Joe Damico        | 180  | USA     | 19.0  | 2.0     | 2.0          | 17.0       | 15.0     |
| 5  | Bob Wells         | 05   | USA     | 20.0  | 4.0     | 6.0          | 19.0       | 10.0     |
| 6  | Chris Brundege    | 19   | USA     | 25.0  | 7.0     | 10.0         | 20.0       | 8.0      |
| 7  | Bill Langjahr     | 88   | USA     | 34.0  | 11.0    | 5.0          | 18.0       | 20.0     |
| 8  | Larry Stiles      | 109  | USA     | 40.0  | 14.0    | 12.0         | 49.0       | 14.0     |
| 9  | Roger Kibble      | 68   | CAN     | 42.0  | 49.0    | 9.0          | 24.0       | 9.0      |
| 10 | Steve Young       | 63   | USA     | 45.0  | 12.0    | 16.0         | 25.0       | 17.0     |
| 11 | David Cook        | 03   | CAN     | 51.0  | 49.0    | 11.0         | 21.0       | 19.0     |
| 12 | George Georgiadis | 04   | USA     | 55.0  | 20.0    | 7.0          | 28.0       | 49.0     |
| 13 | Peter Van Rossem  | 66   | CAN     | 56.0  | 49.0    | 49.0         | 4.0        | 3.0      |
| 14 | David Taylor      | 30   | CAN     | 59.0  | 18.0    | 19.0         | 49.0       | 22.0     |
| 15 | Dale Chase        | 83   | CAN     | 61.0  | 49.0    | 18.0         | 22.0       | 21.0     |
| 16 | Julian Laffin     | 82   | CAN     | 62.0  | 6.0     | 49.0         | 49.0       | 7.0      |
| 17 | Bruce Andersen    | 16   | USA     | 71.0  | 8.0     | 49.0         | 14.0       | 49.0     |
| 18 | Andy Slow         | 183  | CAN     | 72.0  | 10.0    | 13.0         | 49.0       | 49.0     |
| 19 | Ole Anderson      | 281  | CAN     | 73.0  | 49.0    | 8.0          | 49.0       | 16.0     |
| 20 | Gary Boell        | 143  | USA     | 75.0  | 49.0    | 49.0         | 15.0       | 11.0     |
| 21 | Julian Lee        | 103  | USA     | 78.0  | 15.0    | 14.0         | 49.0       | 49.0     |
| 22 | David Cloud       | 95   | CAN     | 82.0  | 49.0    | 15.0         | 49.0       | 18.0     |
| 23 | David Glassow     | 38   | USA     | 92.0  | 17.0    | 49.0         | 26.0       | 49.0     |
| 24 | Gordon Nash       | 22   | CAN     | 93.0  | 49.0    | 21.0         | 49.0       | 23.0     |
| 25 | George Pedrick    | 199  | USA     | 99.0  | 49.0    | 49.0         | 49.0       | 1.0      |
| 26 | Dennis Rogers     | 42   | USA     | 99.0  | 49.0    | 49.0         | 1.0        | 49.0     |
| 27 | Eric Arndt        | 13   | USA     | 100.0 | 49.0    | 49.0         | 2.0        | 49.0     |
| 28 | John Ebey         | 93   | USA     | 101.0 | 49.0    | 49.0         | 3.0        | 49.0     |
| 29 | Jan Schmidt       | 174  | CAN     | 102.0 | 49.0    | 49.0         | 49.0       | 4.0      |
| 30 | John Castelli     | 71   | USA     | 103.0 | 49.0    | 49.0         | 5.0        | 49.0     |
| 31 | Jerry Brower      | 142  | USA     | 103.0 | 5.0     | 49.0         | 49.0       | 49.0     |
| 32 | Craig Mackey      | 29   | USA     | 105.0 | 49.0    | 49.0         | 7.0        | 49.0     |
| 33 | Stephan Cohen     | 28   | USA     | 106.0 | 49.0    | 49.0         | 8.0        | 49.0     |
| 34 | Bob Dunlap        | 37   | USA     | 108.0 | 49.0    | 49.0         | 10.0       | 49.0     |
| 35 | Bill Wright       | 09   | USA     | 109.0 | 49.0    | 49.0         | 11.0       | 49.0     |
| 36 | Gene Harris       | 50   | USA     | 110.0 | 49.0    | 49.0         | 49.0       | 12.0     |
| 37 | Bob Lewis         | 92   | USA     | 111.0 | 49.0    | 49.0         | 49.0       | 13.0     |
| 38 | Rich Murdy        | 20   | USA     | 111.0 | 13.0    | 49.0         | 49.0       | 49.0     |
| 39 | Mike Eldred       | 116  | USA     | 111.0 | 49.0    | 49.0         | 13.0       | 49.0     |
| 40 | Ron Blackledge    | 208  | USA     | 114.0 | 16.0    | 49.0         | 49.0       | 49.0     |
| 41 | Al Finley         | 74   | USA     | 114.0 | 49.0    | 49.0         | 16.0       | 49.0     |
| 42 | Vic Childs        | 118  | USA     | 115.0 | 49.0    | 17.0         | 49.0       | 49.0     |
| 43 | Ron Hornung       | 108  | USA     | 117.0 | 19.0    | 49.0         | 49.0       | 49.0     |
| 44 | Robert Seline     | 35   | CAN     | 118.0 | 49.0    | 20.0         | 49.0       | 49.0     |
| 45 | Roland Krona      | 119  | USA     | 119.0 | 21.0    | 49.0         | 49.0       | 49.0     |
| 46 | Christine Hunter  | 198  | CAN     | 120.0 | 49.0    | 22.0         | 49.0       | 49.0     |
| 47 | Al Chernin        | 07   | USA     | 121.0 | 49.0    | 49.0         | 23.0       | 49.0     |
| 48 | Stacey Wilson     | 091  | USA     | 125.0 | 49.0    | 49.0         | 27.0       | 49.0     |





The sunny dock scene at SMYC's Coulon Park during our August regatta. Photo Ron Hornung.

## SMYC / Coulon Park - Regatta #5:

Kelly Martin reporting 8/27/11:

**Notes From a Newby:** I got my first crack at an IOM when Bob Wells risked his V6 with me on September 27<sup>th</sup> at Gene Coulon Park. When I arrived I was introduced to a friendly bunch of sailors who I found to be open, and share their experiences easily. There was a nice balance of camaraderie and seriousness about the IOM.

The sailing site is excellent. With the skippers standing about 6 feet up from the water, the visibility is very good. The course is about 300 yards long, in the direction of the wind. The site also provided an opportunity to sail in a bit of chop as the waves bounced off the walkway bulkhead, and powerboats provided a few rollers.

One of the first things that impressed me about the IOM was how close they sailed to the wind, even in light airs. The wind ranged from 1-8 knots throughout the day, but the boats seemed well matched over the course. My view was that some boats had a slight advantage going downwind, but gave it up going to weather. Others seemed slightly faster going to weather, but a bit slower downwind. Almost every mark was crowded, even though the fleet was 8 boats. I had the opportunity to sail 3 different boats, and they each had their strengths. I loved the way they accelerated when cracked off a bit, and the ease with which they sailed through the chop. I was also impressed by the effectiveness of minor rigging adjustments as the wind changed. Bob had that figured out nicely on his V6.

Finally, I'd like to mention the overall skill of the skippers. As far as I could tell everyone had a good understanding of the rules and tactics. A small mistake would likely cost you a place or two. That's the kind of sailing I enjoy...competitive but friendly. It makes us all better.

I had a great time and am planning on getting more involved with the IOM. I love the fact that this is an international boat, and that there are active IOM fleets in BC, WA and OR. Thanks to all of you!

Seattle Model Yacht Club



**Results after 13 heats with 2 discards:**

|   | Skipper        | Sail # | Club/City      | Hull     | Score |
|---|----------------|--------|----------------|----------|-------|
| 1 | Kelly Martin   | 05     | Gig Harbor, WA | V6       | 13.0  |
| 2 | Joe D'Amico    | 180    | Sequim, WA     | V6       | 17.0  |
| 3 | Steve Young    | 73     | Tacoma, WA     | Arrival  | 27.0  |
| 4 | Larry Stiles   | 109    | Anacortes, WA  | Topico   | 37.0  |
| 5 | Bill Langjahr  | 88     | Anacortes, WA  | Cockatoo | 37.0  |
| 6 | Ron Blackledge | 208    | Portland, OR   | Picanto  | 47.0  |
| 7 | Ron Hornung    | 108    | Seattle, WA    | Disco    | 65.0  |
| 8 | Rod Carr       | 02     | Redmond, WA    | Zoom     | 83.0  |



Rod Carr's "sweat equity" Zoom *Old School* sports a plywood flush deck. How different this Zoom looks from those with skiff decks as built by the Herbert brothers. Photo Ron Hornung.

**Oregon MYC's Sunday's IOM Sail:**

Ron Blackledge Reporting 9/4/11:

For the third consecutive IOM scored event, the wind has averaged no more than one knot. For some unknown reason the wind stops blowing on Sundays. This is getting real frustrating but it was much more enjoyable than watching the Duck and Beaver football disasters on Saturday. We moved the venue to Vancouver Lake Park to get better wind but to no avail. However one of the trademarks of Vancouver Lake is steady wind and it was a steady one-knot. Only a few shifts and headers all day. We were able to finish quite a few races and I believe everyone one had a good time. Chris and I plan to stage the next IOM scored event here. It is a longer trip and we have a wet launch, but it is a nice family oriented park setting and the wind is remarkably STEADY.

We had seven IOMs plus Jay's Vic. Unfortunately Herb and George never made it to the start with servo problems. We were forced to set up a screwball course because the wind was blowing out of the Gorge to the West. If you read the blogs, elite skippers will tell you little to no wind requires the utmost skill with the thumbs and sail trim..... especially sail trim. Inexperienced skippers are quickly exposed. Morgan, still devastated with his poor finish at the last Victoria event, won the first four or five races with relative ease. Then Chris took over and began knocking down some bullets. In the end Morgan took honors. George will post the final tally on our website.

Also praise goes to Curt. He had the best trim. His boat appeared the quickest and finished on top several times. Although Curt claims it was "a blind squirrel finding a nut", he has come a long way this year and is now a legitimate threat at the finish line.

Morgan and Chris are competing in the Canadian IOM Nationals this weekend at Saltspring Island (in the Canadian San Juan Islands). Good luck guys. They will be competing with our IOM friends from the Seattle area, Victoria and BC along with some of the elite skippers on this Continent. I will try to pass on the results to you. Also this weekend the America's Cup Series will begin a weeklong racing event in Plymouth, UK. It is a must see. The video coverage is better than great and you can see it all at [americascup.com](http://americascup.com).

On a positive note, Blue Lake Park will likely be our OMYC home sailing venue next year. All in all this is the best sailing site in the Portland area. Curt has been talking with Park officials and appears we will be able to stage our Vic and IOM scored events. Curt and George will iron out the details (parking, site, time, chase boat etc.) and will report at our annual meeting this winter. This will lead up nicely to the Victoria Nationals that we have agreed to host at Blue Lake next year in September. Also Morgan is already planning ahead for Hood River Carnage II next summer.

