

SEATTLE IOM UPDATE

Sailing Reports, Schedules, & More

Seattle Model Yacht Club

March - May 2012

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



Proud skipper's showing their SKA's hulls and decks produced in November 2011 in Victoria, BC. From left to right are Russ Cozens, Mike Pednault, Adrian Harrison, and Bob Haines. All are members of Victoria Model Shipbuilder's Society, and the SKA's all were produced from Adrian's excellent molds. As you read through this newsletter you will learn about British Columbia's blossoming SKA population. It is epidemic, as is the number of SKA articles in this newsletter. Photo Joyce Harrison.

Washington state radio sailing at **Seattle Model Yacht Club** is as vibrant as ever, and it has a great vane and radio sailing history. 2010 marks the addition of an active International One Metre (IOM) fleet, in addition to the well-established Victoria fleet on Greenlake. Locally we're having fun sailing these thoroughbred IOMs cleanly and competitively in three special radio sailing venues. At each venue we're on a walkway away from shore, every month March – October. Then in winter it is limited to Whidbey Island, where the ARCS just don't know when to stop. We habitually comeingle our IOMs like one big club at these venues:

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

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

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

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

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

The ARCS (Anacortes RC Sailors) home is a good-sized lake off the Straits of Juan de Fuca in timeless Deception Pass State Park. Great sailing, great views, and a great WPA built head to boot. The views just driving here justify the trip.

After every race we're together laughing at ourselves in a pub, feeding our faces, and somehow helping each other sail better. It is a key part of the program. Find more SMYC information as well as copies of our previous newsletters at: <http://www.seattleradiosailing.org/>

2012 SMYC IOM Regional Schedule: Go to the last pages for our comprehensive schedule with many regional regattas. This coordinates all the IOM sailing in Washington State, including Gig Harbor MYC and the Anacortes RC Sailors. We try to include the major events in Oregon, Idaho, and British Columbia too. We publish our schedule at the beginning of the year and generally have a few changes through the year. If you sail with us, rest assured you won't be stuck at the same pond every time. Regattas that are more than 1-day are highlighted. Note that this year we are adding Bruce Anderson's weekend regatta in Boise, ID to our schedule for the first time.

For Oregon MYC see: www.omyc.org/site2010/?page_id=84

For British Columbia see: http://wcmya.ca/coming_events.htm

For British Columbia also see: (You must join this group.)

<http://ca.groups.yahoo.com/search?query=west%2Bcoast%2Bmodel%2Byachting%2Bassociation>

For Idaho's Famous Potatoes Sailing Club first regatta, see the Calendar at <http://www.iomusa.org>

2012 Western CanAm Series Schedule – note this change:

Bob Wells Reporting:

Since our November 2011 Seattle IOM Update newsletter was published there has been a change to the 2012 CanAm event scheduling; the Washington event moves from the COW in Renton to Cranberry Lake in Deception Pass State Park. See our revised schedule at the end of this newsletter, but the new Cranberry Caper date is October 6-7, 2012.

Why this change and why not have both venues as Western CanAm Series events? The more the merrier, right? Well, no. The thinking here is to limit the number of CanAm events so they remain special and well attended. In the discussion Lawrie reminded us that we have a limited number of IOM skippers, so more events inevitably waters down attendance. Going forward we have agreed to one annual CanAm event in WA and OR. In BC they can have one or two. It appears that in 2012 that BC will have one event and in 2013 they will have two, which would be the CAN Westerns and Nats. Each state/province decides where they will have their event, although if say OR decides to have their event at Westmorland, then expect some push-back from WA and BC to have it at Hood River or Blue Lake.

In WA we decided that the ARCS in Anacortes deserve the 2012 event after attending their inaugural Cranberry Caper. They have it all at their venue and an active club with lots of volunteers. The Caper volunteers had a great time and want to do it again next year. In 2013 maybe we switch back the CanAm event to the Coulon Park based COW? We'll decide all that later, but we think moving our CanAm to different high quality venues adds spice to the event.

What about the COW Regatta (aka: Canada-Oregon-Washington), which is well received? The COW Regatta will continue annually in early May. For 2012 the COW regatta is again SMYC's big annual 2-day event, but it won't be a CanAm event. See our revised schedule at the end of this newsletter.



Aero sailing: 8:00am December 30, 2011. Happy New Year and good sailing to all! Martin Herbert on Saltspring Island.

Regatta Reports:

2011 USA National Championship – A Newby Perspective:

Bob Wells reporting:

I wasn't there, but by all accounts the 2011 USA Nats was a great event. The host club provided a terrific venue for sailing, Freddie Rocha as PRO again provided high quality race management, and there is always good competition and camaraderie. You can read all about it and see many pictures at:

<http://www.iomusa.org/forum/viewtopic.php?f=6&t=17>

What is it like attending your first IOM National Championship? I know we have a number from the Pacific Northwest who are curious about this. According to my two sources, Joe Damco and Gary Boell, it was great fun and well worth repeating, and that recommendation comes despite some disappointment in their results. This is similar to what we heard from Jerry Brower after the 2010 USA Nats and Worlds.

Gary Boell is from Pt. Richmond, CA and is in the end of his first year of radio sailing and comes from a solid background in racing big boats. Everybody likes Gary, who would sail at the top of our local fleet. He appears to be on a quick IOM learning curve with benefit of the more skilled competition in his NorCal area. Joe Damico noted that Gary's results improved through this regatta. Gary sent me an email on his return and I'll share some excerpts for his Nats impressions:

"It was very educational, very humbling, and a good bench mark to see how "fast" fast really is. My personal take away from the four days was underscored by the realization, that within the top 8-10 places -- there are "no gimme's". The necessity of getting a "front row" start on the right side of the starting line isn't an option, and if you're un-sure about whether you can "cross" -- within the four boat length zone -- better to "duck" every time. That 720 rule doesn't provide an awful lot "tomorrow" from a scoring standpoint. The "long time players in this group" Mackie, Peter Allen, Tony Gonsalves -- are all very very consistent -- and they won't hesitate to call a foul. I don't mean this in a derogatory way -- just that they're very intent on "winning" every race, and I'm not used to that level of intensity. It's a very "ME FIRST" mentality...

Seeing Brad Gibson sail in the event -- was worth the whole trip. Even when he'd gets a so-so start, he'd manage to pick off boats on every leg. By the bottom of the first sausage, he'd be in clear air -- basically sailing his own race. The BritPOP seemed very consistent, however, when the breeze picked up it didn't have any clear edge on the LINTELS."



A typically congested A-fleet start at the 2012 USA Nationals. Image © Hew Hamilton.

For our local buddy Joe Damico this was his first IOM Nats, but not his first radio sailing Nats by any means. He struggled at the back of the fleet all four days, which was below expectations. Like Gary, Joe was amazed how everybody here was fast and highly skilled. Starts were particularly a challenge. Without a good start you are in trouble, as passing anybody is difficult. Tony Gonsalves is one of the top experienced guys, and he explained to Joe that starts here are unlike any local fleet can provide. He said words to the effect, "It's a different animal". Joe recalled one B-fleet race where he got a rare good start and followed Craig Mackey in the lead around the course staying always within a few boat lengths. Speed was not the problem. Just before the finish he goofed up, and the whole fleet passed enmass. Back to B-fleet with A-fleet just in his grasp.

Joe also said that the Dearfield venue was the best radio sailing course he has been to. Winds were good and the raised bank provided good visibility. The venue configuration allowed the hosts to make quick adjustments to the course if needed so the start and windward leg were always aligned properly. A little heat in the late fall felt pretty good too.

So if you enjoy traveling and the challenge of keen sailing competition, try a few regional or ranking events. If you enjoy those then try a Nationals. There are significant positives in the friendly and helpful IOM folks you will meet. You can't help but learn new ideas and you will become a better sailor for the overall experience. There is no better class for traveling if you enjoy the challenges this brings.



A typically congested A-Fleet first weather mark at the 2012 USA Nationals. USA 31 in the bottom right is Gary Boell, our newsletter's latest correspondent. Image © Hew Hamilton.

2011 Seattle Model Yacht Club IOM Championship:

Bob Wells reporting:

This was a great second year for our IOM fleet, which is more concerned about collegial competitive fun than the final results. We made new friends, we had some old friends return, and we even had two guys drop out after sailing with us for a while. Even though we are small in numbers, we have a solid core that almost never misses a regatta and we have folks that often travel considerable distances to spend four hours sailing with us followed by a little party time at our Irish Pub. And of course the SMYC guys return the favor by traveling to sail at other's home venues too. It helps that we take the time to have a coordinated scheduling in advance. And we have so far been able to resolve inevitable on-the-water rule issues with the RRS in the Corinthian spirit.



For the second year in a row Bob Wells and his V6 are the 2011 SMYC fleet champions. 2nd was Joe Damico and his V6. Ron Blackledge photo.

At SMYC we score for our annual club champion using the cumulative points earned over our eight monthly races. Well, except in 2011 where the October results disappeared before I could enter them, which explains the “?” in the results below. We use a high-point scoring system: One point for every boat that you beat in a regatta and two points for attending a regatta with two regatta throw-outs (in pink). Regatta winners are shown in bold with an underscore. We include throw-outs to allow folks to travel to other major regattas and still have a chance to do well with us.

Our **2011 Travel Trophy** goes to Ron Blackledge from Portland, OR, where he is the

IOM Fleet Captain. Ron must really like to travel, because it is about a 6-hour round trip drive for

him to sail with us. His ride is a quirky 1999 Honda Insight, which is an early Hybrid powered 2-seater with 250,000 miles on it. Except Ron has to take out the passenger seat to squeeze in his IOM and kit. What a sight. Ron attended 7 SMYC regattas and almost that many GHMYC regattas, and he was a terrific addition to our cast of characters. We salute you traveling man. Joe Damico garnered 2nd place, as he has a 4-hour round trip from Sequim, WA. Joe is one of our hard-core supporters, who will almost never miss an IOM regatta in WA.

Our **2011 Champion** is Bob Wells, your editor, and his V6; this for the second year in a row. Bob's run included two regatta wins, but his V6 had three wins this year. Our old radio sailing friend Kelly Martin borrowed this same V6 and cruised to a dominant win in July, the first time Kelly has sailed an IOM. The Championship was a squeaker though with Joe Damico tying for points, but losing on the count-back. Joe proved the value of staying in the hunt, as this year he had no regatta wins, but was never far from the top spot. Joe actually had to throw out a 2nd place in this scoring system. Note that we had five different regatta winners out of seven scored regattas, and nobody won more than two events. There is no dominant skipper establisher here yet, although at the beginning of the year it looked like Jerry Brower was headed that direction, until he struggled a little at the COW in May and then disappeared after Worlds.

Our small fledgling fleet is improving with more time on the water and with updating our fleet of used boats. 2011 saw the emergence of Larry Stiles as a solid competitor after languishing in the back through 2010. The difference seemed to be obtaining a recycled TOPIKO and then updating his rigs. Plus Larry sails a lot. Steve Young began sailing much more competitively at the end of 2011, and he to improved his yacht by switching to a used ARRIVAL. The more Steve sails his new boat the better it is moving, and now he is getting new rigs. New skippers and boats are trickling in so our average of 10 skippers per event should be going up, and 2012 should be our most fun year yet.

