SEATTLE IOM UPDATE

Sailing Reports, Schedules, & More

Seattle Model Yacht Club

September - December 2012

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

Graham Herbert and his colorful COYOTE dominated the 2012 Canadian Westerns on Saltspring Island, BC. Read more about Westerns and our interview with Graham inside. He is distinctive here in his Seattle MYC hat. Bob Wells 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://wcmya.ca/coming_events.htm
For British Columbia also see: (You must join this group.)
http://ca.groups.yahoo.com/search?query=west%2Bcoast%2Bmodel%2Byachting%2Bassociation

Regatta Reports:

Seattle MYC – Regatta #3 (May 26):

Gene Coulon Memorial Beach Park; Renton, WA

Bob Wells reporting:

While some of us are off with families or at Region 6 in San Rafael, local racing continues per schedule. A terrific forecast only teased us and a lack of wind allowed just three races – the worst wind performance of our brief IOM history here. Waiting for wind we broke for lunch, then held an onshore tuning session, and finally packed up and went to our favorite Irish pub. It was still a good day, but not as planned. Drew Austin made his first IOM appearance at Coulon Park, borrowing a boat from Joe Damico.

A COW Cup start earlier in May, when it did get lumpy. For the record USA 42, Mr. Brightside, did her turn after this failed port tack recovery from a poor situation. The COW results/reports are in the previous issue. Ron Hornung photo.

Results after 3 Races with 0 throw-outs:

Position	Skipper	Sail #	Home Port	Hull-Designer	Score	1	2	3
1	Bob Wells	74	Mercer Is, WA	Topiko-G Bantock	7.0	1.0	4.0	2.0
2	Kelly Martin	21	Gig Harbor, WA	Topiko-G Bantock	8.0	4.0	3.0	1.0
3	Joe D'Amico	86	Sequim, WA	V6-SBA-Vickers	9.0	3.0	1.0	5.0
4	Peter Sternberg	43	Redmond, WA	Arrival-Hollom	12.0	2.0	6.0	4.0
5	Larry Stiles	09	Sedro Woolley	Topiko-G Bantock	16.0	8.0	2.0	6.0
6	Ron Blackledge	208	Portland, OR	Pikanto-G Bantock	21.0	7.0	5.0	9.0
7	Steve Young	87	Tacoma, WA	Lintel-Dave Creed	24.0	9.0	12.0	3.0
8	Ron Hornung	108	Seattle, WA	Disco-Brad Gibson	24.0	6.0	10.0	8.0
9	Byron Pimms	47	Seattle, WA	ISIS II-Barry Chisam	25.0	10.0	8.0	7.0
10	Drew Austin	180	Sequim, WA	V6-SBA-Vickers	26.0	5.0	7.0	14.0
12	Roland Krona	05	Gig Harbor, WA	V6-Vinaixa Vickers	34.0	12.0	11.0	11.0
11	Craig Rantala	65	Sequim, WA	Azetone-Matérn/Witt	34.0	11.0	9.0	14.0
13	Bill Dye	44	Seattle, WA	TS2-Gary Cameron	36.0	13.0	13.0	10.0

RMG 2012 IOM Region 6 Championship (May 26-27):

San Rafael, California, Marin Civic Center Pond

John Ebey reporting:

25 Skippers: California, Florida, Texas, Washington and New Zealand (recent Americas Cup - San Francisco transplants)

Friday: Measurement/Registration/Practice 17 boats were accepted as meeting measurement requirements, remainder was done early Saturday. Conditions were top of A rig with some big shifts. Practice ended around 1730 after which we headed to the Mayflower Pub for suds and pub fair. We vacated before Karaoke Night got underway, we did get to see Elvis! I think Brig really wanted to perform his "Funky Chicken" rendition.

Saturday: Wind filled in from the West North West allowing for the race committee to set a long Beach Course, wind strength built to top of A rig. After making a few adjustments 16 heats, 8 races were

completed by NOR cut off of 1700. Wind was oscillating back and forth making for excellent tactical racing. We also experienced velocity shifts. By keeping in phase and staying in the pressure made for good results, otherwise it was possible to drop a few places on any given beat or run. Choosing the correct side of the gate for next up wind oscillation or side with better pressure was critical.
Standout Saturday performers: Clearly NZL 71 Ian Vickers is a level above us all in skill and boat speed, when trouble was encountered with another boat or a pesky mark Ian's V8 "Night Train" would sweep back into contention by the next mark. After 8 complete Day 1 races Ian amassed 9 points! What more can be said, impressive performance. USA 29 Craig Mackey with his new "Craig Mackey White" Robot Yachts Bitpop! had excellent boat speed, Craig managed the conditions well, making good course decisions, maybe a little luck was involved also. USA 93 John Ebey and his Pikanto were on form, using local course knowledge to remain up front, being able to come back to the middle of the course on a lift was key, even if it was short lived, vital to keep coming back when you could. Holding out for a big lefty at the top of the course did not consistently payoff and you could find yourself stuck in the dreaded "Corner". BAR 51 Tony Gonsalves and his new Caribbean Yellow Jeff Beyerly Cheinz "Nija" was on pace and in contention with good course management and boat speed. Tony seemed to be in the right place more often than not as top finishers do. USA 31 Gary Boell and his new (yes another new boat) Vinaixa Yachts Britpop! Showed impressive speed, USA 30 Jeff Weiss and his excellently prepared Widget was only 8 points out of second.

Steve and Karen Schneider opened their beautiful home to everyone for drinks, excellent tacos, enchiladas with all the trimmings and super good desserts. Karen was a one women show with help from Race Director/Chef Freddy Rocha! Schneider hospitality is unparalleled. Steve also put in a Top 10 performance!

Sunday: Skippers meeting with prize giveaways got the day started. We also must acknowledge a Race Committee error: Brig North's name and HMS board tags inadvertently had the flag of Chile not Texas. Revisions were quickly made late Saturday night. It was reported that while during an Embassy Suites elevator ride Saturday night a Chilean National began speaking Spanish to Bring upon seeing the flag! Report could not be verified and remains suspect.
Wind filled in later than Saturday from the South with less strength as predicted. Building again to top of A rig with periods light air, a late in the day wind shift of 180 degrees from the north happened during an A heat making for an interesting race. "I've never been in a race like that before" Bar 51 Tony Gonsalves. Remaining races were continued, now sailing to the North after a quick course adjustment.
Another 14 heats, 7 full races before NOR cutoff time of 1630. NZL 71 Ian Vickers continued on form out in front, USA 29 Craig Mackey sailed well again breaking the Day 1 second place tie with USA 93 John Ebey by three points ending the day in second. USA 43 Dennis Rogers with "The Original Britpop!" made largest Top 10 gains moving up to 5th from 7th. Other Sunday movers were: USA 64 Ron Locke V7, USA 09 Bill Wright Cockatoo, USA 41 Ricky Schoos Cockatoo.
Awards ceremony followed final HMS tabulation, trophies were presented, congratulations extended, and farewells made we all packed up and headed out.

North Bay RC Sailing Club would like to acknowledge an outstanding Race Committee led by Race Director Fred Rocha assisted by: George Pedrick Senior - line calling and scoring, Jimmy Bitter – Rescue/Mark Boat Driver, George Pedrick Jr. course setting (while also competing), Nicholas Hops – Scoring, Jeff Depew – Marks Judge/Photos, Jim Wondolleck – Line/Mark Judge, Mark Mickels – Mark Judge/Scoring, Chris Sullivan Measurement.

Also special thanks to all the competitors, many of whom traveled hundreds if not thousands of miles at considerable expense: Tony Gonsalves, Brig North, Warren Brower, Bill Langjahr, Steve Toschi and all the So Cal crew.

RMG 2012 IOM Region 6 Championship Results:

Position	Skipper	Sail #	Club/City	Hull	Freq	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	Ian Vickers	71	San Francisco, CA	V8	2.4	24.0	1.0	4.0	1.0	1.0	2.0	1.0	9.0	3.0	2.0	1.0	2.0	1.0	2.0	9.0	3.0
2	Craig Mackey	29	Oceanside, CA	Britpop!	85	53.0	2.0	1.0	12.0	3.0	8.0	2.0	12.0	5.0	4.0	3.0	1.0	2.0	9.0	3.0	10.0
3	John Ebey	93	San Rafael, CA	Pikanto	2.4	56.0	4.0	2.0	3.0	4.0	11.0	7.0	1.0	11.0	1.0	11.0	8.0	3.0	6.0	1.0	5.0
4	Tony Gonsalves	51	Florida	Cheinz	2.4	66.7	5.0	10.0	6.7	16.0	1.0	4.0	6.0	1.0	16.0	2.0	4.0	5.0	3.0	10.0	9.0
5	Dennis Rogers	43	San Diego, CA	Britpop!	2.4	75.0	1.0	3.0	15.0	19.0	14.0	6.0	2.0	8.0	7.0	7.0	9.0	4.0	5.0	2.0	7.0
6	Stepahn Cohen	28	Los Angeles, CA	Pikanto	2.4	77.1	4.0	6.0	6.0	8.0	9.0	8.0	8.0	2.0	8.1	4.0	7.0	6.0	14.0	26.0	1.0
7	Gary Boell	31	Pt. Richmond, CA	Britpop!	2.4	85.0	5.0	12.0	16.0	2.0	6.0	5.0	3.0	6.0	5.0	8.0	10.0	12.0	7.0	4.0	12.0
8	Jeff Weiss	30	Costa Mesa, CA	Widget	2.4	85.0	9.0	17.0	5.0	5.0	7.0	3.0	5.0	4.0	3.0	12.0	6.0	8.0	12.0	13.0	6.0
9	Brig North	11	Dallas, TX	Pikanto	2.4	101.0	3.0	9.0	9.0	6.0	4.0	10.0	13.0	12.0	8.0	5.0	16.0	16.0	1.0	6.0	15.0
10	Steve Schneider	84	Novato, CA	Pikanto	2.4	105.0	3.0	8.0	2.0	14.0	10.0	12.0	20.0	7.0	6.0	10.0	3.0	14.0	10.0	7.0	13.0
11	George Pedrick	99	Pt. Richmond, CA	Pikanto	2.4	116.8	2.0	11.0	10.0	9.0	3.0	13.0	7.0	8.8	12.0	15.0	16.0	9.0	13.0	18.0	4.0
12	Larry Grant	81	Los Angeles, CA	Pikanto	2.4	152.0	7.0	13.0	4.0	7.0	13.0	24.0	14.0	20.0	16.0	19.0	5.0	15.0	11.0	14.0	14.0
13	Bill Wright	09	Alameda, CA	Cockatoo	2.4	163.0	7.0	21.0	26.0	11.0	15.0	16.0	17.0	10.0	11.0	9.0	12.0	10.0	16.0	12.0	17.0
14	Jerry W. Brower	42	Lake Stevens, WA	Widget	2.4	168.0	13.0	7.0	13.0	20.0	5.0	11.0	10.0	19.0	18.0	16.0	26.0	26.0	26.0	8.0	2.0
15	Ron Locke	64	Pleasanton, CA	V7	2.4	171.0	6.0	14.0	17.0	17.0	17.0	18.0	11.0	14.0	19.0	14.0	17.0	7.0	8.0	11.0	20.0
16	Bob Dunlap	37	San Jose, CA	Topiko	88	176.0	8.0	26.0	19.0	21.0	18.0	14.0	16.0	16.0	17.0	6.0	16.0	11.0	4.0	15.0	16.0
17	Steve Toschi	96	Grover Beech, CA	Micro Brew	2.4	185.0	6.0	15.0	20.0	12.0	12.0	15.0	21.0	18.0	26.0	17.0	13.0	13.0	19.0	17.0	8.0
18	Rick Schoos	41	Santa Cruz, CA	Cockatoo	2.4	191.0	11.0	19.0	8.0	15.0	23.0	20.0	26.0	21.0	16.0	13.0	18.0	19.0	15.0	5.0	11.0
19	Bill Langjahr	88	Anacortes, WA	Cheinez	2.4	192.0	10.0	20.0	11.0	24.0	20.0	9.0	4.0	9.0	13.0	21.0	20.0	18.0	17.0	20.0	21.0
20	Al Finley	74	Brentwood, CA	Cockatoo	2.4	198.6	10.0	5.0	14.0	18.0	22.0	19.0	22.0	17.0	16.6	18.0	11.0	17.0	18.0	16.0	19.0
21	Gene Harris	50	Pt. Richmond, CA	Vapour	2.4	221.0	9.0	22.0	18.0	13.0	21.0	21.0	19.0	15.0	10.0	20.0	19.0	20.0	20.0	19.0	18.0
22	Andy Rhodes	151	San Francisco, CA	Stealth	2.4	246.0	8.0	16.0	7.0	10.0	16.0	17.0	16.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
23	Glenn McDonald	68	San Rafael, CA	Kite	2.4	295.0	12.0	18.0	22.0	23.0	24.0	22.0	18.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
24	Ryan Schofield	15	Alameda, CA	Pikanto	2.4	301.0	11.0	23.0	21.0	22.0	19.0	23.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
25	Aaron Walker	111	San Francisco, CA	Isobar	2.4	326.0	14.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0

