



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



Bruce Andersen is the founder of the Famous Potatoes Sailing Club; and is pretty happy about his first ever Famous Potatoes Regatta on ParkCenter Pond in Boise, Idaho. Bruce had a terrific regatta at a high quality venue, which included skippers from both USA coasts. See more on this regatta inside. Jean Lee Photo.

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 comingle 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 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.

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

For British Columbia see: http://wcmyma.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>

Where We Sail:

Anacortes RC Sailor's – Cranberry Lake in Deception Pass State Park:

Bill Langjahr Reporting:

The traditional Anacortes RC Sailors (ARCS) sailing site is Cranberry Lake in Deception Pass State Park, which is 9 miles south from the City of Anacortes, WA. The entrance to the park is one mile South of the Deception Pass Bridge on Whidbey Island. Deception Pass draws visitors from around the world and is the most visited state park in Washington. The views from the bridge and park are absolutely spectacular and worth the trip.

Cranberry Lake is located just inside the entrance to the park to the West. This large fresh water lake is 130 acres and is surrounded with giant old growth forests with many shore birds and an abundance of bald eagles. The West end of the lake is exposed to Rosario Strait and the prevailing wind it brings from the west. The 180-foot dock is on the Eastern shore of the lake and was recently refurbished by the ARCS, because of the states shortfall of funds.

There is plenty of parking within 50 yards of the dock, along with restrooms next to the parking area. The Park Rangers allow us to have a storage box and a 12-foot aluminum boat powered by an electric motor secured on the dock. The park has year round tent and R.V. camping. A Discover Pass is required to use the park facilities with daily cost of \$10 or a yearly pass for \$30. The Discover Pass is valid for any Washington State Park.

We sail Soling 1 Meter's on Tuesdays and Saturdays from 1:00 PM to 3:00 PM and IOM's on the first and third Sundays of each month, the same times. We normally meet at noon for an informal get together to discuss topics ranging from who makes the best BBQ ribs, to questions on the racing rules while grabbing a bite to eat at a facility close to the park entrance. We welcome anyone interested in R.C. sailing.



The ARCS's Cranberry Lake venue with their 180' long dock and convenient parking and restrooms. This is the "fishing dock" most of the time, but during regattas it is our control and launch area.



Cranberry Lake viewed west from shore. The Straits of Juan de Fuca is just beyond the far trees. Photo Wayne Martin.



Cranberry Lake viewed from east to the shore and showing about half of the dock. Photo Wayne Martin.

Regatta Reports:

Oregon MYC 2012 Opening Day:

IOM Captain, Ron Blackledge reporting:

It was Opening Day for OMYC. Our first IOM scored event of the season is now complete and it was a day we will never forget. Similar to when we landed on the moon, when St Helens erupted, and when in 1983 the Oregon State Beavers battled the University of Oregon Ducks to a 0 to 0 tie dubbed the worst football game in the history of the NCAA by Sports Illustrated, we will remember where we were and who we were with. Opening day was truly remarkable. The ever popular Commodore and pride of the Portland IOM Squadron, George Georgiadis, did not have any technical or electrical problems. In fact, George FINISHED a regatta!!! It wasn't his boat of course. But he finished, and he did it with great skill and panache. He fell only a point short of winner Jerry Brower, one of our elite skippers from the Northwest. Dave and Chris finished third and fourth.



Blue Lake wind when no Washington skippers sail (L) and when Washington skippers join in (R). Hummmm.....

Happily, George's swagger has returned. He promised he would compete more regularly and visit Surprise Lake and Gene Coulon Park in Seattle after he puts the final touches on several never ending IOM projects including a Lintel, a Twang, and two Tingets (a Tinto-like hull with a Widget-like deck) to name a few. We may have to wait until 2017, but it will be worth the wait to have George in the fold again.

We thank Jerry for joining us. He has returned from his sailing hiatus. We were all delighted to see him again as his presence always adds a competitive flavor. And it was nice to see Mr. Brightside. Jerry was sailing Brad Gibson's World Champion Widget. Unfortunately the wind was light. There was more drifting than sailing. In the last race Dave switched from his Image to give his new Lintel a try only to prove full chined boats can stick to the water and go nowhere fast in light air. Jerry finished over fifteen minutes ahead of Dave. It is ironic our first two regattas (the first being our Club Championship last Fall) at Blue Lake have been drifters. We moved to Blue Lake because it is within a stones throw of the Columbia River and near the Western end of the Gorge. Nevertheless Blue Lake is a far improvement over Westmoreland Pond bordered by towering redwoods.

We need to add some material on our website (omyc.org) in the racing section how to survive very light wind or "Drifters". Portland has too many calm days. Anyone is welcome to add some advice. The following I learned from other skippers and may be helpful:

- Don't point too high.
- Tack as seldom as possible.
- Sail in the middle of the course.
- At the start worry more about momentum than position. Distance yourself from other boats. A competitor's shadow and backwind have much greater impact on you in light air. Reduce camber. You do not want the wind to fall off your sails. Use more twist. What little wind there is will change

direction more often in light air Slack rigging.

- Avoid weather helm. Rake the mast aft.
- Ease up on downhauls and straighten the mast. Sails should look more like a parachute than a wing. If moving, watch those telltales VERY closely (Jerry Brower) Avoid sharp turns and maneuvers And above all be patient. Don't panic... be cool like Steve McQueen.

Another topic we should add to the racing section is "Chime in on chines". IOM design may be going through a major change. It is more of a revolution than evolution. We are seeing narrow higher prismatic designs with fuller chines. And these designs have been winning; ie 2011 World Championship at West Kirby. Granted these boats are sailed by the best skippers and have a bias towards robust conditions, but I believe they are here to stay. More recently we have seen four Lintels enter the Northwest and there are BritPOPs and CHIENZs on order. And what do we do with our so-called old and unfashionable boats? Well, the verdict is still out. It should be noted George sailed my home built old school Mallard. Englishman, Tony Abel, designed it over twenty years ago. More recently a Pikanto won the Australian Nat'l Championship over the best two skippers (Craig Smith and Paul Jones) who campaigning chined designs. This is an important topic for prospective skippers looking for their first purchase as well as existing skippers wanting to upgrade. We need some guidance and advice with substance. IOMs are not cheap and we want to buy the right design for our circumstances that will withstand the test of time.

In closing turnout was a little disappointing but to no fault. For example Morgan came down with stomach flew and we can only hope he recovers quickly to join Jerry at the Dallas Blowout. Russ had to work (crewing a big boat) and Eric was ecstatic about sailing until derailed by family commitments. We had seven IOMs and one Vic at the start and all of us had a lead at one time. But leads were easily lost in the light and twisting air. On a positive note it was 60 degrees and sunny. It snowed several days ago. It was our first comfortable day in a month. George has posted the score sheet on the website and thank you all for attending. A special thanks goes out to Curt for setting up the course. I must go now; a beer just fell out of my refrigerator.

Brisk at Victoria's Beaver Lake:



Winter sailing on Victoria's Beaver Lake with a reported steady 15 knots and gusts to 35. These happy Canucks received our predicted wind on the same weekend where our Surprise Lake #1 event had maybe 6 knots. Here Fred Herfst's new SKA #96 is about to overtake Dave Seager's #62 while the three others have bows under water. SKA #96 was our featured 'Playmate' from our last newsletter and was built by Adrian Harrison. Photo Mike Pednault.

Gig Harbor MYC 2012 Opening Day: Bob Wells reporting:

Wet and cold certainly, and yet a great kick-off to the season with 12 eager skippers on the shortish starting line. This was good clean and competitive sailing in end-of-winter conditions, and everybody had a great time. Actually the streaky 3–6 knot SW wind reminded me of San Diego's Mission Bay Pond's wind, but with less walking due to our shortish dock length. Oh, and the temps were much different... New skippers Byron Pimms and Peter Becker joined the regulars, and fit right in as they arrived with good boats and plenty past radio sailing experience. The first task of any new skipper is just stay out of trouble and finish. They finished all the races and placed ahead of some pretty good skippers.



Byron Pimms' new cream colored ISIS II makes her regatta debut at Surprise Lake. This is the 3rd IOM in WA that was previously owned by Brig North in Dallas, TX. This is a quality yacht in every way, except the Texas flag needs to go. Hint: use WD-40 to remove remaining sticker glue residue as it won't harm gelcoat. Byron Pimms photo.

Thank you to Papa Joey Brohan for transferring the regatta gear to the on-site storage just in time for the IOM fleet's first race. Also to Ron Blackledge for borrowing a broom to sweep the goose poop off the dock. Roland Krona's new IOM isn't finished so he filled in to call the line and keep the scores for us. Ron Hornung and Damico placed the buoys and Ron pulled them himself. Joe Damico trialed his newly assembled 18" Hippity-Hop rubber buoys and they worked extremely well. Sailing wise Joe had a tough day with his kit as his rudder servo quit just before the first start. Typically only a minor glitch as Joe 'always' has backup servos. But this time his backup was temporarily back in the shop in a boat he is building. Joe spent 2.5 hours finding a hobby shop and getting it installed, and returned in time to sail and win the last race! And a special thank you to Steve Young, GHMYC's IOM Fleet Captain, for initiating our recon to find and hold a good table in the restaurant's bar for the post-race party. Everybody did their part.

Gig Harbor MYC 2012 - #1 at Surprise Lake: Results after 12 races and two throwouts:

	Skipper	Sail #	Club/City	Hull	Score
1	Bob Wells	05	Mercer Is, WA	V6-Vinaixa-Vickers	25.0
2	J Warren Brower	42	Lake Stevens, WA	Widget-Chris Dicks	27.0
3	Rich Murdy	20	Renton, WA	Kite-Bantock	32.0
4	Steve Young	73	Tacoma, WA	Arrival-Hollum	36.0
5	Larry Stiles	109	Sedro Wooley, WA	Topiko-Bantock	37.0
6	Peter Becker	94	Sequim, WA	Stealth-Bamforth	51.0
7	Ron Blackledge	208	Portland, OR	Pikanto-Bantock	53.0
8	Byron Pimms	47	Seattle, WA	ISIS II-Barry Chisam	65.0
9	Bill Langjahr	88	Anacortes, WA	Cockatoo-Byerley	92.0
10	Julian Lee	03	Anacortes, WA	Cockatoo II-Byerley	94.0
11	Ron Hornung	108	Seattle, WA	Disco-Gibson	95.0
12	Joe D'Amico	180	Sequim, WA	V6-SE-Vickers	118.0

Blow-Out 2012 in Big D – It did Blow!:

Brig North reporting:

We all know it's a pain to travel. Stephan got to see just how big a pain traveling by air can be! His plane from LA to DFW was well into its flight when the intercom came on and it was announced that the plane would make an emergency landing and all personal effects were to remain on board. The plane dropped from the sky and landed on an isolated runway in an unknown location, surrounded by black SUVs full of large, stern guys. Stephan was directed to put his cell phone down on the tarmac as FBI agents began their interrogation because someone had written the "B" word on a bathroom mirror in the plane! Three hours later, Stephan, who luckily was one of the first questioned, was released. Stephan's saga presaged his regatta – one heck of a wild ride!

Friday is our measurement/practice/social day. The absolute high point of the day was Chuck LeMahieu's grilling. That boy could give Emeril a good run for his money! Chuck prepared the largest batch of guacamole ever and within ten minutes of his calling "Soup's on!," the guac was gone! It was that good! He followed this up with grilled brats, BBQ chicken wings, pork chops, asparagus, and potatoes! A veritable feast!! Great job Chuck!