2011 SMYC IOM Championship Results after 7 regattas with 2 throw-outs:

Skipper	Club/City	Pos.	Total Score	#1 MAR	#2 APR	#3* MAY	#4 JUN	#5 JUL	#6 AUG	#7 SEPT	#8** OCT
Bob Wells	Mercer Is, WA	1	45	10	11	6	6	RD	9	9	?
Joe D'Amico	Sequim, WA	2	45	0	10	11	7	8	8	8	?
Bill Langjahr	Anacortes, WA	3	37	9	8	9	0	5	0	6	?
Larry Stiles	Sedro Wooley, WA	4	33	11	7	4	0	6	0	5	?
Steve Young	Tacoma, WA	5	32	6	4	3	5	7	7	7	?
Chris Brundage	Portland, OR	6	27	7	12	8	0	0	0	0	?
Jerry Brower	Lake Stevens, WA	7	25	12	13	0	0	0	0	0	?
Dave Glassow	Vancouver, WA	8	19	8	6	5	0	0	0	0	?
Ron Hornung	Seattle, WA	9	17	2	3	0	3	3	5	3	?
Ron Blackledge	Portland, OR	10	17	3	0	2	4	4	0	4	?
Rich Murdy	Renton, WA	11	14	5	9	0	0	0	0	0	?
Morgan Dewees	Portland-OR	12	13	0	0	13	0	0	0	0	?
Bruce Andersen	Boise-ID	13	12	0	0	12	0	0	0	0	?
Bob Dunlap	San Jose-CA	14	10	0	0	10	0	0	0	0	?
Kelly Martin	Gig Harbor, WA	15	9	0	0	0	0	9	0	0	?
Geo. Georgiadis	Portland, OR	16	9	0	2	7	0	0	0	0	?
Jan Schmidt	Victoria, BC	17	8	0	0	0	8	0	0	0	?
Craig Rantala	Sequim, WA	18	8	0	0	0	0	0	6	2	?
Rod Carr	Redmond, WA	19	8	0	0	0	2	2	4	0	?
John Mann	Anacortes, WA	20	5	0	5	0	0	0	0	0	?
Julian Lee	Anacortes, WA	21	4	4	0	0	0	0	0	0	?
Terry Topjun	Sequim, WA	22	3	0	0	0	0	0	3	0	?
Bill Dye	Seattle, WA	23	2	0	0	0	0	0	2	0	?

* SMYC #3 moved to Hood River and the C-rig Test Fest to test this great venue before the R6.

** SMYC #8 the results are lost. I recall it was a great time though! Who needs scores?

ARCS Cranberry Lake Regatta – 12/4/11: by Julian Lee

This was a terrific time: sun, wind, great company and friendly competition.

Results after 10 heats with 2 discards:

Position	Skipper	Sail #	Club/City	Hull	Score
1	Joe D'Amico	80	Sequim, WA	V6-SE-Vickers	20.0
2	Larry Stiles	09	Sedro Woolley	Topiko-Bantock	21.0
3	Bill Langjahr	88	Anacortes, WA	Cockatoo-Byerley	23.0
4	Julian Lee	03	Anacortes, WA	Cockatoo II-Byerley	25.0
5	Ron Farrell	63	Shelter Bay, WA	Victory-Firebrace	50.0
6	Steve Young	73	Tacoma, WA	Arrival-Hollum	55.0
7	Craig Rantala	65	Sequim, WA	Azetone	56.0
8	Bill Dye	00	Seattle, WA	TS2-Smith	58.0
9	Ray Fiedler	98	Shelter Bay, WA	SC4-Gibson	70.0

Governor's Cup Regatta – 2/20-21/12: Bob Wells Reporting:

I've wanted to sail at the San Diego Argonaut's briny pond in the huge Mission Bay Park for decades, so when Joe Damico offered to transport my boat to this one I jumped on it. What a great start of the 2012 radio sailing season for me, and a great winter break for my wife too. Honestly I don't know what we liked best; the ski trip in McCall Idaho just before this regatta or the warmth and vibe in San Diego. This annual mid-winter regatta is an ideal one to share with your significant other, and the Damico's, Langjahr's and Ball's joined us as couples from the Pacific NW.

The San Diego area and the venue did not disappoint. The competition was formidable because this was the first ranking event of 2012. The skinny long rectangular pond forces prolonged concentration

that I'm not used too. You combine streaky and shifty wind with boats of similar speed in close quarters, and bubble boys like me are brain dead at the end of the day.

George Pedrick showed the same consistent form that we saw at the 2011 Canadian Nats to quietly take this regatta while winning only one of the 13 races. George's style is low-key and self-effacing. I asked him about the unmarked jib that he was using, and learned that it was his own - a temporary until his new BG arrives. Just like at Canada Nats George gave a proper acceptance speech that thanked the regatta organizers. In particular he pointed out how lucky our class is to have Fred Rocha working so hard to provide first class regattas. Amen to that brother!

My most significant sailing take-a-way from this experience has to do with pointing in shifty winds. I've been consistently lousy at this with IOMs and this regatta started badly too. Enough sail twist wasn't the issue. Fortunately early on Joe Damico gave me the lecture about my tendency to point too much. With nothing to lose I listened (this time), and began sailing with my lee jib tell tales twitching. It worked as I had the power on much more and was stalling a whole lot less. Then I finally I noticed many others do this too. So that's my new IOM strategy for Surprise and Cranberry Lakes. And for the 2012 USA Nats in San Diego!

The other take-away is to sort out the footwear for the wet launches in the briny. Bill Langjahr and I came away with blisters. I don't have an answer at this writing other than toughen the feet and go barefoot.

Governor's Cup: Results after 13 heats with 2 discards:

	Skipper	Sail #	Club/City	Hull	Score
1	George Pedrick	99	Pt. Richmond-CA	Pikanto	29.0
2	Craig Mackey	29	Oceanside-CA	Topiko	36.0
3	Zach Alyea	46	Las Vegas-NV	Topiko	38.0
4	Dennis Rogers	43	San Diego-CA	BritPop	52.0
5	Stephan Cohen	28	Los Angeles-CA	Pikanto	55.0
6	Tony Gonsalves	137	Hollywood-FL	Lintel	59.0
7	John Ebey	93	San Raphael-CA	Pikanto	78.0
8	Bob Dunlap	37	San Jose-CA	Topiko	81.0
9	John Castelli	15	Yorba Linda-CA	Pikanto	88.0
10	Steve Toshi	96	Grover Beach-CA	Micro-Brew	106.0
11	Garry Boell	31	Pt. Richmond-CA	Pikanto	*****112.0*****
12	Jeff Weiss	30	Costa Mesa-CA	Widget	116.0
13	Jerry Brower	142	Lake Stevens-WA	Widget	122.0
14	Kin Robbins	21	San Diego-CA	Stealth	127.0
15	Bob Wells	05	Mercer Island-WA	V-6	138.0
16	Joe D'Amico	180	Sequim-WA	V-6	144.0
17	Chuck LeMahieu	09	Dallas-TX	Robot	162.0
18	Al Finley	174	Brentwood-CA	Cockatoo	170.0
19	Bob Schumacher	44	Irvine-CA	Widget	180.0
20	Mike Eldred	39	Alpine-CA	Ericca	181.0
21	Greg Dawe	68	Encinitas-CA	Ericca	190.0
22	Gene Harris	50	Pt. Richmond-CA	Vapour	213.0
23	Bill Langjahr	88	Anacortes-WA	Cockatoo	214.0
24	Ricky Schoos	41	Santa Cruz-CA	Cockatoo	215.0
25	John Ball	79	Canada	Ska	247.0
26	Tui Singhaseni	08	Beverly Hills-CA	Pikanto	251.0
27	Lon Wahler	16	El Cajon-CA	Ericca	259.0
28	Larry Grant	172	Los Angeles-CA	Cockatoo	260.0
29	Ron Cunningham	61	San Diego-CA	Fog	285.0

IOM USA NCS - Fred's Section:

Model Yachting – Class IOM News

By Fred Rocha, National Class Secretary

iom@TheAMYA.org (This article will be in the Summer MY Issue)

Ahoy IOM sailors! I am Fred Rocha, the new Class Secretary for the IOM class. I am a long-time sailboat racer and I have enjoyed R/C sailing since 2000. I call San Diego home now as I am originally from Rio de Janeiro, Brazil. My passion is being a part of great IOM events, and I will work to the best of my ability to make sure we have a lot of fun, exciting events in the coming year.

I want to thank Jake Leo for his service to the class, and I am pleased to say he will be staying on as part of the team that is managing the class.

Teamwork is the cornerstone for how the class will be operated. I am fortunate to have a number of people who share my great enthusiasm for the IOM class – folks like me who believe the IOM is the best class going! The team consists of 23 people working on specific tasks that will move the class forward, improving communication, event planning, publicity and measurement. If you have a desire to work with the team as we move forward, please contact me. We need enthusiastic, focused and fun people in our group. See our USA IOM NCA team listed below.

One of the first tasks our new team has taken on is tweaking the ranking system which is the method used to choose which sailors will represent the USA in the class' World Championship or other limited participation event. After a lot of discussion and rewrites, a revised set of ranking rules were formed which will be used to determine the US representatives to the 2013 World Championship to be held in Israel. A copy of the document can be found on the class' new website, www.iomusa.org and as well on the AMYA class webpage, www.TheAMYA.org.

The new website is a slick looking, easy to use system. It replaces the old site, which served the class very well through the years, but now we have an attractive, dedicated site for our use. You have to register to use the site, but it's easy to do. The site is critical to our class as it is THE method to communicate with the class constituency. If you have not done so already, sign up for the site and visit it often.

The class continues to enjoy strong support from the AMYA. All people racing in US events are required to be members of the AMYA, which brings so much to our hobby, and one has to be a member of the AMYA to be ranked! So please keep your membership in the AMYA current.

If you need to register your boat or request a PSN, please do so. Ted Flack has agreed to continue his great work as the administrator of the class, so please go to the site to get information on registering your boat. Remember, you must pay your registration and/or PSN fees to be eligible to race in US IOM events.

We have a full slate of regattas scheduled for 2012. Our National Championship will be held at the San Diego Model Yacht Pond on August 2, 3, 4, and 5 in conjunction with San Diego Race Week. This should be a fabulous event, so plan on joining us. Go to the website and see what other fun events in which you may choose to participate this year. Happy Sailing!



2012-14 USA IOM NCA (National Class Association) TEAM:

	Who:	Responsibility:
National Class Secretary (NCS) & AMYA - IOM Class Secretary:	Fred Rocha iom@TheAMYA.org 858-752-8227	National Class authority for Class IOM in the USA and Internationally (IOMICA).
Certification Admin.:	Ted Flack	Contact Ted directly for the USA IOM certification process.
IOMICA Admin.:	Bob Wells	Assist the NCS in IOMICA communications.
Publicity:	Brig North Bob Wells	Primarily assist the NCS in promoting our class in the AMYA's Model Yachting magazine and in our website, IOMUSA.org.
Web:	George Georgiadis Jake Leo Chuck LeMahieu	Assist the NCS in IOM maintaining our website, IOMUSA.org.
Events:	John Ebey Stephan Cohen Mike French	Assist the NCS in event and ranking matters as needed.
Legal:	Roy Langbord Mark Pinckney	Assist the NCS in legal matters as needed.
Racing Rules:	Eric Arndt Denis Rogers Bruce Andersen	Assist the NCS in RRS matters as needed.
Measurement:	Mike Eldred Jerry W. Brower	Assist the NCS in measurement matters as needed.
USA IOM Fleet Capitan List:		Assist the NCS in Regional matters as needed.
Region 1	Jake Leo	
Region 2	Jon Elmaleh	
Region 3	Richard Silverman	
Region 4	Ted Flack	
Region 5	Al Ross	
Region 6	Bob Dunlap	

Other IOM News & Rumors:

IOM for SALE:

2005 Vapour built by Carl Weatherill in New Zealand to a Martin Firebrace design.

Complete and ready to sail less Radio and Battery. Included **A** and **B** rigs with nearly new Black Magic sails - rigged and put on in 2009 and only sailed once. May also include a set of used Power A-rig sails, original to the boat. Smaller diameter A-rig mast and larger diameter B-rig, completely balanced for rig measurement. Last measurement was 4002 grams and keel was 2498 grams. Boat is Lime Green hull and deck with white cockpit. Includes RMG 280 winch, modded to D configuration by RMG in 2008. Has a JR Z series rudder servo and is set up for JR equipment. Have the original setup instructions from Weatherill for the Vapour and IOM Measurement Certificate. Ready to tune the RMG to the radio and install the receiver, battery, and hit the water. Boat is located in Costa Mesa, CA. Shipping costs not included. Call for questions:

Jim Atkinson - 714-322-4218ph
AMYA #548, AMYA Region 6 Director
IOM 17, S/B #380, N 12 #211, ODOM #256, Soling 50 #1584

New IOM Design Trialing at SAILSetc:

Bob Wells Reporting:

We've only been involved in the IOM class for two years at SMYC, but what an interesting time in IOM design evolution. Brad Gibson's BritPOP success is inspiring a change in design direction from many others. Now we have some info on the rumored new IOM design from Graham Bantock. The following is an excerpt from Graham's SAILSetc 2012 website discussing his new design direction. The included "top-secret" pictures of his proto were recently sent from Graham to some of his clients. Yep, they show a distinctive hull form departure from his production iterations ending with Picanto.