Region 6 Championship action is shown here with puffy shifty winds on beautiful Marin Civic Center Pond in San Rafael. The Marin Civic Center is in the background is a well-preserved futuristic architectural treasure designed by Frank Lloyd Wright and built in 1960s. Yes, there were cost overruns… Photo by Jim Wondolleck.

2012 CAN Western Regional & Western CanAm Series #1 (June 1-3)

Saltspring Island Sailing Club; Saltspring Island, BC

David Cook reporting:

As usual sailing at Saltspring Island was awesome! Conditions varied from day to day but the good guys still rise to the top. Consistency and better boat preparation should be my personal goals for the next event.

Thanks Barry (Fox) for taking the time out of your own racing to help me re-feed my winch lines. Having A and B Heats is great as it allows more people a goal of getting to the front of the pack. For those of us who spend lots of time racing in both, we get more sailing time, but less time for fine-tuning. A small price to pay for lots of sailing time! Bubble Boys Rule!

The group photo that includes race officials, organizers, assistants, and skippers. It was all great fun.

Colorful boats that have to decide whether to continue out for pressure or in along the dock for lifts. Ganges is in the background, with more artists per capita anywhere, and that's where our traveling wives like to hide out when not preparing lunch. Bob Wells Photo.

I can't believe how much better George (Geogardis) and Ole (Andersen) sailed with Martin (Herbert's) 'spare' boats (both ZOOMS). Martin: if you sell any boats because of this I'd like a rum drink commission! If it weren't for your generosity and fast boats then I probably would have beaten both of them and reached my pre-event goal of top half! Darn you Martin (ha-ha)!

It's great racing with, seeing, and socializing with our US neighbours. A huge thanks to Jan for sharing his bottles of rum and yes it took me off my racing form on Sunday! A big thanks to Lawrie (Neish) for arranging the Friday dinner close by at a wheel chair friendly restaurant. Saturday night's dinner was fabulous! Thanks Roger, Aileen and helpers!

The downpour of rain on Saturday was painless thanks to Tony sharing his umbrella! A massive thanks to Tony (Martin's good friend and co-boat owner) for helping me tune, launch, and de-weed my boat. Speaking of weeds, an awesome job to Martin and other at keeping most of the weeds away. Well done!

Thanks to all of my fellow competitors for understanding my unique situation and try to keep my vision clear. Losing sight of your boat is stressful and it has taught me the importance of having your boat tuned for a neutral helm (hard to do for varying conditions) but achievable.

My SKA is an awesome boat. Brad, you're a better designer than me but that's nothing new. The BritPOP is fast but beatable if the stars are aligned. Sailing experience, good boat, and good sails are all important; but getting more stick time and consistency (minimize mistakes) will make us improve. Well done Graham (Herbert, who remarkably had fewer points than number of races - Editor)!

A great event and thanks to everyone!

CAN Western Regional: Results after 19 races and 3 throw-outs:

Position	Skipper	Sail #	Club/City	Hull	Score
1	Graham Herbert	23	Hornby Island	Coyote	18.0
2	Jerry Brower	42	Lake Stevens	Widget	68.0
3	Jan Schmidt	76	Victoria	BTL	68.0
4	Martin Herbert	99	Saltspring Island	Aero	75.0
5	Julian Laffin	82	Hornby Island	Zoom	76.0
6	Gary Boell	31	Richmond	BritPop!	84.5
7	Chris Brundege	19	Portland	Widget	111.0
8	Andy Slow	97	Hornby Island	Leo	124.0
9	Morgan Dewees	98	Portland	Widget	136.0
10	Bob Wells	74	Mercer Island	Topiko	140.0
11	Joe Damico	86	Sequim	V6-Damico	142.0
12	Steve Young	73	Tacoma	Arrival	177.0
13	George Georgiadis	199	Portland	Pinot Gris (later Martin's Zoom)	194.0
14	David Cloud	83	Hornby Island	Zoom	198.0
15	Ole Andersen	281	Saltspring Island	Zoom (later Martin's Zoom)	205.0
16	Bob Lewis	93	Vancouver	Zoom	223.0
17	David Cook	80	Victoria	Ska	228.0
18	Larry Stiles	09	Sedro Wooley	Topiko	232.0
19	Roger Kibble	68	Saltspring Island	Ikon	233.0
20	Dave Taylor	30	Saanich	Trinity	251.0
21	Adrian Harrison	21	Victoria	Ska	307.0
22	Barry Fox	168	Victoria	CACA2	318.0
23	Chris Lewis	27	Vancouver	Jazzy	326.0
24	Craig Rantal	65	Sequim	Azetone	336.0
25	Colin Busanich	131	Victoria	FH2	340.0
26	Robert Selene	90	Bowser	EMO	416.0

Summary Version:

Event: Canadian Western Championship & Western CanAm Series – Regatta #1
Class: IOM
Date: June 1st – 3rd, 2012
Location: Saltspring Island Sailing Club on Ganges Harbour; Saltspring Island, BC
Host Clubs: WCMYA & Saltspring Island Sailing Club (SISC)
Entries: 26
Winds: 1-18 knots
Races Completed: 19
Scoring System: 2007HMS v2.2e
Regatta Committee & Valuable Assistants: Lawrie Neish - Chairman & PRO; Lawrie Neish and Jenny Taylor – scoring, Peter Toby and Tony Meek - Recovery Boat & Marks; Aileen Neish and Tara Fraser - Lunches; Roger Kibble – salmon dinner chef, Martin Herbert - weed net and mark laying and Sponsors: Embe Bakery and Saltspring Island Sailing Club.

The south end of the 400' long Saltspring Island Sailing Club's dock as seen from the water.

Gig Harbor MYC #4 (June 9th)

Surprise Lake; Milton, WA

Bob Wells reporting:

√ Solid turnout.
√ We had wind.
√ The rain held off.
√ We had some sun at the end.
√ A good gathering after with Mexican food.

Actually it was often strong wind near the top-of-A with the occasional Topiko bow plunking in gusts. Kelly Martin is officially back at his old EC12 stomping grounds and dominating again. I had flashbacks of those good old days. And for Kelly, Jerry, Steve and me our pecking order hasn't changed much since the intervening decades. We're a lot older and our boats are more agile now, but the same pecking order at the end of the day.

The aptly named Surprise Lake is a smooth water pond where you play the many shifts, and no lead is ever safe. It is amazing how fast and smart you feel then you get the shifts right. And how exasperating when you drop a few hard-earned spots on the short windward finish leg. Early on some complained that the line was too short, and then on the 2nd race Steve Young port-tacked the headed fleet and led all the way around. That nifty maneuver quickly nixed any concerns the line was too short!

Having left his rudder at home, Ron Hornung didn't sail, and instead he worked the buoys and ran the regatta. Thank you Ron – I'll bet this doesn't happen again soon!

Results after 18 races with three throw-outs:

	Skipper	Sail #	Home Port	Hull-Designer	Score
1	Kelly Martin	21	Gig Harbor, WA	Topiko-G Bantock	29.0
2	J Warren Brower	42	Lk Stevens, WA	Widget-Chris Dicks	40.0
3	Bob Wells	74	Mercer Is, WA	Topiko-G Bantock	55.0
4	Joe D'Amico	86	Sequim, WA	V6-SBA-Vickers	56.0
5	Steve Young	87	Tacoma, WA	Lintel-Dave Creed	62.0
6	Bill Langjahr	88	Anacortes, WA	Cheinz-Jeff Byerley	64.0
7	Larry Stiles	09/208*	Sedro Woolley	Topiko-G Bantock	89.0
8	Ron Blackledge	208/09*	Portland, OR	Pikanto-G Bantock	99.0
9	Byron Pimms	47	Seattle, WA	ISIS II-Barry Chisam	127.0
10	Ron Farrell	07	Shelter Bay, WA	DM-2-Kevin Dibley	137.0
11	Roland Krona	05	Gig Harbor, WA	V6-Vinaixa Vickers	145.0
12	Bill Dye	44	Seattle, WA	TS2-Gary Cameron	161.0

- Larry Stiles and Ron Blackledge switched boats for half the races, and these scores reflect the skipper (not the boat).

The downwind leg in a Southwesterly on Surprise Lake. It was a cool wet June this year as you can see by our coats. Surprise Lake provides excellent flat water sailing with those frequent wind shifts. Photo Ron 'No Bullets' Hornung.

South Bay MYC Regatta (June 9th)

Central Lake; Foster City, CA

By Bob Dunlap, SBMYC IOM Fleet Captain:

Why would South Bay Model Yacht Club's monthly IOM club race attract Fred Rocha, Craig Mackey, and Dennis Rogers from 450 miles away in San Diego? Location, location, location. Central Lake in Foster City, CA is a terrific new radio sailing venue for us. I've yet to find a nicer one across the USA.

Ian Vickers said, "We turned up at a pristine lake with ample car parking and lots of grassy area to get set-up. The boardwalk was big with easy launching the full length, about one foot above the waterline. The surroundings were open and relatively unobstructed. It was a bright sunny day with a lighter morning breeze, and building to top end of A rig by the end of the day. Wind direction was parallel to the boardwalk, but clocking slightly left and onshore as the day progressed. Sailing the shifts and puffs was the key in the lighter winds and flat water for the first half of the day. Later on, the stronger wind and abrupt chop made for better boat speed if your boat was tuned for the conditions. Sailing close to the board walk meant you could see your boat very well, while sailing off shore gave you less chop reflecting

off the boardwalk to deal with and seemed like the side to work. It was a very good day of sailing, easy to find the venue, great facilities and a good test of the A rig conditions."