Twenty-two skippers from around the country and Canada assembled to get the low down on the sailing instructions. The SIs were modified to provide for 720s for fouls which took place within a four boat length circle at the weather and offset marks. This led to Bruce dropping the word "transmogrify" on the group, producing a lot of question marks over people's heads! While I had seen the word most recently in a Harry Potter book if memory serves, I had never heard it used in conversation!! But we got that squared away and began our racing.



Brown water leapers at the Blow Out; the blue Widget is Bruce Anderson's and the red one is Morgan Dewees'. The 'LiveSaver' style paint job is on David Cook's SKA from Adrian Harrison's mold in Victoria, BC. Photo Jerry Brower.

The day's forecast called for winds from the south at 17 to 18. Boy, forecasts can really be off. We began using A rigs with wind from the southeast. The wind continued to build and shift to the south, and after two races, the fleet rigged down to B. Combined with higher wind speed we also got White Rock's famous chop! It was a treat to watch Tony and Dennis carve that chop up downwind. Their secret? Getting on the right jibe immediately, staying on the face without plowing into the back of the wave ahead, and connecting the dots of gusts. It was an incredible sight. Everyone improved as the day went on, but

those two were on their game from the git-go.

The wind continued to build, and the chop increased to two feet in some cases. While much of the fleet had gone to C-rig just after lunch, several stayed in B-rig because the wind was so up and down. A huge blast would be followed by wind of 18 mph. Craig was standing next to me when Tony and I using our B-rigs absolutely crashed, and he said "When the Lintels can't take it, it's time to change!" So the people with C-rigs were now in them, and those of us without a C had to make due in winds that gusted as high as 37. It was a wild, exhilarating time surfing those boats on the edge of control and beyond. There were a lot of smiling faces, including that of David Cook who was using his newly completed, rainbow colored SKA for the first time in heavy air. David was ably assisted in preparing his boat by local ODOM sailor Jim Aenchbacher who also helped in sighting those far away leeward marks given that David was not able to go to our crow's nest point of view up high.

So Day 1 ended with Tony so far ahead that he was already trying to decide when he would start drinking rum and Coke on Sunday, followed by Brig and Bob Dunlap from San Jose. We all went our own way for dinner and planned for the following day, which called for more of the same.

Sunday dawned with the realization that three boats would not attend. The call was made for one fleet. We all started with A-rigs but several races in we all were in B-rigs. Further, given the fact that we had four, one fleet races with four ensuing protests holding up the action, the RD made the wise call to go back to two fleets. It worked great, speeding up the racing considerably.

As with Saturday, the wind built through the day along with the chop. High gust recorded was 38. Tony continued to sail well and Craig Mackey and Dennis Rogers made their moves up the board. More great surfing, more crashes, more smiles. Heaven!



C-rig action at the weather marks, although I wouldn't call that a Texas sized off-set. Jerry Brower photo.

The 22 race regatta ended with Tony on his second rum and Coke, so far ahead was he. Brig was second with a Lintel, Craig was third with his Patriot (his Britpop had been delivered to his house just after Dennis, John C. and him had left for Dallas!), and Dennis with his Britpop won the tiebreaker over Al Ross with his Lintel. Awards were presented and some of the most coveted were Morgan's extra Hood River shirts. These were presented to our RD, John Diggins, and Jared Piper, understudy to his dad, scoring extraordinaire, Bob Piper.

With that we concluded the 2012 edition of the Blow Out. Mother Nature smiled on us. While you never know what She may dish out, She done good this time!! As Craig commented "It's always a good regatta when you can use all three rigs both days."

Thanks to all of you who attended this year's Blow Out. I think this may have been the best yet with the perfect blend of good food, wind, warmth and big chop. We know it's a big commitment to spend your time and money to travel to see us, but we really appreciate it. BIG thanks to Fred Rocha for all he did this weekend. Good sailing in 2012 to all!

A couple of videos from the TRYC website also tell the story:

<http://www.youtube.com/watch?v=cVc4LyxCjBQ&feature=plcp&context=C44f368fVDvjVQa1PpcFNnaezBfrZnT3bON8CW7tggbSdImtnigE%3D>

<http://www.youtube.com/watch?v=iUjVghq4f-I&feature=plcp&context=C473a4c7VDvjVQa1PpcFNnaezBfrZnT-qFXJmawsul9yx5yWDpg8%3D>

Seattle MYC 2012 Opening Day:



Driving to weather in the chop with Jan Schmidt's CAN76 leading per usual this day. Joe Damico's big & bright new 'Hippity-Hop' marks proved a big success – a lot less mark rubbin'. Photo Jackie Wells.

Bob Wells reporting:

What a fine start to the season with our best ever turn-out, always friendly competition, and ending with our usual spirited comradery at our favorite Renton pub. Winds were 4-8 knots from the NW with a long course, our noticeable big-waters chop, and a tight starting line. We saw some boats for the first time at Coulon Park; including a new Lintel, a new Cheinz, a BLT (from OZ), and our first Isis. Sailing his new Isis was Byron Pimms for the first time in an 'IOM' SMYC regatta.

Joe Damico has been busy over the winter assembling new and improved regatta buoys and purchasing his terrific RIB buoy boat with a 4hp outboard. Everybody appreciates how his buoys upgrade our regatta course. Thankfully Bill Dye, with his IOM in drydock, came by to call the start line and keep the scores. Bill had to call a number of boats over early, and his efforts really cleaned up our regatta. With the larger turn-out we reached the point where we need to assign an RD to call the start line.

Seattle MYC 2012 - #1 at Coulon Park: Results after 12 races and two throwouts:

	Skipper	Sail #	Home Port	Hull-Designer	Score
1	Jan Schmidt	76	Victoria, BC	BLT-Unknown	12.0
2	J Warren Brower	142	Lake Stevens, WA	Widget-Chris Dicks	26.0
3	Steve Young	73	Tacoma, WA	Arrival-Hollum	30.0
4	Bob Wells	05	Mercer Is, WA	V6-Vinaixa-Vickers	42.0
5	Dave Glassow	00	Vancouver, WA	Lintel-Dave Creed	49.0
6	Chris Brundage	19	Portland, OR	Widget-Chris Dicks	53.0
7	Bill Langjahr	88	Anacortes, WA	Cheinz-Byerley	63.0
8	Rich Murdy	20	Renton, WA	Kite-Bantock	69.0
9	Joe Damico	180	Sequim, WA	V6-SE-Vickers	71.0
10	Larry Stiles	109	Sedro Wooley, WA	Topiko-Bantock	100.0
11	Ron Hornung	108	Seattle, WA	Disco-Brad Gibson	104.0
12	Byron Pimms	47	Seattle, WA	ISIS II-Barry Chisam	107.0
13	Ron Blackledge	208	Portland, OR	Pikanto-Bantock	113.0
14	Craig Rantala	65	Sequim, WA	Azetone-Matérn/Witt	121.0

Note: Joe Brohan sailed with us briefly with his ODOM to check out our IOM action up close. It is always good to sail with 'Papa Joey', who over many decades has done yeoman work at Gig Harbor MYC.

OMYC - Blue Lake Regatta 4/1/12: Ron Blackledge Reporting:

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

It was windy, bitter cold and wet.For the second straight year the Pacific Northwest is witnessing record breaking cold and precipitation. Today was not an exception. It was colder Sunday in Portland than Anchorage, which is forecast to have sunny skies and a high of 45 tomorrow. By the end of the race I was colder than Ken Read's crew on Puma when they rounded Isla Herschel at the tip of Cape Horn Friday. *(Since when did wind on the racecourse and powder on the slopes become a problem? C'mon Ron just don't wear shorts! - Editor.)*

We had a small, but hardy, turnout. There were six IOMs and two VICs at the start. It wasn't long before we were down to four IOMs as yours truly and Morgan had radio problems. Mine problems remained unresolved. Eventually Morgan got back in the race. Once again Jerry proved his superiority over the Portland squadron scoring eight bullets out of 15 races. After three throw outs his total score was 16. Not bad! Dave was in good form and finished second in his new Lintel. It was interesting watching four Widgets and a Lintel in a shootout. It was competitive racing and no one was that far removed at the finish line. No disrespect to Dave's skipper abilities, but it appeared his Lintel handled better in the robust conditions, especially on the run. He would have done even better if the wind was more consistent. It came out of the Southwest, which made for twisty and gusty conditions with an occasional lull. I would like to thank all of you for attending. Scores and Special thanks:

	Score:	Skipper:	Remarks:
1	16	Jerry Brower	Thanks for driving all the way down from Lake Stevens. You raise the bar for us and we appreciate it. Also it nice to see someone doing a 360 without whining. And thanks for the advice on my electrical problems. I got home and discovered it was the transmitter. It is the third Spectrum (excuse me Trashtrum) to crap out on me. Receiver, winch and rudder servo are okay.
2	25	Dave Glassow	Thanks for being the first to get your Lintel sailing and registered!
3	34	Chris Brundege	Thanks for returning the marks to Curt's dock
4	39	Morgan Dewees	Thanks for handicapping us by carrying one and a half gallons of water in your boat
5	60	Curtis Knight	Thanks for setting up the course
6	78	Ron Blackledge	
And thanks to Lynn and Jay for joining us and sailing their VICs.			



The gusty venue for the very successful inaugural Famous Potatoes Regatta in Boise, ID. Bob Wells photo.

Famous Potatoes Regatta - Idaho:

Bob Wells Reporting

Prototypes dominated on gusty Park Center Pond in Boise, Idaho. Production BritPOPs all finished at the top of the fleet too. But I think the real story is what a quality IOM venue this is and what a fine inaugural regatta Bruce Andersen provided for the class. Bruce has certainly traveled to enough regattas over the years to know what works, and he used his experience to good use here. Certainly inviting Freddy Rocha, our peripatetic Class Secretary, to be the PRO was one of the right moves. This is going to be an annual Spring regatta, and I think it deserves a ranking designation in the future. Racing single heat with top skippers was a special treat for those of us that struggle to get into A fleet.

The pond is a nice size and the prevailing wind direction is near optimum for the oval pond orientation and the launching dock location. It blows consistently in Boise in the spring. The venue is convenient in other ways too besides limited chop:

- The airport is just 15 minutes from the pond.
- Decent modestly priced hotels are near the pond, and some will shuttle you from the airport, so you don't have to rent a car.
- Nice modestly priced restaurant options are plentiful.
- Boise is a fairly inexpensive place to visit and has a nice casual vibe.

Unfortunately after the word gets out I don't think this will ever be a single heat regatta again.

Ian Vickers, a Kiwi now living in San Francisco, sailed his impressive new V8 proto to a nearly perfect result – four 2nds and all else firsts (after throw-outs)! The 2nds almost all came in the light air of Saturday morning, so do we conclude the V8 likes some wind - I don't know? The BritPOPs invasion is gathering steam now, and they all sailed at the top of this fleet even though a couple of them were just floated recently. The results show that if you are from CA or NY, then you probably placed pretty high. If you are from WA, OR, or ID then you were off the pace. It doesn't matter though, it was fun and well contested up and down the fleet. Great job – Bruce, Freddie, Edie, Abbey, Chuck, and Gretchen.