"The IOM world championship seems to have put a question mark against the performance of previously successful designs and no doubt time will tell if there is a real performance gain to be had by moving to narrower hull forms. In other events PIKANTO has provided strong performances and it remains an excellent design choice demonstrated again recently by taking the 2012 Australian championship against a couple of well prepared narrower designs. Going back to the drawing board and checking out narrower hull forms confirms that the VPP does not rate them as well as boats of more moderate proportions. This has led in turn to a closer look at the way the VPP handles the added drag of a hull passing through surface waves, a possible explanation of why less stable but narrow hull forms seem to out-perform more stable but wider designs. While everything seems in order it is hard to see what might, or should, be done next. After much checking and re-checking we have committed to building a new design of somewhat narrower beam than PIKANTO and the first boat is expected to be sailing early in 2012. The hull form of this design represents a departure from the previous line of development through IKON/ITALIKO/TOPIKO/PIKANTO. We anticipate prices will be close to those for PIKANTO and anyone wanting to get on the waiting list for the new boat can do so by making the usual £50 deposit.

We have already been using a new fin in our production IOMs for a short time. New moulds were made that have a slightly revised section from David Hollom and which allow the skins to be made using pre-preg carbon. For the same weight the new fins are some 15% stiffer in bend and about 50% stiffer in torsion. This is more impressive than it sounds as tests on competitor fins show they generally have only half the stiffness of our previous ones. Early tests show there is a performance improvement over the previous fin although gains in this department are now more modest than earlier. We see the main advantage in consistency

of shape (the trailing edge is no longer shaped manually) and longevity as the skins will be more heat resistant than hand laminated fins."



Images of SAILSetc's new prototype, a significant design departure from their production iterations ending with Picanto. Photographer not known?

A Brief Discussion on the 'Bite' or 'Grip' of a Chine:

By Bob Wells:

The crease on a hull that we call a chine are de rigueur on almost any new big-boat racing hull and it seems on most new radio sailing IOMs too. The LINTEL, BRITPOP, SQUIGGLE NG, CHIENZ and whatever Graham Bantock is calling his new boat all comes to mind. In our Nov 2011 newsletter on page 40, Jeff Byerley commented on the benefits of a the chine on his latest called CHIENZ: *"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."*



Jeff Byerley of Mirage Radio Yacht's latest is CHEINZ. The proto here is showing her chine and transom at the 2012 USA Nats in Deerfield, FL. Despite the sail markings, Peter Huttemeier in NY, NY is the new owner sailing her. Image © Hugh Hamilton.

A week after the above referenced newsletter went out one of our more scientific readers, who asked to remain anonymous, politely questioned the "bite" reference as follows:

"One thought comes to mind in reading Jeff Byerley's impressions on the effect of a chine. He noted that it gives more 'bite' going to weather. I think he meant that the yacht is less likely to slide sideways, say like an ice skate that gets a bite into the ice and does not slip sideways (unless your skates have dull chines). I think this goes against a fundamental principle. It's the biplane versus monoplane argument; it's far more

Seattle Model Yacht Club

efficient, if you can keep the lift coefficient in a reasonable range, to have a single foil generate all the lift. And the hull itself is very inefficient at generating lift. The rudder is the better secondary choice if the lift coefficient gets too high -- too close to stall. You don't see any aeroplanes with wings that look like hulls for example. The rudder is at least foil shaped. Or put it another way; if you need more 'bite', why not increase the fin area just a little? The chine has other effects, but those are different issues."

With no technical background in this area, these opposing views aroused my curiosity. I have heard that a chine provided this so-called "bite" to weather so much over previous decades I took this concept as an intuitive given, and many others do to. Another recent example by an IOM designer/manufacturer is found on John Taylor's website, TaylorMadeYachts.com. Here John states, *"The chine allows the hull to grip the water minimizes any further sideways motion. Therefore, SQUIGGLE has great pointing ability when sailing to windward"*. In such perplexing situations I usually call my buddy Larry Robinson for a technical discussion, but he was unavailable. So I did a little research in the big-boat area, and found (more accurately recalled and found) this relevant article in Seahorse International Sailing (Issue 373, March 2011, "Man of the Moment", a Q and A article with Guillaume Verdier by Peter Heppel). Verdier is a very hot designer (hence the title: 'Man of the Moment') in the French offshore scene with many IOMOCA 60s, Class 40s, and multis to his credit; and he is working in collaboration with VPLP, very hot international designers in their own right. Here's an excerpt useful to our discussion:

"Seahorse: Your hulls are very distinctive.

Verdier:When you say 'distinctive', I guess you are thinking of the chine. However on our boats the chine is a consequence of other more important choices rather than being a primary design feature.

We concentrate on the underwater shape what I call the 'spinal column'. We try to ensure that this has the right distribution of volume along its length and across its width and that all lines remain fair. That is the origin of our characteristic full bow; it moves the immersed volume to leeward and so straightens the spinal column which otherwise is S-shaped. It also helps to stretch out the bow wave.

The chine has the same origins. It is there to put the immersed volume where we want it and to reduce wetted surface area (WSA); it is not primarily there to promote dynamic lift or some such. Where hydrodynamic considerations call for tight curve it is better to build a hard edge because this limits downward suction. This is the same effect you get when you run tap water over the back of a spoon, where the roundness causes the spoon to be sucked deeper into the flow.

The other aspect that we work hard at is the variation of the longitudinal centre of buoyancy (LCB) with heel angle. This is one area in which a basic principal is common between multihulls and monohulls.

Seahorse: And dynamic stability.....

Verdier: *In other words shaping the hull to get more dynamic water pressure to leeward than to weather? I feel that the more important consideration is for the appendages: to position them to maximize their effect on righting moment. For the hull dynamic stability isn't something we particularly push for; although, of course, our tank testing and CFD tell us how much dynamic righting moment we have so we can take this into account in the overall design.*

Some clients like to use dynamic stability effects for fore-and-aft trim at speed by introducing some rocker aft to hold down the stern. That is comforting in hard running conditions, but it increases the weight of the boat. It's a permanent handbrake. We prefer a stern ballast tank because you can leave it empty if you don't need it....."

(Fortunately at this point in the article Larry Robinson returns and was amused enough by this to discuss it with me. Unfortunately for you though he declined my offer to finish the article. Larry as well as retired Boeing Engineer Tom Waggener influenced my comments below, but they didn't review the final copy so you can't lay my errors on them.)

I think that Mr. Verdier's big-boat comments translate well to radio sailing. I acknowledge some scaling effects regarding Reynolds numbers, but that's well above my pay scale to discuss. Big-boat design software is successfully used to design radio sailing yachts, and Graham Bantock's work at SAILSetc is a prime example.

For this narrow discussion regarding the 'bite' or 'grip' of a chine, let's assume an IOM sailing to weather. IOMs are primarily displacement hulls and at hull speed lift is generated primarily from the keel and secondarily the rudder. For an IOM to be going in a straight line (i.e. not accelerating leeward) there is a symmetrical balance between the wind side force and the opposite resistance of the hull and foils. The wind is a fixed force so the question is how much water drag is created in generating the hull/foil side force. What Mr. Anonymous notes in his biplane analogy is that you want all the lift in the foils for low-drag efficiency. You don't want a chine adding secondary lift as it is very inefficient – it creates too much drag in the process. Which is why you would not add a chine to 'give more bite or grip' going to weather.

Chines allow a more symmetrical lower drag hull shape as seen by the water at higher heel angles, and that should help pointing. My sense is that this is probably more what Jeff Byerley and John Taylor are observing when they comment on the chine assisting pointing in their yachts. Like everything else there are trade-off in having chines, but I'll leave that discussion to someone more qualified.

For the record there is one condition where the chine assists an IOM hull in not sliding leeward. When heeled in wind where the keel has stalled, intuition tells me that the immersed chine will have a bite or grip and slow the leeward drift. The sharper the chine the better the bite over more rounded hull forms. Hopefully none of us spends too much time in that situation until you get your keel lifting again.



Dennis Rogers now owns this BritPOP proto #1, shown here recently at the 2012 Governor's Cup in San Diego. Brad Gibson's BritPOP's have had an incredibly successful run in major IOM events since the September 2010 intro. This includes sweeping of the top three places at 2011 Worlds in West Kirby, GBR. You can't do better with only three prototypes in existence. John Ball photo.

A good thing in writing this article is my attempts at research reacquainted me with some wonderful books languishing on my bookshelf:

- *The Symmetry of Sailing* by Ross Garrett, which was originally published in 1987, is self-described accurately as, "The physics of Sailing for Yachtsmen". It has been over a decade since I opened it, and I still find it very well written and illustrated, though it is not easy for the scientifically challenged. For me this is some dense fact filled material, and I can so far only scratch the surface of it. It is now available in paperback and 4.5 stars on Amazon.
- My favorite is still Frank Bethwaite's brilliant *High Performance Sailing*, published in 1993. I remember getting a copy when it first came out, and I'm still astounded at how good this book is. I especially appreciate the parts when Bethwaite writes the science says this, but our testing indicated this. It is also now available in paperback and 4.5 stars on Amazon, but that's bogus. This deserves all 5-stars – trust me.

From the WCMYA Yahoo Forum: Winter C-Rig Practice:

(Selected from: <http://groups.yahoo.com/group/WCMYA>, and here Martin Herbert is showing by example how to improve the skipper and the boat. The John Cameron images are used with permission.

<Nov 25, 2011>

Being such a light air area we don't get much chance to use our C rigs, and when we do it is usually winter storms. This year I have resolved to try and use them and I have found a good location. Yesterday afternoon it went to the top of C for about an hour, and was definitely C for most of the day. The seaplanes weren't flying and the waiting room at the end of the dock was deserted, and tall enough to rig a C rig inside with comfort. I had a great sail and came away with a long list of things I need to work at. The boat held up well, even when she snagged a tree that had been blown into the water. It was high tide so the logs on the beach were also coming in, so some hazards. It was a great sail. Just as I was cursing myself for not bringing a camera, John Cameron showed up with a lens taller than my mast.

<http://www.saltspringphotos.com/category/sports-2/sailing/>

Bring on the storms!

Martin (Herbert on Saltspring Island, BC)



Martin is practicing with C-rig on Saltspring Island. Photo © John Cameron



Martin's Aero is shown here blasting over a wave. Aero is his own design that he built in 2010 in the fine BC tradition of do-it-yourself. Photo © John Cameron.

Winter Sailing: ...R U Nuts?

An excerpt from an email from Peter Van Rossem:

"Sailing IOM's in Kingston has stopped for the season. In a couple of weeks we expect hard water. We used to sail through the winter looking for open water to put our boats in for a quick sail. (See photo.) One time the temperature was a cold -18C (0°F for you Southerners) where the sheets froze, booms froze at goosenecks, and sails would, after a tack, stay in the same shape as the previous tack due to the splashes landing in the inside of the jib. So, we do appreciate the clubs who have soft water who hold their regattas early in the year so that we can get our fix. BTW, Kingston will be hosting the Canadian Nationals in Sept. 2012."



The IOM "Little Wing" with some hard water stuck on it in Kingston, ON. Photo Peter Van Rossem.

SMYC IOM Fleet – Annual Business Meeting Report:

In keeping with our goals of keeping it simple and fun, I held our second annual business meeting and nobody was invited except Guido. The following was voted on and decided unanimously:

1. It was moved that all officers be retained in their present position in 2011. You know who you are!
2. It was moved that no changes in our constitution or racing format is required. It works or you wouldn't keep coming to race! If you don't like something, speak up and we'll let you change it.
3. It was moved that we have expenses and in 2012 we will continue annual dues of \$20US each, due at your first Coulon race in 2012. Our expenses include:
 - a. Insurance at Coulon Park for 2012.
 - b. SeattleRadioSailing.org web hosting expenses shared with OMYC.
 - c. Regatta gear expenses from 2011, including paying off our benefactor for our new in 2011 start sequence radio. (the elcheapo one donated by Damico crapped out).

Meeting Comments:

- Guido said that dues are a bargain – pay up or...
- With no further comments, the meeting was adjourned.