Also on a positive note, OMYC skippers are busy ordering and building boats. This means we will maintain one of the best fleets and have solid used boats available for new members or other prospective skippers in the Pacific Northwest. For example Morgan has a Lintel MMX on order. Russ just bought a Tinto hull from Herb and will complete, with help from George, this winter. Yours truly is on a BritPop waiting list (about three years) and will build an IOM from scratch (balsa hull) this winter that will look something like a Pikanto/BritPop hybrid. And the legendary George Georgiadis has three (now four! – Ed.) Lintels on order, is currently working on one of three Twangs, just got a new Tinto hull I believe, requested my IOM plans and is working on various other projects. Club members love to throw friendly jabs at George about his boats never completing a full regatta (normally due to electrical problems), impatient helmsmanship and taking on too many projects. However, after our Sunday sail he showed us his partially completed sexy and fast looking Twang. George is a true craftsman and really knows how to build a boat. He is very creative, gives excellent attention to detail and makes beautiful boats. He is also responsible for our website which is one of the best club sites in the land. Now if we can only get him to sail one of his "own" boats for an entire IOM regatta all will be well at OMYC. Happy Sailing,

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## **2011 IOM Canada Nationals & Western CanAm Series #4:**

Bob Wells reporting 9/9-11/11:

My expectations are pretty high whenever sailing at the friendly Saltspring Island Sailing Club in British Columbia. Traveling from Seattle is an easy picturesque day and mostly relaxing on the ferry. Once on this big hilly island everything is picturesque and seriously relaxing, including the artsy town of Ganges (where my wife likes to hang) and our B & B (Blackberry Glen, which I'll recommend). The regatta is always well hosted and managed by SISC, and we are very well fed. What was unexpected was all the sun and high temps on the dock. Also this time the September weed crop was a significant sailing issue to where success required regular tactical visits to shore to clear weed. Or as PRO Lawrie Neish was quoted in the Gulf Islands Driftwood newspaper, "It was a light-aired competitive event, but with a sixth sense for seaweed you'd do a lot better". Nobody was spared despite the SISC weed net placement. But only Martin Herbert speared a jellyfish on his keel. They have some big ones, and if you have jellyfish on it too closely resembles being at anchor.

This is the fourth time in the past six years that the Canadian IOM National Championships has been held on Saltspring Island. It is also a USA ranking event, which brings some more keen competition, and this year added a strong contingent from California. Last years champion and perennial favorite, Peter Van Rossem, traveled from Kingston, Ontario to defend. The rest of the fleet was from the Pacific Northwest, including skippers from Washington and Oregon for this three-day regatta. Unusually persistent light wind prevailed all three days and combined with the weed, made a difficult regatta to find consistent finishes. Everybody visited the B-fleet. Finishes were close top to bottom, for example 3rd and 4th tied with PVR getting this one by count-back. Likewise 13th & 14 and 16th & 17th were tied and resolved by count-back. But nothing deterred the clear winner, Californian George Pedrick, and his Picanto design on his way to becoming the 2011 Canadian National Champion. Well done.





Jenny Taylor, a recently retired IOM skipper and the better half of Team Taylor, created these stunningly beautiful trophies with native Canadian art carved into Ostrich eggs. As you carve deeper you get the different colors, which can't be an easy task. These will be cherished and displayed prominently. Jan Schmidt photo.

#### CAN Nats Results after 22 heats with 3 discards:

|    | Skipper          | Sail | Club/City         | Hull      | Score |
|----|------------------|------|-------------------|-----------|-------|
| 1  | George Pedrick   | 99   | Pt. Richmond, CA  | Pikanto   | 45    |
| 2  | Graham Herbert   | 97   | Hornby Is, BC     | LEO       | 71    |
| 3  | Peter Van Rossem | 66   | Kingston, ON      | Topiko    | 78    |
| 4  | Jan Schmidt      | 74   | Victoria, BC      | Topiko    | 78    |
| 5  | Morgan Dewees    | 98   | Portland, OR      | Widget    | 106   |
| 6  | Martin Herbert   | 199  | Saltspring Is, BC | AERO      | 109.9 |
| 7  | Julian Laffin    | 82   | Hornby Is, BC     | Zoom      | 117   |
| 8  | Chris Brundege   | 19   | Portland, OR      | Widget    | 133   |
| 9  | Roger Kibble     | 68   | Saltspring Is, BC | Ikon      | 150   |
| 10 | Bob Wells        | 5    | Mercer Is, WA     | V6        | 168   |
| 11 | Gary Boell       | 31   | Pt. Richmond, CA  | Pikanto   | 173   |
| 12 | Gene Harris      | 50   | Pt. Richmond, CA  | Vapour    | 183   |
| 13 | Bob Lewis        | 95   | Vancouver, BC     | Scorpio   | 232   |
| 14 | Larry Stiles     | 109  | Sedro Wooley, WA  | Topiko    | 232   |
| 15 | Joe Damico       | 180  | Sequim, WA        | V6-Damico | 256   |
| 16 | Ole Andersen     | 281  | Saltspring Is, BC | Zoom      | 283   |
| 17 | Steve Young      | 73   | Tacoma, WA        | Arrival   | 283   |
| 18 | David Cloud      | 92   | Hornby Is, BC     | Scorpio   | 290   |
| 19 | David Cook       | 3    | Victoria, BC      | Porky Pig | 301   |
| 20 | Bill Langjahr    | 88   | Anacortes, WA     | Cockatoo  | 310   |
| 21 | Dale Chase       | 83   | Hornby Is, BC     | Zoom      | 323   |
| 22 | David Taylor     | 30   | Saanichton, BC    | Trinity   | 364   |
| 23 | Gordon Nash      | 22   | Saltspring Is, BC | Possum    | 402   |



A crowded weather buoy at the 2011 Canada Nats. Maggie Argiro photo.



The town of Ganges Harbour is in the background at the end of the harbour. Hornby Island cabinetmaker Julian Laffin is the bright colored Zoom #82, and is one of the younger guys in the fleet. Maggie Argiro photo.





Dock action at the 2011 Canada Nationals at Saltspring Island Sailing Club. Maggie Argiro photo.



Ganges Harbour was a beautiful and sunny venue for the 2011 Canada Nats. Maggie Argiro photo.

## SMYC / Coulon Park - Regatta #6:

Bob Wells reporting 9/24/11:

Another enjoyable regatta is in the books. The calendar read Fall Season, but the weather felt like summer except with some humidity we don't usually feel around here. Unfortunately the wind didn't want to follow the forecast, and we stayed in the bottom end of 1-rig instead of the top as forecasted. At least the weed was minimal for September, which was a function of the rare SE winds blowing weed away from our dock.

If we had waited just one day when the fronts came through we would have had big wind. For example Sunday SMYC's Victoria Fleet Championship was canceled after 3 races with sustained 25-knot wind. And then we continued with solid wind, often with white caps, Monday thru Thursday. How many times will I be writing our regatta was one day early for the stronger wind?

We had two new/used boats in our fleet from Sequim, Craig Rantala's AZETONE and Terry Topjun's IMAGE built in plywood. Also Bill Dye sailed his new/used TS-2 with us for the first time, but went out early with electrical issues. Bill then again took over again as RD, which we greatly appreciated.

### Results after 14 heats with 2 discards:

|   | Skipper       | Sail # | Club/City     | Hull    | Score |
|---|---------------|--------|---------------|---------|-------|
| 1 | Bob Wells     | 05     | Mercer Island | V6      | 20.0  |
| 2 | Joe Damico    | 180    | Sequim, WA    | V6      | 22.0  |
| 3 | Steve Young   | 73     | Tacoma, WA    | Arrival | 27.0  |
| 4 | Craig Rantala | 65     | Sequim, WA    | Azetone | 53.0  |
| 5 | Ron Hornung   | 108    | Seattle, WA   | Disco   | 57.0  |
| 6 | Rod Carr      | 02     | Redmond, WA   | SE Zoom | 58.0  |
| 7 | Terry Topjun  | 03     | Sequim, WA    | Image   | 84.0  |
| 8 | Bill Dye      | 00     | Seattle, WA   | TS-2    | 100.0 |



Craig Rantala's first regatta with SMYC in his new/used Azetone, another white boat with a blue jib luff tape for the fleet. Craig obviously has had some previous time radio sailing as there is no hesitation to mix it up. Ron Hornung photo.



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**2011 Cowichan Lake Sailing Camp:** 9/23-25/2011:

Graham Herbert and his Hornby Island fleet in BC sponsored this IOM sailing camp described in Graham's own words, "Without a doubt this is the best venue available to us in the Pacific Northwest. With this in mind the Hornby fleet will be hosting a 3-day sailing camp there on September 23-25. We have the OK from the directors of the facility. We will supply a rescue and mark boat and all the marks. I hope that some of you can come for the whole event but just come for one day if you want. We won't be keeping scores and we are planning to have a lot of fun races so put it on your calendar". Later Graham further clarified, "We don't have any schedule of events or any kind of plan whatsoever and probably won't as I believe we will be able to make it up as we go. Our emphasis will be on trying different things than the usual but we will also do some of the usual too. We will be sharing as much knowledge as we can but mostly we just want to have a great time sailing together in a relaxed and friendly atmosphere and help one another get better with our boats. See you there". Typical for IOM sailing in BC, the event was coordinated through their forum at [WCMYA@yahoogroups.com](mailto:WCMYA@yahoogroups.com). The following selected posts from the Forum wrap up this event:



Lake Cowichan Sailing Camp dock shown with Graham Herbert's boat/sailbox trailer in the foreground. The trailer holds all eight of his IOMs, which is just about the total Hornby Island fleet. Obviously Graham plays nice and shares his toys with his friends. A unique way to form a fleet you have to admit! Photo © Stan Schofield.

**Martin Herbert's 9/25/11 post in the WCMYA Forum:** Just back from the Saturday Cowichan Lake Camp, the only day that I was able to attend and I have to say that it was a great success. At one point we had more boats out than came to the Nationals. We all sailed in one fleet and I have never seen a fleet that was more in tune with the idea of FUN. Graham lead the fleet through various challenges, the most popular was the "co-operative start" where the object was to all be on the line at the gun, no one going for the best start but everyone trying to get an equal start. It was an amazing exercise in boat control and a great way to get rid of the second row of starters. In the course of about a half dozen of these interspersed with some races it was noticeable how much the calibre of the fleet starts improved. At one point the wind died and Graham called all the boats in and did a boat-by-boat tuning clinic that was totally fascinating. No scores were kept and the pressure was off. There were some amazing individual efforts made on the race course, one of my favorites was a race by Pete Fagan where he got a good start, rounded the weather mark in second and sailed the next two laps flawlessly to end snapping on Graham's heels. John Ball also had a great race where he moved into the lead on the first beat and sailed

Seattle Model Yacht Club

into a huge lead at one point, stayed calm through a calm patch and held on to win. Ron also had a great morning winning several races and staying consistently in the top of the fleet. Our two American guests also had some good races and of course the Hornby contingent was always there, ready to pass you in the most charming ways. It was just Fun, Fun, Fun. Thank you Graham, for organizing this and for the spirit in which it was organized, truly a great success and I wish I could have been there for the whole thing.

**Graham Herbert's 9/26/11 post in the WCMYA Forum:** Thanks for all the positive messages. I was very happy with how the event turned out even though we had rain on 2 of the 3 days. For those who missed Sunday, it rained but it also blew. Only the Hornby gang and Colin sailed but it was Top of A rig with a bit of nose diving and difficulty tacking but we did get about 2 hours sailing then the wind just suddenly quit so we packed up camp early. We had 24 boats sailing on Saturday and it was a fantastic sight that attracted several locals to come down and watch us. They were delighted that we were there. Bonnie Hayward, a local photographer spent most of Saturday taking pictures and chatting to us. She is going to write an article for the local paper. We had great campfire conversations in the evenings and frequented the local eateries and generally had a splendid time. Thanks to everyone who came and especially thanks for the great sportsmanship. Cheers,

**David Cook's 9/26/11 post in the WCMYA Forum:** From my perspective I had a real blast at Cowichan Lake despite the challenge of getting down and up the gangway. The distance between the rungs is the exact distance between my w/c tires. Thanks to Adrian, Joyce and Raewyn for helping me down and Eric, Martin and Stan for getting me back up! after realizing I hadn't tightened my rudder all the way (don't make your own tools with wood and epoxy, my sailing went way better.