Craig Mackey said, "It's a very good venue, a little shiftier than I thought, with the prevailing winds it'll be even better. Good parking too."

John Ebey said, "Best Club Race I've ever attended. Competition was superb, venue outstanding. I think what you've started here will greatly benefit us all in the future."

All week the wind at Foster City Lagoon blew hard. Friday, wind from the prevailing WNW was blowing 13-16 mph gusting to 25. Saturday was a different story; Clear sky, a high of 70˚ and NW wind 7-10 mph was the norm increasing to 14 mph in the afternoon. The NW wind created shifty but steady wind, miss a shift and it cost you. In the final tally NZL's Ian Vickers easily continued his recent winning ways in the USA. Craig Mackey and Dennis Rogers were close all day with Craig finishing one point in front of Dennis for second. Third and fourth were decided by two-tenths of a point — third going to John Ebey and his Pikanto. Close racing throughout the fleet was evident in the final results.

They roll out the green carpet for you to walk on at the Central Lake venue in Foster City venue. Photo Melodee Dunlap

The facilities are top rate and beautifully designed and maintained. A 5'-wide artificial turf walkway is between a 6'-wide paved sidewalk and the water's edge. The water is one foot from the top of the turf; you can launch and retrieve your boat anywhere along the course. The salt water is treated to prevent weed growth. It is possible to set a course 640' in length, straight as an arrow. As stated above, prevailing wind is WNW, allowing for a good windward/leeward course. Central Lake is 4-6' deep; the water level is kept constant, no tidal influence. Restrooms at the Community Center are only a two-minute walk.

SBMYC usually sails at Lake Cunningham Regional Park in San Jose. But when the change of venue for a one-day regatta at the Foster City location was announced, SBMYC had more participants wanting to come than the 15-participant maximum the one-day permit allowed. Unfortunately, to obtain a permit for a larger event you must apply one year in advance for this popular boating venue.

Next up for the Foster City venue is another SBMYC Championship Series Regatta, September 8, 2012. Again, because of the permit parameters, it will be limited to 15 participants. With high hopes for more good sailing here in mind, SBMYC has submitted a proposal for a three-day Regatta August 23-25, 2013. Foster City is located on San Francisco Bay, 10 miles South of San Francisco Airport. http://www.daftlogic.com/projects-google-maps-distance-calculator.htm

On Monday following Saturday's regatta, we meet with the Recreation Superintendent with Parks and Recreation. We were happy to provide her with positive feedback that we received from race participants and locals who stopped to watch the regatta. She, in turn, was supportive and interested in our thoughts and ideas about the possibility of events beyond 2013.

Many thanks to Gary Boell and Ian Vickers for adding a well-rounded dimension of land, sea, and boardroom experience to our meeting with Parks. And special thanks to Fred Rocha, who also attended the meeting after coming up from San Diego to act as our PRO as well as setting the course and keeping score. Freddy was one busy guy all weekend. And of course, thanks go to my wife Melodee for assisting Fred and for taking the 400± photos posted here:

https://picasaweb.google.com/gonesailing37/FosterCityLagoonRegattaJune92012

Summary of the SBMYC Championship Series - Race 4:

Class: IOM
Date: June 9th, 2012
Location: Central Lake in Foster City, CA
Host Club: South Bay Model Yacht Club
Entries: 15
Winds: 5 – 10 knots
Races Completed: 14
Scoring System: 2007 HMS, scoring version 2.0
Regatta Committee & Valuable Assistants: Bob Dunlap - Organizer; Freddy Rocha – PRO, Scorekeeper, Course Setting; Melodee Dunlap – RD Assistants.

SBMYC Championship Series – Race 4: Results after

Position	Skipper	Sail #	Club/City	Hull	Score
1	Ian Vickers	71	SBMYC	V-8	18.0
2	Craig Mackey	29	GUEST	BritPop	28.0
3	Dennis Rogers	43	GUEST	BritPop	29.0
4	John Ebey	93	SBMYC	Pikanto	51.8
5	Garry Boell	31	SBMYC	BritPop	52.0
6	George Pedrick	99	SBMYC	Pikanto	67.0
7	Bob Dunlap	37	SBMYC	Lintel	79.0
8	Steve Toschi	96	SBMYC	Micro-Brew	100.0
9	Al Finley	174	SBMYC	Cockatoo	102.0
10	Ron Locke	64	SBMYC	V-7	127.0
11	Chris Sullivan	62	SBMYC	Ericca	127.0
12	Ryan Scofield	15	SBMYC	Pikanto	145.0
13	Bill Wright	09	GUEST	Cockatoo	149.0
14	Mark Jurassin	36	SBMYC	Cockatoo II	151.0
15	Ricky Schoos	41	SBMYC	Cockatoo II	156.0
16	Sandy Good	66	SBMYC	Pikanto	171.0

Seattle MYC – Regatta #4 (June 23):

Gene Coulon Memorial Beach Park; Renton, WA

Bob Wells reporting:

This was interesting; a typical mild gray Coulon Park regatta with chop and medium A-rig NW wind for most of the day. Then the southerly front arrives a few hours early bringing a deluge and B-rig wind for the last two races. Not that anybody took the time to put a B-rig on. The front drove away the adjacent T37 class having a regatta inside the walkway and a few of our skippers found reasons to leave early too. Rain gear definitely required, but a few just lived with soaked jeans. Our new guy Peter Sternberg, with his brownout issues apparently solved, sailed very well until the deluge. He didn't have a radio glove yet so chose discretion over valor and left too. Larry Stiles was thrilled to sail his new Pikanto that was purchased last week from Gary Boell – the same ochre colored yacht Graham Bantock sailed in the '09 Worlds in Barbados.

Sailing our big chop underpowered in moderate wind is not easy, and the whole fleet is making strides in this regard. Kelly and Jerry were the best this day. Joe Damico and his V6 looked strong until

the chop began building. Craig Rantala is probably making the biggest improvement, but it is not showing yet in his finish positions.

We pulled the buoys early and the pub visit was down to six – three lingering in soaked jeans. A great cap to the day and we will do this all again soon of course.

	Skipper	Sail #	Home Port	Hull-Designer	Score	1	2	3	4	5	6	7	8	9	10
1	Jerry W. Brower	42	Lk Stevens, WA	Widget-Dicks	20.0	3.0	4.0	4.0	5.0	1.0	3.0	2.0	2.0	4.0	1.0
2	Kelly Martin	21	Gig Harbor, WA	Topiko-Bantock	27.0	7.0	6.0	1.0	4.0	6.0	1.0	1.0	1.0	13.0	13.0
3	Joe D'Amico	86	Sequim, WA	V6-SBA-Vickers	28.0	1.0	1.0	7.0	2.0	9.0	7.0	6.0	8.0	2.0	2.0
4	Peter Sternberg	43	Redmond, WA	Arrival-Hollum	37.0	4.0	5.0	3.0	1.0	4.0	4.0	9.0	7.0	13.0	13.0
5	Bill Langjahr	88	Anacortes, WA	Cheinz-Byerley	38.0	2.0	2.0	6.0	3.0	11.0	5.0	5.0	10.0	7.0	8.0
6	Bob Wells	74	Mercer Is, WA	Topiko-Bantock	39.0	8.0	10.0	5.0	6.0	7.0	6.0	3.0	9.0	1.0	3.0
7	Steve Young	87	Tacoma, WA	Lintel-Creed	42.0	6.0	7.0	8.0	7.0	5.0	2.0	4.0	3.0	13.0	13.0
8	Larry Stiles	31	Sedro Woolley	Pikanto-Bantock	43.0	10.0	3.0	2.0	12.0	8.0	10.0	8.0	5.0	3.0	4.0
9	Byron Pimms	47	Seattle, WA	ISIS II- Chisam	53.0	9.0	12.0	12.0	8.0	3.0	11.0	7.0	4.0	6.0	5.0
10	Rich Murdy	20	Renton, WA	Kite-G Bantock	67.0	5.0	8.0	9.0	11.0	2.0	9.0	10.0	13.0	13.0	13.0
11	Ron, Hornung	108	Seattle, WA	Disco-Gibson	68.0	11.0	9.0	10.0	9.0	12.0	12.0	12.0	6.0	5.0	6.0
12	Craig Rantala	65	Sequim, WA	Azetone	76.0	13.0	11.0	11.0	10.0	10.0	8.0	11.0	11.0	8.0	7.0

Larry Stiles, with a decidedly firm grip on the keel, drops his new/used Pikanto in Lake Washington for the first time. This quality boat with rigs was purchased from Gary Boells in California, and was Graham Bantock's personal boat at '09 Worlds in Barbados. California and Texas and Jan "trader" Schmidt – please keep your good used boats headed our way when you are done with them. Photo Ron Hornung.

Oregon MYC – C-Rig Test Fest (June 15-16)

Hood River Marina; Hood River, OR

Ron Blackledge reporting:

Our Hood River sailing adventure is over and it was a thrill. All smiles. The winds were typical for the Columbia Gorge. The wind surfers/kite boarders had the river and we had the Marina. Being one of the least experienced skippers I used my B rig all day Saturday and my C rig all day Sunday. It seems a bit odd sailing with a C rig at 9:30 AM in fresh water in a protected Marina surrounded by drop dead gorgeous natural scenery knowing it will only get windier as the hours pass.

It was an informal event and we enjoyed the racing / practice in the robust winds so much so we eventually lost track of the score... but no one cared. It was simple non-stop pure power sailing. I think it was a learning experience for all of us although several (Jerry Warren Bower and Morgan Dewees) of our macho Dallas Blow-Out boys were too cool to rig down like the rest of us. Jerry never used his C-rig and Morgan held out with his A-rig most of Saturday.

It was interesting how the Topiko/Pikantos were first to rig down. The Lintel, Cheinz and Widgets carried bigger rigs but the races were close enough to be interesting for all. The little rigs could sometimes make it to the windward mark first but lost out running in the lulls.

We should get the same winds at the Carnage next month.....hope I didn't jinx us.

Joe Damico demonstrating good control of his V6 while tuning at the C-Rig Test Fest. I'm pointing this out because we have had two boats blown out of the hands of WA skippers on concrete docks this month! We are just not used to these bigger winds yet. In the background are kite surfers on the Columbia River. Also Joe's RIB that he purchased for a buoy boat and tows around to our events – in this case about 700 miles. Now that's supporting your regional sailing clubs! Ron Blackledge photo.

Who knows what this rough old IOM is with ancient GBR markings? Somehow wily Jerry Murridge of the Gig Harbor fleet refurbished her and competes well on his local waters. Looks more IOR design than IOM? Ron Hornung photo.

The first BritPOP sailing locally is Ron Blackledge's USA 217, shown here peeling back lake water to create a nice little bow wave in July. How different this hull form is to Jerry Murridge's above. Ron Hornung photo.