Another Radio Sailing Newsletter: This is from OZ and well worth a read:

<http://www.radiosailing.org.au/radiowaves/Radio%20Waves%2017-3.pdf>

More Skippers and IOMs Joining our Oregon & Washington Fleets:

Bob Wells Reporting:

Jerry "Rip Van" Brower emerged from his hibernation that began last summer when joined us sailing at the Governor's Cup in San Diego. He has been out of contact long enough that this list will give him an idea of recent fleet developments. If I missed somebody I'm sorry. Note most of the skippers joining us have previous radio sailing experience in other classes:

New 2012 Skippers:

- Roland Krona from Tacoma is purchasing a V6 built by Joe Damico in nearby Sequim. This will be the 1st hull sold by Joe and is complete with 1-rig and electronics. We know Roland from sailing with Gig Harbor MYC with his ODOM and STAR45. Roland decided to consolidate and switch to the IOM class. Joe has his high-quality parts molded now and is in assembly mode with delivery anticipated for February - March.
- Kelly Martin from Gig Harbor has purchased a TOPIKO. Kelly was the dominant EC12 skipper back in the day here as well as undefeated in many USA National Championships, so expect Kelly to improve the competition level around here. This Topiko was formerly owned by Robert Grubisa and Brig North, and most recently briefly sailed by John Mann, George Georgiadis, and Bob Wells locally.
- Byron Pimms from Seattle has purchased a nearly new ISIS from Brig North in Texas. Byron sails his VICTORIA with SMYC, and is adding a new class to his fleet. ETA is January.
- Russ Caul from Oregon currently sails a Victoria, but has purchased a TINTO hull from Herb Hoser. George Georgiadis is helping Russ complete the boat this winter.
- George Reichart from Oregon will sail his Tinto this year at Blue Lake. He missed the 2011 season with family matters. OK, technically more a "returning" skipper, but OMYC is happy to have him back.
- Nick Wilson from the ARCS just purchased a nearly new SAILSetc PICANTO from BC.

- Peter Becker in Sequim has reclaimed his STEALTH called 'Yellow Fever' after loaning it to Joe Damico for a few years. Peter is getting back into IOMs after a long layoff.
- IOM skippers joining in 2011 include: Craig Rantala (AZETONE), Dave VanAmberg (ERICCA), Ray Fiedler (SC4), Bill Dye (TS-2), and Terry Topjun (EGAMI).

New/Used Boats coming to our Fleets:

- DM-2: Ron Farrell of the ARCS just purchased his new Kiwi yacht designed by big boat designer Kevin Dibley of Dibley Marine. How do I know this? Well I was cruising the Internet and there was Ron's picture in Tauranga picking up his new yacht – see below!



Ron Farrell (center) in Kiwi land receiving his new DM-2. This is the 1st new commercially built IOM purchased by anybody in Washington State I believe. The rumor is that Ron is sailing there through the winter to avoid our damp and cold. Photo Ken F. in Tauranga.

- IKON: Julian Lee of the ARCS has purchased a SailsETC IKON from San Rafael, CA in Dec. 2011. This was once Graham Bantock's personal boat and is in terrific condition. Julian purchased it with the idea of fleet building, but now he likes it more than his Cockatoo.
- PIKANTO (2, plus 1 used): Julian Lee and Nick Wilson of the ARCS each have PICANTO kits on order from Joop de Jong's Masterboats in NED. Julian we all know and the PICANTO joins his personal IOM fleet. For Nick (new guy noted above) this will be his first IOM, but he has been sailing borrowed IOMs for a while. Just before we went to press we learned that Nick just purchased a nearly new SAILSetc PICANTO from BC, and he hasn't canceled his Joop order.
- TOPIKO (2): Kelly Martin (new guy noted above) has his 1st IOM and Bob Wells is adding one to his fleet. Bob recently purchased Jan Schmidt's #74 and plans to sail the Topiko in 2012.

- LINTEL (4): These kits all came in a bundle from Dave Creed's shop in GBR, and join the personal fleets that these active IOM skippers already have. Ordering as a group saves shipping costs considerably by the way. Construction commenced in late Feb.:
 - In Oregon: George Georgiadis, Dave Glassow, and Chris Brundege.
 - In Washington: Steve Young.
- LINTEL MMX (1): Morgan Dewees from Oregon has one of these on order from Dave Creed in GBR. My limited understanding is that these are a recent tweak of the Lintel that comes in an assembled premium build (aka lighter, stiffer). No ETA that I'm aware of?
- BRITPOP (2): As I write this these are expected to arrive this spring (aka: soon):
 - In Oregon: Ron Blackledge has his on-order from Denis Astbury in Brazil.
 - In Washington: Bob Wells has his on-order from Pepe's Vinaixa Yachts in Valencia, Spain.
- MALLARD (1): This old Tony Abel designed hull is refurbished by Ron Blackledge as an OMYC club boat. New foils, bulb, and "Pikanto style" wood deck are part of the work.
- TINGET (2): George Georgiadis and Russ Caul are building 2 IOMs based on TINTO hulls, WIDGET decks, Dave Creed fins and bulbs. TINTO is a Bantock design with a similar underwater design as RED WINE (Bantock 1994) and it was designed to maximize performance in the expected light airs conditions at the 1994 World Champs, which the prototype won. There are similarities between the TINTO / RED WINE and even MERLO3, the recent Playmate of the Month in the Seattle/PacNW IOM newsletter.
- TWANG (2): George Georgiadis and Chris Brundege are building 2 TWANGs kits designed by Jon Elmaleh. According to testimonies from Jake Leo and Steve Landeau, TWANG is good light air performer. Looking at the boat George can see a lot of similarities with the Obsession. George has access to one more bare-hull Twang kit if anyone is interested. (Editor – George obviously believes that, "when you die he who has the most boats wins". He wins!)

USA Registration & Certification Process for your IOM:

by Ted Flack USA 400 (From: IOMUSA.org Forum)

As of January 1, 2012 the procedure for registering an IOM has changed a little to facilitate timely completion of the registration/certification process. The first thing to do is: Contact me via personal email at tedflack45@gmail.com. Your request should include the following information;

Your contact info including;

Full name:

Address & Email & Phone:

Design Name:

Builder:

New Boat or Transfer:

From Whom:

Hull Number (if a transfer):

Whether you have the old certificate properly countersigned:

If a new boat or new to the USA: Your new hull registration number will be sent via return email. There is a time limit on the validity of the number of 90 days. If measurement forms are not received within 90 days of issuance you may need to request an extension to complete the process.

Once you have contacted a measurer from the measures list, the current measurement forms completed, forward them to me (PDF is preferred) with your \$7 registration fee. I will issue you a certificate via e-mail in PDF format. If all is in order a certificate will be sent within 10 days. Registration fees can be in the form of cash or check made payable to Ted Flack. No hard copies will be issued unless special circumstances require a hard copy.

If a transfer: All that is required is the old certificate with the proper signatures and new owner information. Don't forget the hull number of a USA boat goes with the boat for life and will not be changed just because the boat has a new owner. Again, a PDF file is preferred

If you have any questions or require special assistance please don't hesitate to email me. If you have gone through this process and have not received your certificate, please contact me as soon as possible.

The main difference moving forward is that the Certificate will be an electronic file not a hard copy.

Local Measurers:

Washington:	Larry Stiles: (larrynmaggie at comcast dot net) Jerry Brower: jwbrower at live dot com
Oregon:	George Georgiadis: (gbg at mykga dot com)
British Columbia:	Lawrie Neish: (wlneish at shaw dot ca)

Registration Fee to:

Ted Flack
2713 Mandale Lane
West Bloomfield, Mi 48324

SKA Article #1: WCMYA Yahoo Forum: Where the SKA is very much in favor:

(Selected excerpts from: <http://groups.yahoo.com/group/WCMYA>. There was much more in the thread, including the idea of a local one-design class within the IOM class. That gained no traction.)

<Nov 25, 2011>

For everyone else's info, Vancouver Island (British Columbia, CAN) now has 11 Brad Gibson SKA design boats in various stages of completion. Congrats to Adrian (Harrison), Don (Case) and John (Ball) for sailing yours so well.

..... For those of you who would like to truly test your skills and knowledge, feel free to join the bandwagon. If interested, first go pay the designer's royalty to BG Sail & Design. If you want the challenge and self-satisfaction of building your own 'yacht' either do it on your own or ask one who has done it already. For those who don't have the skill or desire, talk nice to Adrian or Don. Cheers,
Cookie (David Cook)

<Nov 25, 2011>

Hi George

I'm no expert so maybe I'm just the person to answer this. The SKA is a rocket. It is also very well balanced. You can pretty much throw the sails on it and it will sail beautifully. I went from bringing up the rear to leading the pack (well, a small pack) as soon as I launched it. If my sailing ability improved the same amount I would be one happy camper. John recently launched his; he can probably give a more in depth report. I would really like to know more about its pedigree (for lack of a better word). If the BritPop is an improvement it must be an awesome boat.

Can you tell I like my SKA?

Don (Case)



John Ball's SKA now in Yuma, Arizona for the winter. John used Ultralite foils from NZL, and is just assembling his new rig with BG sails as this was taken. At the 2012 Gov's Cup in San Diego the rudder shaft separated from the rudder leading to an early retirement as the CA quick fixes didn't hold. When the rudder was right the boat was fast though. John Ball photo.

<Nov 26, 2011>

These are my thoughts and observations from sailing my SKA. My SKA comes from Don's (Case's) mould, which was made off Adrian's (Harrison's) original hull/deck tooling. It is built as described on the plan and has an RMG mounted forward of the mast, as recommended by Brad. It came in 110gms under weight and the correctors are mounted under the winch.

While Brad stated that the design intent was to improve performance at the upper range, my experience is strong all around performance. The boat is a delight to sail. It is well balanced and seems to have a wide groove. So far, I have not found any vices.

Sailing to weather, it does not seem to out point the other boats, but carries good boat speed. It heels in gusts but does not broach.

Sailing an IOM at the top of the A rig, usually the limiting factor is sailing down wind in gusts and the bow submarines. The SKA has extra fullness in the bow sections and this extra buoyancy resists the nose-diving, allowing it to carry the A rig a bit longer than the competition. This extra buoyancy shows at rest in calm water, as the bow sits out of the water and the water line is back a couple of cms.

Off the wind, it shows very good boat speed, and gets onto a plane before other boats, and once planning, goes faster and holds longer. This behaviour can be seen in the short YouTube video.
<http://www.youtube.com/watch?v=kNf4AS9GrxY>

After rounding the mark, watch the bows of the grey boat (ITALIKO) and the yellow boat (SKA) as the gust comes in from behind. The bows of both boats begin to depress and the ITALIKO slows, but the SKA pops up and takes off first.

John (Ball)

<Nov 26, 2011>

Hi Everyone

Well, being somewhat responsible for the SKA being around here I may as well throw my two cents in. I'm very pleased with it, extremely forgiving and well balanced; in fact am just decking my own third boat out of the mold. We layed-up two for Russ C. and Bob H last two weeks, popped one out for Dave D. today and Mike P just told me he is interested in laying one up! PS I will put at least one of mine on the market soon as I don't yet have the skills to sail three at once! Anybody interested let me know.
 Adrian (Harrison)

SKA Article #2: The Other SKA Builder in Victoria:

By David Cook:

Two little birdies recently told me they were requested to attend a photo opportunity (see cover photo – Ed.) at SKA Boat Builders at Adrian Harrison's house in Victoria. Their employer asked them to bring their boats along too. The name SKA Boat Builders implies they are the only game in town. Well, I'm here to say wrong!

There is at least one, probably two, other active IOM Boat Builders in town. One has been in existence for three years and has its own IOM design office. This boat builder is called Cook Boatyard. We specialize in fast IOMs. Its premium design is PORKY PIG with hull number 2 called *Tumbleweed*, the pink one in the photo below. The name of the other active IOM Builder in Victoria is a secret and the lazy editor will have to investigate further to find out who is its CEO and what is on their building board.

The final test of who builds the fastest SKA in Victoria will have to wait till the spring when my *SKAtterbrain* will be launched.

The CEO of Cook Boatyard would like to publicly thank the CEO of SKA Boat Builders for being a great teacher and mentor. We'd especially like to thank SKA Boat Builders for the handmade wooden and sandpaper files, cleaning eraser, natural bristle paint brush, and last but not least, the tips on Quick Fair epoxy which is an easy to sand filler. (David privately admits that now he is much more attentive to Adrian's suggestions than when he was a high school student and Adrian was his shop teacher – Editor.)