It was great after Graham suggested we do a few practice starts learning the technique of finding you space, inching forward, protecting it and most importantly sheeting in slower (to avoid stalling or rounding up) with the goal to be on the line with full speed at the start. I know my starts improved after this. Thanks Graham!

I heard the woman from Lake Cowichan newspaper say she couldn't believe how quiet it was with everyone concentrating. We might be getting our boats picture published in their local rag.

On the way home I asked Raewyn to stop by and check out Cowichan Bay as a possible sailing site. There's a public park right on the water with benches facing the water, a dock and boat ramp, free nearby parking, strong and steady winds parallel to the shoreline and didn't notice any weeds.

So, the big question is why were there so many boats participating in this event compared to the Regionals or Nationals at Saltspring? Are more sailors interested in the casual don't keep results kind of events, the reputation of Lake Cowichan being great for winds or the fresh water.

I'm working on a site evaluation form to allow us to identify and objectively rank potential sailing sites based on a variety of criteria, which includes distance to travel for how many, sailing condition, access, and facilities. Cheers

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## **SMYC / Coulon Park - Regatta #7:**

Bob Wells reporting 10/22/11:

This wraps up our second season sailing IOMs at Coulon Park with our established friendly competition and camaraderie on our big water radio sailing venue. October brought the best wind this year with southerlies in the mid to top A-rig range. The predicted southerly front came early bringing significant rain with the wind. Rain kept the crowds down, but not our intensity. The southerly was unstable so there were lots of shifts and velocity changes, and huge gains for those getting it right. It paid to get your eyes off the telltales and look ahead to what the wind was doing.

The stronger wind and chop brought a few more boat issues than normal. Competition was again close all up and down the roster. The Ron's continue their rivalry with Portland just taking this one over Seattle. At the top of the fleet Bob Wells led early, until his A-rig shroud broke. Joe Damico then led for a



while giving way to Steve Young. Steve's rudder servo packed up on race #14 with him in the lead, and he was done for the day. Joe then leads briefly, but Bob is leading by a point beginning the last race. Joe had his chance to win the regatta leading nicely on the last beat, but he didn't cover. By his own admission, "he didn't cover until it was too late". Four boats accepted Joe's gift, and Bob survived for his inexplicable regatta win. You see when Bob lost his A-rig he was ready to pack it in with his spare parts left at home. Steve pointed out that he had a B-rig, and so Bob sailed his last eight races mostly underpowered with his seldom used B-rig. We were all amazed how the B-rig hung in and even collected a few wins when the gusts were more persistent.

Jan Schmidt, fresh from dominating the USA fleet at the Cranberry Caper the previous weekend, joined us from Victoria, BC. Jan became our RD because he didn't bring his Topico to sail. He brought it to complete the sale to Bob Wells. Unfortunately Jan didn't get his rig complete in time to sail his new BTL design either. Of course we won't let a skipper just watch, so Jan sailed a few races with various boats. Our racing is serious on the course, but trading transmitters is fun and educational. No we don't reflect the trading of transmitters on our scores, so put an asterisk on all SMYC fleet results.

We all finished with a late lunch at our favorite Irish pub, a great end to a great SMYC season.

#### Results after 17 heats with 3 discards:

| Position | Skipper        | Sail # | Club/City         | Hull        | Score |
|----------|----------------|--------|-------------------|-------------|-------|
| 1        | Bob Wells      | 05     | Mercer Island, WA | V6          | 28.0  |
| 2        | Joe Damico     | 180    | Sequim, WA        | V6          | 30.0  |
| 3        | Steve Young    | 73     | Tacoma, WA        | Arrival     | 45.0  |
| 4        | Bill Langjahr  | 88     | Anacortes, WA     | Cockatoo II | 47.0  |
| 5        | Larry Stiles   | 109    | Sedro Woolley, WA | Topico      | 59.0  |
| 6        | Ron Blackledge | 208    | Portland, OR      | Picanto     | 73.0  |
| 7        | Ron Hornung    | 108    | Seattle, WA       | Disco       | 76.0  |
| 8        | Craig Rantala  | 65     | Sequim, WA        | Azetone     | 85.0  |

### The ARCS' Cranberry Caper Regatta at Cranberry Lake:

Bob Wells reporting, 10/30/11:

The Anacortes R.C. Sailors (the ARCS) began sailing IOMs in 2010, and they have been attending regional regattas from the beginning. They broadened their commitment to the IOM class by holding their inaugural IOM regional regatta, The Cranberry Caper. It is no surprise to those sailing with the ARCS that it was a very successful in every way. Turnout was solid from Washington, and it deserves to grow next year. The weather cooperated with sun, temperatures in the 50's, and most importantly winds in the 2 to 10 knot range. There is always lively social time with the ARCS, and a two-day regatta just allowed more time for it. Early arrivers enjoyed a Friday no host dinner at Village Pizza. The big party Saturday night was at Langjahr's waterfront home with a gumbo dinner.

The ARCS sail Soling45s and IOMs, and the enthusiastic Soling guys made sure there was no lack of volunteers for managing the regatta. Larry Stiles initially set the marks and there was little regatta down time, except for the provided lunches in the gorgeous lodge style picnic shelter built under the WPA. It was a terrific first effort at a regional regatta

The top finisher was Jan Schmidt from Victoria, BC, who was so dominant he threw out a 2nd place after 29 races! Otherwise sailing was close throughout the regatta lineup. There were two fun perpetual trophies. A "Splash Trophy", presented by a two-time winner Collie Martin went to Larry Stiles, who became one with the water in an earlier tune-up race. The "Crash Trophy", was hotly contested by several ahhh,..... innocents.

Finally I have to compliment Wayne Martin for his over 800 terrific images of this event, of which a few are seen in this newsletter. You'll see them in future newsletters too, as radio sailing on Cranberry Lake provides compelling images. I have awarded Wayne our "Staff Photographer" title with this

professional work. “Staff Photographer” is the highest title we can bestow at this photo-oriented newsletter, and Wayne joins the esteemed Hanneke Gillissen from NED, Ingrid Bluem from GER, and Ron Blackledge from Portland, OR with this title. Well done.

#### Caper Results after 29 races and 4 discards:

|    | Skipper        | Sail # | Club/City       | Hull                | Score |
|----|----------------|--------|-----------------|---------------------|-------|
| 1  | Jan Schmidt    | 74     | Victoria, BC    | Topiko-Bantock      | 30.0  |
| 2  | Joe D'Amico    | 80     | Sequim, WA      | V6-SE-Vickers       | 80.0  |
| 3  | Larry Stiles   | 09     | Sedro Woolley   | Topiko-Bantock      | 93.0  |
| 4  | Steve Young    | 73     | Tacoma, WA      | Arrival-Hollum      | 115.0 |
| 5  | Bill Langjahr  | 88     | Anacortes, WA   | Cockatoo-Byerley    | 123.0 |
| 6  | Dave VanAmburg | 71     | Ferndale, WA    | Erica-Firebrace     | 125.0 |
| 7  | Julian Lee     | 03     | Anacortes, WA   | Cockatoo II-Byerley | 130.0 |
| 8  | Ron Farrell    | 63     | Shelter Bay, WA | Victory-Firebrace   | 199.0 |
| 9  | Vic Childs     | 18     | Anacortes, WA   | Vektor-Bantock      | 224.0 |
| 10 | Bob Wells      | 05     | Mercer Is, WA   | V6-Vinaixa-Vickers  | 236.2 |
| 11 | Nic Wilson     | 19     | Anacortes, WA   | Vektor-Bantock      | 243.0 |
| 12 | Ray Fiedler    | 98     | Shelter Bay, WA | SC4-Gibson          | 243.0 |
| 13 | Bill Dye       | 00     | Seattle, WA     | TS2-Smith           | 332.5 |
| 14 | Kip Lewis      | 82     | Anacortes, WA   | Image-Bantock       | 373.0 |



The Cranberry Lake venue as seen from the shore. The dock is about 180' long. The consistently stronger winds with decent weather historically happen in Feb. and Oct.; so hence the Caper is in October. The surprisingly decent local weather benefits from being in the Olympic Mountains rain shadow. Wayne Martin photo.





#63 Ron Farrell of the ARCS seen weaving to weather. Ron has upped his game with his new/old Victory design built in NZL and passed along from Steve Young. We try to keep our boats in our growing area. Wayne Martin photo.





We received over 800 professional photos from Wayne for our use! Your Editor's eyes are tired from selecting the best of the best, and finally I just gave up... Photo Wayne Martin



More tight Cranberry Caper action, but this time rounding the weather mark in a breeze. #109 is Larry Stiles' Topico with water spitting over the bow. Joe Damico is bow down in #180. Photo Wayne Martin.





Canuck Jan Schmidt always wins in the States, at least so far in Washington. Keep visiting us Jan as we like the challenge and your company. Featured here with his SAILSetc Topico #74, he dominated The Caper to where he discarded a second! Three of the better Washington IOMs came here via Jan; including Glam Rock, Arrival, and now this Topico (sold to your Editor Bob Wells just after this regatta). Jan's new IOM is a BTL from Oz. Photo Wayne Martin.





Joe Damico appears to have won favored pin end on this start, but he looks nervous. He is on the left in this picture and it is because Jan in #74 is blocking the view of his boat. Photo Wayne Martin.



Sunday had lighter breezes. Look at those majestic trees though. Photo Wayne Martin.



## The OMYC 2011 IOM Club Championship Regatta at Blue Lake:

Ron Blackledge reporting, 10/30/11:

The 2011 OMYC IOM season is now in the history books and a big thank you is in order to all of those who joined in the effort and fun to develop and promote the growth of IOM sailing in the Pacific Northwest. Among other things, we saw the establishment of the Western CanAm(COW) series which will become more popular and prominent as time goes on. The series has put us on the National IOM scene. Saltspring, Gene Coulon and Hood River are three of the best venues anywhere. And don't forget about local favorites Cranberry Lake and Surprise Lake. Or if you have a compass and guide check out Hornby Island, BC.

Our Club Championship on Sunday was a success despite the wet weather, some weeds, and very light wind. Blue Lake Park should be a great new home for our 2012 IOM season. Special thanks go out to three members of the Seattle squadron for driving down for our inaugural IOM event at the Park. They allowed us to start ten boats at the line. Unfortunately George G. not surprisingly dropped out quickly with electrical problems. When it was all over I believe anyone of five could have taken honors. Steve Young and Bob Wells earned bullets and will receive "the iconic OMYC Bullet glass" in a ceremony later. Also Bill was unanimously voted the "Corinthian Skipper Award". This along with traveling the furthest distance (Anacortes) earned him an honorary Bullet glass. More importantly it was nice to see finishes bunched together. Parity is good. We are all getting better. George G. will post the results on our website. Also special thanks go out to Russ Caul for being RD. There were no fists thrown or screaming. Great job. And Curt thanks for setting up a solid course.

Afterwards we settled in at the Sextant Tavern alongside the Columbia River for some ice-cold adult frosty pops and good conversation. It is important we develop close bonds with our Skippers from up North. We need to work together to keep the sport growing. We need to always focus on bringing in new members. If you have a lead please Email the appropriate IOM Captain pronto. Thanks

But I digress. I was watching the opening trial of the "Volvo70 Ocean Race" at Alicante, Spain. These are behemoth 70 ft yachts with ten man crews that will race around the world with a viewing audience exceeding a billion. You can read and enjoy videos at the website posted below. The good news..... **THEY HAVE ACCEPTED OUR APPLICATION!** The ten of us must report to Alicante Harbor within nine days to start the first leg to Cape Town. We will be sailing on the new the *MINNOW*.