Gig Harbor MYC #5 (July 7th)

Surprise Lake; Milton, WA

Bob Wells reporting:

Another great day at Surprise Lake, we're having a nice run here this year. This time the wind out of the WNW, and Kelly laid out a great course for this unusual wind direction as well as retrieving the buoys too. It was great to see Ron Blackledge sail his BritPOP in Washington for the first time, which is beautifully constructed by Denis Astbury in Brazil. Also great to see Jerry Murridge sailing his ancient IOM from GBR, which is the only one I'm aware of that takes design cues from the IOR class! I think somebody paid Jerry to take it off his hands. Still Jerry is a cagy skipper and proves it is the skipper and not the boat – well done as always.

We need to help the scorekeepers. If you are not sailing a heat, tell the scorekeeper and get your DNF or DNS recorded. I include myself as one of the many who did not inform the scorekeeper. Likewise if you are the scorekeeper, ask if you have some missing finishers. We're casual, but lets tighten this up.

Position	Skipper	Sail #	Home Port	Hull-Designer	Score
1	Kelly Martin	21	Gig Harbor, WA	Topiko-G Bantock	28.0
2	J Warren Brower	42	Lk Stevens, WA	Widget-Chris Dicks	48.0
3	Steve Young	87	Tacoma, WA	Lintel-Dave Creed	67.0
4	Joe D'Amico	86	Sequim, WA	V6-SBA-Vickers	67.0
5	Bill Langjahr	88	Anacortes, WA	Cheinz-Jeff Byerley	84.0
6	Larry Stiles	131	Sedro Woolley	Pikanto-G Bantock	84.0
7	Peter Sternberg	43	Redmond, WA	Arrival-Hollom	96.0
8	Bob Wells	74	Mercer Is, WA	Topiko-G Bantock	101.0
9	Jerry Murridge	39	GHMYC	Old & Unknown	112.0
10	Ron Blackledge	217	Portland, OR	BritPOP-BG Astbury	120.0
11	Byron Pimms	47	Seattle, WA	ISIS II-Barry Chisam	128.0
12	Rich Murdy	20	Renton, WA	Kite-G Bantock	147.0
13	Ron, Hornung	108	Seattle, WA	Disco-Brad Gibson	159.0
14	Roland Krona	05	Gig Harbor, WA	V6-Vinaixa Vickers	163.0
15	Bill Dye	44	Seattle, WA	TS2-Gary Cameron	183.0

Note that Papa Joey Brohan and Scott Thomas also sailed their ODOM's with us for a while, and we are glad to add them to the mix.

Hood River Carnage (July 13th-15th)

Hood River Marina; Hood River, Oregon

Bob Wells reporting:

The tongue-in-cheek t-shirt read "2012 Carnage Survivor", but what is not to like? This regatta is maturing quickly and nicely under the management of Oregon MYC and PRO Freddy Rocha. It is a nice balance of full-on big wind racing in The Gorge and socializing at morning breakfasts and evening dinners. The friendly and competitive atmosphere is only going to get better next year. The many rig changes did get tiring at times in what I think may be unusually blustery conditions. It can be dusty. And with that full disclosure I'll add that this is one annual regatta that you and your significant other really don't want to miss. A great town, a good venue, solid race management, and there's weed free wind. Plus we had Western CanAm Series and USA ranking points for the taking.

Graham Herbert's new COBRA is overpowered here as we often were in the gusts at Hood River Carnage. That was the penalty for having enough sail area to keep moving in the lulls. It was the smart play usually. Photo Morgan Dewees.

This regatta is not for the faint of heart, yet we had two new skippers jump into the class in one of the more challenging first sail IOM venues anywhere. Andrew Baak brought his WIDGET all the way from Calgary, AB; and this regatta began his extended windsurfing stay at The Gorge. Kurt Wells (no relation) in the Seattle area picked up his new-used TOPIKO in Hood River from Craig Mackey, and sailed for the first time on practice day. Both Andrew and Kurt have plenty to learn in their journey to sail IOMs well, and both endured this rather intense initiation with good cheer. Kelly Martin has been sailing his TOPIKO with us a few months now, and those of us that know him are not surprised he is at the top of our local fleet on his first sail. Sailing in these big winds is very different though, and after a couple of heats Kelly's comment was, "It's clear I have to get a Hood River boat now too". Good observation, and of course it takes a lot more than just having the optimized hull for the course.

Ian Vicker's NZL viewpoint (when asked for post-race comments by the race committee): Great regatta, I really enjoyed it and thanks to everyone who made it possible. I thought courses were pretty good. Generally the course axis lay close to the average wind direction or near enough. Length and distance from shore was fine. I think racing should have started on time each day to reduce the length of the sailing day and allow more party time. I think venue was good. Shifty wind but we all know it's hard to find the perfect venue. Good test of rigs and setup. A bit of sail twist works well for that turbulent airflow. Good job everyone.

Graham Herbert's CAN Viewpoint (from WCMYA@YahooGroups.com forum): Julian (Laffin) and I had a great trip and we both did really well. Both COBRA and LEO were as fast as the BritPOP!, but not quite as fast as the V8. However, Ian Vickers is a fantastic sailor as well as being a really nice guy and a pleasure to sail with and hang out with. I learned quite a bit about tuning by being set up next to him on the grass and watching him fiddle with his rig between races. Toward the end of the regatta I had COBRA going as fast as him and came very close to beating him in the last 2 races, however he had the smarts to stay ahead and who knows how hard he was trying at that point anyway? He had the regatta sewn up after the first day. We had the opportunity of using all our rigs, but the wind was very gusty so we spent quite a bit of time overpowered and nose-diving, as you needed bigger rigs to stay competitive in the lulls. Anyone changing to a smaller rig too soon lost out big time. Our boats have the simplest rigging set up so we could change rigs in about half the time it took most people. This was an advantage and we almost always had the correct rig on. We all went out to dinner together on Saturday night and that was great fun. The prize giving was a joyous affair with race director Freddy (Rocha) exercising the full force of

his humour and keeping us all laughing. Lawrie (Neish) was assistant race director and did the score-keeping, thank you Lawrie. Andrew Baak came all the way from Calgary and did pretty well for his first big regatta. Andrew, Julian and I were the only Canadians to go so we considered ourselves "TEAM CANADA". Julian and I camped in a nice municipal campground on the Hood River about 5 miles from the sailing site and 3 miles from town and we enjoyed that too. Julian did all the driving and got us there and back safe and sound in traffic that we never see in our part of the world. Now to adjust back to normal life after all the fun and games.

Photos and Video links:
https://picasaweb.google.com/102444938145425156663/HoodRiverCarnage2012?authuser=0&feat=directlink
https://picasaweb.google.com/118095541639256275395/July212012
http://www.facebook.com/photo.php?v=3381518383092
http://www.facebook.com/photo.php?v=3381513022958

Summary of the SBMYC Championship Series - Race 4:
Class: IOM
Date: July 13th – 15th, 2012
Location: Hood River Marina
Host Club: Oregon Model Yacht Club
Entries: 23
Winds: 5 – 30 knots
Races Completed: 20
Scoring System: 2007 HMS, scoring version 2.0
Regatta Committee & Valuable Assistants: Morgan Dewees - Organizer; Freddy Rocha – PRO, Lawrie Neish – Scorekeeper and Assistant RD; Course Setting – Joe D'Amico, Quinton Brundege; Valuable Assistants; George Georgiadis, Ron Blackledge, Chris Brundege, and Cynthia Brundege.

Position	Skipper	Sail #	Club/City	Hull	MYA No.	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
24			24	24	0	24	14	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
1	Ian Vickers	71	San Francisco	V8		19.0	2.0	1.0	1.0	1.0	1.0	5.0	1.0	2.0	1.0	1.0	1.0	7.0	1.0	1.0	1.0	1.0	1.0	2.0	1.0	1.0
2	Graham Herbert	23	Hornby Island	Cobra		59.0	2.0	4.0	7.0	4.0	3.0	10.0	3.0	4.0	4.0	6.0	3.0	3.0	2.0	3.0	3.0	5.0	10.0	6.0	2.0	2.0
3	Gary Boell	31	Richmond	BritPop!		76.0	1.0	9.0	3.0	5.0	2.0	1.0	5.0	3.0	8.0	8.0	11.0	8.0	12.0	9.0	2.0	3.0	5.0	1.0	3.0	10.0
4	Julian Laffin	97	Hornby Island	Leo		88.0	4.0	3.0	8.0	15.0	7.0	3.0	2.0	8.0	10.0	9.0	4.0	2.0	6.0	8.0	9.0	2.0	2.0	16.0	8.0	3.0
5	Craig Mackey	29	Oceanside	BritPop!		94.0	1.0	2.0	2.0	3.0	6.0	2.0	16.0	1.0	3.0	3.0	2.0	1.0	4.0	2.0	16.0	14.0	19.0	16.0	16.0	25.0
6	Bob Dunlap	37	SanJose	Lintel		105.0	9.0	8.0	6.0	9.0	4.0	9.0	6.0	5.0	6.0	4.0	9.0	4.0	3.0	7.0	7.0	25.0	8.0	4.0	7.0	8.0
7	Jerry Brower	42	Lake Stevens	Widget		107.0	14.0	5.0	5.0	7.0	11.0	4.0	4.0	13.0	5.0	14.0	16.0	6.0	9.0	4.0	8.0	6.0	4.0	3.0	9.0	4.0
8	Morgan Dewees	98	Portland	Widget		117.0	5.0	10.0	15.0	2.0	5.0	6.0	9.0	6.0	2.0	10.0	7.0	5.0	11.0	10.0	6.0	7.0	11.0	5.0	11.0	13.0
9	Kelly Martin	21	Gig Harbor	Topiko		117.0	3.0	12.0	9.0	6.0	13.0	25.0	13.0	7.0	7.0	2.0	8.0	10.0	7.0	5.0	10.0	4.0	3.0	11.0	6.0	7.0
10	Al Finley	174	Brentwood	Cockatoo		162.0	7.0	7.0	11.0	10.0	10.0	7.0	8.0	9.0	15.0	13.0	12.0	13.0	13.0	13.0	11.0	11.0	6.0	9.0	16.0	5.0
11	Steve Young	87	Tacoma	Lintel		179.0	4.0	11.0	20.0	18.0	9.0	12.0	14.0	10.0	19.0	21.0	6.0	11.0	8.0	6.0	5.0	15.0	13.0	8.0	13.0	16.0
12	Bil Langjahr	88	Anacortes	Cockatoo		181.0	7.0	16.0	4.0	8.0	14.0	13.0	7.0	11.0	11.0	16.0	17.0	9.0	10.0	11.0	12.0	13.0	7.0	12.0	16.0	19.0
13	Bob Wells	74	Mercer Island	Toipiko		183.0	5.0	13.0	13.0	16.0	8.0	8.0	12.0	12.0	12.0	12.0	16.0	16.0	5.0	12.0	13.0	8.0	12.0	16.0	10.0	12.0
14	Peter Sternberg	43	Redmond	Arrival		193.0	3.0	6.0	10.0	11.0	16.0	14.0	21.0	14.0	9.0	11.0	5.0	14.0	18.0	16.0	4.0	12.0	16.0	25.0	16.0	16.0
15	Bruce Andersen	16	Boise	TBD		215.0	8.0	20.0	16.0	12.0	25.0	20.0	10.0	17.0	17.0	15.0	10.0	17.0	14.0	14.0	19.0	9.0	9.0	13.0	4.0	11.0
16	Chris Brundege	00	Portland	Widget		226.0	6.0	14.0	12.0	14.0	12.0	15.0	11.0	15.0	16.0	18.0	20.0	16.0	17.0	15.0	25.0	17.0	15.0	10.0	5.0	16.0
17	Joe Damico	86	Sequim	V6 Damico		240.0	14.0	15.0	17.0	19.0	25.0	11.0	20.0	16.0	18.0	17.0	18.0	12.0	16.0	17.0	14.0	16.0	14.0	7.0	12.0	6.0
18	Larry Stiles	131	Sedro Wooley	Pikanto		247.0	6.0	18.0	14.0	17.0	15.0	16.0	16.0	25.0	13.0	7.0	13.0	19.0	25.0	25.0	15.0	10.0	17.0	25.0	17.0	9.0
19	Ron Blackledge	217	Portland	BritPOP!		278.0	9.0	17.0	18.0	20.0	18.0	17.0	18.0	18.0	14.0	5.0	14.0	20.0	19.0	18.0	17.0	19.0	25.0	25.0	25.0	17.0
20	Andrew Baak	316	Calgary	Widget		320.0	14.0	25.0	25.0	13.0	19.0	18.0	17.0	25.0	20.0	19.0	21.0	21.0	20.0	20.0	20.0	18.0	25.0	17.0	20.0	18.0
21	George Georgiadis	04	Portland	TBD		340.0	14.0	25.0	15.0	25.0	25.0	25.0	19.0	25.0	25.0	20.0	19.0	18.0	16.0	19.0	18.0	20.0	18.0	25.0	19.0	25.0
22	Kurt Wells	25	Seattle	Pikanto		370.0	8.0	19.0	19.0	21.0	17.0	21.0	22.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	18.0	25.0	25.0
23	Craig Rantala	65	Sequim	Azetone		396.0	10.0	25.0	25.0	25.0	25.0	19.0	23.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	19.0	25.0	25.0
24	Eric Ardnt	13	Fairfax	Lintel		404.0	14.0	25.0	25.0	25.0	20.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	20.0	25.0	25.0