Summary of the 2012 Famous Potatoes Regatta:

Class: IOM

Date: April 14th-15th, 2012

Location: Park Center Pond; Boise, ID

Host Club: Famous Potatoes Sailing Club; Boise, ID

Entries: 19

Winds: 4-12 knots

Races Completed: 24

Scoring System: 2007 HMS, scoring version 2.0

Regatta Committee & Valuable Assistants: Bruce Andersen - Organizer; Fred Rocha – PRO; Edie and Abbey Andersen – Scorekeepers; Chuck and Gretchen – RD Assistants.



Prototypes dominated on gusty Park Center Pond. Here Ian Vickers is in his typical controlling position with his new V8 design, proto #1 - sail #71. Dennis Rogers placed second with his BritPOP proto #1 - sail #43. Bob Wells photo.



It looks like the trees are right behind the Control Area, but it is the zoom lens distorting this a little. Jean Lee photo.



One of 24 starts over two days at the Famous Potatoes Regatta. Bob Wells photo.

Famous Potatoes Regatta: Results after 24 races and 4 throwouts:

	Skipper	Sail #	Club/City	Hull	Score
1	Ian Vickers	71	San Francisco-CA	V-8	25.0
2	Dennis Rogers	43	San Diego-CA	BritPop	49.0
3	Craig Mackey	29	Oceanside-CA	BritPop	69.0
4	Roy Langboard	70	New York-NY	BritPop	87.0
5	John Castelli	15	Yorba Linda-CA	Pikanto	106.0
6	Gary Boell	31	Pt. Richmond-CA	BritPop	114.0
7	Bob Dunlap	37	San Jose-CA	Lintel	120.0
8	Jerry Brower	42	Lk. Stevens-WA	Widget	144.0
9	Chris Sullivan	62	Emeryville-CA	Ericca	179.0
10	Morgan Dewees	98	Portland-OR	Widget	186.0
11	Bob Wells	74	Mercer Island-WA	Topiko	203.0
12	Steve Young	73	Anacortes-WA	Arrival	229.0
13	Chris Brundege	19	Portland-OR	Widget	233.0
14	Julian Lee	03	Anacortes-WA	Cockatoo	239.0
15	Ricky Schoos	41	Santa Cruz-CA	Cockatoo	241.0
16	Joe Damico	180	Sequim-WA	V-6	287.0
17	Bob Doop	56	Anacortes-WA	Cockatoo	337.2
18	Bruce Andersen/Guests	16	Boise-ID	Widget	344.0
19	Larry Styles	109	Sedro Wooley-WA	Topiko	351.0

Fun Zone (Sailing Anarchy Article - 4/19/12):

(Ed. – Apologies for this non-IOM article, but it is in Seattle and fun CanAm sailing.) This past weekend in Seattle WA, the 28th running of the Mini 12 Interclub Team Race Regatta was held, this year hosted by the Seattle Yacht Club. This regatta was started by the Royal Victoria Yacht Club out of Victoria

Canada as a friendly competition between their club and the rival club across the Straits of Georgia, the Royal Vancouver Yacht Club. About 20 years ago they asked the Seattle Yacht Club to participate and the three clubs have been going head to head ever since. Royal Victoria YC has developed a very large fleet of Illusion Class Mini's and several of the locally designed and built Deception Class Mini's (based on the 1980's style Americas Cup boats). After losing badly for several years but having more fun than ever, Seattle YC decided in 2000 it was time to buy their own fleet of 21 Deception's. Since that time SYC has won 10 of the past 12 events, the two losses went to the talented Royal Victoria sailors (time for Royal Vancouver to buy some boat I would say!).



Each club alternates the hosting of the event with Vancouver hosting at Royal Victoria using their boats. It was Seattle's turn this year and the event was held in Portage Bay right off the Club's main station. Some key observations about this event include a keg of micro brew on the rotation changing dock, nice respectable start time of 1:00 PM on Saturday, coffee, juice and muffins each morning, catered lunch each day, a dinner party with a live swing band Saturday evening and an average age for the entire group of racers at around 65 to 70 years old (I am one of the young punks at 54, and of course the ladies in the group bring the age average way down!). The format is team-racing 3 on 3 and each club came with two teams of three sailors, with extras to rotate in as needed (beer and potty breaks). 18 boats on the small bay made for quite a spectacle especially with the "Sleepless In Seattle" houseboats in the background, with bright sun and good winds for the two-day event. SYC ended up getting 27 flights of races off with each club sailing in 18 races. Coming out on top, with the home court and boat advantage was Seattle with a score of 16 wins and 2 loses, second was Royal Victoria with 9 wins and 9 loses and Royal Vancouver beat each club once and ended with a 2 win 16 loss score.

I must say that I am having more fun with this group and these boats than I have ever had with any other one-design fleet in which I've been involved! The Seattle fleet races year round and this year we will have 44 race days and average close to 265 starts! Undoubtedly the most active fleet in the Northwest! - Anarchist Stacey. *(Stacey Wilson [a/k/a – Happy Feet] is David Cook's sailing buddy on Bainbridge Island, who we occasionally see at IOM events. It is impressive that this is the 28th annual CanAm event in this cool class. We'll grant Stacey that he has the most active fleet in Seattle. But if we count our nearby IOM fleets at Gig Harbor MYC and Anacortes RC Sailors; then our IOM Washington State annual starts are around 500 with around 44 days of racing – not bad either. Editor)*

Seattle MYC #2 at Coulon Park (4/28/12):

Bob Wells Reporting:

This was a nice COW Regatta tune-up with sixteen (16) boats on the line today in some persistent light air. It was competitive and pleasant as everybody follows the RRS. This larger number of boats requires us to be a little less casual to maintain quality racing. In our fleet everybody wants to sail (and nobody wants club meetings or organization of course), so we tried out our new 'large fleet' protocol with no RD present. It worked nicely in my opinion:

- Winner of the previous race calls the start line, and hangs back a little so he can perform that duty. Somebody has to call the start line, as we're too aggressive. Only Jan Schmidt could call the start and come back to win a heat – and he accomplished this three times in a row!
- Winner of the current race records the scores. We've been doing this, but the twist is the 2nd finishing boat actively assists. With this many boats one guy can't do it.

Last month Joe Damico showed off his new RIB and buoys. Well the 4hp wasn't enough, so now he has added a new Honda 10hp with electric start, etc. This motor is really sweet, and it is amazing how quiet a new outboard can be. We needed it this day, as in the morning we changed buoys after every race due to the unstable light air.

Notable:

- We greeted another new skipper: Peter Sternberg moved back to Redmond and showed up with a new ARRIVAL and sailing skill. Peter had a solid first regatta, except for missing our gathering at our favorite Irish pub afterwards.
- Kelly Martin (TOPIKO) and Roland Krona (V6) sailed their new boats for the first time at SMYC – both purchased from Bob Wells.
- Chris Brundege from Portland shows up for only the last races. He ran over something that punctured both left tires in his van, and he had to replace them both before joining us.
- Joe Damico sailed his first production V6 a regatta for the first time in, and seems to have his light-air mojo back. At the pub afterwards Joe thought the flatter luff curve in his 'new' PX-75 Vector Sails is the only discernable difference in the two boats.

Seattle MYC #2 Regatta: Results after 9 races and 2 throwouts:

	Skipper	Sail #	Club/City	Hull	Score
1	Jan Schmidt	76	Victoria, BC	BTL-Scott Condie	14.0
2	Kelly Martin	21	Gig Harbor, WA	Topiko-G Bantock	15.0
3	Joe D'Amico	86	Sequim, WA	V6-SE-Vickers	24.0
4	J Warren Brower	42	Lk Stevens, WA	Widget-Chris Dicks	25.0
5	Bob Wells	74	Mercer Is, WA	Topiko-G Bantock	28.0
6	Byron Pimms	47	Seattle, WA	ISIS II-Barry Chisam	43.0
7	Bill Langjahr	88	Anacortes, WA	Cheinz-Jeff Byerley	47.0
8	Peter Sternberg	43	Redmond, WA	Arrival-Hollum	49.0
9	Steve Young	73	Tacoma, WA	Arrival-Hollum	49.0
10	Ron Blackledge	208	Portland, OR	Pikanto-G Bantock	50.0
11	Larry Stiles	09	Sedro Woolley	Topiko-G Bantock	60.0
12	Ron Hornung	108	Seattle, WA	Disco-Brad Gibson	65.0
13	Roland Krona	05	Gig Harbor, WA	V6-Vinaixa Vickers	84.0
14	Craig Rantala	65	Sequim, WA	Azetone-Matérn/Witt	91.0
15	Chris Brundege	19	Portland, OR	Widget-Chris Dicks	97.0
16	Bill Dye	44	Seattle, WA	TS2-Gary Cameron	108.0

The COW Cup (5/5-6/12):

Ron Blackledge Reporting:

I would like to express how delighted I was sailing this weekend in the Seattle Model Yacht Club's annual COW (Canadian-Oregon-Washington) Regatta. It is the warm up event for the Western CanAm IOM Series consisting of the Westerns at Saltspring Island, BC (HEY, GET THOSE ENTRY FORMS IN TO LAWRIE QUICK) in early June; Hood River, OR in July and Anacortes, WA in October. Bob Wells'

brief comments at closing ceremonies about the event and results understated how well it came off for all of us. The regatta was intended to be a casual non-ranked event with great company cast in a fun yet competitive environment. Bob and his group hit a home run. Fortunately the event will carry the same format going forward with the only change being no lunch. Too much time was wasted filling our stomachs. So next year bring your lunch bags and energy bars because we are going to power race non-stop.

There were 27 skippers. A remarkable turn out for a non-ranked event that highlights how popular IOMs have become in the Pacific Northwest the last couple years. Although we missed our brain surgeon friend from Boise, just about everybody who was anybody related to IOMs in the Northwest was in attendance. The intrepid and noisy Portland squadron brought five of their best. The colorful Canadians rolled in with six skippers, "Ay, ay, ay, ay, ay, and ay". The Washington Staters, including some new faces with lots of smiles and talent, filled the remaining roster.

And it wasn't all about the racing as the skippers came with some friends, spouses, sons, daughters, and grandchildren. Joe Damico brought two little cuties he was seen teaching how to walk with both hands in their pockets like Grandpa. Everyone enjoyed Gene Coulon Memorial Beach Park at the edge of Lake Washington bordering Seattle. The backdrop was breathtaking with the greenery, clear sunny skies and a large brilliant blue lake with the snow capped Olympics looming in the distance. And the Sun. After a long wet dreary winter it was so special a place. Ron Hornung took pictures and I hope they make it to the IOM USA website.



Saturday Morning the sun popped through on our 300' long control area. Ron Hornung photo.

The event was well run and organized. Lawrie was an excellent RD and he gets smarter each year. He didn't bring his left ear hearing aid. You knew he didn't want to listen to your whining when he turned his head to starboard. Bill Dye ably assisted Lawrie. Joe brought his new chase boat, Honda engine and marks. They are great and he has offered to take them to Hood River.....very good news.

Also Jerry Brower, Steve Young, and Ron Hornung were in the mix of things helping Bob Wells and Lawrie Neish run things smoothly.

Yes the wind wasn't perfect on Saturday and we had chop on Sunday, but all in all it was great sailing. The wind diminished as Saturday progressed. It resulted in one of the lighter moments of the regatta. In the afternoon the A fleet came to a complete stop. The skippers at the rear began pleading, "its over, no pressure, call it, ABANDON ABANDON" (what a surprise). At the front they were yelling, " It's OK, no sense quitting, there's pressure, IT'S FILLING IN " (what a surprise). Eventually Lawrie abandoned the race and the boats were brought in for the day. But unabated, the normally mild mannered Jan Schmidt, who was well in the lead, refused to bring his boat in yelling, "IT'S FILLING IN, THERE'S PRESSURE, IT'S FILLING IN." After about thirty minutes of drifting backwards he finally gave it up. But it all ended well, he won the restart the next morning.