<http://www.volvooceanrace.com/en/home.html>

**I have established our *MINNOW* crew assignments based upon proven performance as follows:**

|                 |   |
|-----------------|---|
| George G.       | Engineer and electrician. George will keep a close eye on the seven Eurgel drum winches on board. He will also be main boom watch when we gybe...   |
| Morgan Dewees   | " Wrinkles Twinkles" is the trimmer   |
| Steve Young     | Steve will keep the bow, keel and rudder free of weeds  |
| Yours truly     | Cargo Packer and Nutritionist. I have already packed the bow, bunk room, pantry and food locker with 120 cases of double IPA and Black Porter, six barrels of rum, three quarts of orange juice (for scurvy) and fifteen frozen McDonald's happy meals. This should get us to Cape Town |
| Bill Langjahr   | Chief Grinder   |
| Dave "the Duck" | ? What are we going to do with the Duck? How about making him ballast, allowed on deck only during taps and roll call. If he drinks all the beer down below, we will use him as barter if we're overtaken by Somali pirates   |

|             |   |
|-------------|---|
| Mike Skeen  | Navigator. Mike's assignment may be changed however. Yesterday he told me Cape Town was a small fishing village on Okinawa. I guess we can just follow the other boats?   |
| Chris       | Helmsman. The normally even mannered and easygoing Chris is surprisingly aggressive on the water. He is famous for coming up on the USS Enterprise during Fleet Week in the San Francisco Bay. The Enterprise had to peel off quickly and took out all of Fisherman's Wharf.  |
| Curt Knight | Curt will be hailing the competitors when things get tight. Being the most practiced, he will take the helm when a penalty turn is required.  |
| Bob Wells   | Communications Chief. The well-known writer, and publisher of the popular "IOM in the Northwest", will blog and publish worldwide our adventures as they unfold. Bob is also an architect and designed the Minnow. We accept his apologies for the boat being only 63 ft. Apparently he subtracted when he should have added when he put in the HD plasma widescreen and hot tub. |
| Russ Caul   | Russ will be our on shore consultant. His command post will be in the Tiki Bar at the Royal Barbados Beach and Spa Hotel. He will keep us on track and be in constant communication with our sponsor and financial backer, Bernie Madoff & Associates.  |

All in all things look encouraging. I think we can win. However in Vegas the Flamingo Gaming Room disagrees. They have posted 340 to 1 odds against us making it to Cape Town. Worse, they are giving odds we will not even make it to Gibraltar, or get lost making shore on the coast of Finland. But what do they know? I still think we can win. See you guys in Alicante next week.

May your sheets be always tight and your drinks served cold

Ron Blackledge, OMYC IOM Captain

#### Results after 7 races with 1 discard:

|    | Skipper           | Sail # | Score | 1    | 2    | 3    | 4    | 5    | 6    | 7    |
|----|-------------------|--------|-------|------|------|------|------|------|------|------|
| 1  | Dave Glassow      | 38     | 18.0  | 4.0  | 7.0  | 1.0  | 4.0  | 3.0  | 2.0  | 4.0  |
| 1  | Steve Young       | 73     | 18.0  | 2.0  | 5.0  | 7.0  | 2.0  | 6.0  | 1.0  | 2.0  |
| 3  | Bob Wells         | 05     | 22.0  | 7.0  | 1.0  | 4.0  | 5.0  | 4.0  | 3.0  | 5.0  |
| 3  | Morgan Dewees     | 98     | 22.0  | 8.0  | 4.0  | 2.0  | 1.0  | 1.0  | 6.0  | 8.0  |
| 5  | Ron Blackledge    | 208    | 23.0  | 1.0  | 6.0  | 6.0  | 8.0  | 5.0  | 4.0  | 1.0  |
| 6  | Bill Langjahr     | 88r    | 24.0  | 3.0  | 8.0  | 3.0  | 6.0  | 2.0  | 7.0  | 3.0  |
| 7  | Mike Skeen        | 50     | 31.0  | 9.0  | 2.0  | 5.0  | 3.0  | 9.0  | 5.0  | 7.0  |
| 8  | Chris Brundage    | 04     | 37.0  | 6.0  | 3.0  | 9.0  | 7.0  | 7.0  | 8.0  | 6.0  |
| 9  | Curt Knight       | 88y    | 48.0  | 5.0  | 9.0  | 8.0  | 9.0  | 8.0  | 9.0  | 9.0  |
| 10 | George Georgiadis | 96     | 65.0  | 10.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |

(Note, if we count-back on the tie scores Steve Young gets the win and Bob Wells drops to 4th. – Editor.)



## Other IOM Items of Interest:

### Letters to the Editor:

(Dated 11/18/11) Bob, simply fantastic newsletter! I learn something every time I read it!!

Brig (North)

(Dated 10/22/11) Hi Bob, another wonderful newsletter, many thanks!

Was reading about your experiments with shroud tensions ([see the Seattle IOM Update; Sept. 2011; pages 15-18 – Ed.](#)), and saw, “Moving the shroud termination aft increased shroud tension a whopping 3.4 lbs. to 9.6 lbs.” I assume that you did **\*nothing\*** but re-attached the shrouds using the aft chainplates, and if so I believe the increase in tension you experienced was entirely accidental, due to whatever height above deck the aft chainplate opening happened to offer as a result of the hull build. It would of course be worth checking with your V6 builder, but my guess is that the aft chainplates were put in without any thought about lengthening the shroud run by a designed amount being that which was needed to take tension from 3.4 to 9.6. A different V6 would, I imagine, have yielded 6.7 lbs or even 1.9 lbs as a result of your experiment...

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Best regards  
Lester (Gilbert)



*Lester, thanks for the comments, and I agree with all you say. To clarify my V6 “More Cowbell” pictured here has three mast base slots (spaced 10mm) on deck and two shroud termination hoops (spaced 20mm) with the shroud terminations aligned aft of mast base say 10mm. The multiple shroud terminations align with the appropriate mast base slots, which are atypical in IOMs as far as I’m aware yet common in some other classes. At the top of 1-rig I would be in the forward mast base slot and forward shroud termination with 1° rake. In this configuration I had*

*assumed in my article that it is the longer radius to the aft shroud termination that caused the shroud tension to increase. Well yes at 0° rake, but not quite at 1° if you do the geometry. I stand corrected, and you correctly make the point that manufacturing tolerance is a factor here. I just know that on my V6 that it continues to be a quick and easy shroud tension adjustment that is typically not available to other IOM designs. And that increasing shrouds tension in the upper wind range helps my sailing a lot. Editor.*

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**IOMs For Sale: SailsETC IKON:** This was Graham Bantock's personal boat with which he won many European and World Championships. Graham sold the boat to Paul Beard and he sold it to me. Color is light grey. The boat is complete with A, B, and C rigs, + a sail bag, all by Bantock. The Whirlwind sail control servo has been replaced with a new Futaba #5801 (\$150.00) and will also include the Whirlwind winch. The boat comes with 2 rudders, both carbon fiber from Bantock and a DX6 transmitter/radio with a matching receiver. This boat is in excellent condition and very competitive at all racing levels.

\$1500.00, shipping from No. California not included.

Contact: Karl Tulp (email: karltulp at att.net)

For general IKON info you can read about Lester's IKON here:

<http://www.onemetre.net/OtherTopics/Ikon/Ikon.htm>

(Note that Laurie Neish's black colored IKON CAN68 has been campaigned by Roger Kibble the last few years, and this is a solid performer. Editor)

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## Meet Our New Washington State IOM Measurer – Larry Stiles:

Bob Wells Reporting:



Jerry Brower had been a first class measurer for us in every way, but he has been unavailable and not communicating since his return from IOM Worlds this summer. We need a new measurer and Larry Stiles stepped up. Class Secretary Jake Leo recently accepted my nomination of Larry to be a class measurer. Larry will figure it out and do a professional job. Thank you Larry.

What is happening with Jerry? We wish we knew? We sailed with him locally a week after Worlds, and all appeared well. He was thrilled with his Worlds experience, and had lots of stories. He showed off his beautiful new/old Widget, Mr. Brightside. A month later after a Hood River regatta I finally get an email response from him that "he is fine". That is all that we know. Mostly we all miss our good friend and hope he is well. It is a worry.

Larry Stiles, new IOM Measurer, accepting his Splash Award at the Cranberry Caper for an accidental swim off the dock. At least Larry has only done this once, unlike some others. Photo Wayne Martin



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## **Single Panel Sails – Resolved:**

Bob Wells Reporting:

Remember this controversy at 2011 Worlds on Zvonko Jelacic's single panel sails, which we touched on in our July 2011 newsletter. Well Zvonko got the ruling he wanted, and maybe we'll see some commercially available in the future? The attached link gets you to the Interpretation on IOM Class Rules regarding single-panel sails.

<http://www.iomclass.org/doc-files/Technical/IOM%20CR%20Interpretations/Interpretation-2011-IOM-3.pdf>

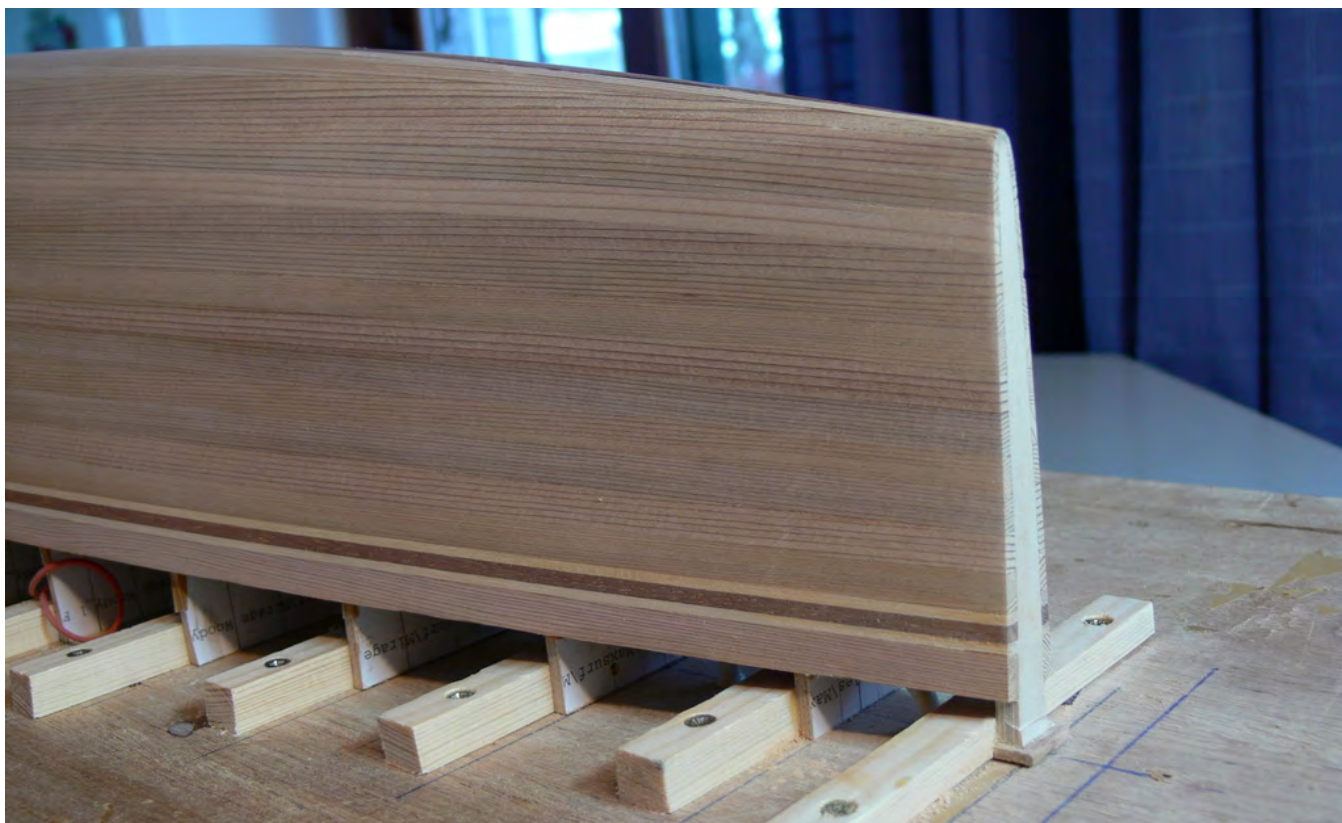
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## **Another Radio Sailing Newsletter:**

<http://radioyachtingnz.files.wordpress.com/2010/04/nzrya-newsletter-september-2011.pdf>

## PLAYMATE OF THE MONTH... GBR 38 ECO:

This beauty hails from Scotland, where woody IOMs are so plentiful they hold well-attended annual Scottish IOM Wooden Championships. ECO is a new wood variant of the recent EVO design by Jeff Byerley in OZ, and built and sailed by Ian Dundas in Scotland. It was another collaborative process between the designer and builder, and is a wonderful result. Beautiful and competitive wood IOMs are rare, but I'm learning they are not as rare as I had thought. Ian has some inspiring things to say to prospective wood IOM builders, so let's get to the interview with Ian and the comments from Jeff:



ECO under construction and showing the thoughtfully placed cedar grain and mahogany accent. Photo Ian Dundas.