Things I Learned from Graham at Hood River: (From WCMYA@YahooGroups.com 7/28/12)
Here are some of the things I learned from sailing against Ian Vickers. First he is a great guy who is quiet and confident and willing to share ideas with the rest of us. He is the kind of guy you are happy to get beaten by. I felt that lots of the time I was going as fast as him and pointing just as well but I couldn't keep going that fast so he would gain a boat length every so often and end up way ahead. I think he had his mast set up to de-power automatically in the gusts so he would just keep moving ahead instead of heeling over. I should have taken some measurements but I didn't but I suspect that his shrouds attach to the mast lower down and his spreaders are shorter so that the top of the mast bends off to leeward in the gusts. All the races there were very gusty and fluky. His sails (Power Sails, NZL - Editor) were also cut quite a bit flatter than mine and as the regatta progressed I really flattened my sails as much as I could with mast bend, downhaul and outhaul and I did much better, but there wasn't

anything I could do to get rid of the fullness cut into the seams so I think the lesson there is to cut flatter sails. Also he sailed with more twist in both main and jib than I did which made his rig really forgiving in the gusts. Again this he was able to do because his sails are so flat, if I used that much twist with my fuller sails I wouldn't have been able to point or so I thought. The main lesson I learned is that my thinking is foggier than his, he always seemed in the right place to take advantage of the many wind shifts and I rarely was. Given our ages I doubt if that situation is likely to reverse itself, but I think one needs to be thinking a couple of shifts ahead which I certainly wasn't doing. I had rigs from COYOTE on COBRA which was fine for the B and C rig but with the A-rig the spreaders were too long as COTOTE has a shroud base of 160 mm and COBRA 130 mm so my mast was not flexing off in the gusts. I have just finished a new A-rig for COBRA with lower shrouds, shorter spreaders and flatter sails using the new French mast tube and I will be trying it out tomorrow so I will update you on that. Cobra was the most extreme boat there, 10 mm narrower than the V8 and 7 mm narrower at the transom so it was by far the narrowest boat there. I had no problem in the really strong winds and had my best races when sailing overpowered with the A-rig. I think we don't get enough sailing in B and C-rig conditions around here so we don't get very good at it. I didn't seem to heel over any more than the wide boats and was always able to sail faster than the Lintels even when overpowered so overall I think COBRA is a great boat with lots of potential to get faster still. The biggest lesson I learned yet again is to stay out of trouble' which I was a complete failure at. So many penalty turns! Cheers for now, Graham

Groovin' at Hood River Carnage under C-rig. There are plenty of more spectacular shots on the links above, but I think there is a lesson in this one. My TOPIKO #74 received extra large and colorful telltales installed specifically for the distant weather marks at this venue. I thought being able to see them helped find the groove in the often-turbulent winds. They were 1/2" wide from rip stop Nylon. Note Bob Dunlap's LINTEL #37 uses "arrow" shaped telltales. Note that I wouldn't use these wider telltales on an A-rig in a light air venue – these are venue specific. Photo Morgan Dewees.

Seattle MYC – Regatta #5 (July 28):

Gene Coulon Memorial Beach Park; Renton, WA

Bob Wells reporting:

Weed marred this otherwise perfect day for mellow summer sailing. Everybody was hampered and hampered often. I think it is a credit to the group that everybody took their lumps quietly and overall the group still had fun. Smiles all around – what else can you do? Kelly was ridicules in how much faster he was than anybody else. Nobody has dominated like this here ever.

Note it doesn't mean the rest of the year will have weed. We just need a good wind before the regatta to blow it someplace else on this big lake, and then next month might be OK.

Newly retired Dave VanAmburg sailed at Coulon Park for the first time in say 20 years, and it was great to have him. Kurt Wells made his debut too, and headed for Nats the next day! We met Peter Dunsforth for the first time. Unfortunately he was sailing Vector #19, and nobody can get that dog to go.

	Skipper	Sail	Home Port	Hull	Score	1	2	3	4	5	6	7	8	9	10	11
1	Kelly Martin	21	Gig Harbor, WA	Topiko	9.0	1.0	1.0	1.0	1.0	1.0	1.0	2.0	1.0	1.0	1.0	3.0
2	Jerry Brower	42	Lk Stevens, WA	Widget	20.0	2.0	3.0	2.0	3.0	2.0	11.0	1.0	6.0	3.0	3.0	1.0
3	Larry Stiles	31	Sedro Woolley	Pikanto	41.0	3.0	8.0	7.0	9.0	8.0	2.0	4.0	5.0	6.0	2.0	4.0
4	Steve Young	73	Tacoma, WA	Arrival	51.0	5.0	9.0	11.0	4.0	6.0	9.0	3.0	11.0	5.0	5.0	5.0
5	Ron Farrell	63	Shelter Bay, WA	Victory	55.0	4.0	7.0	14.0	6.0	3.0	4.0	7.0	13.0	4.0	8.0	12.0
6	Bob Wells	74	Mercer Is, WA	Topiko	58.0	8.0	2.0	3.0	8.0	7.0	8.0	10.0	10.0	2.0	11.0	10.0
7	Rich Murdy	20	Renton, WA	Kite	58.0	7.0	6.0	4.0	7.0	9.0	5.0	6.0	8.0	8.0	7.0	13.0
8	D. VanAmburg	71	Ferndale, WA	Ericca	63.0	6.0	10.0	8.0	2.0	13.0	12.0	11.0	4.0	7.0	9.0	6.0
9	Ron Blackledge	217	Portland, OR	BritPOP	65.0	17.0	5.0	5.0	5.0	5.0	17.0	13.0	7.0	10.0	6.0	9.0
10	Peter Sternberg	143	Redmond, WA	Arrival	68.0	12.0	11.0	9.0	17.0	11.0	7.0	5.0	2.0	9.0	17.0	2.0
11	Ron Hornung	108	Seattle, WA	Disco	71.0	13.0	4.0	12.0	10.0	4.0	3.0	9.0	12.0	17.0	4.0	14.0
12	Byron Pimms	47	Seattle, WA	ISIS II	85.0	11.0	13.0	6.0	11.0	10.0	6.0	12.0	9.0	12.0	12.0	8.0
13	Kurt Wells	25	Seattle, WA	Topiko	99.0	17.0	14.0	10.0	13.0	17.0	10.0	8.0	3.0	17.0	13.0	11.0
14	Craig Rantala	65	Sequim, WA	Azetone	104.0	9.0	16.0	13.0	14.0	12.0	17.0	14.0	14.0	11.0	10.0	7.0
15	Roland Krona	05	Gig Harbor, WA	V6	134.0	10.0	12.0	15.0	12.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0
16	Peter Dunsforth	19	Anacortes, WA	Vector	148.0	17.0	15.0	16.0	15.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0

2012 IOM US National Championships (August 2-5):

Mission Bay Model Yacht Pond; San Diego, CA

Bob Wells & Jake Leo reporting:

The morning of my flight to San Diego I do my daily check-in to Sailing Anarchy, and amazingly find a large write-up by Texas Anarchist Ray (Seta) on our IOM championship – big surprise! It is nice to see our class get this kind of international coverage from Sailing Anarchy, which just happens to be San Diego based. Our Anarchy coverage followed with some of the daily reports by Jake Leo that covered the front of the fleet. Here are all of Jakes reports:

1st Day Recap: Great weather has graced the first day of the 15th running of "the nationals" hosted by the San Diego Argonauts. A fleet of 46 boats rounded out a near record turnout. Racing got underway following the seeding race at 12 noon in 5 knot sea breeze on Mission Bay Model Yacht Pond which slowly built to 7 knots by 2pm allowing 3 races to be completed followed by a double protest hearing, which was heard immediately following the third race A heat. Results have been mixed in the shiftier than normal conditions with more than one past champion struggling to stay in A fleet. After 4 races, Jon Elmaleh

sailing his own design IE3 has the top spot with 8pts. Followed closely in second place is Peter Van Rossem's Topiko with 10pts, and Dennis Astbury's Britpop in third with 11pts. The new designs haven't shown much if any speed advantage over the old tried and true finer ended Pikantos, Topikos in the light and smooth and if anything are promising interesting results in the next two days. New boats for this event include (10) Britpop's, (2) Cheinz, (3) Lintels. But the venerable Topikos and Pikantos still are the most popular SoCal choice. However, it's Jon Elmaleh's IE3 that is consistently fast in these conditions. - Jake Leo.