The indomitable David Cook in his boat yard displaying some great products that his mentor Adrian Harrison suggested he use. That is his new SKA build in the background named *SKAtterbrain*, along with his PORKY PIG design (in pink

livery), which is a 2011 build. On his lap is original PORKY PIG plug in the process of receiving PORKY PIG – version II modifications as follows:

- Change the foredeck from the beautiful moustache shape to the convex shape. The theory is to increase the end plate effect which Geoff Smale, one of my design mentors, told me is important;
- Decrease the amount of tumblehome and increase the flare forward to minimize nose-diving;
- Increase the overall volume slightly to get the waterline to sit just below and aft of the back of the bumper
- Increase the prismatic coefficient (fullness in the ends) and reduce the amount of rocker slightly to increase the top end boat speed.



Progress photo a few weeks after David started working on revising his Porky Pig plug (L) and the original Porky hull form (R). Mission accomplished on his criteria above in dramatic fashion. David Cook photo.



Progress photo on David's SKA named *SKAtterbrain*, which in the photo above was in the background. Do you think it is the dreary winters in BC that lead to these outrageous brightly colored paint jobs? While *SKAtterbrain* is a very clever self-deprecating moniker, LiveSaver comes to mind from the graphics per PVR. David Cook photo.

SKA Article #3: (On the following pages)



SKA builder and skipper Adrian Harrison is enlisting help from his Granddaughter on some delicate mold work. She will have the opportunity to become a Canadian IOM Champion if Adrian has anything to say about it. Photo by Grandma.

PLAYMATE(S) OF THE MONTH... CAN 96 SKA (and her many local sisters):

I derive great satisfaction communicating with folks around the world (CAN, NED, BRA, AUS, GER, and GBR so far) about their wonderful custom IOMs that you have seen in this column. The empowering Internet allows this because I've not actually met most of these skilled builders/designers or even talked with them on the phone. Some day somehow I'm sure we will meet though, and that I look forward to.

This month our Playmates hail from nearby Victoria, British Columbia, where sailing is part of the culture. The builder is Adrian Harrison of the Victoria Model Shipbuilders Society, and while I haven't met him yet, I expect to sail with him sometime this year. The SKA hull designer is the very well known World Champion Brad Gibson of BG Sails & Design, where you can purchase your SKA hull plans for a nominal cost.

The sweet CAN 96 is a beautiful, well crafted, and a fast yacht of course; just look at the pictures and note the design pedigree. It is also a beautiful process Adrian has going that promotes the inexpensive building of many more SKAs by BC skippers as he shares his high quality plugs and molds. So let's get straight to the interview with Adrian, and then follow with the insightful comments from IOM Brad Gibson on his design process. You will see how his empirical process required a huge effort. Brad also shares photos of some of his SKA protos I know you will enjoy:

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

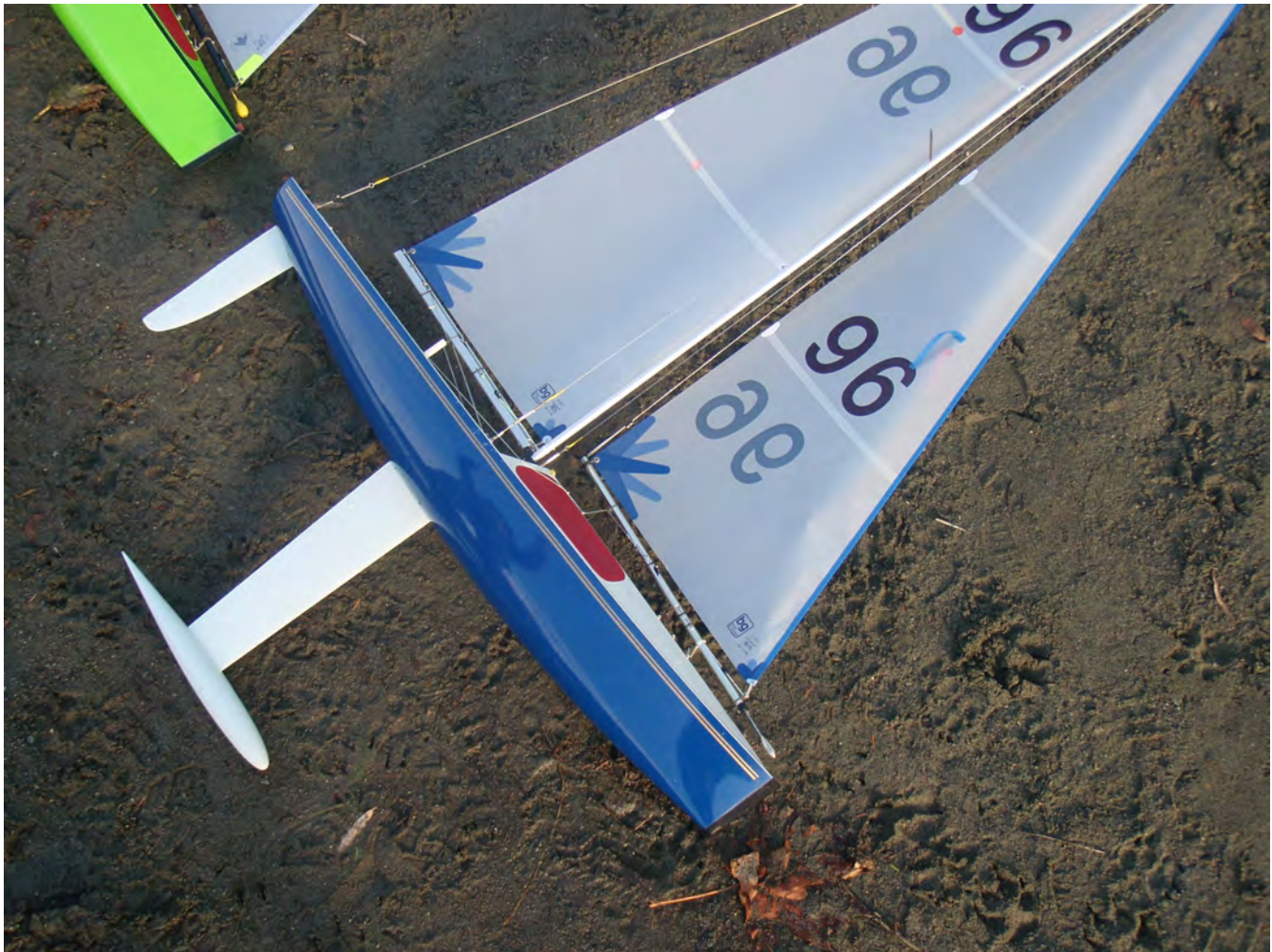
Adrian: It seems I have been building and sailing boats ever since I can remember. I built my first boat when I was 12 and by the time I was 16 I had built 5 of them; I was most proud of my 16 ft. Snipe and I

just kept building boats as time went by. Altogether I have owned/built 17 boats. My favourite was a 16 ft. Fireball (2nd in Canada) and my most challenging was a 22 ft. rowing shell. It seems fitting then that I became an Industrial Education teacher where I spent many years teaching construction and boatbuilding.

About two years ago, I happened to meet some members of the VMSS and got really excited about radio control sailing. I built and sailed a Star (wood) for about 3 months, but soon realized the IOM class offered much better completion and so here I am with three personal SKAs!

SMYC: Why build your own instead of buying an IOM built by others?

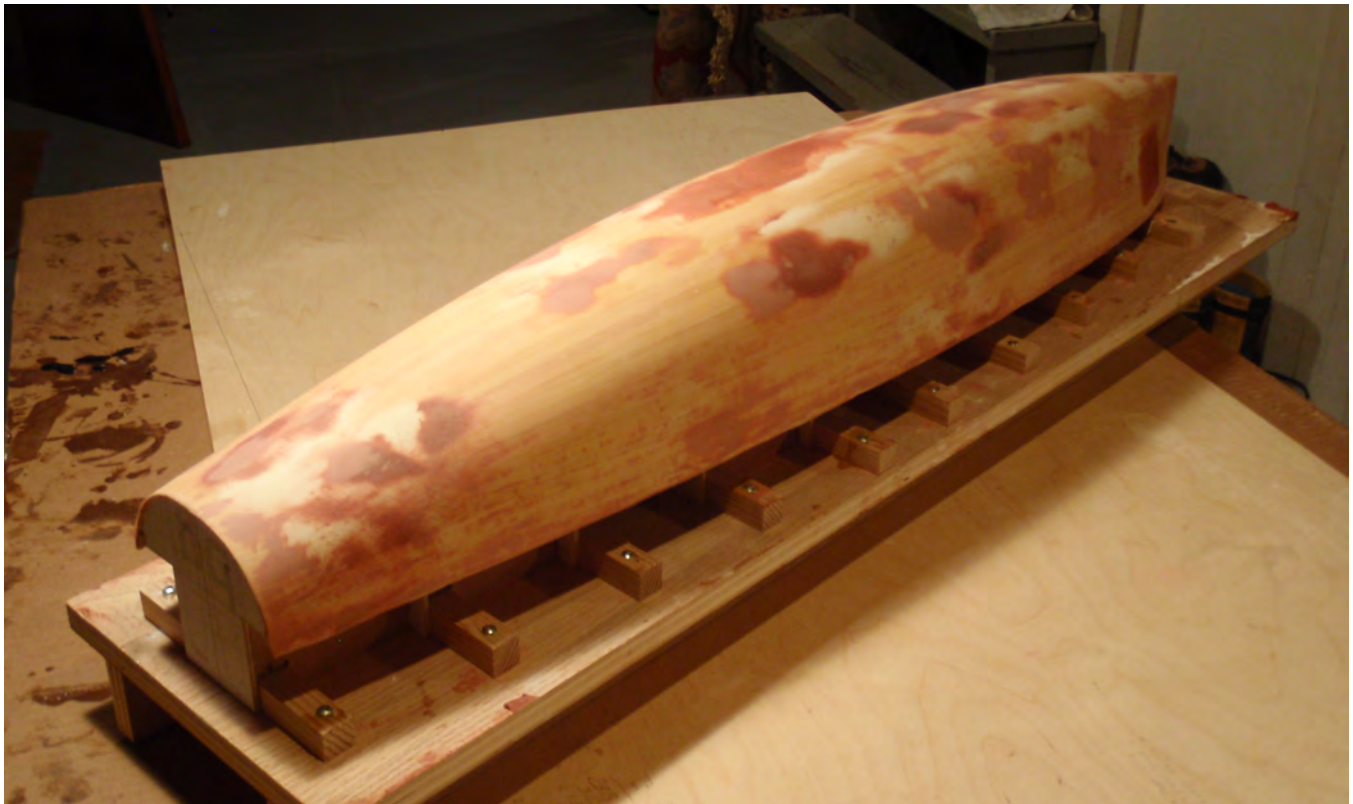
Adrian: I have always derived a great deal of satisfaction from building my own boats and trying to make them the best they can possibly be. If you can win races with your own creation, then that is an added bonus.