**SMYC:** First tell us something about yourself, your sailing career, and how long have you been sailing in the IOM class?

**IAN DUNDAS:** I am a retired Oil and Gas Operations Manager, resident in Aberdeen Scotland, with a long experience of building and running offshore and onshore oil production plants in extreme conditions around the world. My sailing career began at high school in Enterprise Dinghies. Thereafter I raced a number of boats at different times; Hunter Sonata keelboat, Fireball and Wayfarer Dinghies and anything else I could helm or crew. During a two year spell based in Paris I discovered R/C Racing and built my first wooden boat – a DM Marblehead built to local class rules. On return to UK in 2002, I took up IOM Racing in Scotland with a STEALTH.

**SMYC:** Why do you choose wood for your IOM construction? You noted in an earlier email that ECO is your 3rd wood IOM, and you are building a 4th.

**IAN DUNDAS:** My grandfather was a cabinetmaker and I always wanted to emulate the beautiful work he did. Wood is I believe the easiest material for a beginner to use and with a bit of care can result in very attractive and competitive boats, which I think, have much more character than GRP hull boats. I also believe that in the IOM Class it is possible to build a wooden boat that can compete at the front of the fleet. As you say I am now on my 4<sup>th</sup> IOM, each being built by different methods.





Ian Dundas launching his ECO on his local Inchgarth Reservoir in Aberdeen. Photo John Owens

SMYC: In preparation for this I read your recent article about the Scottish IOM Wooden Hull Championship: <http://www.yachtsandyachting.com/news/?article=157688/> Do you have any additional comments about this; as far as I know it is unique in IOM sailing?

IAN DUNDAS: The Scottish Wooden Hull Championships was started a number of years back when several skippers in the Brechin Club decided to build and race wooden Triple Crown designs. Now in Scotland there is a large group of wooden IOM builders, some are even building their own designs or variants of prototypes from recognized designers. Each year at the Championship there seem to be more entries and it is a great spectacle to see a full fleet of “woodies” on the start line, most of which have been built by the skippers themselves. Some builders take well over a year to finish a single boat whereas another is now on his 13<sup>th</sup> boat.



SMYC: What led you to the EVO design by Jeff Byerley? How did the name ECO come about?

IAN DUNDAS: I met Jeff for the first time at the 2010 European IOM Championships where we shared accommodation. We quickly became buddies and shared a lot of ideas about IOM designs. It was my first view of Mirage Boats and I liked the look of Jeff's work. I think Jeff felt sorry for me as I explained my efforts with Maxsurf software to design and build my own boats. After the championship Jeff came up with a new design he called EVO and he sent me the maxsurf file for a variant for wooden construction. I decided not only to be *eco*-logical using wood but also *eco*-nomical as I used up lots of spare material I had in my workshop. I also recycled the 3 rigs and the electrics from other boats.





All ECO photos by Ian Dundas unless otherwise noted.



SMYC: What conditions is ECO optimized for?

IAN DUNDAS: Best to ask Jeff about this. On the water in competition I find that Eco goes really quick in strong winds but then that is the conditions we regularly get in Scotland.

SMYC: What did Jeff Byerley provide - more than just hull lines?

IAN DUNDAS: In addition to the hull lines Jeff has given me the key dimensions for the boat such as Fin, Mast and Rudder positions. (I've confirmed that Jeff Byerley is not typically offering design or consultation for homebuilders, and is instead focused on production of his new designs. Ian noted that there are a number of good wooden IOM plans available that produce competitive boats; Triple Crown from MYA UK, Vector and Zig Zag from SAILSetc and Ska from Brad Gibson – Editor.)

SMYC: What is the max WL beam dimension?

IAN DUNDAS: 162mm max WL Beam, and 206mm max beam.

SMYC: What foils and bulb did you use? Did you purchase or build yourself?

IAN DUNDAS: After trialing several fin and rudder combinations on previous boats I settled on the Dave Creed Fin and Rudder for ECO. I used a rectangular fin box to allow the fin to be moved fore and aft on the prototype but will use Dave Creed's aerofoil fin-box on my next build as we are fairly sure now of the fin and mast position.

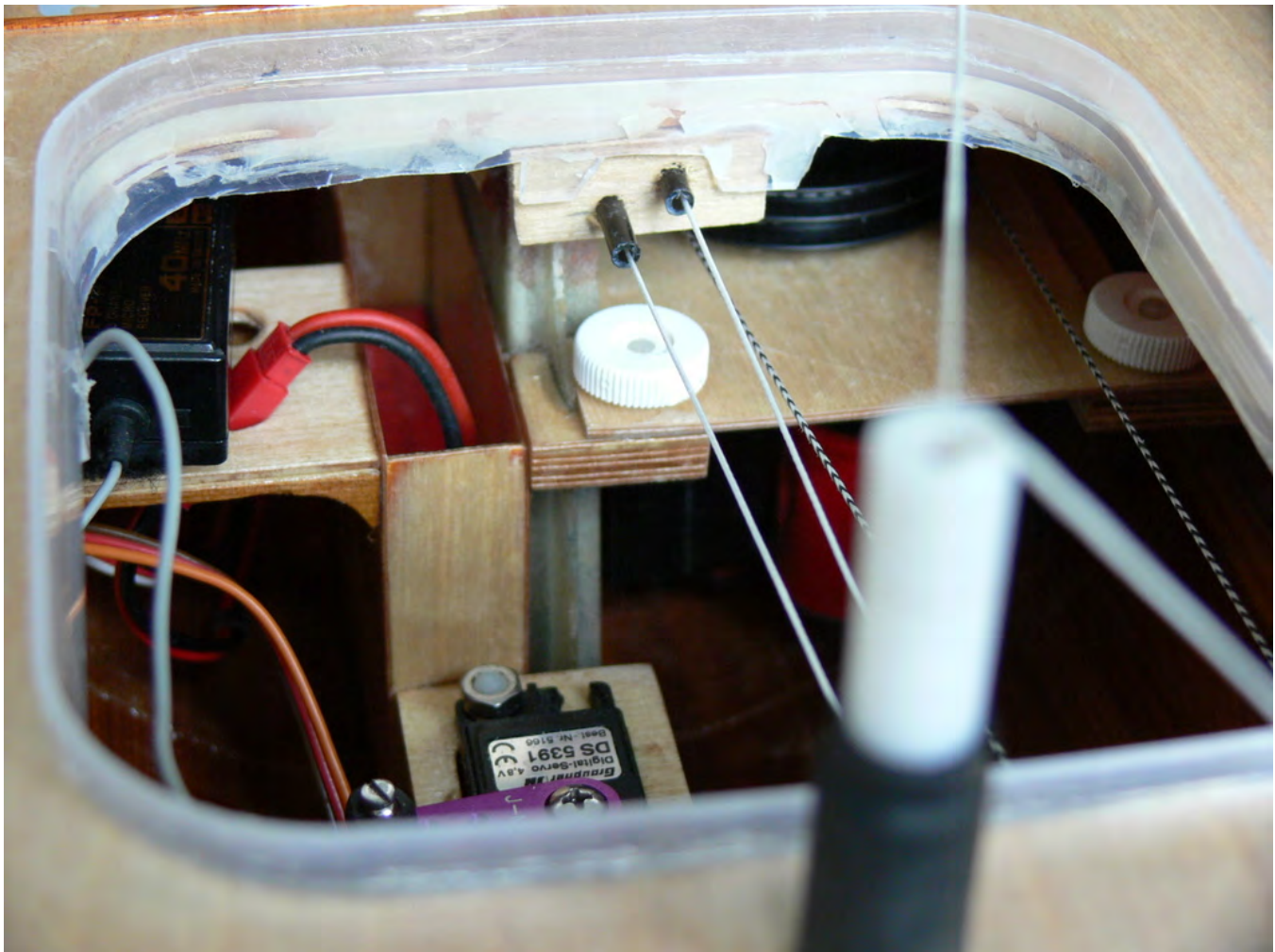


Ian Dundas and his ECO were winners of the 2011 Scottish Championships at Castle Semple. Photo Steve Taylor



SMYC: What wood was used for planking and how thick. Also what wood species were used for framing and deck too?

IAN DUNDAS: Like most wooden boat builders I use red cedar wood for hull planking. For ECO I used 8mm x 2.7mm planks, which I had ordered for a Marblehead that never happened. To make a neat job of planking the hull it is necessary to taper and bevel each of the planks at the bow and stern. I find the 8mm x 2.7mm easier to work than the normal 10 x 3 planks. With a thinner section it can difficult to stay fair and with thicker planks it can lead to a heavy weight hull. For framing I use cedar off cuts wherever possible strengthened with thin birch ply webs. For load bearing pads such as shroud anchors I use 5mm marine ply. For the deck I use 0.8mm birch ply and for contrast features I use mahogany veneer.