2nd Day Recap: The second day of the US Nationals was much the same weather as the first day, but much more frustrating for many. The ever-present morning Marine Layer stayed with us until well after the staring time of 10am providing the fleet with a wild variety of shifts that would leave the best shaking their heads in disbelief. But the sun finally made it to the party warming things up, shortly after the third race and the wind settled into a more westerly direction allowing a square first beat. Among the strongest performers were Roy Langbord, Zach Aleya, and Jon Elmaleh posting low single digit finishes to set the pace. Starts were critical as usual and coupled with the courage to stick to your game plan made the difference. Roy Langbord and his new BG Britpop seemed to be where he needed to be at the right time posting a 1st and 3rd place finish when the boats ahead of him took a dive. Jon Elmaleh seemed to have lost his previous days focus racking up a 14th and a 15th in race seven and ten, slipping to 3rd. place by the end of the day. Zach Aleya finally was able to shake of a 20th and 21st early in the day and closing the day out with 2 bullets in race nine and ten, vaulting him into second place with a game plan worthy of note. Close behind, Tony Gonsalves was quietly stalking the fleet posting solid single digit finishes throughout the afternoon without any big mistakes moving from 9th to 4th - 4pts behind Elmaleh. Brazilian Britpop builder Dennis Astbury seemed to struggle in the later part of the day with double digit finishes after wrestling with a short stint with the B fleet. I expect we will see him back in the hunt as his focus returns. Tonight all skippers will gather at Brazil by the Bay for dinner followed by the first USA NCA Annual General Meeting to discuss the future. This reporter is looking forward to it. - Jake Leo.

One of 57 starts at the 2012 US Nationals at Mission Bay Model Yacht Pond in San Diego. Photo Jerry Brower.

3rd Day Recap: Today was one of the most interesting days in the 15 year history of US IOM championship competition. Two protest hearings, and two black flag penalties, great weather and very tight racing in the A fleet. From what the score sheet tells us is with one more day of racing within the top ten places it's still anyone's gig to win or lose. Sailing conditions were for the most part the same as yesterday, with one exception… more focus, better tactics and a quick pace to the heat management made for great spectating.

With 10 races completed, the day started with Roy Langbord 1st. with 36 pts., Zach Alyea 2nd with 39 pts. and Jon Elmaleh sliding to 3rd with 44pts. Tony Gonsalves's consistent single digit finishes kept him in the hunt in 4th place with 48 pts most of the day allowing him to stay close.

Dennis Astbury, Peter Van Rossem and Brig North spent the latter part of the day on a roller coaster dealing with pack traffic and just plain bad luck but managing to stay within striking range. George Pedrick had a decent afternoon moving from 11th to 4th by taking advantage of the misfortunes of others posting a string of single digit finishes by the end of the day.

The excrement really hit fan late in the day with a mark rounding protest and the two boats being black-flagged in A heat of race 15. The black flag went up following the first general recall and with emotions running high Zack Alyea was the first victim followed seconds later by Dennis Astbury both forced over by leeward boats. Both boats collected a droppable 47pts and a trip to the B fleet. Then a protest on the first weather leg involved the point leader Roy Langbord and Bob Dunlap which became irresolvable on the water and a trip to the room resulting in Roy's DSQ. These two incidences triggered a scoreboard shuffle that vaulted Tony Gonsalves into the top spot over Roy to 2nd and Zack 3rd and George Pedrick into the 4th spot all within 10pts of each other.

At that point the wind started to fade, racing was called for the day and all headed to Brazil by the Bay for a great evening. San Diego is a great place! - Jake Leo.

Last (4th) Day Recap: If you're one of those who thought IOM radio sailing was a goat rodeo, you didn't catch the final race of the US IOM National Championship Sunday afternoon at Mission Bay Park.

The day was much the same as the previous 3 or any other day here in Dago (as the Ed, calls it). Light in the morning, a little breeze during the day and getting lighter in the afternoon and the sheep were nervous. The heavies had a lot to lose and it was still anyone's event to claim. Their biggest fear being, the unpredictable back row nose-picker getting lucky and running the table before anyone could put a stop to it.

The weather mark and the offset look benign here, but shifty wind with frequent puffy lefties and starboard layline lulls made for dicey roundings. Too many were sucked into entering the circle on port in traffic. Jerry Brower photo.

Race 16, heat C kicked off the day at 10:30 with the usual shifty, unsettled morning breeze without incident then rolling smoothly into heat B. Now, for those who aren't familiar with heat racing; the fleet is divided into heats of 20 boats (A, B & C...etc) and run in reverse order with the top and bottom 6 boats promoted up or relegated down, and what makes it interesting is it gives

the unlucky a chance to redeem themselves by moving up to the next level as a reward for being one of the top 6 boats to finish that heat. This also makes the next heat players wary because it injects the unpredictable element of slower traffic. If you belong there, no problem.... if you don't you'd better have respect for the players. Bahamian Stan Wallace came from way back starting from C heat who won the race but it was George Pedrick who managed a 2nd to move into 3rd overall and the wildcard spot.

Race 17; Craig Mackey won and claimed 4th overall vacated by Pedrick as he moved up was now the new wild card in 4th. Tony Gonsalves (sailing his Cheinz, #51) and Zack Alyea sat in the rocking chair (still 1st & 2nd overall) played it cool staying out of trouble with a 6th and 7th respectively.

Race 18; Canadian Peter Van Rossem (a 4-time US Champion) won this race which didn't change things much. How ever, Tony was 2nd adding more pressure to Zack's situation with Pedrick still 3rd overall breathing down their necks with a 6th place finish. Racing was suspended for a back row protest hearing which didn't amount to much with a dismissal, (but that's the way things are handled w/MHS), allowing the leaders a short break to reflect and plan their moves in the upcoming last race.

Race 19; the gallery was on its feet as the A heat boats went in the water and you could hear a squirrel fart it was so quiet. Tony had an 8pt. cushion over Zack with Pedrick 2pts behind him sitting in 3rd. and it wouldn't take much for Tony or Zack to screw the pooch opening the door for Pedrick to waltz through as the breeze dropped below 4kts.

The timer starts... boats mill about the line... 3,2,1... Bong-General recall!

Not a LeMans start, just a break in the action before the next start. This photo gives a nice sense of what the pond is like though - we are looking West to the Pacific Ocean where the prevailing breeze comes from. Jerry Brower photo.

Now, if you've been reading your previous days SA homework assignments you have a pretty good idea of what's next when the Brazilian born PRO Freddie Rocha turns to a bunch of jiggy skippers and says "the lack flag is up". No "I" flag, straight to the black flag. This is unusual, but perfectly legal and proper.

Timer starts again... Tony on the leeward end and Zack in the middle somewhere and is hard to see in the slow moving starters... 3,2,1, Bong... All clear. Tony is clear and rolling left and Zack is nosing clear with a slight header but can't get onto port. Tony reaches the left side of the course and calls for water and tacks clear with a nice lift to cross the slower boats, and heads back to the middle. At the first cross, Zack is slightly behind and continues left. Tony tacks to slap a loose cover on him and scans the fleet for Pedrick... no Pedrick... where the hell is he? Tony's first priority was to cover Zack then worry about Pedrick... but Pedrick got away and is one of the 8 boats that rounded the weather mark before Tony.

OK then, back to covering Zack...Tony rounds the weather mark in 8th. Zack is 10th. Down the run, boats fan out 8 abreast in the lead group and 12 in the following... gonna be a busy gate. Tony picks up two and rounds the starboard side of the gate and tacks back to the center to stay in touch with Zack who faded a little and rounded the port side of the gate and is looking

for the big one on the left that never comes. But Tony who is well centered, is in perfect position to catch the 10 degree pressure righty and rockets up the middle nearly laying the weather mark, rounds forth.

On the run again and Zack is staying in touch. Tony rounds the right side of the gate again and picks up Pedrick rounding the port side who quickly tacks onto port to get as far to the right side as he can to minimize the damage Tony is about to inflict on the entire fleet. The righty comes again and he passes the remaining 5 boats to win the race and his second US IOM National title -13pts over Zack and 16pts over Pedrick. That close. Winners are truly a different breed.

Special kudos to PRO Freddie Rocha for a job even Luigi would approve of along with the staff and leadership of the San Diego Argonauts for hosting a classy event. - Jake Leo.

The Model Yacht Pond has a rich history and is a special place to sail. Now large trees surround it though, and that leaves us with often-turbulent and shifty wind conditions. You need to focus. Overall there were 11 different boats with A-fleet wins in 19 races. It is easy to use the lifts and headers to your benefit at the front (or back) of the fleet. It becomes a significant challenge to sail clean and smart mired in the pack. Competition was keen in all three fleets and I was surprised how difficult it was to get out of C or B-fleet, where the top six advance. Just staying in A–fleet wasn't possible for me on this regatta, but it wasn't a boat speed issue. The top guys have all figured it out though and there is consistency in the scoring. At the end of the regatta luck has largely balanced out and you need to accept your scores. If you don't like it, then come back and get better at sailing this wonderful pond.

Tony Gonsalves is our 2012 US National Champion sailing his "Ninja", a CHEINZ design by Jeff Byerley with Vector Sails by Jake Leo. Tony has raked his mast well forward to find the sweet spot in this design, and the last little bit shows in the mastbend. Photo Jerry Brower.

A lot of our class discussion centers on the new crop of "skinny Lintel" style boats with the BritPOP being the first and most popular. A bunch of new ones showed up of course and they all look great. I didn't see a performance advantage at this pond though, unlike the recent Hood River Carnage, for

example, where they clearly were superior. Here all the boats seemed very close to the same performance, and it is the skipper who determines the outcome. If you aren't at the front of the fleet then keeping your nose mostly in clear air on a crowded course is key.

Tony Gonsalves, sailing under the Barbados flag, is a deserving and classy champion. He sails with a happy confidence from years of IOM class experience, and he is a pleasure to be around even in the tension of competition. I asked him how he sails his IOM to windward: Tony tunes for neutral helm that will go to some weather helm in a puff. He lets the boat lift on its own without touching the rudder. After tacks or any other time that he needs to power up, he eases his sheets a few "clicks" so he knows how far they are eased. Tony engages the teeth on his sail servo stick to keep track of how far his boom is eased, something I think most of us don't do. Tony noted that his buddy in Barbados has a fancy Aurora 9 radio, and he does

The shining star of this great regatta though is Freddie Rocha our Race Week PRO and Organizer. He managed it all, including sharing his house with many skippers and race officers – the regatta party-house no doubt. Somehow Freddy is finding the time and energy to do all this well and we are all benefactors. Thank you Freddie. Likewise the San Diego Argonauts are amazing in their support of Race Week over the years. Thank you also to Lana Butler and Jake Leo, who again traveled considerable distance from the East coast to assist Freddie in Race Management. Your significant collective efforts gave us a first-class National Championship regatta with four days of great sailing. Bravo.

Photos and Video links from Jerry Brower and Larry Grant:
https://picasaweb.google.com/108057893543009500071/2012Nationals?authuser=0&authkey=Gv1sRgCIDtrt25lJv4Dg&feat=directlink
http://www.ibextrax.com/rc/Sail/20120802USANats/
http://www.youtube.com/watch?v=AbGle9BDnR4&feature=youtu.be

Summary of the 2012 US National Championship:
Class: IOM
Date: August 2nd – 5th (four days), 2012
Location: Hood River Marina
Host Club: Oregon Model Yacht Club
Entries: 46 (from 6 countries)
Winds: 1 – 7 knots
Races Completed: 19
Scoring System: 2007 HMS, scoring version 2.0
Regatta Committee & Valuable Assistants: Freddie Rocha – Organizer and PRO, Lana Butler and Jake Leo - Race Management and Scorekeepers, plus John Tyler, Mark Hallberg, Rich Rogers, Lawrie Niesh, Ray Setta, Jim Atkinson, and The AMYA supported this event nicely.