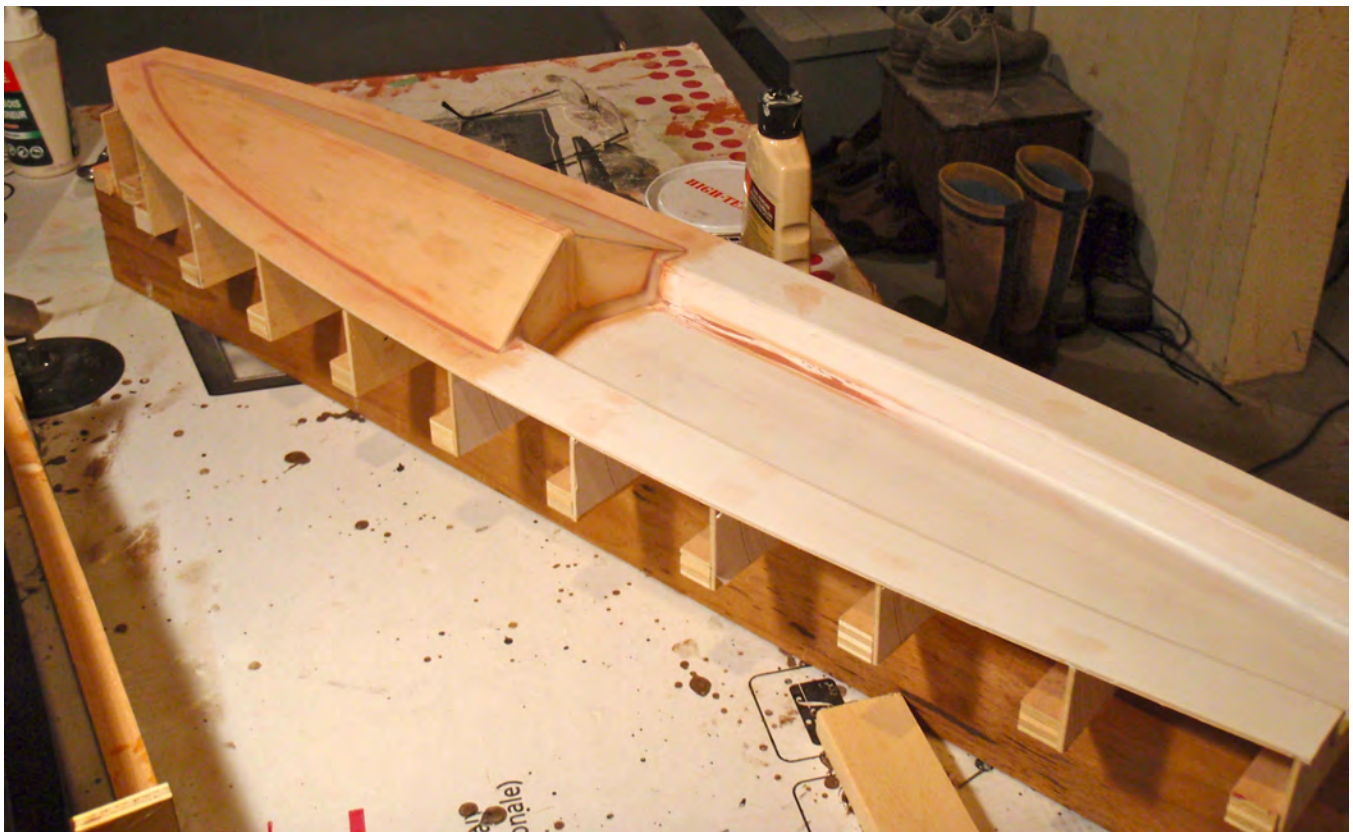
Adrian's SKA CAN96 at Beaver Lake in Victoria, BC. Those are Ultralite foils from NZL. The adjacent green bow is Barry Fox's REGGAE CAN34, which he produced using Adrian's other IOM moulds. Photo Adrian Harrison.

SMYC: It is obvious that you have woodworking skills, so why fiberglass instead of a wood cored hull? Did your plan always include a mold to build multiple hulls and decks?

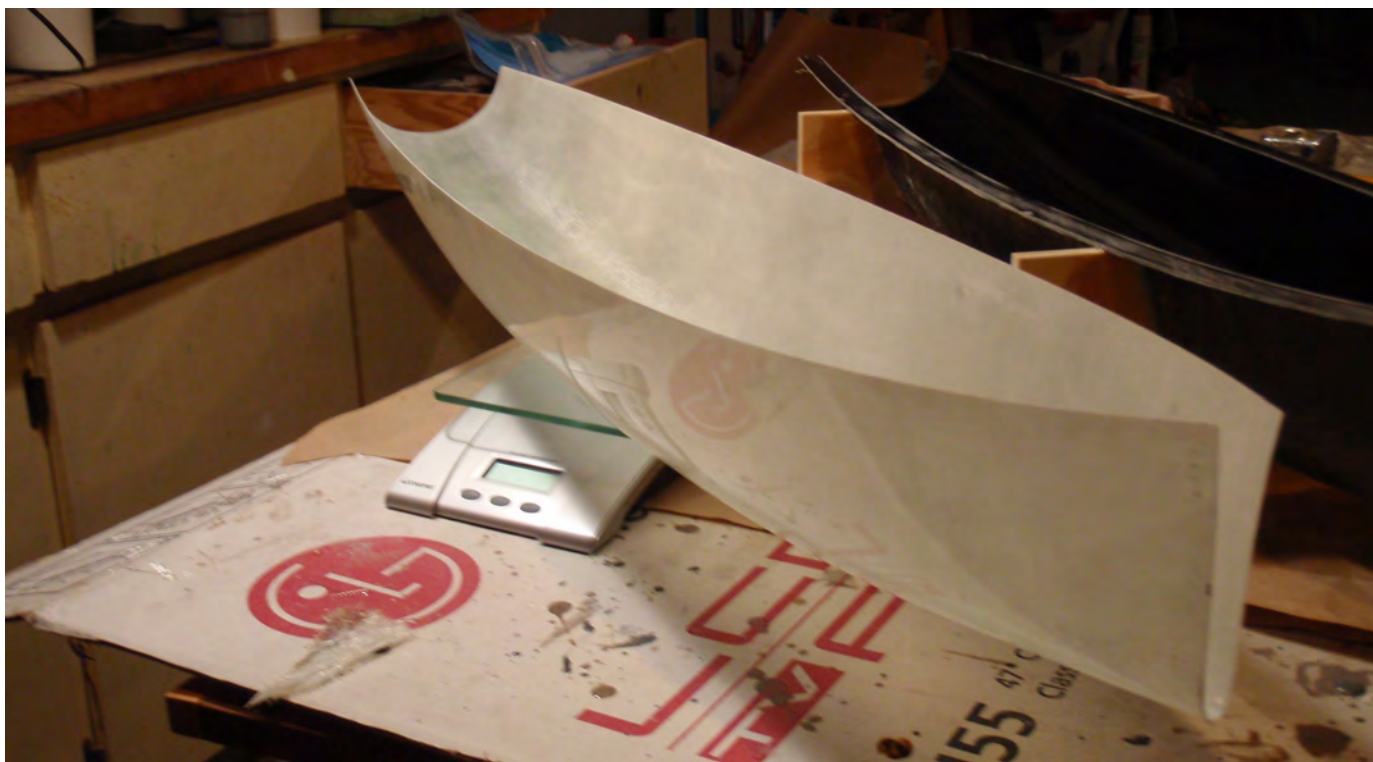
Adrian: I have built many static wooden boat models over the years, the latest being a replica of 50's west coast fishing trawler, so I felt ready for a change in building medium. Having worked with fiberglass during my teaching career it seemed the way to go, especially so for a dynamic, in the water, model. I chose to go with the mold-making route for two reasons: First, it is possible to get a superior finish on the product (hull) and second the option is there to build more boats easily and quickly.



The hull plug was made from yellow cedar and faired with auto glazing putty. Shadows or bulkheads are spaced about 100mm intervals. Photo Adrian Harrison.



The deck plug was made using 1/8" birch ply, with filleting done using both Quick Fair epoxy and auto glazing putty. Adrian noted that, "In many ways this plug was more of a challenge than building the hull plug". Photo Adrian Harrison



A new SKA hull is being weighed, and they average about 240g. Photo Adrian Harrison.

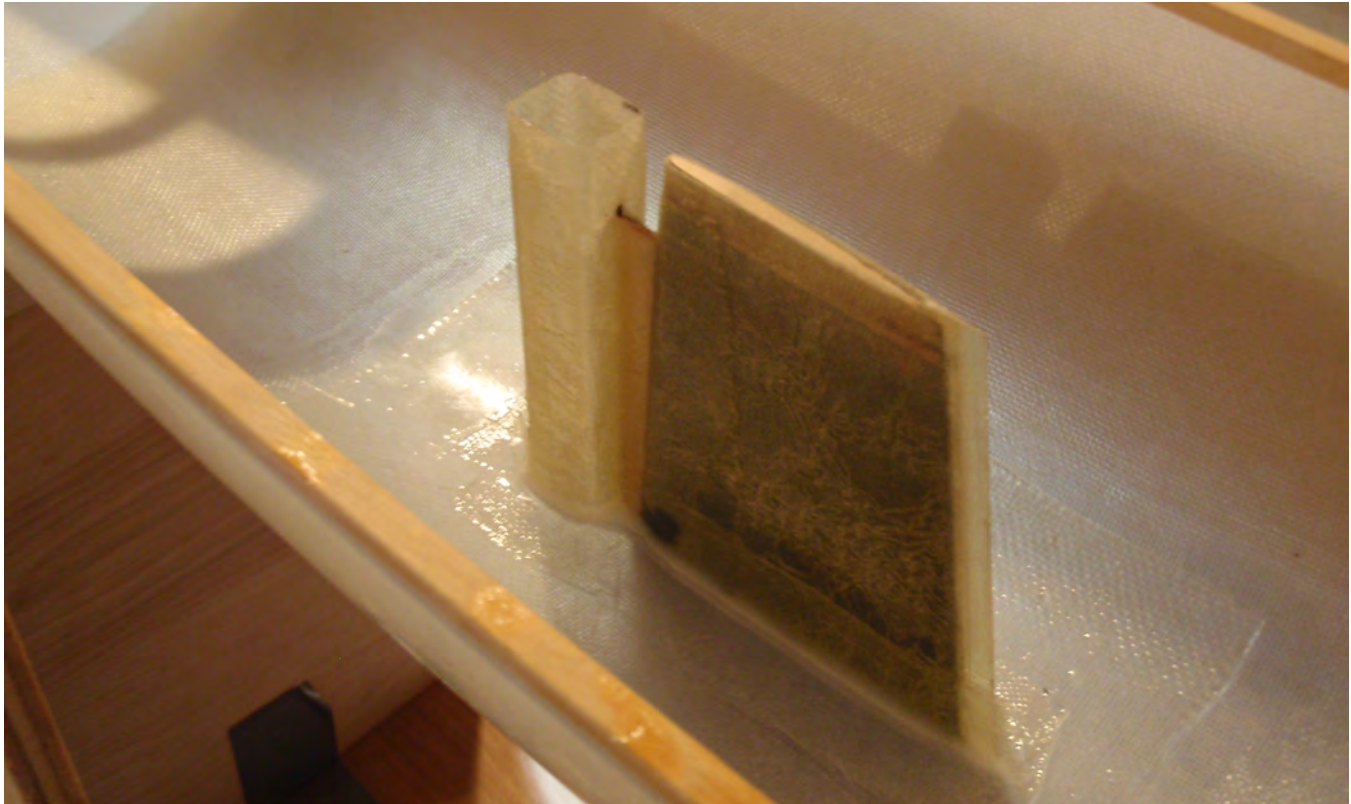


The plug is on the left with the hull mold just removed from it. The PVA has been washed from the plug.

SMYC: Tell us about how many hulls and decks have you made and passed on now? What is going on with all plethora of SKA building currently at VMSS?

Adrian: Altogether I have built four fiberglass IOMs; one REGGAE, which has been sold locally, and three SKAs, which I have in my fleet. Club members have laid up an additional five SKAs from my molds and up-island more SKAs have been built from a mold, which was taken from my original plug. I think twelve have been built on Vancouver Island so far. Barry Fox also formed his REGGAE in my moulds.

Anyone can come to my shop and use the molds, provided they bring their own equipment and supplies and proof they have purchased a set of plans from BG Sails.



Conventional fin and mast tube. Notice an extra layer of fiberglass reinforcement in this area. Adrian Harrison photo.

SMYC: Twelve home built SKA's in such a short time frame in BC is very impressive, Adrian. I have it on good authority (Jan Schmidt's) that they mold quality is very high too. What or who led you to choose the SKA design?

Adrian: Having built a REGGAE, which of course is a Brad Gibson design, it seemed natural to continue with his SKA when it came out; the SKA being a development from the REGGAE, anyway. Also, the lines of the SKA appealed to me more so than the REGGAE. Why did I go with Brad Gibson designs at all? My feeling was any design from a skipper like Brad Gibson is going to be a good one.

SMYC: What did Brad Gibson provide - more than just hull lines? Was there any collaboration during the build?

Adrian: Brad supplies only the line drawings to outside of hull and key measurements for fin and rudder positions etc. No deck plan is included as there are so many options available to the homebuilder. You can just go ahead and let your imagination go wild!

SMYC: What led to choosing the skiff type deck that you built?

Adrian: Two reasons: First, I have always liked the look of the skiff deck and second I think the skiff deck results in a little stiffer construction. By having the cockpit deck slope downward slightly toward the aft end water retention doesn't seem to be an issue. Either way, there is plenty of room under the deck to mount the bits and pieces.