On Sunday it was choppy. The Park is on the lee shore of the Lake and chop can get tricky. It is especially a challenge for the B fleet guys. Your boat feels like it is slower than a jellyfish rocking every which way but loose. Kelly Martin and Jerry led after the first day but both had several unfortunate mishaps including floating timber. At the beginning of the final race Jan was leading Graham Herbert (our defending Champion) by only two points. Kelly and Bob closely followed them. Kelly, new to IOMs, recently purchased a Topiko. He has won more EC12 national championships then you can count and after a long hiatus is R/C sailing again with his Seattle friends. In addition to being event founder/coordinator, Bob is an accomplished skipper. He is also the author of the popular "IOM Northwest Newsletter". The next edition should come out in June. The Newsletter's Playmate of the Month will be an especially interesting read this edition. Bob has chosen one of the hot new chined higher prismatic coefficient designs that are currently flooding the marketplace. Supposedly they are faster than a speeding bullet and quicker than a crazy bat. I can't disclose the design but here is a hint. It comes from the land of Hobbits. It is also where a Kiwi drop is the most popular adult cold beverage. Well to get back to the final race, Jan beat Graham, Kelly and Bob by a small margin and took the championship. Congratulations Jan. Also Congrats go out to Steve Young, Chris Brundage and Martin Herbert for strong finishes.

At the awards ceremony four cowbell trophies were given to the podium winners. We hope these four guys along with the other top finishers represent us in San Diego this August at the Nationals. We are getting better up here. They will do well. Two new perpetual trophies created by Ron Hornung were revealed. One was for the champion and the other, with a Guernsey cow atop, for "Corinthian Spirit Award". David Cook (Cookie) was given this last award. As well as being a good sport it is amazing how he sails with one hand on his turbo wheels and only one hand on the transmitter. Good job David.

Then the Canadians quickly packed their cars and raced home to catch the last ferries. They all live on islands; Salt Spring, Hornby, and Vancouver (Victoria). The Portland squadron did the same and drove I 5 south to catch a perfect view of snow covered Mt Rainer. Then a little further South just over the Skookumchuck River there was Mt. Saint Helens staring us in the face. Soon the mighty Columbia was at our side and we were home sweet home in Portland after close to a perfect weekend.

Summary of the 2012 COW Regatta:

Class: IOM

Date: May 4th-6th, 2012 (2 days sailing)

Location: Lake Washington at Gene Coulon Memorial Beach Park; Renton, WA

Host Club: Seattle Model Yacht Club

Entries: 27

Winds: 1-8 knots

Races Completed: 12

Scoring System: 2007 HMS, scoring version 2.0

Regatta Committee & Valuable Assistants: Bob Wells – Regatta Chairman; Lawrie Neish – PRO/Scorekeeper; Bill Dye – RD Assistant; Joe Damico & JC – Buoy boat; Steve Young – Entries; Jerry Brower – SI's and Course Board; Jan Schmidt, Graham Herbert, and Martin Herbert – Experts that led IOM discussion at the Friday Gathering Party.



I never tire of looking at Graham Herbert's innovative handcrafted LEO; including his own foils, bulb, and sails. Graham freely admits that he is not a designer, and the hull form is derived from photos of Brad Gibson's BritPOP. LEO proved to be amazingly close in beam dimensions, but less so in form below the chines. Imitation is the highest form of flattery in this case. Graham, who in the distant past was a North sailmaker, does not sell his creations. Ron Hornung photo.

Results after two days - 2012 COW Regatta:

	Skipper	Sail	Club/City	Score	1	2	3	4	5	6	7	8	9	10	11	12
1	Jan Schmidt	76	Victoria, BC	20.0	2.0	4.0	4.0	3.0	1.0	1.0	2.0	1.0	1.0	5.0	6.0	1.0
2	Graham Herbert	97	Hornby Is., BC	23.0	3.0	1.0	1.0	6.0	5.0	4.0	1.0	2.0	2.0	3.0	4.0	2.0
3	Bob Wells	74	Mercer Is., WA	37.0	2.0	5.0	5.0	5.0	6.0	3.0	3.0	5.0	5.0	1.0	3.0	8.0
4	Kelly Martin	21	Gig Harbor, WA	41.0	1.0	2.0	2.0	1.0	2.0	15.0	6.0	15.0	15.0	7.0	2.0	3.0
5	Steve Young	73	Tacoma, WA	55.0	4.0	13.0	13.0	7.0	3.0	5.0	4.0	4.0	4.0	10.0	1.0	13.0
6	Chris Brundage	19	Portland, OR	63.0	5.0	10.0	10.0	8.0	7.0	9.0	7.0	3.0	3.0	2.0	12.0	9.0
7	Jerry W. Brower	42	Lake Stevens, WA	64.0	1.0	3.0	3.0	2.0	4.0	6.0	13.0	12.0	12.0	11.0	10.0	14.0
8	Bill Langjahr	88	Anacortes, WA	83.0	6.0	12.0	12.0	9.0	10.0	7.0	11.0	13.0	13.0	4.0	8.0	4.0
9	Martin Herbert	99	Saltspring Is., OR	88.0	10.0	6.0	6.0	10.0	8.0	8.0	9.0	16.0	16.0	16.0	5.0	10.0
10	Morgan Dewees	98	Portland, OR	89.0	4.0	14.0	14.0	23.0	28.0	2.0	8.0	7.0	7.0	8.0	13.0	12.0
11	Dave Glassow	00	Portland, OR	95.0	7.0	15.0	15.0	13.0	14.0	11.0	10.0	6.0	6.0	6.0	7.0	15.0
12	Larry Stiles	09	Sedro Wooley, WA	96.0	3.0	9.0	9.0	12.0	12.0	14.0	14.0	9.0	9.0	13.0	17.0	6.0
13	Joe Damico	86	Sequim, WA	97.0	9.0	17.0	17.0	19.0	11.0	12.0	5.0	8.0	8.0	9.0	11.0	7.0
14	David Cook	80	Victoria, BC	116.0	15.0	19.0	19.0	21.0	9.0	10.0	15.0	10.0	10.0	14.0	9.0	5.0
15	Julian Lee	03	Anacortes, WA	137.0	7.0	8.0	8.0	11.0	16.0	18.0	18.0	17.0	17.0	17.0	19.0	27.0
16	Dave Taylor	30	Saanich, BC	139.0	6.0	16.0	16.0	14.0	28.0	23.0	12.0	11.0	11.0	15.0	18.0	20.0
17	Peter Sternberg	43	Redmond, WA	153.0	10.0	7.0	7.0	4.0	13.0	16.0	25.0	24.0	24.0	25.0	24.0	24.0
18	Ole Andersen	281	Saltspring Is., WA	162.0	9.0	20.0	20.0	16.0	18.0	21.0	17.0	14.0	14.0	18.0	22.0	16.0
19	Byron Pimms	47	Seattle, WA	175.0	8.0	23.0	23.0	17.0	22.0	19.0	16.0	20.0	20.0	12.0	20.0	21.0
20	Rich Murdy	20	Renton, WA	179.0	5.0	11.0	11.0	18.0	15.0	17.0	27.0	25.0	25.0	27.0	26.0	26.0
21	Ron Blackledge	208	Portland, OR	185.0	11.0	18.0	18.0	15.0	19.0	22.0	20.0	23.0	23.0	23.0	21.0	18.0
22	Geo. Georgiadis	199	Portland, OR	187.0	11.0	28.0	28.0	20.0	17.0	13.0	24.0	21.0	21.0	21.0	16.0	23.0
23	Ron Hornung	108	Seattle, WA	190.0	13.0	25.0	25.0	22.0	20.0	20.0	19.0	22.0	22.0	20.0	15.0	17.0
24	Roland Krona	05	Gig Harbor, WA	192.0	12.0	24.0	24.0	24.0	21.0	25.0	22.0	18.0	18.0	19.0	23.0	11.0
25	Craig Rantala	65	Sequim, WA	208.0	12.0	21.0	21.0	28.0	23.0	24.0	21.0	26.0	26.0	24.0	14.0	22.0
26	Peter Becker	94	Sequim, WA	227.0	15.0	28.0	28.0	28.0	28.0	27.0	23.0	19.0	19.0	22.0	27.0	19.0
27	Ron Farrell	63	Anacortes, WA	234.0	8.0	22.0	22.0	28.0	28.0	26.0	26.0	27.0	27.0	26.0	25.0	25.0



Jan Schmidt (L) and Martin Herbert at the COW doing their version of - "C'mon everybody... let's do the twist" by Chubby Checker". Jan is the 2012 COW Champion and still undefeated in Washington State. Photo Ron Hornung.



COW pre-start action with the wind dropping Saturday afternoon. This break in our railing system is our primary Launch Area, although we allow launching over the railings. Photo Ron Hornung.



COW weather mark action looking North at the end of our 300' long Control Area and public walkway. Joe Damico's rib buoy boat with new electric start 10hp Honda saw a lot of action and kept the regatta moving with marks and start lines where they belong. Photo Ron Hornung.

Gig Harbor MYC – Regatta #3: Bob Wells Reporting:

Ideal sunny weather and mid-A rig winds. Joe Damico loaned one of his V6s to Drew Austin for his first IOM regatta experience. Likewise Roland shared his V6 with Scott Thomas for his first IOM sailing experience too.

Results after 16 heats:

Skipper	Sail #	Home Port	Hull-Designer	Score
J Warren Brower	42	Lk Stevens, WA	Widget-Chris Dicks	19.0
Joe D'Amico	86	Sequim, WA	V6-SBA-Vickers	29.0
Steve Young	73	Tacoma, WA	Arrival-Hollum	31.0
Drew Austin	180	Sequim, WA	V6-SBA Vickers	38.0
Byron Pimms	47	Seattle, WA	ISIS II-Barry Chisam	58.0
Ron Blackledge	208	Portland, OR	Pikanto-G Bantock	68.0
Roland Krona	05	Gig Harbor, WA	V6-Vinaixa Vickers	86.0
Scott Thomas	05v	GHMYC	V6-Vinaixa Vickers	113.0

SMYC IOM Fleet has a birthday – Three Years Old Now:

It seems we have been sailing IOMs in Seattle for a lot longer than two years, but March 2010 was our first promotion regatta. We're still thankful to Lawrie Neish for putting that together and kick-starting IOMs in Washington State.

If SMYC IOMs have a birthday then the IOM fleets at Gig Harbor MYC and Anacortes RC Sailors both have one soon too. We all started the same year. Congratulations to the ARCS in particular who have the most IOMs in Washington now, and the most local IOM regattas. The important thing is that we are all regularly sailing and socializing together like a big virtual yacht club.

Letters to the Editor:

12/22/11

Hi Bob,

I just want to say what a great job you do producing the Seattle IOM newsletter. Without a doubt the best reading I have come across about IOMs in some time. You have actually sparked my interest in purchasing a SKA IOM. I look forward to reading more newsletters. Regards,

Scott Mohring

Detroit Model Yacht Club.



Steve Taylor's CORBIE Hull #2 was launched in early February in Scotland, the center of the 'wooden' IOM Universe. Photo Ian Dundas.