	Skipper	Sail	Club/City	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
1	Tony Gonsalves	51	Barbados	Cheinz	73	1	8	14	9	14	4	1	8	4	13	3	2	9	9	1	6	5	2	1
2	Zach Alyea	46	Las Vegas-NV	Topiko	86	4	4	7	5	20	5	12	21	1	1	6	7	2	10	47	7	7	5	3
3	George Pedrick	99	Pt. Richmond-CA	Pikanto	89	1	1	13	17	22	7	9	17	21	2	2	1	7	6	4	2	4	6	7
4	Craig Mackey	29	Oceanside-CA	V-7	96	2	15	26	21	16	13	8	14	2	3	5	5	6	1	2	4	1	7	8
5	Peter Van Rossem	66	Kingston-ON-CAN	Topiko	103	5	3	10	2	11	11	13	4	18	9	7	9	4	3	14	10	9	1	5
6	Roy Langbord	70	New York-NY	BritPop	117	5	5	9	8	7	3	4	1	3	14	18	4	1	17	47	11	10	15	21
7	Denis Astbury	11	Rio de Janeiro BRA	BritPop	120	2	10	6	3	6	10	11	19	16	4	4	14	5	5	47	27	12	10	2
8	Brig North	111	Dallas-TX	BritPop	123	11	9	2	7	9	9	7	3	19	31	14	8	13	2	8	3	2	18	16
9	Jon Elmaleh	02	Brooklyn-NY	IE3	128	3	6	4	1	12	1	14	7	10	15	21	23	3	18	9	9	11	9	14
10	Dennis Rogers	43	San Diego-CA	BritPop	133	13	28	1	20	17	2	6	6	5	12	9	3	12	4	3	14	6	20	29
11	Ted Flack	145	Detroit-MI	BritPop	139	5	11	15	19	1	6	3	18	14	10	8	13	14	11	6	8	8	8	13
12	John Ebey	93	San Rafael_ca	Pikanto	173	3	14	3	15	2	12	16	22	7	6	19	11	15	14	16	18	16	17	6
13	Jess Atkinson	56	Alameda-CA	Pikanto	180	3	19	47	33	35	25	15	2	8	7	13	12	16	21	5	12	15	3	4
14	Stan Wallace	88	Bahamas	BritPop	195	9	2	12	12	18	24	20	24	25	26	15	24	20	12	7	1	3	4	12
15	Bob Flack	196	Detroit-MI	BritPop	207	6	20	29	22	5	14	5	9	11	5	1	16	31	23	23	19	19	13	19
16	John Castelli	15	Yorba Linda-CA	Pikanto	218	7	26	11	18	25	21	19	21	13	11	11	6	17	8	13	13	13	16	28
17	Bob Dunlap	37	San Jose-CA	Topiko	219	8	7	8	13	8	17	24	16	32	23	22	27	10	7	11	17	21	22	9
18	Steve Toshi	96	Grover Beach-CA	Micro-Brew	267	9	21	25	29	13	19	18	5	20	22	10	18	8	19	10	21	34	47	47
19	Jeff Weiss	30	Costa Mesa-CA	Widget	272	4	12	5	14	10	15	28	26	33	40	23	29	19	15	30	21	27	14	10
20	Gary Boell	31	Pt. Richmond-CA	BritPop	280	2	16	32	32	24	8	2	10	12	18	26	15	11	16	31	30	39	32	27
21	Dick Carver	22	La Habra-CA	Mad Max	280	10	22	22	16	32	23	29	29	26	19	12	10	18	22	21	16	14	11	18
22	Stephan Cohen	28	Los Angeles-CA	Pikanto	284	4	17	28	4	3	16	17	32	37	21	16	34	44	34	22	5	17	33	15
23	Mike French	10	Fort Lauderdale-FL	BritPop	317	8	31	47	35	39	39	34	11	6	20	32	30	22	13	12	15	25	12	11
24	Bruce Andersen	16	Boise-ID	BritPop	321	7	33	27	10	15	26	21	25	9	8	17	22	27	24	26	26	31	31	34
25	Chris Macaluso	166	Tomball-TX	Lintel	356	1	13	18	26	33	18	23	27	27	17	30	31	39	25	24	31	36	21	24
26	Kim Robbins	21	La Mesa-CA	Stealth	362	6	25	17	6	4	20	25	28	28	36	34	38	34	31	38	35	18	25	26
27	Peter Huttemeier	26	New York-NY	Topiko	392	12	24	16	24	29	31	22	12	17	29	36	21	26	26	33	39	34	37	36
28	Bill Wright	09	Alameda-CA	Cockatoo	392	13	39	30	25	31	37	35	13	15	16	31	36	25	27	15	28	29	38	23
29	Jerry Brower	42	Lake Stevens-WA	Widget	399	7	30	35	46	21	33	10	15	22	24	33	34	30	43	34	25	22	27	32
30	John Oliveira	97	Helotes-Tx	Lintel	407	6	23	23	11	19	28	31	46	39	30	39	35	24	28	39	37	20	23	30
31	Bob Wells	74	Mercer Is-WA	Topiko	420	12	18	21	27	28	29	38	30	34	34	27	28	29	38	17	32	43	29	25
32	Peter Sternberg	143	Redmond-WA	Arrival	433	11	41	24	31	36	35	39	36	29	25	20	26	28	37	28	22	30	35	17
33	Larry Grant	81	Los Angeles-CA	Pikanto	437	8	34	42	42	40	22	32	44	41	27	25	17	23	33	32	34	23	24	22

	Skipper	Sail	Club/City	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
34	Chuck LeMahieu	109	Dallas-TX	Robot	443	12	40	34	30	23	30	41	34	30	28	29	20	21	32	41	24	28	28	47
35	Al Finley	174	Brentwood-CA	Cockatoo	452	15	35	39	36	38	38	27	23	23	32	45	25	32	40	27	29	26	26	20
36	Mike Eldred	39	Alpine-CA	Ericca	473	13	38	36	45	26	27	33	35	35	47	35	40	36	20	25	23	24	30	37
37	Al Ross	14	Mandeville-LA	Lintel	476	11	36	19	23	27	32	30	31	40	37	40	39	38	35	35	38	34	19	31
38	Jim Atkinson	17	Costa Mesa-CA	Vapour	538	16	43	44	28	42	44	26	33	45	39	24	19	33	42	37	34	46	39	39
39	Paulo Krinke	48	Bal. de Camburiu BRA	Extreme	569	10	27	31	41	37	41	44	39	42	41	38	44	37	29	44	36	38	42	40
40	Ricky Schoos	41	Santa Cruz-CA	Cockatoo	571	14	42	33	40	43	40	43	38	24	33	46	37	41	47	36	47	35	34	38
41	Joe D'Amico	86	Sequim-WA	V-6	583	10	32	38	37	41	42	42	37	38	47	28	41	35	41	42	40	41	40	42
42	Gene Harris	50	Pt. Richmond-CA	Vapour	592	9	29	43	39	44	43	40	45	31	35	44	45	45	30	45	45	45	36	34
43	Roberto Mesnik	47	Detriot-MI	Cockatoo	598	14	45	37	38	34	46	37	41	44	38	37	34	42	44	29	44	44	44	41
44	Ron Locke	64	Pleaseton-CA	V-7	611	14	37	41	43	46	34	36	40	36	47	42	43	46	45	40	42	42	41	35
45	Ron Cunningham	45	Spring Valley-CA	Ska	616	15	46	40	34	30	36	45	43	43	47	41	42	43	39	43	41	37	45	44
46	Kurt Wells	25	Seattle-WA	Topiko	656	15	44	45	44	45	45	47	42	46	42	43	46	40	36	46	43	40	43	43

Award Winners:

1st Tony Gonsalves	**BAR 51**	**2012 USA IOM National Champion** Cheinz/Vector Sails
2nd Zach Alyea	USA 46	Topiko/Craig Smith Sails
3rd George Pedrick	USA 99	Pikanto/BG Sails
4th Craig Mackey	USA 29	V-7/Blackmagik Sails
5th Peter Van Rossem	CAN 66	Topiko/BG Sails

2012 USA IOM Master National Championship:

1st George Pedrick	**USA 99**	**2012 USA IOM Master National Champion**
2nd Craig Mackey	USA 29	
3rd Roy Langbord	USA 70	BritPop/BG Sails

2012 USA IOM Grand Master Championship:

1st Ted Flack	**USA 145**	**2012 USA IOM Grand Master Champion** BritPop/BG Sails
2nd Bob Dunlap	USA 37	Topiko/Black Magic Sails
3rd Kim Robbins	USA 21	Stealth/Black Magic Sails

2012 USA IOM Great Grand Master Championship:

1st Joe D'amico	**USA 86**	**2012 USA IOM Great Grand Master Champion** V-6/Vector Sails
2nd Ron Locke	USA 64	V-7/BG Sails

Best "NEW SKIPPER":

Peter Sternberg	USA 143	Trophy Arrival/BG Sails

"Fair Player" Trophy:

Chuck LeMahieu	USA 109	Robot/BG Sails

IOM USA NCS - Fred's Section:

Class News

By Fred Rocha, National Class Secretary
iom@TheAMYA.org (This article will be in the Fall issue of Model Yachting)

As I write this our 2012 sailing season is in full swing with many multi-day regattas around the country. You can follow the events at our website, www.iomusa.org. Just go to Resources\New Forum\View Active Topics, and chose the topic you want. Check our national schedule at Racing\Calendar 2012. Or check our up-to-date ranking status at Racing\Rankings 2012, where we also explain our ranking system as well.

We are an international class, and this year's big event is the 2012 European Championship that is awarded to Croatia. The website has all the information at www.iomec2012.com. The USA has one automatic slot allotted, but we have had three skippers submit applications. Hopefully all will get to go as happened at 2011 Worlds where we had five slots eventually awarded, but only three were automatic. Euros will be held in November on the stunningly beautiful island of Cres. Go USA!

Most skippers in our class choose to travel to ranking events because they provide our best competition and our biggest party. For some though they also need ranking points to be selected for international events. The class uses a ranking system to prioritize our selections for World and Continental Championships. We have taken great pains this year to refine this as a more fair and equitable system.

Some have wondered why you can receive USA ranking points for certain events in Canada? What's up with that? Well we have a long-term special relationship with our Canadian friends, where some are also AMYA members. Before there was a radio sailing organization in Canada, the AMYA invited Canadians to be part of our national organization. The AMYA has just continued to embrace Canadian skippers, and this is reflected on the AMYA's map of its regions. The more the merrier. In IOMs the cross-border racing is active on the east and west coasts. Names like Lana Butler, Lawrie Neish, and Barry Fox have made significant contributions supporting our NCA for so many years. Peter Van Rossem from Kingston, ON stands out as a very respected Canadian who also has been our USA National Champion four times (2002, 2007, 2008 & 2009). Now of course the CRYA (Canadian Radio Yachting

Association) is Canada's IOM NCA (National Class Association) and they make their independent selections for international events. Likewise I am the USA IOM NCS (National Class Secretary) who administers our USA NCA. And the USA IOM NCA exists under the umbrella of the AMYA. As the AMYA IOM Class Secretary and the NCS elected, my duty is to promote the class growth in all regions. Enough with these acronyms.