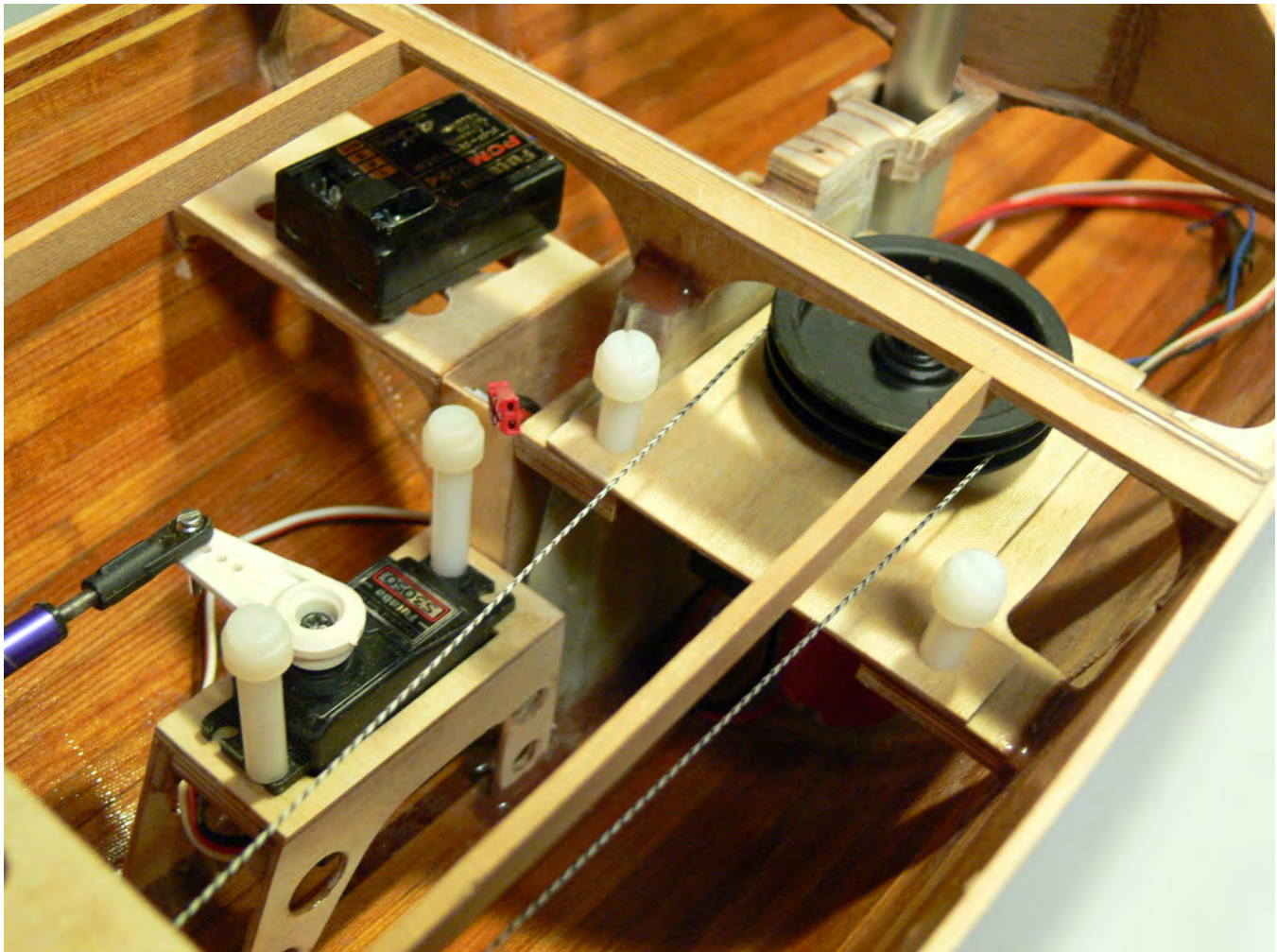
ECO's recycled electronics in this view inside looking forward. The battery slot is left of the keel.

SMYC: I remember you recycled electronics that you already had in your shop. Tell us the sail winch model and drum size. From the photos I see that you created a battery slot for a vertical placement next to the keel. What battery are you using?

IAN DUNDAS: I use RMG winches in all my boats. The model in ECO is my spare winch, a basic 280D fitted with a 42mm drum to give fast sheet travel. I use 2 cell Lipo batteries delivering 7.4v which also helps to speed up the RMG winch. Although the Lipo battery is much lighter than other types of battery this does not give any advantage as the difference between Lipo and other types goes into the corrector weight situated just under the battery. However if your wooden boat is overweight then the Lipo can help get it down to the Class minimum.

SMYC: From the photograph I see you are using a Graupner/JR DS-5391 digital rudder servo (Weight 46g; Torque 70 oz-in @ 4.8V; Speed 0.12 sec/60° @ 4.8V). It is a mystery to me why some seemingly compete fine with simple analog servos like the Futaba S3003 and others go for very much more powerful, fast, and heavy ones with the Croatsians the extreme example? Your selection is somewhere in the middle on this huge range in rudder servo performance. What are your thoughts here?

IAN DUNDAS: Again the rudder servo in Eco was a spare I had available at the time. There are many good servos available that work. What is important is to have enough angular travel and speed to be able to steer out of trouble, enough power to bear away at the windward mark in strong winds and enough accuracy to recenter after each movement.



Placing the electronics and sheeting systems before installing the deck. Ian Dundas photo.



SMYC: Any tips to share with our readers about building in wood?

IAN DUNDAS: Get hold of a recognized IOM Plan available on the market, and just do it. You learn so much each time you build a boat not only about construction but also about the theory of yacht design. When you finish a boat you can write a lot about the way to do it better next time. Then next time you can write a lot again. On my current build I am using a building frame with sections at 50mm rather than 100mm. This allows thinner planks to be used which results in a lighter hull. I skin my wooden hulls inside and out with 50 gm cloth, which is light, but more importantly gives the planked hull much more resistance to damage from side impact. I also build the boat with a sacrificial stern and only cut back the hull to the proper stern after all the planking and coating is finished. This avoids unsightly pinholes that get cut away. Velcro strips and masking tape are great to hold planks firmly in place while the glue dries. Get yourself a good sharp mini wood plane. I use one that I bought many years ago that uses razor blades and is just so accurate to skim the finest cut. Take care in the selection of your wood to seek out close long grained pieces.

SMYC: I noticed that you opted for a jib swivel track so you can adjust the jib swivel locations. I like that as I like to fiddle with tuning. Most production boats have fixed swivel locations for each rig, and many opt for a tube to extend the string swivel and strengthen this area. Care to expand on your thinking here?

IAN DUNDAS: I fitted the jib swivel track initially as a way to give a strong anchorage for the jib swivel points, which can take very high loads (especially in collisions). It also gave me the option as you say to easily adjust the swivel point without touching the jib booms. As Eco was a prototype I was not sure of where to place the swivel points. In fact, I found that Jeff's recommended positions were very good overall but on No 3 rig to cure neutral helm I brought the swivel point as far aft as I could and this did the trick.

SMYC: Finally from an earlier email you shared you goals in building ECO, and I'd like to discuss them a little more one by one beginning with:

GOAL 1. "Avoid foredeck patches". I'm curious why?

IAN DUNDAS: I have never liked the look of sticky back patches on the foredeck of model yachts. For me they detract from the look of the yacht and can be a source of water ingress. They are usually there to allow access to equipment that has been installed in front of the mast, something I was looking to avoid.

GOAL: 2. "Get the internal weight directly above the LCB".

IAN DUNDAS: In my big boat racing I was always taught to get the weight out of the ends. To help hold the boat stable in choppy waters I feel that the maximum weight concentration should be placed in the centre of the boat and as deep in the hull as possible.

GOAL: 3. "Have an under-deck sheeting arrangement". Why this preference.

IAN DUNDAS: Like the deck patches, I feel over deck sheeting arrangements detract from the look of the boat. I wanted to try out an under deck arrangement to see if it would be reliable and glitch free. I had a couple of scary moments initially with a snagged sheet line. The power of the RMG lengthened the sheet tension spring from 30mm to over 130mm. Replacing all this was not easy between races but it worked and "touch wood" (sorry) it has been fine since. I plan to improve accessibility in future boats.

GOAL: 4. "A corrector weight of > 100 grams".

IAN DUNDAS: One of the difficulties with wooden built IOMs is they are generally heavier than fibreglass boats. The current trend is to build light then fit corrector weights in the centre of the boat. With my second wooden IOM boat I used diagonal strip plank construction and achieved a 50gms corrector. With some weight saving ideas I set myself a target of 100gms. ECO comes in at 104!

GOAL: 5. "To look pretty". Obviously you accomplished that with your selection of materials and craftsmanship.

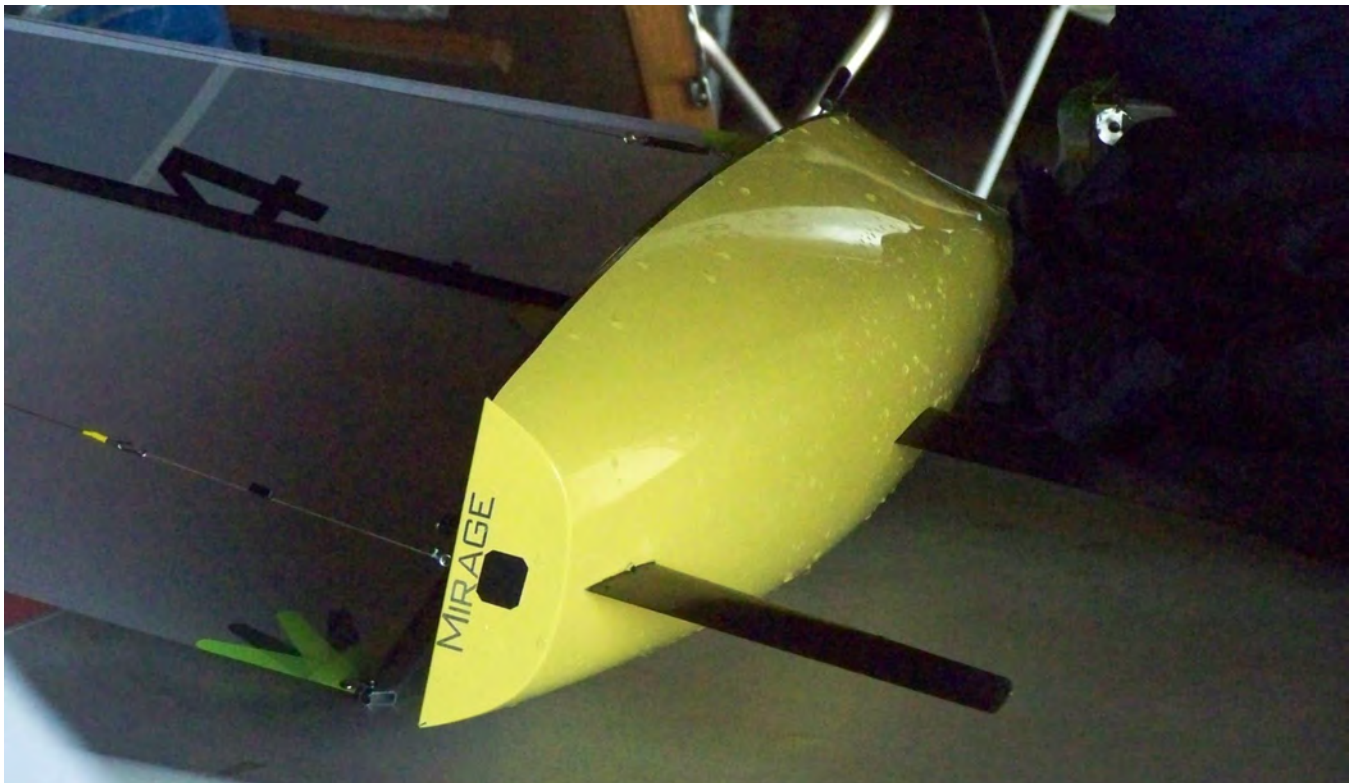
IAN DUNDAS: If you spend hours creating a wooden yacht then it is normal that you want it to look good and to show off the beauty of the wood like a classic yacht

GOAL: 6. "To be competitive with the top (expensive) fiberglass boats". Ian, please list some of your results. There is nothing like competition to let you know how you and the boat are performing:

IAN DUNDAS: First event for ECO was the 2011 UK National Ranking at West Kirby where many top skippers were preparing for the Worlds. Despite a few shakedown issues, ECO finished above mid fleet and showed some good performance. Highlight of the year for ECO was her win in the Scottish District Championships which was sailed in strong winds at Castle Semple. ECO went on to win the 2011 Scottish Traveller Series and came 2<sup>nd</sup> in both the Wooden Boat Championship and Fastnet endurance race. Interestingly in these last two events Eco was beaten by another well sailed home built wooden boat. Since launch it is my preferred boat, which I use on a weekly basis and my fiberglass boats are "moored" at the back of my garage. It is a very well balanced boat that goes well in a wide range of conditions.