Scotland Woodie Report:

February 13, 2012

Hi Bob,

I said I would keep you posted about the wooden boat scene here in Scotland. Pleased to say that the CORBIES are breeding. Steve Taylor's CORBIE Hull#2 / Sail #43 was launched last weekend in lightish breeze and unseasonable warm (6C) weather. Steve accomplished a quick build in just over 2 months from first plank to launch. In good Eco style he used the building frame I made for Hull#1 and has recycled the rigs from another boat. He made a much stronger deck and internal framing than mine. With a Graupner Regatta winch and LiPo battery, he fitted 110 gms corrector weight. Not as light as my effort Sail #38 which has 209gms with an RMG, but I am concerned about the lightness/strength of my deck structure in T bone scenarios.

On the water the two CORBIES were going really well winning races straight out of the box. The design is really quick in the strong winds especially in No2 and No3 rig but we have to work harder to sail well in the very light conditions. I am convinced that we can achieve this by adjusting the rig tune and the skipper style.

I also attach a photo, which shows Colin Deakin's new Wooden ZIG ZAG called Chippie (no Sail No), which was launched at the same time as Steve's CORBIE. Colin made a great job of planking his deck in red cedar. I especially like the rounded side decks like a 505 dinghy. Unfortunately the excellent carpentry resulted in a heavy boat, which is one of the difficulties with building competitive wooden boats. Cheers,

Ian (Dundas)

(See our Nov 2011 newsletter for our article on Ian's wooden IOM's in Scotland – Editor)



Colin Deakin's new ZIG ZAG (L) and Steve Taylor's new CORBIE Hull#2 (R) in Scotland. It looks like a great reservoir for radio sailing. Too bad Seattle's reservoirs are fenced and closed to the public, because they would make ideal venue's for us. Photo Ian Dundas.

Re: More on the Chine Article (in our previous newsletter – March 2012; Page 12):

February 29, 2012

Hi Bob,

I liked the chine article. I doubt that the chines contribute much to the side force, and if they did, the drag is likely to be higher. Induced drag is doubled for lift produced at the surface compared to deeply submerged. If the hull normally produced no lift, there might be an extension of the keel's effective span if it were to produce a small amount of lift. But you'd need to know what the spanwise lift distribution was to know just how much would be beneficial.

Remember that the amount of lift produced by the keel and hull is not determined by the hull or keel design - it is set by the sail trim. Any lift produced by the hull is lift that is not produced by the keel, since the two have to add up to the side force from the sails. Because induced drag is inversely proportional to the square of the span, lift from the keel is "cheap" lift and lift from the hull is "expensive" lift, as drag is the coin used to pay for lift. So if you cause the hull to produce lift, you are trading cheap lift for expensive lift. Cheers,

Tom (Speer)

(Tom is my old Farrier/Corsair Tri boat partner, who a few years ago or so left Boeing in Seattle to take on his dream job in San Francisco with Oracle Racing. Tom's Oracle involvement began with the 33rd America's Cup, and his current title is Aero and Sail Project Leader. Full disclosure - I asked Tom to comment on the chine article – Editor.)

If you want more technical discussion on chines, Fred Schmidt from Brazil started a very long blog with many interesting posts that sometimes included IOM references. Amazingly on posting #23 our Seattle IOM Update chine article from the previous newsletter was attached and referenced. Later in the blog you can also find a decidedly unrepentant Jeff Byerley on posting #74 restating his belief that chines add a "grip" to windward. Later in this newsletter Ian Vickers has further "grip" comments that are interesting.

<http://www.boatdesign.net/forums/hydrodynamics-aerodynamics/about-inclined-underwater-hull-form-41874.html>

Re: San Diego's Governor's Cup – a Warning:

February 29, 2012

Bob,

DO NOT sail at San Diego pond bare footed! There are shells there, and you will get cut up, and still get blisters! I use my Aigle hiking boots from my Laser days, as does Mackey. They come up just short of mid-calf, and you can get in far enough to easily launch the boat. PLUS you can wear socks, which is a relief given how much you walk at that place! I promise you no blisters or burned feet if you use the Aigle boots. A bit expensive, but worth every dime to me, and Mackey swears by them, too.

Great newsletter. That Gibbo is a trip! What an inspired method of testing!

Brig (North)

Re: Gordy Checks in:

March 5, 2012

Bob:

Thanks for keeping me in the loop w/ class newsletters, etc. Haven't sailed RC for what, 2 years +/- but still have interest. Living on Blakely Is. in San Juan's, a non-serviced island (no WA State Ferry) makes it harder to attend regattas, but maybe this will be the year. Thanks for all your efforts in promoting RC sailing!!! You are the Man!

Gordy Cole

Re: The COW Regatta:

May 7, 2012

Hi Bob,

Just a quick note to thank you for a great event. Ole ('The Panhandler' Anderson) and I had a lot of fun and we also enjoyed the party at your house to open the festivities. Congratulations on your sailing, very well done. I really enjoyed meeting Kelly Martin, a wonderful addition to our fleet and also to see how much the Oregon - Washington part of the fleet had stepped up their game and improved their boats.

Sorry we missed the ending celebrations. We caught our connector ferry by 15 minutes and were home by just before ten after a spectacular sail through Active Pass (surrounded by pods of Killer Whales off Navy Channel) and an amazing sunset on the Fulford ferry coming home. Looking forward to see you and your wife on Saltspring in June. Cheers,
Martin (Herbert - Saltspring Island, BC)

May 8, 2012

Bob,

Thank you for the hard work that you put into the COW Regatta. I had a great time. Wish I could have been there both days but four blond ladies are pretty important. Good job on the podium finish. Not bad for organizing a regatta and finishing well. Fair winds,
Rich ('Family Comes 1st' Murdy – Renton, WA)

Re: Radio 'Brown-Out' Issues at the COW:

May 12, 2012

Bob and Jackie,

Thank you again for your hospitality over the weekend. It could not have been more complete.
Bob.

I've been in conversation with Spektrum and a few "folks with experience" with Spektrum equipment and I've picked-up a few things to think about.

A Spektrum service tech tells me that "Radio Drop Out" comes in two flavors, either loss of signal or momentary loss of power at the receiver. A temporary loss of power at the receiver is commonly called "Brown Out". To determine which situation caused your radio drop out you should immediately examine your car, plane or boat or what have you and check the receiver and determine the state of it's LED. The LED being on steady would indicate that the receiver had temporarily lost its signal and had regained it. If the LED is flashing, a temporary drop or lose of power is the likely problem. This will happen if the voltage supplied to the receiver drops below 3.4V. Even if the receiver is able to reset itself the LED will remain flashing until you power it off and then on again. The Spektrum tech's feeling was that the vast majority of radio drop out problems are caused by Brown Outs, that is to say undersized or discharged batteries or an under designed system and that signal loss problems are very rare.

My " folks with experience" are the Skagit R/C Ship Modelers of which I am a member. We build all sorts of R/C model boats, mostly Tug Boats, and a great many of our members also fly model planes and helicopters and have been doing so for a long time. They very much " beg to differ" with the Spektrum tech. They agree that brown outs caused by the receiver voltage dropping below 3.4 V are quite common in under designed or compromised systems but that failures caused by momentary signal loss are also common.

Some examples that they site; The dedicated folks that build and operate model submarines have been using the lower frequency AM and FM systems for years to control their craft. Dependable operation with these older systems down to a depth of 2 feet are common in fresh water. Salt water is another matter. The 2.4 GH systems however are useless in this environment, as the signal will not penetrate water at all.

This means that a 2.4 GH receiver antenna laying low in the hull of a model sailboat is at a disadvantage, especially when heeling.

Another example: Operating around large masses of metal, usually steel will cause problems. They site the case of the individual that sat down in the back of his pick-up truck with his plane and transmitter and found that he could not successfully bind the receiver. He moved his operation out of the truck and on to the grass and had no trouble binding the units. Many more examples were sited. I myself have done range checks at Coulon Park that where good well past the required ninety feet until I crouched down behind the steel safety rails that line the breakwater where upon I had an immediate failure. Even the Spektrum tech said that this situation could cause problems.

This tells me that an antenna system that is marginal for some reason but works everywhere else could have problems at a place like Coulon Park, especially if the steel piping comes between the transmitter and the boat

In a 2.4 GH system the "antenna" is the 1 1/4 inch length of wire at the end of the gray coaxial cable coming out of the receiver. If your system has one antenna lead it would be best if it where oriented vertically and as high in or on the boat as possible. In extreme situations a antenna mast may be called for. The receiver antenna has difficulty picking up signals that are directed at it's ends. The same goes for the transmitter. Pointing the antenna straight up is good while pointing the antenna at the receiver is not so good. If your receiver has two antennas orient them at right angles to each other with one of them vertical and both of them as high as possible.

In the world if electronics, all of this fall into an area called RF, for "Radio Frequency", and believe me, RF is a BLACK ART. A system that works well on one boat can be replicated on another boat and not work worth beans. But by following the rules and taking care of known problems you will up your odds greatly. Hope this helps.

Larry Stiles

(Larry is my hero. He efficiently analyzed and executed the fix to resolve my 'brown-out' TOPIKO issues during the COW – at least I hope it is resolved! The major work was at my house in the evening – Editor.)

Stuff on the Internet:

The 'Push & Pull' Physics of Sailing:

After a heroic intro it is all clearly explained in this 1936 video. Seeing the clear presentation here this makes me wonder why Lester Gilbert and the others make it out to be so complicated:

<http://www.britishpathe.com/video/away-with-the-sails>

Radio Sailing Video – very well orchestrated:

http://www.youtube.com/watch?feature=player_detailpage&v=ksLFC13htZI

Bird Flight Deciphered – Even Batman is Jealous!:

http://www.festo.com/cms/en_corp/11369_11437.htm#id_11437

SAILING CLUB OF RIJEKA, a/k/a 'SCOR':

My web site for all CRO radio sailing has been IOM-CRO.net. Here's another link to a high quality 'radio sailing' portion of a club website in Rijeka, Croatia. The IOM photos by Dean Miculinic record their annual major event, and they are works of art. Results tell the tale; the sailors from tiny CRO are very competitive at the highest level. The following photos are just a teaser for what you will find there. I suggest that you bookmark this site as I have: <http://www.scor.hr/regate/2012e/rijeka.htm>



The V7 CRO 89 (this is Euro Champ Marko Matic's sail no.) is skippered here by former World Champ Zvonco Jelacic to a SCOR win in 2012. The top Croatians have all sailed PikantoRGs for years, and it appears this V7 is the first to break that mold. All the IOM website photos are by Dean Miculinic, who takes full advantage of the wonderful light there.



The Rijeka waterfront is obviously a beautiful venue for this 2011 SCOR event, and I see that three countries are participating. Here Robert Grubisa, our IOMICA VC Technical, and his CRO 68 gained a good post start position. Dean Miculinic photo.

New Measurement Forms – Effective March 1st:

The 2012 rules and measurement forms have been published on the IOMICA site – find under “NEWS”. The registrar has been instructed to accept only the new forms as of March 1st. When getting your boat measured please ensure that you and your Measurer are using the 2012 measurement forms. Thanks Ted Flack



Part of the early BritPOP! invasion is Ted Flack's USA45 in Detroit. I think IOMs look great in white by the way. Ted is a key part of Freddie's USA management team, where he processes all our certifications and provides reports on our finances. Photo Ted Flack via his iPhone while standing in some cold winter water.