Adrian's custom built SKA CAN96 winter sailing in low light at Beaver Lake in Victoria, BC. Photo Barry Fox.

SMYC: Do you know conditions the SKA is optimized for?

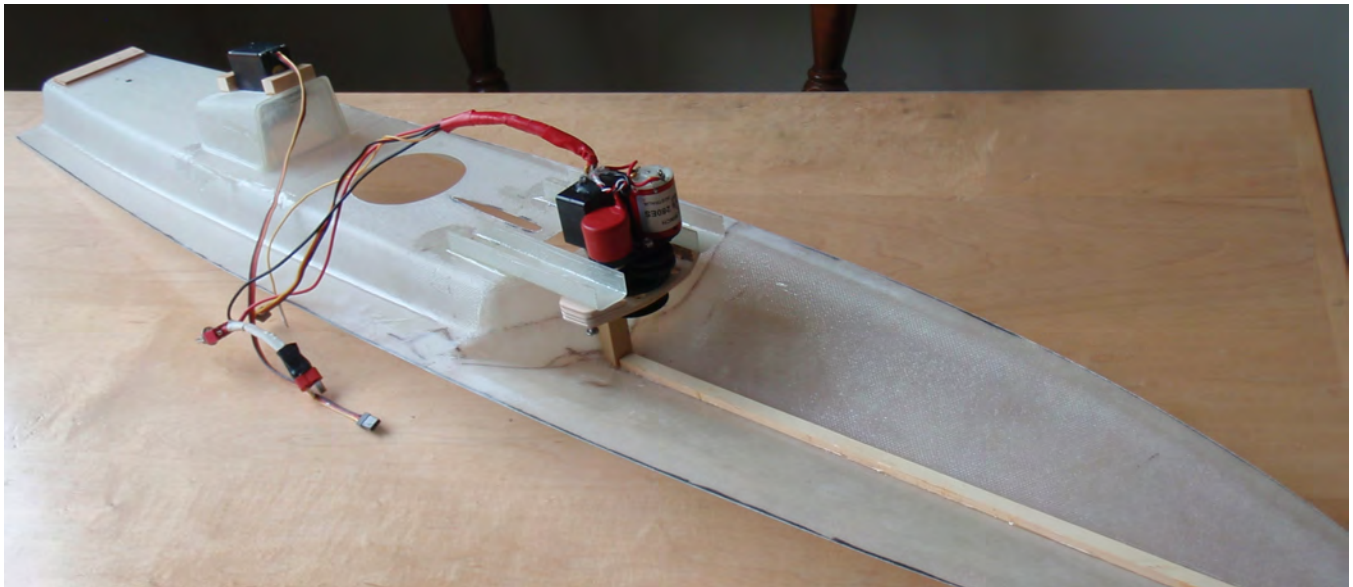
Adrian: I don't, except that I read that it was designed to improve on the REGGAE's downwind performance. My own experience would suggest that optimum conditions are moderate winds say between 6 and 15 km per hour in it's A rig configuration.

SMYC: What is the SKA max WL beam dimension?

Adrian: Its float test maximum beam is 165 mm, but of course waterline beam dimensions are dynamic and change as the boat heels. It would be interesting to study this change in WL beam as well as the waterline profile at various degrees of heel, especially so since the boat seems to perform best with about 25 degrees of heel.

SMYC: What foils and bulb did you use and why?

Adrian: I am using the UF10M Ultralite fin and UR1 Ultralite rudder from Radio Sailing Shop. They are well-engineered, very light, and really I just like the shape of them. The bulbs come from a chap up in Campbell River; he does a good job of casting them up, the price is right and there are no shipping costs to worry about because they can just be picked up. You can appreciate the freight on 2500g lead is prohibitive!



Electronics are fitted and checked prior to attaching to the hull. Ply spacers get the RMG to the correct height. The pot is not yet fitted. Adrian Harrison photo.



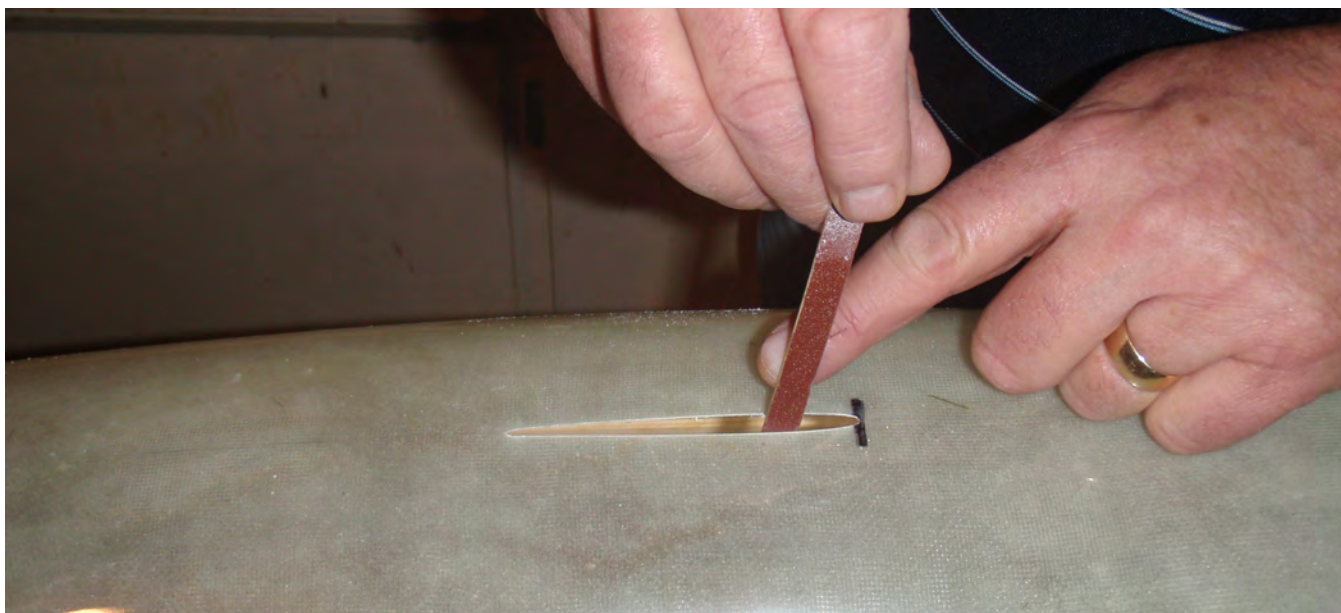
I asked Adrian how he joined his hull and deck: "The gunwales are 6mm strips of spruce or yellow cedar, whichever I have handy at the time. A good coating of thickened epoxy is smeared along the top of these and then the deck is centered and taped down all along the edges. Most of the deck flange is trimmed off using a Dremel tool before gluing; I only leave about 4 mm to play with. After the epoxy has set up and the masking tape removed I use 25mm wide sandpaper files to finish the job off. It's a good idea to put a few strips of masking tape along the hull near the sheer line when you do this so you don't accidentally scratch the hull. Done carefully you will end up with a perfect sheer line. Centering the deck on the hull is relatively easy, because I have centering marks built into the deck mould which of course transfer onto the deck at bow and stern." Adrian Harrison photo.

SMYC: What rudder servo, sail winch, and battery system did you choose and why?

Adrian: I am using Hitec 325 servos for the rudder although on one boat I used a 645HS; they seem quite capable of doing the job. I use RMG 280ES sail winches with 32mm drums for a little added speed and 2100mAH LiPo batteries. All these products are reliable and easily obtainable. I like to keep things simple and I suspect these are pretty much standard pieces of equipment on the IOMs

SMYC: How much do your hull and decks weigh? How much corrector weight?

Adrian: Right out of the mold the hulls come in at about 240 to 250g and the decks are about 140g untrimmed with no cutouts. When everything is put together and the boat rigged we usually end up with about 100 g of corrector weight, which is attached at the keel line just under the winch. The winch is just forward of the mast tube.



I asked Adrian what his tricks were to get this right: "For the keel slot: The center line in the keel area is marked right on the mold, so when a hull comes out, it is simply a matter of taking the appropriate slot pattern (these differ depending on what keel you are using), positioning it appropriately for and aft and then tracing the shape. Then a number of small holes are drilled and then the slot is enlarged using a Dremel bit and finished off with a file. The files we use are simply made of high-grade sandpaper glued onto thin but stiff little sticks; really just like custom made nail files. They really work well on fiberglass!" Adrian Harrison photo.

SMYC: What have you learned or improved on as you build multiple SKA's? Any tips to share with our readers about building in fiberglass?

Adrian: Well, I now do the layups using West System epoxy with 3 layers of 4 oz. cloth for the hull and two layers for the deck (3 layers in high stress areas such as the cockpit floor). On one hull I tried laying the cloth on alternate diagonals, but I have since stopped doing that because I don't think it makes much difference. I do the layup in the coolest spot I can find (open shop doors in winter!) and then move everything into the warm for curing. Also, I give the mold a generous coat of epoxy before laying in the cloth; good saturation helps reduce pinholes. Moreover, I have discovered that when you have found a good way of making a part or aligning something such as the fin box, rudder post, or winch bracket etc., make a jig or pattern for it because inevitably you or a club member will want to repeat the process.

Painting the boat is always a challenge because we all want our boats to look their very best. I now use marine grade paints such as Interlux Brightside Polyurethane or Pettit Easypoxy. These paints are very easy flowing and durable. Many local auto paint stores (JB Auto for instance) will put whatever paint you like into a top end pressurized spray can for you (one spray can will do a whole boat) and the finished product can look very professional. Apart from the paint, cost is about \$13; well worth it.

SMYC: Why do you finish off the bow and stern with ply infill instead of fiberglass in the mold?

Adrian: I like the open end layup approach because hull release from the mould is simplified, plus I don't like the sharp glass corners that you tend to get (because they are prone to chipping) when you layup the bow and stern as part of the hull. On the layup, the glass does extend past the bow and stern and then after it is cured I trim it off with the cutting wheel on the Dremel tool leaving about 3 or 4 mm and then file it down to the mold edge using one of my sandpaper files. It's quick and easy.

SMYC: How do you finish off the bow and stern with the ply infill?

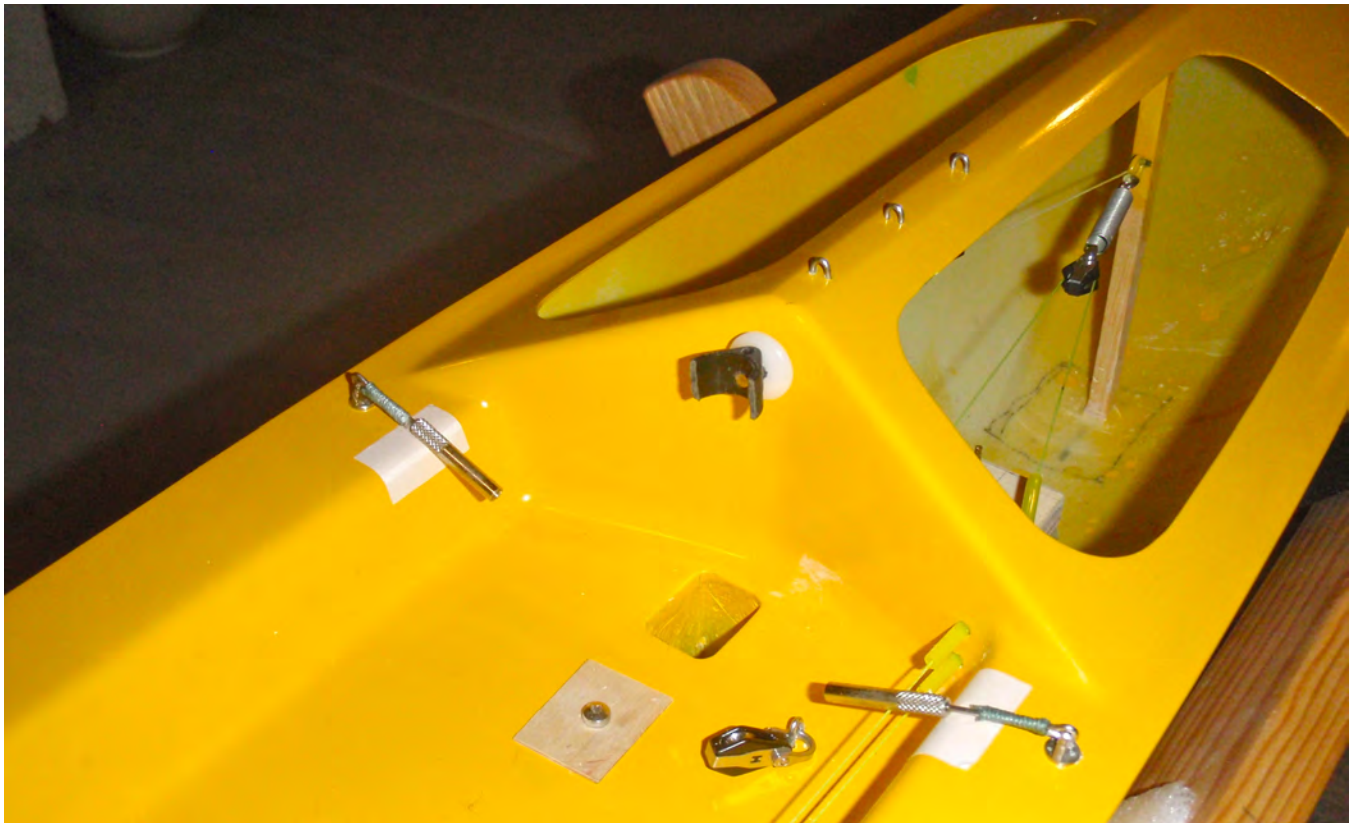
Adrian: The bow and transom are made of 3 mm ply. I initially position these with five-minute epoxy and then before the deck goes on reinforce them with glass. No tricks with this, but again patterns of these things make light work of it. I have built in centering marks at the bow and stern of the deck making alignment easy.