SMYC: Ian, you noted you are starting your 4th woody build. Care to share what that is?

IAN DUNDAS: In line with the current trend for IOM designs to have a chine, I am currently building for the 2012 season a wooden version of Jeff Byerley's new boat (Cheinz-Editor). I am trying some new ideas in the build so we will see if it comes out a better boat than ECO?



Jeff Byerley of Mirage Radio Yacht's personal EVO as sailed at the 2011 AUS IOM Championships, where the entered EVO's placed 2nd, 6th, and 19th out of 52. I believe that these were relatively new yachts that performed well in windy conditions from the looks of the images. I include this image because it shows some topside flare and a long soft chine in this fiberglass version that I don't see in Ian's wood ECO variant. Jeff explains this in his comments that follow. Photo by Brian Hard.





Notice the very clean plywood foredeck. Ian has adjustable eyes in a recessed track for his jib swivels.



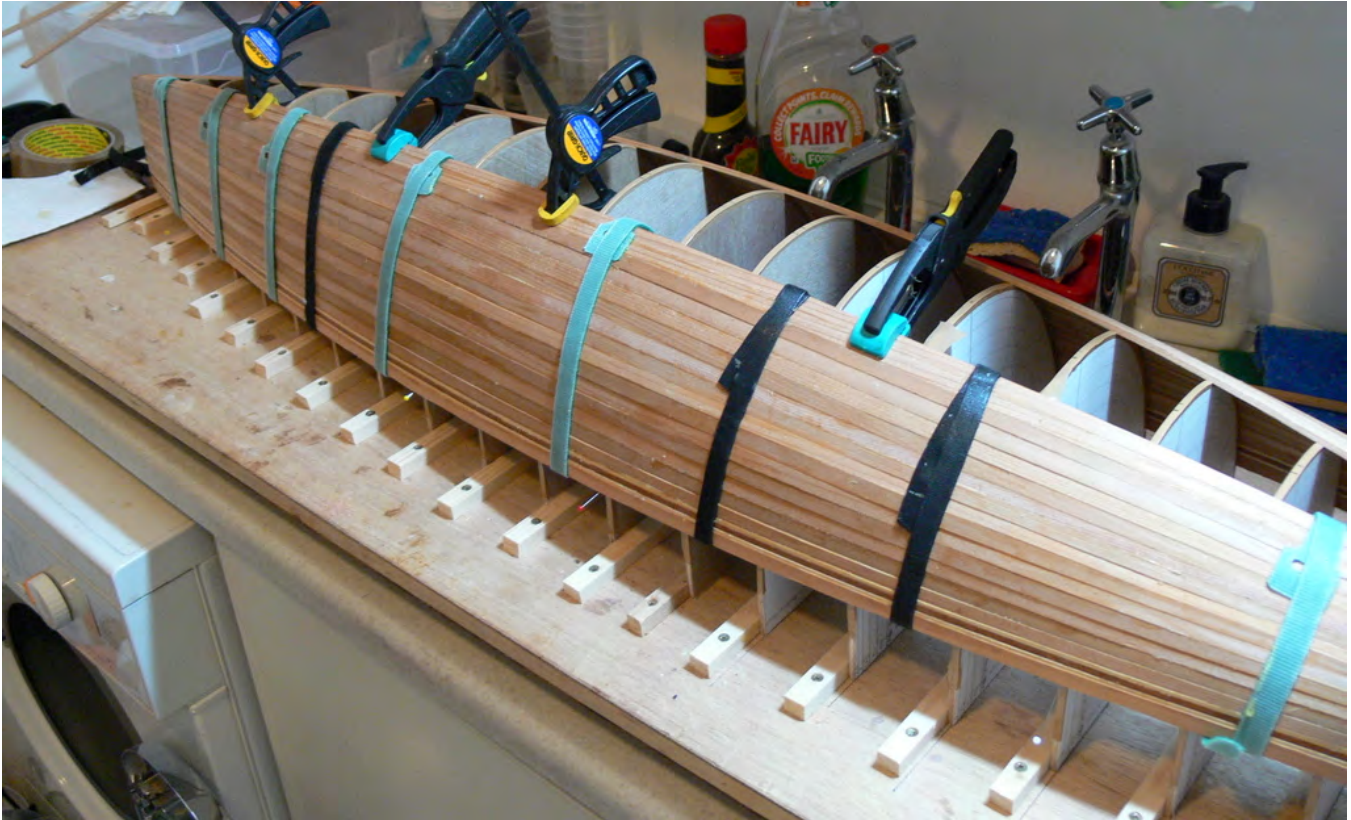
"Xuan is the Christian name of my Vietnamese mother-in-law who sadly passed away during the build. She was an elegant lady". Ian Dundas





The attention that Ian gave to the pattern in the topside cedar grain is high craftsmanship. Photo Ian Dundas.



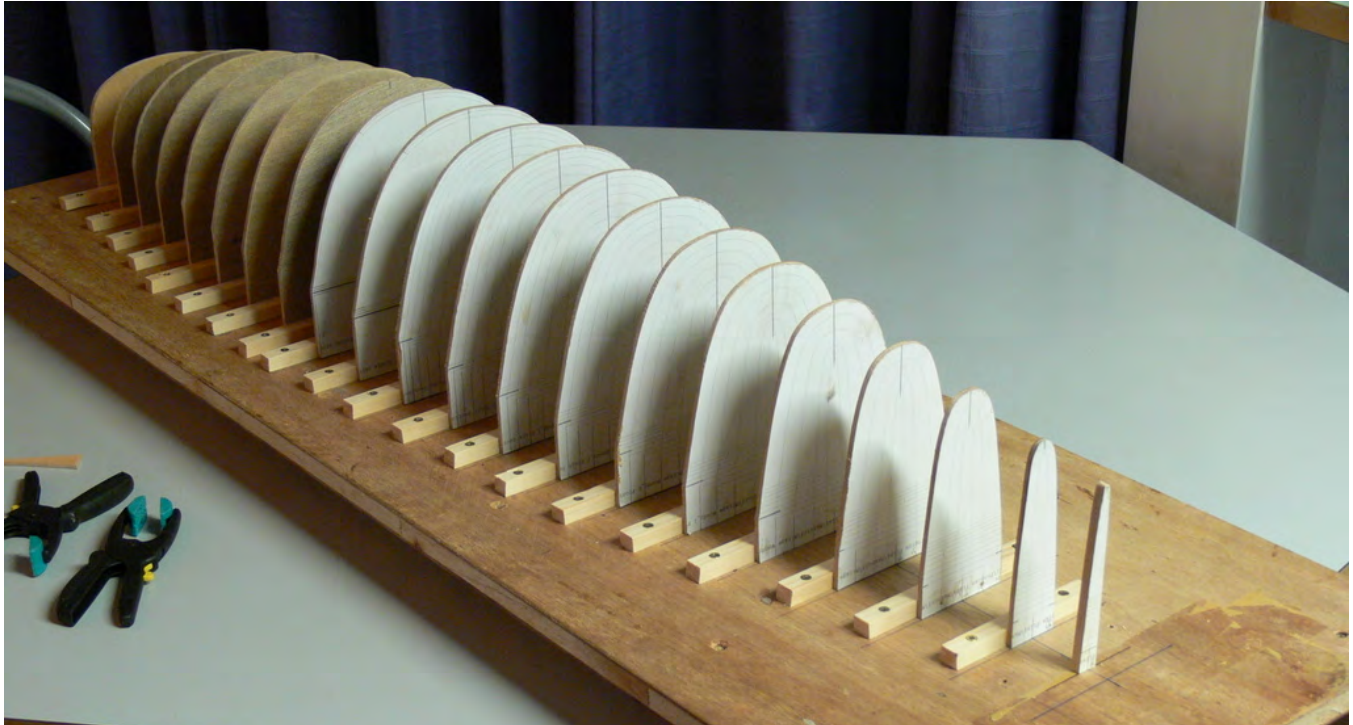


Ian's wood hull #3, ECO, during planking, and the image shows his technique and simple tools. Ian Dundas photo.



Now compare Ian's wooden hull #4, CORBIE, during planking. This is an early look at his unfinished Cheinz variant in wood. Both #3 and #4 are Mirage Radio Yachts designs, but are very different in hull shape. Ian Dundas photo.





Ian's wood hull #3, ECO, shown here with just the shadows is a good way to "see" the hull shape and compare with Ian's #4 woodie below. Ian Dundas photo.



The shadows for Ian's wooden hull #4, CORBIE, show a very different hull form that Jeff Byerley describes more fully below. I'll remind you that this is a variant of the production Cheinz design by Mirage Radio Yachts, and not a reproduction in wood. Ian Dundas photo.





Ian's wood hull #3, ECO, showing a more rounded transom profile without chines. Ian Dundas photo.



Now compare Ian's wooden hull #4, CORBIE's flatter bottomed transom with chines and tumble home. This is an early look at Ian's unfinished CHEINZ variant in wood. Ian Dundas photo.

**ECO Designer Comments:**

By Jeff Byerley of Mirage Radio Yachts in Queensland, AUS

Some thoughts on the progression of designs in the stable of Mirage Radio Yachts, including ECO:

**Cockatoo & Xtreme:** After the success of the Cockatoo design which started in 2002 and had slight mods in the case of Cockatoo 2 in 2003, (finer entry and narrower foredeck), to the Cockatoo 08, which had a wider chord fin moved slightly forward, I tried a narrow beam design Xtreme. This boat had it's moments especially in windy conditions, and in the hands of better skippers than myself even won some major events!

**Mad Max:** I then moved on to the Mad Max, which remains a good all-rounder and still a good performer today.

**Evo:** With the idea of eliminating the cockpit used in previous boats I came up with the Evo, which is a minimum wetted surface area design based on a flattened U-shape. It had some flare in the bow. Unfortunately with this flare and the flat rear deck in the prototype, it had a look of just too much deck area. The performance of the boat was very good but I could see a need to move away from this "look" to a slimmer appearance with reduced hull area.

**Eco:** Ian Dundas (Scotland), whom I met at the Euros, was a builder of very fine wooden IOM's. He requested a design to build for the wooden boat regattas held in Scotland. I sent Ian a design, which he named Eco. This was based on the Evo with reduced flare and a slight reduction in deck area. This wooden boat is performing very well against production boats in his area, with Ian winning more than his share, proving that the design concept works very well.

So to the **Cheinz:** With the introduction some years ago of the Lintel by Dave Creed in the UK, complete with chines and a "different look", the benefits of the chines became apparent, especially in heavy weather. Initially there seemed to be a tradeoff in light conditions and I think this stalled the uptake of this concept. With the introduction of other chined boats with less wetted surface area the idea has spread.

After seeing the performance of the Britpop by Brad Gibson last year at the IOM Euro's in France, it appeared to be a concept worth pursuing. Over the next few months I played with a large number of variations and finally with time running out before the IOM Worlds in West Kirby, I settled on the design, which I named Cheinz. Unlike similar chined boats, the underwater lines are a combination of initially round sections, which quickly turn into ellipsoids to soften the effect that round sections can have on boats of IOM size when sailing in large waves. This results in a very slight increase in wetted surface area, but I think this is a good tradeoff.