IOM Boat Notes: by David Cook

With input noted below from Geoff Smale (GS), Peter Van Rossem (PVR), Brig North (BN), Brad Gibson (BG), Graham and Martin Herbert (GH & MH), Eric Arndt (EA), Barry Fox (BF), Don Case (DC), Richard Clarke (RC) and Joe Damico (JD). Last updated September 28, 2011.

Setting Up Boat:

1. **Observe** sailing area for wind speed, direction, duration of puffs and lulls to determine **mean** wind and **pattern**.
2. Select rig and mast rake to have **neutral helm** to let boat **sail by herself** (just a bit of helm).
3. Sight down the mast to check if **mast bend matches** the main luff curve, backstay crane is straight and line not tangled (may have to adjust after mast ram).
4. BG have **minimal downhaul** on both sails just to get wrinkles out and no more to keep draft back in sails (a few horizontal wrinkles is acceptable and desired).
5. BF trim for **downwind first** using vang to get **top batten abeam** of mast (watch jib leech and top batten, not just the boom) (lift boom with finger to see if loose or tight).
6. PVR do keep in mind that when setting up the leach from shore, the apparent wind will be greater because the boat is not moving. This will mean there will be a bit more pressure on the leach. You will need to **loosen of the vang just a bit** as when you are sailing down wind, your leach will have less apparent wind due to the fact that she will be moving with the wind.
7. BF with sheets out and downwind **compare main twist on each tack** to determine if **mast is centered**, if more twist on one tack, tighten shroud on opposite side to get more leech tension on or loosen same side if rig is too tight.
8. PVR I keep my **jib boom in from 90** dead down wind. I want the wind that comes in from behind the boat to hit the main first. I want the wind to flow through the main from the leach to the luff. Once the wind leaves the luff, I want it to flow around the front of the mast and attach to the flow of the air moving through the jib, from leach to luff as well. This way there is clean air pushing on the sails with the wind flowing through as clean as is possible.
9. Backstay tension (pull on will flatten main depth and move draft aft, ease will increase draft and fullness) mast ram (aft will put more main leech tension on, forward will open leech or put more twist in leech) for upwind sail trim shape

- Set-up options:

- I. So booms can come in slightly more than ideal for conditions so you can go in **high point mode** if desired BUT remember not to sail that high normally, remember to **ease sheet slightly** for normal mode and if someone is helping (high risk).
- II. Have **main boom** out off c/l **at least 15mm, up to 30mm** more in stronger breeze or if too much helm (**amount of heel is indicator**).
- III. Set **mainsheet post as high** up without hitting with rake used, so there is no down pull on sheet.
 - a. BG (experiment with having **post lower** for more leech tension for **high point mode**)
- IV. Set main **outhaul** between **10-30mm** based on sea condition and wind strength, the **jib 5mm** more than the main
- V. Set upwind **main twist** using **mast ram and backstay** (for main, 40mm from backstay to fullest part of leech) (**middle batten parallel** with boat's c/l)
- VI. **For jib** slightly tension jib topping lift to **match the leech** twist to main (25mm from topping lift to max fullness)
- VII. Watch **top batten** of main to see if it is full for maximum power/speed and **pops** over when waving in air, if not or is too flat or loose, ease backstay tension a little (it doesn't take much)
- VIII. Overpowered:
 - a. BN **if over-powered**, reduce the amount of rake, **flatten sails** (vang, outhaul downhaul) **sheet out (25-30mm) to maintain speed and heel drive off the jib** (twist off or smaller rig if still over-powered)
 - b. PVR **If overpowered** ...pull the back stay so that the **top batten is straight** (no shape to the sail and use twist but try not to let it luff with too much twist).
- IX. JD another option for setting your mainsail up...use the boom vang to adjust the main twist and use the mast ram to remove the over-bend wrinkles
- X. JD heel your boat over in the boat stand to emulate sailing upwind, adjust your jib boom counter-weight to allow the jib to fall slightly to leeward



David Cook, author of these *IOM Boat Notes*, is shown here on Saltspring Island with one hand for his wheel chair toggle and one hand for the transmitter's toggles. David persevered to finished in 11th place overall in the 2011 Western CanAm Series, sailing his own "Porky Pig" design. Maggie Argiro photo.

Pre Start:

1. EA confirm that **rudder** is exactly **centered** by sailing downwind wing-on-wing on each tack to see if boat is balanced. Downwind you can correct trim, just use fine tune slider to correct.

2. Determine amount of helm for upwind (weather, **neutral** or lee) goal is to have boat **sail to windward on its own** for 5-10 seconds in mean wind speed, if weather – depower (more backstay, less rake or mast ram), lee (opposite)
3. **Observe wind strength, direction, duration and frequency of puffs and lulls, determine pattern** (oscillating, persistent or combination)
4. **Observe sea state** to determine **proper steering mode**, probably will be different on each tack depending on wave angle
5. Observe **current** direction and speed to maximize velocity made good
6. Observe **weed** situation to avoid where possible

Starting:

1. Have a **starting plan** that relates to a **course strategy** for the first half of the first leg be **at or close to favoured end** depending on how much it is favored.
2. Options:
 - a. Position boat on course side (less obstacles) observe **where most wind** is and **first shift**, **port tack early entry**, **maintain position, room to leeward full speed at start**
 - b. PVR **set up early** on starboard and **inch forward** close to windward boat and **protecting space to leeward** with goal to be at **full speed at starting gun** (how long does it take you to get up to speed).
3. PVR position your boat to have **options to tack**. Nothing worse than not being able to tack when you want!

Helming & Sail Trimming:

1. **Minimize use of rudder** to encourage as much boat speed as possible.
2. **Ease sheets** out 1 to 4 notches to keep **boat speed up and minimize boat heeling** in puffs, **determine steering mode** point, normal or foot for getting to new wind or boat tactics, 1 notch or click on a Futaba transmitter relates to 5mm for different steering modes.
3. MH foot more in lighter and choppy sea state, have the leeward jib telltale stalling for maximum boat speed.
4. Give the helm a slight nudge to windward when boat is going faster than your competitors to optimize velocity made good (VMG) (speed over bottom to next mark).
5. In gusting conditions don't try to point but foot for speed.
6. In puffy conditions to maintain course, ease sheets out as puff hits (use heel, boat speed and telltales as indicators), slowly bring in lulls
7. I don't use the sails to turn. I keep them trimmed for the best speed always.
8. I use only what I need to turn the boat and really turn the rudder a degree of so or just enough to turn you boat slowly (especially in light air!!!) Keep the speed up!
9. PVR I don't like to use the sub trim. For me, I want to know that when I have my rudder stick in neutral and hands off, she will not veer off course because the sub trim is off. This is especially important for upwind sailing as well as you will need to know if she is sailing on rails (as Bob Sterne describes it), or lee helm, or with too much helm. I have a switch on my transmitter which when set whatever tack you are on, only gives 4 degrees of rudder. You would be surprised at 4 degrees of rudder angle as if you can keep it going like that you will have pointing fast upwind boat BUT! You will have to remember to turn it back to centre in the lulls because what ever little you have gained in the puffs will be lost because you would have been sailing to low. Sometimes it is better to use the KISS method!
10. BN In chop give the rudder slight nudges (steer up slightly up the face of the wave). If not you will lose ground to weather and at worst get knocked sideways. Craig Mackey is very good at this. If your boat is balanced, you should not have to steer up in the smaller waves.
11. BN If your boat isn't balanced, you will have to use the rudder too much to fight the helm the boat will be slow. Be judicious about using the rudder in chop or waves and with a balanced boat will provide dividends.
12. BN Boat speed is your lifeblood in heavy air and chop. If you try to point, you'll get hammered. You can go too far so it's all about balance between good speed and pointing.
13. MH use jib telltales and watch the luff (forward part of jib) area for back winding if upwind bear away or tack, if downwind head up or gybe.

Mark Roundings:

1. Look up the course to see where next mark is and develop an approach strategy; don't leave it to the last minute.
2. GH to determine if boat is on layline to round far mark, compare boat's waterline with mark's waterline and boat should be above the mark.

3. Position for wide entry and tight exit.
4. When rounding the windward mark bear away slowly to keep boat speed up and slowly soak the boat down to let the jib boom go out on its own to wing-on-wing.
5. Trim for maximum boat speed and maintaining heel.
6. GS keep within 1 boat length of mark while rounding and head up to a beat right away to minimize the distance sailed.
7. BN Get on the favoured tack immediately to begin surfing right away.
8. Position yourself after leeward mark rounding to sail close to dock to check and remove any weeds.

Downwind:

1. BN Now downwind is where there are real big gains to be made.
2. BN Be aggressive in your helm and watch the waves coming behind you
3. If you are wallowing in a wave head up! Get speed
4. BN When you have a good wave picking up your stern immediately head down with rudder and let sheets out fully. The wave will launch you down the face of the wave. Go to sailing by the lee and if you go too far you're toast and will wallow. Missing a good wave will cost you 5 to 10 boat lengths compared to someone else who caught a good one.
5. BN The waves are never going the same direction as the wind so one tack is always better than another so know which one is best and get on it immediately.
6. BN position your boat so you have room around you, get away from boats so you have the room to head up or down. If not you're handcuffed to exploit the waves. The king is Steve Landeau. It's a percentage game sailing faster versus further distance.
7. BN When you see a big wave coming, get on the favoured tack (the one that makes you surf) ASAP before the wave hits your boat.
8. BN Broaden your zone of vision to see where the big set of waves are, where are the boats around you, what are they doing keep clear air and room around you look at boats still going to windward to see where the puffs are, make sure your sail trim is right.
9. BN If you need to be on the unfavoured tack to get to the mark or tactical reasons, do it in flat water to optimize surfing the waves. You want to avoid slamming into the back of another wave. You might have to do some wild steering to avoid this but don't get too wild and fall off the waves you're on.
10. BN Sometimes you're faster than the waves, look for flat water to head to the mark to optimize surfing while you can.

Course Strategy & Boat-for-Boat Tactics:

1. PVR foot to a header and pinch to a lift, which is easier said than done.
2. If approaching a lull, wind direction will appear as a header, bear away slowly to maximize separation on competitors

Mental Disposition:

1. Have positive attitude despite making an error early on (see how many boats you can pass if backing the fleet).
2. Control your negative emotions and keep your negative comments to yourself.
3. Share knowledge, encourage and give newcomers more room.
4. Results are the outcome of processes, focus on the processes and the results will improve.

Regatta Preparation:

1. Check weather forecast to determine which conditions you are most likely to have, monitor each day for a week before to determine a weather and wind pattern.
2. Set up your boat for the expected conditions, if outside the normal for your boat, move corrector weights before event to ensure boat is optimized for condition (cannot move during an event after measurement).
3. Ensure you have repaired any maintenance issues from previous outings, wet sand hull with 2500 grit wet and dry paper to remove any grime, batteries all charged and electrical connections solid, have all the tools to adjust your boat.

De-rigging & Maintenance after Sailing:

1. Rig, mark deck with marks for repeatability.
2. Ask yourself what worked well and what needs improvement, set process goals for next sail to improve on weak areas.
3. Mark, note and record settings for conditions that worked well for future reference, use Sharpie, wet notes and computer, update and review before next major event.

4. Move mast ram forward after sailing or before tuning to have no tension on at beginning of tune.
5. Release mast ram and vang before easing backstay to make removing rig easier.
6. Check for water and dry out, use fan if necessary.
7. Put deck patch on backing paper or milk carton to reuse.