SMYC: What was your goal in building your SKA's and did you meet them?

Adrian: Initially I just wanted to build a good looking, competitive boat and then partway through the plug making process I realized that here was an opportunity to help other folks get into this design without all the time and effort of building from scratch. It only takes about 3 hours of labour to lay up a hull and deck and you are on your way! I think that we have been quite successful in getting this design out there and now we have to enhance its reputation by winning lots and lots of races!



This SKA is the Dragon Lady, #2 out of the moulds. The RMG installation is shown with the special care to have the sheet and return lines running fair for no overrides. Simple, clean, and easy to maintain. The RMG winch is placed forward of the mast as I see on all BG boats. Photo Adrian Harrison.



More deck detail. I asked Adrian how he finished off his fin box at the deck: "The top of the fin box is sealed closed with thickened epoxy and then trimmed to fit under the cockpit deck. After the deck has been attached to the hull this joint is reinforced with glass by reaching through the battery pot (not the easiest job in the world, but very doable). Meanwhile the top of the keel has been drilled to accept a 3mm bolt going down to a nut embedded about 25mm down from the keel top. The keel is pushed up into the fin box, the drilling point for the bolt determined (it's easy to see the drilled hole in the keel top through the fiberglass etc.) and the hole in the cockpit floor drilled. The bolt is then pushed through the deck into the top of the keel and down into the nut. I use a piece of stainless steel about 10mm by 15mm to spread the load in the area of the bolt head. Any washer type thing would do." Adrian Harrison photo.

SKA CAN296 is for sale: \$2,500CAN and that includes everything needed for racing except the Transmitter/Receiver and battery. Includes sailbox and stand as well. This boat is equipped with an RMG 280ES winch and an Ultralite rudder and keel. Sails are from B&G sails and the masts for the A and B rigs are 11 mm.

Reason for selling: I now have three SKAs and really only need two. This boat was the first out of the mold (2010), which has now produced 7 boats and a sister mold which has produced about 5 boats.

Adrian Harrison

Email: chopeharrison@shaw.ca **(Sold to local skipper before we published)**



Adrian in CAN96 wins control at the start here in a winter Beaver Lake practice sail.

SMYC: I am impressed with the BC style of building almost all of your own boats. I look forward to meeting you and mixing it up with a little racing. What's next in radio sailing for you?

Adrian: Certainly the number of new, owner built boats is increasing rapidly up here and that has to be a good thing. It would be fun to bring them down and get some racing in with you folks.

SMYC: You are lucky to have Jan Schmidt in Victoria to use as a performance benchmark. Stay ahead of him and your boat is doing just fine.

Adrian: Yes, Jan sets the bar very high for us. Competing against top-notch sailors only improves our own sailing skills. Both he and Barry Fox have been an enormous help to me in tuning, tactics and rigging the boats.



BG Sails & Design
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 Wirral, CH45 9JQ
 Phone: 0151 630 7010 (Business Hours)
 Website: www.bgsailsanddesign.com

Hi Bob,

Thank you for your interest in our SKA design through your fantastic Newsletter. Having no formal training in yacht design I have always relied on feel with my boats, along with information learned over a previous dinghy and skiff sailing life and many years of radio yachting. I know how I want a boat to feel and behave in a different sea state or condition but getting a design and full package to do this sometimes takes a little longer than we hope. My designs over recent years since our successful Disco IOM have continually been drawn with championship format racing in mind. Such events will often start at 10 am and run through to 5 - 6pm over up to 5 days, usually providing a full spectrum of conditions meaning that a one condition specific hullform type is rarely seen dominating at such events in the final points wash-up.

Our SKA is a follow on "conventional" type hullform from our previous Reggae IOM design. I had the opportunity over Christmas 2009 to build up a moulded Reggae hull/deck sent from friend Owen Jarvis back in Sydney, Aus. There had been reports of the design having a downwind weakness from early examples built so I set about to find out why. Over 10+ modifications the conclusion was that the prismatic of the hull was way to low (not enough volume in the ends). The boat handled well and was nicely balanced, but baulked at accelerating downwind in a sudden gust. The max rocker was forward of the fin area much in the way a skiff hull is drawn with a straight run aft and proved to be the biggest weakness downwind, where I had hoped would be a strength. A quick look at my Chris Dicks designed Widget, which had always been strong downwind showed an alarming difference in rocker making it painfully obvious that what may work on a planing skiff hull will not always transfer to a displacing model yacht. (Mental note: displacement hulls do not plane like 18-foot skiffs!). The hull modifications performed using a mixture of balsa formers wrapped in brown packing tape and microlight/west system fairing compound slowly added volume to the ends of the hull and under the waterline behind the fin. Each step was added, faired, epoxy undercoated, wet sanded then trialed at Birkenhead with loads of photos taken along with notes on each occasion against known opposition. Each stage was then re-drawn on the original design plan for reference. In hindsight it has been the best hands on experience in basic yacht design I could have hoped for. If something didn't work, it was sanded back to where it was. By stage 10 the design had pretty much arrived at a stage of where I felt I could with a slight narrowing of the mid section and a nicer sheer line offer as SKA which had found the required spark downwind, and a little extra speed upwind considering the 300+ grams of filler added to the hull surface.

Reports from those that have built the SKA to date have been fantastic and it is hoped that I will one day find the time to build one up for myself to further confirm the lessons learned. With over 75+ plans now out with skippers we are always interested in hearing their thoughts on our design or on how we can help to further improve its performance.

As a side note, modifications from 11 through to 14 on the original Reggae let us take a look at chines and how they are affected through heel angle and placement relevant to a static waterline. The lessons further gained became the basis of a design named BritPOP!

I have included some pics of progress.

Regards
 Brad



BG's SKA prototype: Mk1 Reggae mod at first launch, using Bantock Widget rudder. Brad Gibson photo.




BG's SKA prototype: Mk12 Reggae mod trialling chines. Note rocker profile change aft of fin from Mk1. Using Eldred rudder as the improved maneuverability with added volume in the ends no longer required the large rudder. Brad Gibson photo.



BG's SKA prototype: Mk 5 sailing being trial sailed at Birkenhead, UK. Brad Gibson photo.



BG's SKA prototype: Mk12 sailing at West Kirby. Brad Gibson photo.

Please forward to anyone interested... 

This newsletter is published erratically at the editor's whim and amusement solely to promote IOM sailing at Seattle Model Yacht Club and in the Pacific NW in general. Why? I want more sailors to play with, 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?

This issue and earlier ones can be found at:

SeattleRadioSailing.org
OMYC.org
WCMYA.ca
Sailmania.de

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

2012 Regional IOM Regatta Schedule

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 - Beaver Fever (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	Boise – Famous Potatoes Regatta	Boise, ID	Bruce Anderson	www.iomusa.org
4/21-22	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 – COW Cup	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 – CAN West. Regional (WCAS #1)	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 – C-rig Test Fest at the Gorge	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 – Hood Rvr Carnage (WCAS #2)	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
8/2-5	See NOR	US Nats at RACE WEEK, 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
8/25	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
10/6-7	See NOR	ARCS – Cranberry Caper (WCAS #3)	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 1st right (at the bottom of a hill) to Lake Washington Blvd. Coulon Park is on the left.

Gig Harbor MYC @ Surprise Lake – Surprise Lake Village, 2800 Queens Way, Milton, WA. From I-5 Exit 142B head west on SR 18 for 0.5 miles, and turn south on SR 161 for 3.3 miles, and turn right at Queens Way (at the Surprise Lake Village flags).

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

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.

1/6/12 revision – Multi-day events highlighted

Where can I find the NORs??

In this newsletter we used to list NORs (Notice of Race) here after the calendar. Well this newsletter is getting too large and we need to consolidate. Here is where you can find them on the Internet:

IOM Event: (Dates in Calendar above)	Notice of Race:
Beaver Fever	http://groups.yahoo.com/group/WCMYA/files/2012%20Events/Beaver%20Fe%20ver/
Famous Potatoes Regatta	www.iomusa.org/index.php?option=com_eventlist&view www.wcmya.ca/coming_events_2012.htm
Hornby Island Regatta	wcmya.ca/coming_events_2012.htm
COW Cup	www.iomusa.org/index.php?option=com_eventlist&view www.wcmya.ca/coming_events_2012.htm
Canadian Western Regional (WCAS #1)	www.iomusa.org/index.php?option=com_eventlist&view www.wcmya.ca/coming_events_2012.htm
C-rig Test Fest at the Gorge	NOR forthcoming – see OMYC.org
Hood River Carnage (WCAS #2)	www.iomusa.org/index.php?option=com_eventlist&view
USA Nats at RACE WEEK	www.iomusa.org/index.php?option=com_eventlist&view
ARCS – Cranberry Caper (WCAS #3)	www.iomusa.org/index.php?option=com_eventlist&view www.wcmya.ca/coming_events_2012.htm

Introducing the 'Famous Potatoes Regatta':

Bob Wells Reporting:

Idaho's Famous Potatoes Sailing Club for practical purposes has only one skipper, Bruce Anderson. He has traveled to IOM events across the USA for a long time, and if you are on the IOM circuit you know him. Hosting this event is his payback for all the regattas he has enjoyed. I'll mention a few things about Boise's Parkcenter Pond venue since I have visited it with Bruce and discussed his venue:

Bruce chose April as the warmest of the windy months. You need to bring your smaller rigs. The prevailing wind is lengthwise across this figure-8 shaped pond, which has a T-dock for launching in the middle. The course length can be about 600' and we would walk the sidewalk on the east side. Bruce has arranged restroom access in one of the adjacent office buildings. There are two restaurants adjacent, a Red Robin and the Barbacoa Grill. Hotel rooms are nearby, and if you stayed at the Doubletree Club Boise you could walk to the pond with no car rental required. Even the airport is only 15 minutes away. Ask to see Bruce's shop, a great man cave hideout!

You can get an aerial via Google Earth if you search: 'Red Robin Restaurant, Parkcenter Blvd., Boise, ID.' This looks like a great venue, and I'll be attending with a number of my Washington friends.

Below is the poster advertising RACE WEEK – probably the biggest single radio sailing event in the USA ever with nine (9) USA National Championships over three (3) continuous weeks. I guess Freddie Rocha doesn't have enough to do so he is the event organizer as well as our new IOM NCS? I'll see you there...!

The 11th San Diego Argonauts'

Race Week 's'

August 2012

Ten US National Championship Regattas
Three weeks of extreme radio & free sailing
Mission Bay Model Yacht Pond in San Diego, CA

M
Marblehead

I
IOM

RG65

Soling 50

ODOM

Wheeler's

Santa Barbara OD

US Vintage MYG

US1M

Micro Magic



www.theAMYA.org
www.SanDiegoArgonauts.com