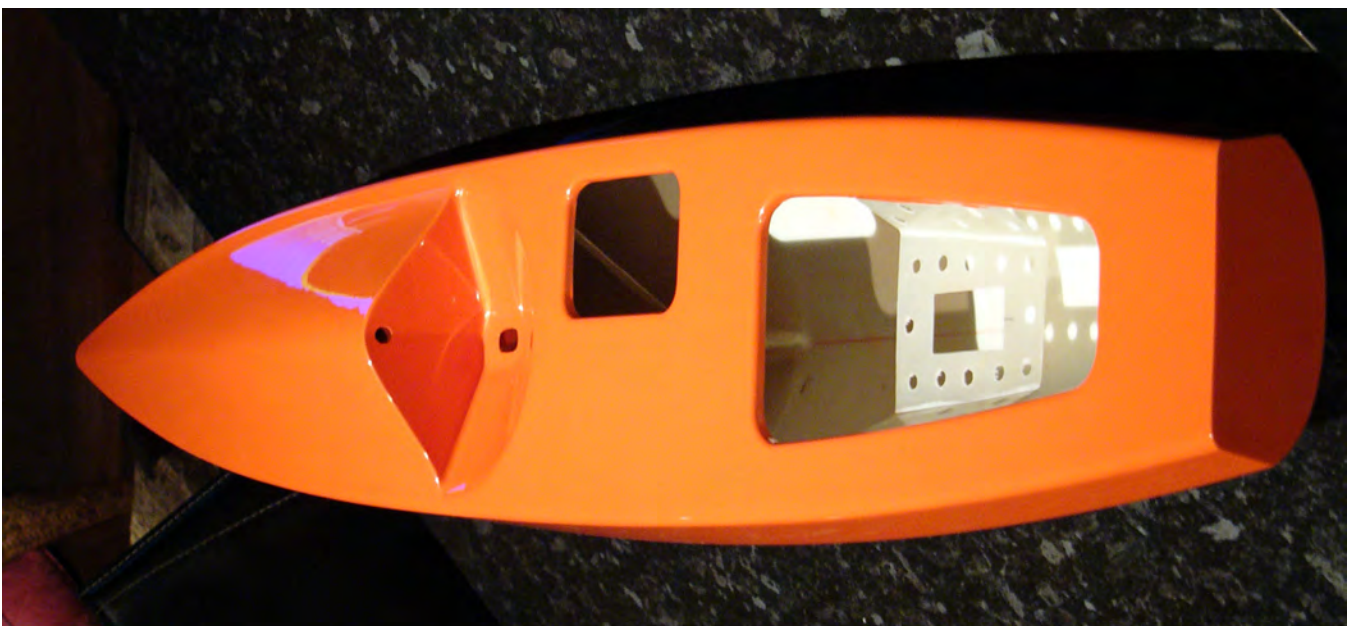
The chines seem to have multiple benefits of which a few are; providing some "bite" on the leeward side when sailing upwind, less windage on the windward side, and less hull area which produces a smaller, lighter hull. I stayed with the flat deck ala Evo, but of course it has a much smaller area and has the benefit of no cockpit to carry water in large waves.

I think the results in the Worlds proved the design works. With only 2 days sailing before the event and not having the #2 or #3 rigs in the boat before leaving, the prototype exceeded my expectations. Even with my ordinary sailing skills the boat was a match for the best there. Production of the boat is now underway and I have included some photos of the first two. My website under **Mirage Radio Yachts** has some information re the Cheinz as well as some new concepts in Marblehead and 10 Rater design.






Jeff Byerley's first two production CHEINZ designs are looking terrific here in fresh gelcoat. Bill Langjahr and Jan Schmidt are on Jeff's waiting list for theirs. I believe that these will represent the first new production hulls coming to the Pacific NW, although we have some high quality custom and used production boats as well as high quality Euro kits. On order or waiting lists we have additional well known new boats coming: four (4) Lintel kits, one (1) Lintel MMX, and two (2) BritPOPS. The competition continues to improve here and upgrading our kit is part of it. 2012 will be our most competitive year yet. Photo Jeff Byerley.



Another view of the production Cheinz design. Photo Jeff Byerley.

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? You can find our previous newsletters at: [http://www.seattleradiosailing.org/?page\\_id=29](http://www.seattleradiosailing.org/?page_id=29)

Note that the next newsletter is scheduled for March 2012. There are no big regattas here in the winter and I'm off skiing anyway. So I can ski I'm pushing myself from this computer to belatedly get in a semblance of condition.

Editor: Bob Wells ([WellsonIsland@Comcast.net](mailto:WellsonIsland@Comcast.net))



I hope this image absolves me of committing false advertising with all the pictures we insert of sailing in the Pacific NW in sun lately. This is what it is usually like. Your Editor is in the foreground with some fellow early adopters of IOMs in WA in 2010. This was a great day because we had wind and the rain was intermittent and light. Jean Lee photo.



# 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 ( <b>WCAS #1</b> )   | 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 ( <b>WCAS #2</b> )                              | 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<br>2:00PM Sun | C-rig Test Fest at The Gorge<br><b>SMYC – #3 is moved to the Gorge.</b>   | 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 ( <b>US Western Regional R6 &amp; WCAS #3</b> ) | 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 ( <b>WCAS #4</b> )                               | 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<br>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   | See NOR                     | 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 1<sup>st</sup> 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**

**2012 Regional IOM Regatta Schedule DRAFT**

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

Also 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          |
|----------|------------|--|--------------------|----------------|----------------|
| 1/8      | 1PM – 4PM  | ARCS – Sunday Regatta                      | Cranberry Lake     | Julian Lee     | (360) 299-2900 |
| 1/22     | 1PM – 4PM  | ARCS – Sunday Regatta                      | Cranberry Lake     | Julian Lee     | (360) 299-2900 |
| 2/5      | 1PM – 4PM  | ARCS – Sunday Regatta                      | Cranberry Lake     | Julian Lee     | (360) 299-2900 |
| 2/19     | 1PM – 4PM  | ARCS – Sunday Regatta                      | Cranberry Lake     | Julian Lee     | (360) 299-2900 |
| 3/4      | 1PM – 4PM  | ARCS – Sunday Regatta                      | Cranberry Lake     | Julian Lee     | (360) 299-2900 |
| 3/10     | 10AM – 2PM | GHMYC – Saturday Regatta #1                | Surprise Lake      | Steve Young    | (253) 202-6840 |
| 3/18     | 11PM – 4PM | ARCS – Sunday Regatta                      | Cranberry Lake     | Julian Lee     | (360) 299-2900 |
| 3/24     | 10AM – 2PM | SMYC – Saturday Regatta #1                 | Coulon Park        | Bob Wells      | (206) 232-9036 |
| 3/24-25  | See NOR    | VMSS – <b>Beaver Fever</b> (Victoria, BC)  | Beaver Lake        | Barry Fox      | www.WCMYA.ca   |
| 4/1      | 1PM – 4PM  | ARCS – Sunday Regatta                      | Cranberry Lake     | Julian Lee     | (360) 299-2900 |
| 4/14     | 10AM – 2PM | GHMYC – Saturday Regatta #2                | Surprise Lake      | Steve Young    | (253) 202-6840 |
| 4/15     | 1PM – 4PM  | ARCS – Sunday Regatta                      | Cranberry Lake     | Julian Lee     | (360) 299-2900 |
| 4/14 –15 | See NOR    | Hornby Island Regatta                      | Hornby Island, BC  | Graham Herbert | www.WCMYA.ca   |
| 4/28     | 10AM – 2PM | SMYC – Saturday Regatta #2                 | Coulon Park        | Bob Wells      | (206) 232-9036 |
| 5/5–6    | See NOR    | SMYC – <b>COW Cup (WCAS #1)</b>            | Coulon Park        | Bob Wells      | (206) 232-9036 |
| 5/12     | 10AM – 2PM | GHMYC – Saturday Regatta #3                | Surprise Lake      | Steve Young    | (253) 202-6840 |
| 5/20     | 1PM – 4PM  | ARCS – Sunday Regatta                      | Cranberry Lake     | Julian Lee     | (360) 299-2900 |
| 5/26     | 10AM – 2PM | SMYC – Saturday Regatta #3                 | Coulon Park        | Bob Wells      | (206) 232-9036 |
| 6/1-3    | See NOR    | SISC – <b>CAN West. Regional (WCAS #2)</b> | Saltspring Is., BC | Lawrie Neish   | www.WCMYA.ca   |
| 6/9      | 10AM – 2PM | GHMYC – Saturday Regatta #4                | Surprise Lake      | Steve Young    | (253) 202-6840 |
| 6/17     | 1PM – 4PM  | ARCS – Sunday Regatta                      | Cranberry Lake     | Julian Lee     | (360) 299-2900 |
| 6/16-17  | See NOR    | OMYC – <b>C-rig Test Fest at the Gorge</b> | Hood River, OR     | Morgan Dewees  | (360) 608-4290 |
| 6/23     | 10AM – 2PM | SMYC – Saturday Regatta #4                 | Coulon Park        | Bob Wells      | (206) 232-9036 |
| 7/1      | 1PM – 4PM  | ARCS – Sunday Regatta                      | Cranberry Lake     | Julian Lee     | (360) 299-2900 |
| 7/7      | 10AM – 2PM | GHMYC – Saturday Regatta #5                | Surprise Lake      | Steve Young    | (253) 202-6840 |
| 7/13-15  | See NOR    | OMYC – <b>HR Carnage (WCAS #3)</b>         | Hood River Marina  | Morgan Dewees  | (360) 608-4290 |
| 7/28     | 10AM – 2PM | SMYC – Saturday Regatta #5                 | Coulon Park        | Bob Wells      | (206) 232-9036 |
| 8/5      | 1PM – 4PM  | ARCS – Sunday Regatta                      | Cranberry Lake     | Julian Lee     | (360) 299-2900 |
| 8/???    | See NOR    | <b>US Nats at RACE WEEK</b> , San Diego    | Mission Bay Pond   | Freddy Rocha   | www.iomusa.org |
| 8/11     | 10AM – 2PM | GHMYC – Saturday Regatta #6                | Surprise Lake      | Steve Young    | (253) 202-6840 |
| 8/19     | 1PM – 4PM  | ARCS – Sunday Regatta                      | Cranberry Lake     | Julian Lee     | (360) 299-2900 |
| 8/27     | 10AM – 2PM | SMYC – Regatta #6                          | Coulon Park        | Bob Wells      | (206) 232-9036 |
| 9/2      | 1PM – 4PM  | ARCS – Sunday Regatta                      | Cranberry Lake     | Julian Lee     | (360) 299-2900 |
| 9/8      | 10AM – 2PM | GHMYC – Saturday Regatta #7                | Surprise Lake      | Steve Young    | (253) 202-6840 |
| 9/16     | 1PM – 4PM  | ARCS – Sunday Regatta                      | Cranberry Lake     | Julian Lee     | (360) 299-2900 |
| 9/22     | 10AM – 2PM | SMYC – Saturday Regatta #7                 | Coulon Park        | Bob Wells      | (206) 232-9036 |
| 10/7     | 1PM – 4PM  | ARCS – Sunday Regatta                      | Cranberry Lake     | Julian Lee     | (360) 299-2900 |
| 10/13    | 10AM – 2PM | GHMYC – Saturday Regatta #8                | Surprise Lake      | Steve Young    | (253) 202-6840 |
| 10/21    | 1PM – 4PM  | ARCS – Sunday Regatta                      | Cranberry Lake     | Julian Lee     | (360) 299-2900 |
| 10/27    | 10AM – 2PM | SMYC – Saturday Regatta #8                 | Coulon Park        | Bob Wells      | (206) 232-9036 |
| 11/4     | 1PM – 4PM  | ARCS – Sunday Regatta                      | Cranberry Lake     | Julian Lee     | (360) 299-2900 |
| 11/18    | 1PM – 4PM  | ARCS – Sunday Regatta                      | Cranberry Lake     | Julian Lee     | (360) 299-2900 |
| 12/2     | 1PM – 4PM  | ARCS – Sunday Regatta                      | Cranberry Lake     | Julian Lee     | (360) 299-2900 |
| 12/16    | 1PM – 4PM  | 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 1<sup>st</sup> 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

**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.

(WCAS #\_) denotes our Western CanAm Series.

11/18/11 revision