Design:

1. GS the centre of lateral resistance (CoLR) of the keel fin is 25% back from the leading edge. This should be the same fore and aft position of the CoLR for the hull
2. PVR I think the keel position is relative to the mast position meaning, if you move the keel back, you will need to move the mast back as well to keep the boat going straight. I always think of this as in a windsurfer, which has a rudder that really is not used for steering. In a windsurfer, if you move the mast back, the boat heads up so to correct that, you would have to move the fin back to keep on going straight. The boat revolves around the fin. Correct me if I'm wrong.
3. The further forward you have the fin - the further aft you need the mast (DC)
4. Centre of Buoyancy is if you added weight the hull would go straight down
5. Drain tube in mast tube into keel box

Troubleshooting:

1. Diagonal wrinkles in lower part of main indicating mast over bent for luff curve (too much backstay tension, not enough mast ram, not enough downhaul, lower mast tie too loose).
2. Boom is stiff while crossing boat centerline (not enough backstay tension, too much mast ram, gooseneck/vang angle too far aft at gooseneck (shim)).

Building:

1. Spreader boards to hold hull shape before removing from mold.
2. Diagonal struts to prevent hull from flexing under load, mast butt wants to push hull down, shrouds want to lift deck up, ensure mast tube and keel box are well secured.
3. EA avoid fittings on side of booms to reduce chance of snagging other boats, use z hooks on bottom of booms with o rings
4. BF/DC sheet lead on jib boom should be 110% of gooseneck to mainsheet post, use zap strap to adjust when setting up before attaching fairlead

The Ray Davidson Memorial Cup Regatta:

From: Myra Davidson:

The Ray Davidson Memorial Cup Regatta will be held in Port Credit, Ontario on August 18th and 19th, 2012.

This event is in honour of Ray Davidson and his long-term contribution to the sport of Remote Model Yachting. He was well known as a dedicated and accomplished sailor, a lifetime member of M.M.M., as well as member of CRYA and AMYA. He also was instrumental in the creation of Humber Bay Sailing Pond back in 1980. It is expected that the event will be well attended so please register early!

The NOR for this event was included in the January 31st CRYA newsletter and is posted on the CRYA and AMYA websites.

Maury Thoresen Remembered:

Affectionately known as 'The Ancient Mariner' in our local EC-12 circles, Maury Thoresen from Marysville, WA passed away May 19th, 2012 at 91. He gave no quarter on the racecourse, and otherwise would give anything to help you. Maury's custom step-down spiral drums were all the rage for our Whirlwind winches and later the RMG. If memory serves he simply gave them away locally - though they were not available commercially at the time. He loved our local competition with all the camaraderie, and seldom missed a radio sailing regatta. He was good man, a proud Pearl Harbor veteran, and such a pleasure to spend time with.



Pepe's 3-D BritPOP images: Pepe's hobby is creating wonderful IOM yachts at his Vinaixa Yachts in Valencia, ESP. He also creates these terrific digital images that are better than pictures to explain the BritPOP components. Enjoy pouring over these images as I have. Pepe's V6's and V-7's were built to a high quality. Now I can vouch for his BritPOP quality, having just received my yellow hull USA7 from Pepe. Thank you Pepe.

I've since learned that the three licensed BritPOP builders use different foils and bulbs:

Robot Yachts (GBR) – Uses Dave Creed foils and his flattened oval bulbs, same as BG's prototypes.

Vinaixa Yachts (ESP) – Pepe's are his own foils and bulbs. My foils are very well made and finished, but the round bulb arrived with both ends damaged. I'm sure that happens to every builder from time to time.

Nautae Racing Model Yachts (BRA) – Denis Astbury tells me that he is also using Creed foils, with a locally made bulb. Certainly shipping Creed bulbs overseas to Brazil and out to a buyer is expensive.

PLAYMATE OF THE MONTH... NZL840 – Ian Vickers' V8 Prototype:

I met Ian Vickers at the Famous Potatoes Regatta in Boise recently, where he was the dominant skipper – consistently the fastest with seemingly no mistakes. His narrow yellow V8 was the queen of this dance (also see photo page 12), which included some other hot designs and USA skippers. Ian is engaging to talk with and fun to sail with. He briefly described himself to me as “a boatbuilder really with an interest in yacht design”. So Ian is a bit understated too. On to the interview:



Ian with his skinny V8 in Boise's Famous Potatoes Regatta, where he dominates. Bob Wells photo.

SMYC: It was a pleasure chatting at the Famous Potatoes Regatta in Boise, Idaho. Please tell us something about yourself, your sailing career, and how long have you been sailing in IOM class?

Ian Vickers: I learned to sail on the family trailer sailor at the age of about 6 or 7. When my father built a new 7.8m light displacement trailer yacht in 1980, I studied the plans and worked out how to design a yacht. Designing became a relentless hobby of mine in those younger years, hours in my room drawing hulls mainly, and occasionally building a balsawood hull. Some I would get sailing down at the beach. At the age of 11, the designer of our new yacht, Gary Lambert, was also a teacher. He became my schoolteacher and I used to sail on his keel yacht on a weekly basis, trimming genoa in the local club racing. Way to become the teacher's pet. It was exciting times with all the new light displacement yachts coming out. I then took on several years of dinghy sailing, but pulling out of an Olympic campaign in favour of drinking with my mates, rock n roll and designing and building my 1st keel yacht design called Aces High, a light displacement skiff like 26 footer that tore up the Auckland keel boat scene for 6 years with great success. What fun.

I then designed and built a 10.6m cruiser racer for a local guy at our club, and later a 7m and 10m keel yacht, which is the total of my big boat designs.

I got into the IOM class in 1994 or 95. I saw an article in a local Yachting Magazine and thought I would have to give that a go and never looked back. This happened not long after I had launched Aces High, so it was Saturday IOM sailing and Wednesday nights in the keel boat, or Sunday winter series in the winter months. I bought my 1st IOM off of Martin Firebrace and discovered the North Shore Radio

Yacht Squadron sailing at Pupuke, where the top sailors would frequently sail. I still sail there today. Not the greatest venue but its handy and we get some great days sailing when the wind blows from the predominant directions.



Ian at 2011 IOM Worlds in West Kirby, England, where he finished 8th sailing his V7. Photo © Hanneke Gillissen.

SMYC: How did you score the fancy Oracle rain gear? What involvement did you have with the RC44s?

Ian Vickers: Well I worked for Oracle Racing for many years and I have spent nearly 3 years as boat captain for Russell Coutts RC44. It involved setting up and breaking down the boat for regattas, maintenance and support during the RC44 events.

SMYC: How did you wind up in San Francisco and what is your day job now?

Ian Vickers: My day job right now is House Dad as my partner works for Oracle Racing. I previously worked for the Oracle team for 7 years as a shore crew boatbuilder. I went to Valencia in 2004 for the 2007 AC in the version 5 boats and then came the Giant BMW Oracle racing verse Alinghy multihull challenge. America's Cup stuff is intense and life consuming, not leaving much time for the IOM sailing.

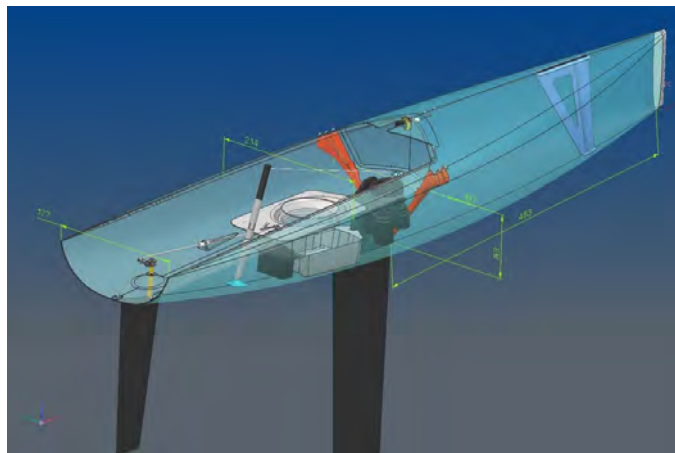
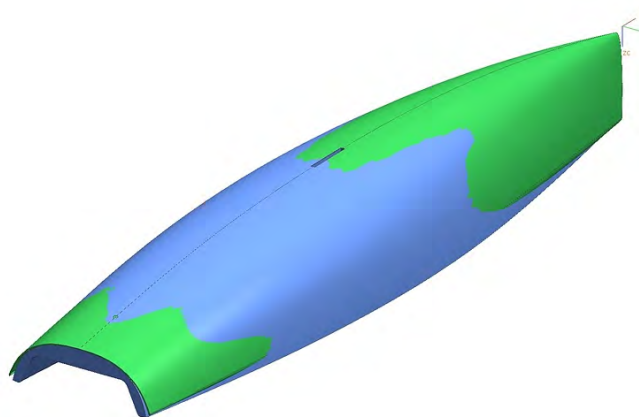
SMYC: Tell us about your big boat designs.

Ian Vickers: I just have 4 keelboats in the water. The other two are a 7m sportyacht and a 10m cruiser/racer. The cruiser / racer style of boat is very popular in NZ as there are such good cruising grounds there. With the changing market in NZ, I didn't pursue the design thing, as there was a lot of boatbuilding work around at that time. I thought it would just happen if it happened.

SMYC: You have been designing IOMs for a while. Before we discuss the V8, tell us some background on say the V5, V6, and V7.

Ian Vickers: The V5 was one of the best I have designed for its time. It is still probably as fast as the V7, Seattle Model Yacht Club

its more versatile because the fore and aft lines are quite curved and the stern is tucked in a bit. It's a good boat for waves and the design has proved very popular in NZ and Australia. It's a good all-rounder at 240mm beam and a nice volume distribution. The V6 was an attempt to fine up the bow. It went OK but does not accelerate so well. It doesn't have the low and fast mode when you want it and it does put its bow under a little early. The V7 is very straight in its lines fore and aft with volume pumped back into the bow. It is a very good boat. Better in the flat water. I struggled a bit at the worlds as the big transom kicked the bow down abruptly in the West Kirby chop upwind. I am happy with that design. It performs well and I like it aesthetically. My designs have always featured round sections. I like this to keep a balanced hull shape when heeled and also I feel it is good for maneuvering and tacking. Its important for our short course racing, and something carried through to the V8.



Pepe Vinaixa (Vinaixa Yachts in Valencia, ESP) is the builder of the V6 and V7, and he created these wonderful images. On the left the V6 is in blue and the green color represents the V7, where fullness is added as compared to the V6. On the right is a 3-D image of the V7. Note the V7 uses a battery tray on the hull bottom to keep this weight central and low. The V8 eliminates the tray and the battery is now Velcro attached on the hull bottom, which is Ian's preference. The receiver is attached under deck using Velcro. Also see V7 in photo on page 26.

SMYC: Your V6 design was my first IOM, and I sailed it for a couple of years until recently sold. I also couldn't find the low-fast mode as you noted. Pepe's construction quality was good, and it is an easy boat to live with. The foils removed so easily for travel for example. The finer bow seems to do well upwind in our lighter wind with big-lake chop. What were you looking for when you tried the finer bow?

Ian Vickers: It was probably a bit of influence from the Stealth design from Trevor Bamforth and a bit from the Bruce Farr boats that I had been working on at the time. I fine bow should generally be good for light winds as you say, also OK for upwind, but the more you put the bow away from the wind toward a tight or beam reach, the more you might suffer. Yachts seem to like form stability and keeping the knuckle out of the water for the reaching in particular.

SMYC: On the V5 through V7 you stayed with a deck-stepped mast with three mast positions spaced 10mm apart. I don't see that on any other IOMs, although I found them useful on my V6. Now with the V8 you went to the conventional single keel-stepped mast slot. Why the change?

Ian Vickers: As long as the cockpit is made fairly deep, the deck stepped mast works really well when it is supported well sideways at the ram. It's easy and light to build and is my preferred way to do it. The V8 has the trunking system because it seemed general consensus back home that it is what most people preferred. Some say it is easier to set the boat up, it may be possible to get the weight of the B and C rig lower. I think the trunk system is more common around the world.



Ian's V8 Prototype at the Famous Potatoes Regatta. Bob Wells photo.

SMYC: OK, on to the V8. What led you to the skinny V8 hull design with the long chine, which is a radical departure from your V5 -V7 designs?

Ian Vickers: The 2011 World Championship in West Kirby brought on a complete rethink of IOM design. You can see it in all the new boats, some disguising it more than others. It was a big lesson in leeway, particularly in strong wind and waves that throw the boat sideways. I never realized how much leeway we were making. I remember one training day before the worlds we had a solid hour and a half of sailing against Graham Elliot (sailing a BritPOP), Martin Roberts (Lintel), and Rob Walsh (Lintel). It was mid B-rig conditions and we were sailing huge beats in steady air. I was starting off four boat lengths ahead using the bias of the start line, and those chined boats would slowly chomp away at me, coming both sides until they eventually mowing me down. My boat was setup well and that is when Paul Goddard (the other Kiwi sailor at Worlds) and I both realized these guys were on to something. On another day, Paul and I had been sailing for a couple of hours so we were well tuned. It was top end of C-rig and building. Craig Mackay showed up with his Lintel and I lined up with him. He complained his boat was out of tune, which I could see. And he climbed off me at an alarming rate with equal or better speed - a real eye opener. The Brad Gibson designed BritPOP looked like a good light airs boat as well. Early on this felt like it was going

to be an English dominated Worlds, which of course is how it turned out.

I had heard about the performance of the Dave Creed designed Lintel, but you never quite believe it until you see it. It's hard to get your head around such different looking boats, but the more you think about it the more they make sense with less leeway, less windage (as the hull is cut away above the chine presenting less boat to the breeze), and less weight (because the surface area of the hull is reduced). I also think they get more stability as there is more lateral resistance from the hull and less from the keel. The keel fin is not tripping you over so much.

With the V8 I'm not sure that it is the chine that is the essential factor or more the tumblehome, but the chine gets derived from trying to get a nice hull shape for light air and running, then suddenly getting bite when heeled. I may prove to be wrong however, but I think a successful boat could be done with tumblehome and no chine.

I wanted to try a lot of volume forward, and move the keel fin and rig forward as well. The fact that it came out so skinny was a little surprising, as the rocker was only 55mm. I guess the extra volume forward took care of that. The skinny boats in the past often seemed fast but for some reason didn't seem to be good all-rounders on the racecourse. I figure some of that comes down to being hard to tack, because the ends of the boat bite in the water more. I figured my full, round sections forward would help a lot. As a result I think a strong point of the V8 is tacking. The chine is soft and is lifted toward the transom to try and tuck the stern in a bit. I never did understand why some modern IOM designs had a chine only in the back of the boat, maybe to pin the stern downwind, but upwind I could not see an advantage. I was trying to get plenty of bite in the middle third of the hull. I figured this would have the best effect.



Obviously Ian is no big fan of deck patches. Jerry Brower photo.

[SMYC: You know our last newsletter had an article on chines and leeway and associated drag.](#)

Ian Vickers: The chine article I read a week or 2 ago but I didn't really agree that the hull has little resistance against leeway or that it's better to use more keel area. My V7 made noticeably more leeway than the Brit Pop and Lintel despite a far bigger keel area.

I agree it is not necessarily the chines that have an effect but the slab sides that do the work. Extra overall drag, I don't think so. A keel fin making leeway causes drag. I remember when I worked for Victory Challenge in the AC 2003, Mani Frers (German Frers Jr.) was very aware of gaining lateral resistance from flat topsides. The Team NZ, Oracle and particularly Prada hull of the last version 5 cup in 2007 prominently showed max slab-sided effect, which designers recognized as resisting leeway. Tumble home was not allowed under the rule, as well as the boats still needed to be wide enough to sheet

genoas and provide a substantial enough shroud base. Admittedly Alinghy did not run this shape, but I think they were strong in other areas. They had a lot of emphasis on tacking for example, plus a good appendage and rig programme. I think Team NZ really let themselves down with the boat-twisting programme that they ran. All boats had the runners turning at the max beam part of the boat, down aft of course. This was to twist the boat and supposedly get a longer waterline by the fact that the windward side comes up and therefore the leeward side goes down. I never did think there was much to make from this but TNZ went a step further with a cockpit floor that floated on rubber, to allow more twist. Some feedback I heard was that it lost a lot of fore and aft stiffness that would be far more important I think.

Anyway, getting off the subject a bit. In short I think the slab sidedness of the hull, resists leeway particularly in waves, which holds the boat high and probably reduces drag off the hull and the keel.



A hull view showing the rounded sections, the rocker profile, and the chine. Jerry Brower photo.



The transom and a flush deck aft of the mast, which is a change from the V5 – V7 designs. Jerry Brower photo.

SMYC: What are the key design dimensions and what conditions is the V8 optimized for?

Ian Vickers: I am hoping for an all rounder. Full sections forward are probably not so good for light air, but I hoped to make up for that with the keel fin position giving better balance in the light air. So far it looks promising. In summary the hull is low wetted surface but high Prismatic coefficient (lots of volume in the ends). It should foot quickly when you need a low fast mode.

SMYC: What foils and bulb do you use and what you like about them? Also your V8 fin has a short chord relative to the V6/V7 and Bantock's at SAILSetc. What are the tradeoffs and why shorter this time?

Ian Vickers: More bite from the hull means less need for keel area. That is the primary thinking. Also after learning at the worlds how much leeway we were making, it got me thinking about how 'draggy' my current fin must get. Long cord thin sections gain drag very quickly at an angle of attack. To shorten the cord with similar thickness seemed like it could be better though the range. My section is blunt and boring, due the small scale of the IOM and versatility we need in our racing. You notice the extra slip sideways on the start line sometimes though. With less area it is harder to hold position pre start.

There are many ideas for the sectional shape of the foils. I adopt the safe option; going for something I think works well for the scale at which we sail. Mike Drummond, an Oracle designer that has drawn some IOM's back in NZ made me aware of this. He talked to me about the shapes used on indoor model gliders, due to the low speed they fly. Quite different thinking to modern keel yachts.

SMYC: Do you design your own foils and bulb?

Ian Vickers: I do design all my fins and rudders but use premade bulbs.

SMYC: It appears the electronics is all centered low and aft of the keel's leading edge.

Ian Vickers: I do try to centre all weight in the middle of the hull and low down in all designs. I don't use a pot. I Velcro attach the battery to the hull and Velcro the receiver under the deck. I also keep the servos in the middle of the boat. With the V8, the winch has been dropped down below the deck to get the CG down. It's a reasonably heavy piece of equipment.

SMYC: Tell us about your the V8 prototype refinement process. It certainly looked ready for production to my eye in Idaho recently.

Ian Vickers: I had a lot of confidence that the hull would be OK. I tried moving the fin twice to learn about how it would affect the balance before settling on the final position. It was an interesting process and important. The new style hull shape tracks very well and had a dramatic effect on the balance of the boat.

SMYC: What are others saying about your V8 when they are sailing it? Any feedback?

Ian Vickers: Just before I left for the US, I let a bunch of the sailors at our local Pupuke pond do a race in the V8 in mid B Rig conditions. All 4 of the guys that sailed, won their race and I won all other races that day I think. There was a lot of positive feedback that day and put to rest the thought that "its just the skipper that does so well in the V8". I had some orders that day. Some comments the guys are making are that it sails like a Marblehead. It is quite different to sailing the old style boats. Bob Dunlap did some races at San Jose the other day and seemed to enjoy it. He won his races.



The keel profile and you can see the interior electronics placements through the hull. Jerry Brower photo.



Photo Jerry Brower.



Photo Jerry Brower.

SMYC: Your rig looked particularly clean. What mast section do you use? Also your stays looked very thin to me, what do you use?

Ian Vickers: My mast section is the French (PGModelisme.com) mast, with prebend. It's very lightweight. It is good to keep all fittings light and low windage on the rig. My stays are monofilament wire. I have been working a lot with the rig geometry lately. The shroud height and spreader length are the critical factors governing mast response. I even purchased a super small video camera that I set up 100mm above the masthead to view the mast and mainsail when sailing. It is super lightweight and I got some really good footage that helped me with the last change I made. I have had a bit more time on my hands now days. I might put this footage on the website.



Details of Ian's A-rig. It's simple with no luff jackline and a sizeable gap at mainsail and mast. Photo Jerry Brower.

SMYC: Care to expand a little on your rig geometry thinking?

Ian Vickers: The windward spreader pushes the mast to leeward since there is higher load on the windward shroud. So a long spreader will have more push. A low shroud attachment on the mast will

allow the top to fall off to leeward, which twists the mainsail and depowers it. So you need to find a balance between spreader length and shroud height. I used to run very high shrouds with short spreaders that kept the mast in column through range. I have more recently lowered the shrouds a lot, giving a very whippy mast. It was very effective at our local pond, which is shifty and puffy with a lot of tacking. It accelerates very well and foots fast to get to the next shift. But sailing at a venue like Idaho where I recently sailed, it struggles to get max power from the mainsail and keep the boat pointing well at that critical middle of A-Rig condition. Horses for courses. I am currently trying a slightly higher shroud attachment. Funny how you never stop learning about this stuff. When you think you've got it right, you eventually find something else to try.

SMYC: What is production plans. If somebody wants to inquire about purchasing a V8 what should the do?

Ian Vickers: I have set up 2 builders in New Zealand who are close to producing their first boats. Mike Garden has built the V5 to a very high standard for nearly a decade, and Grant Lane, who is an enthusiastic IOM sailor who has built many IOM's over the years. A website will go up soon. Not that the boys need more orders at this stage. I'll let you know of the address soon Bob.


SMYC: I noticed in the 2012 NZL Nationals there was a Vickers sailing V6 #189. Is that a relative?

Ian Vickers: I have accumulated some boats over the years and I gave my V6 that I took to the 2007 Worlds (Finished 9th – Editor) to my father to try out. He is now getting very involved with the IOM scene in NZ. Keeps him out of trouble I think.



Paul Goddard's V8 proto sailed to 2nd place in the recent 2012 NZL Nationals. Now that is a proper functional yacht color that won't get lost in the crowd. Photographer not known.

SMYC: Ian, this has been fun and very interesting. Thank you for an easy Internet interview.

Please forward to anyone interested... 

This email-newsletter is published quarterly 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 others can be found at:

SeattleRadioSailing.org (USA)

OMYC.org (USA)

WCMYA.ca (CAN)

IOMUSA.org (USA) – see NEWS

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



*Yes my son - radio sailing is perfect here. Later if you earn your wings,
you should join us when we mess with the wind, the current, and add weed
at regattas down there. It is such great fun to see the reactions - heh, heh...
We do it often actually - heh, heh...*

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/???	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 events in our Western CanAm Series.

3/2912 – Multi-day events highlighted

The 11th San Diego Argonauts' Race Week 's' August 2012

Ten US National Championship Regattas
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