In 2012 there are eleven USA ranking events, and four are in Canada, helping our ranking system in three different regions. USA skippers get points at these Canadian events. In any of our ranking events if somebody from another country finishes in front of you then you do not move up. Your points come from where you finish.

Now I'm going back to 2012 Race Week preparations. And thank you again for all the support.

Freddie is shown here at work as PRO at the 2012 US Nats at Mission Bay Model Yacht Pond in San Diego. He's served as PRO at most of the USA's ranking regattas lately, and always provides a joyful professionalism. Photo ©Larry Grant.

Sail On:

Recently, we have lost two of the giants of our hobby and the AMYA with the passing of Chuck Black and Rich Matt. Our ability to enjoy our hobby was greatly enhanced by the involvement of these two gentlemen. They will be greatly missed.

Rich Matt, AMYA #4

On July 17, 2012, the RC Yachting community lost one of its most well-known and liked pioneers with the passing of Rich Matt of Oak Brook, Illinois. Rich was one of the founding fathers of the American Model Yachting Association, served as its first president and carried AMYA Membership #004. He was long known for his service to the sport, his experiments with radio controlled spinnakers and his dedication to the Santa Barbara Class. All of us who knew him and worked with him during his 43 years of continuing contribution to the sport are the better for our association with Rich both on and off the racecourse. If your club sails on a pond or lake whose owner required insurance coverage, you owe the availability of your sailing water to Rich's long term efforts in administering the AMYA Site Insurance program.

His friends, his many AMYA associates and the members of the Santa Barbara Class intend to mark his memory by establishing the Rich Matt Perpetual Trophy to be awarded each year to the winner

of the Class' National Championship Regatta. Contributions toward the Rich Matt Perpetual Trophy should be sent payable to: Mark Baldacchino, 13957 Mennonite Point, San Diego, CA 94044.

Chuck Black, AMYA #37

Chuck Black, known to his family as Totie, passed away on June 20, 2012. His contributions to the RC sailing sport are quite unparallel in the history of our sport. Best known for his long term efforts that made San Diego Race Week the premier multi-class event in the United States, Chuck supported AMYA as its 3rd Secretary in 1972-74, provided hulls and sails for years, and was an early inductee into the AMYA Hall of Fame. He carried AMYA Membership #37, and along with his brother Buddy had a major influence on the birth of the popular EC-12 Meter Class, the second sanctioned official AMYA class. Those of us who knew him shared a friend that could always be counted on for wise, no nonsense counsel, for help and assistance of any kind, and a gentlemen in every sense of the word who was a visible example of calm fairness in what sometimes became heated debates about the best way forward.

My appreciation to Rod Carr for providing the above memorials. There will be more remembrance in next issue of Model Yachting.

David Brawner
AMYA President

Letters to the Editor:

Perth Checks In (12/22/11)

Hi Bob,

Glenn Dawson is my name, and I live in Perth, Western Australia. I came across your Seattle IOM Update newsletter for June – August 2012 whilst surfing the net and just wanted to congratulate you on a fantastic publication. I undertake the website for our club here in Perth, and know just how much work goes into producing information, editing and preparing such an informative document. Thank you for sharing all the information with other skippers – it makes our sport better all round. I have sent a copy of the link to all of my club members for them to have a look as well.

Our website is www.perthradiosailing.com.au if you would like to have a look. One of our members lived in Seattle for a few years. Graeme Howie returned to Australia and sails with us regularly. Not sure if you remember him?

Well done, and keep up the great work. Regards

Glenn *(No I don't recall Graeme, but then I have been inactive in radio sailing for some time until 2010. I do like your website. It looks like a very active club and I am sure I envy your consistent wind – Editor.)*

A Theory on Canoe Body Lift from David Hollom – Must Read!! (8/6/12)

Dear Bob,

Firstly, thanks for a very readable magazine. I was particularly interested in the various articles about chines and thought that I might be able to contribute to the discussion.

The designers, Ian Vickers, Jeff Byerley and John Taylor, in one way or another seem to think that the chine allows the hull to grip the water, that it helps the hull to produce lift or side force and that the consequent reduction in leeway enables you to point higher. The aerodynamicist, Tom Spear, points out that even if it did, it is not efficient to produce lift from the hull because it is near the water surface and another anonymous reader agrees and also thinks that it is the bi-plane versus monoplane argument. The truth probably lies somewhere between these two views.

Firstly, lets dispel the myth that reducing leeway allows a boat to point higher. As Lanchester pointed out in 1907, how high a sailing boat will point is dependant only on the combined hydrodynamic and aerodynamic lift/drag ratios. Of two boats sailing to windward at the same heel angle, one at three

degrees leeway and the other at six degrees, if the boat with six degrees leeway has less hydrodynamic drag, provided the rig forces are the same, it will point higher, full stop. We should also dispel the other popular sailing myth that if you produce more hydrodynamic lift you will point higher. As Tom Spear pointed out, for equilibrium reasons hydrodynamic lift (side force) must be equal and opposite to aerodynamic heeling force. Hydrodynamic lift is a reaction force. It is a consequence of the aerodynamic forces so you cannot increase it unless the aerodynamic force increases. If you power the sails up aerodynamic force will increase and to compensate hydrodynamic lift must also increase, but it is not something you can increase independently of the rig. As how much you can power the sails up depends, to a large extent, upon the stability of the boat, we reach the inevitable conclusion that hydrodynamic side force is, primarily, righting moment dependent.

Looking at the example of two boats sailing to windward at different leeway angles, you could argue that the boat making the larger leeway angle, because its hull is proceeding through the water at a more sideways angle, would have a higher drag. It might or it might not but either way, to make a larger leeway angle (all other things being equal), its fin would have to be smaller which you might expect would reduce fin profile drag, but that would depend on where the resulting lift coefficient (CL) was situated on the lift/drag polar. It may, in fact, go up. The final drag answer is therefore not that simple but if the combined hydrodynamic drag were less it would, as already mentioned, point higher even though the leeway angle was greater.

Assuming that we can vary the size of the fin and the resulting CL will remain below the point of best lift/drag, making the fin smaller will reduce drag but will result in a larger leeway angle. Whether total drag will be less will depend on what happens to hull drag at those larger leeway angles, which brings us to the vexed question of just how efficient the hull is at producing lift.

If we look at the hull and the fin and the rudder as separate devices that can each produce lift (side force) then you would be drawn to the conclusion that, as lift induced drag, for a given lift, varies inversely as the square of span, the long span of the keel makes it a more efficient lifting device and the very small span of the canoe body makes it a very inefficient lifting device. However, I would suggest that this is the wrong way of looking at the problem. You must look at the whole combination of hull, fin and rudder as a combined lifting device where each part has a symbiotic relationship with each of the others and where their combined effect is greater than the sum of their parts.

If we consider lift as being circulation we can imagine the bound vortex running down the fin and then bending backwards at its tip to form the trailing or tip vortex. If we now attach that fin to a canoe body so that the whole combination is yawed at some angle of attack so as to produce lift and thus circulation from both of it's parts, it is not a huge stretch of the imagination to imagine the circulation around the hull combining with the circulation around the fin and then exiting at the tip of the fin. Thus, the effective span is not that of the canoe body and the fin in isolation from one another but of the combination of both. The hull is then not the inefficient, draggy, lifting device that its span in isolation would indicate. There will be some vortex shedding at the hull/fin junction that will reduce the efficiency of this lifting system, but careful shaping of the junction will minimize this and it will still be a far more efficient lifting device than considering both parts in isolation.

Von Karman pointed out, in 1936, that a sailing boat has two tips, one at the bottom of the keel and the other at or near the water surface. He went on to say that the source of the lift induced drag at the tip was the energy contained in the tip vortex and could thus be referred to as lift induced vortex drag and that lift induced drag at the water surface evidenced itself as a surface wave system and it was the energy in that wave system that was the source of drag at that end of the foil. It is thus sometimes referred to as lift induced wave drag. Lift induced wave drag is very much influenced by Froude number (a number that describes a boats speed in comparison to its length. It also describes the relationship of inertia forces to gravity forces). At vanishingly small boatspeeds (Froude number all but zero) gravity forces, which maintain the water level, are large and the inertia forces, which try to distort the water surface are, by comparison, tiny. Thus, under the influence of lift the water surface remains essentially undistorted and there is what an aerodynamicist would describe as a reflection plane. In a reflection plane, as there is only one tip, the flow behaves as though the span were double the geometric span (i.e. the span extends from the tip of the fin under the water surface to an imaginary tip a similar distance above the water surface) and as lift induced drag varies inversely as the square of span, induced drag would reduce by four times,

which is obviously a very desirable state of affairs. However, at infinitely high Froude numbers the inertia forces are now infinitely large and the gravity forces, by comparison, are infinitely tiny so that, under the influence of lift there is almost no resistance to the surface distorting and there will be almost complete pressure release. The span will now extend from the tip of the fin to around the water surface and will thus be approximately half that at vanishingly small boatspeeds and the induced drag will be around four times higher for a given amount of lift.

These are extremes, which are not possible, but by looking at the extremes we can get a pretty clear idea of the trend of what happens in-between. Obviously, the lower the Froude number the nearer we are to the vanishingly small case, the greater the effective span and the lower the lift induced wave drag. Conversely, the higher the Froude number the nearer we are to the infinitely large case, the smaller the span and the higher the lift induced wave drag.

This has large implications for the efficiency or otherwise of lift produced by the hull. If we were able to eliminate canoe body lift by say the use of a gybing board the lift from the foil would not just stop at its junction with the canoe body but would carry over to the water surface where it would distort the surface. Because this distortion would be over a comparatively short fore and aft distance the Froude number associated with this disturbance would be high, the effective span would thus be short and induced drag at the water surface high. If we now allow the canoe body to produce lift, as already described, the circulation from the fin will combine with that from the hull so that the lift, near the water surface, will then be spread over a greater longitudinal distance corresponding to a lower Froude number for the same speed. Because the Froude number is lower the effective span will be longer and the induced drag smaller. Overall there is a symbiotic relationship. The fin extends the effective span of the canoe body to its tip and the canoe body extends the effective span of the fin to or above the water surface, depending on the Froude number, thus improving the effective span of the hull/fin combination and reducing the overall lift induced drag.

Additionally, although nothing to do with the efficiency of the hull as a lifting device, but having a lot to do with overall performance, canoe body lift is, relatively speaking, high up. As total lift must remain the same, canoe body lift replaces lift that would otherwise be produced lower down on the fin so that the centre of hydrodynamic pressure is higher and thus nearer the centre of aerodynamic pressure. This reduces the length of the heeling arm and thus, for a given aerodynamic force, the heeling moment. As, in a keelboat, righting moment varies approximately with heel angle and as, for equilibrium, righting moment must equal heeling moment, the effect of this is to allow the boat to heel less, which makes the rig and perhaps the hull, more efficient.

On the same tack, the effect on the water surface of lift around the hull/fin combination also contributes to the righting moment. As mentioned previously, lift evidences itself at the water surface as a distortion of that surface. On the low pressure side the water level is lowered forming a trough, which is superimposed on the trough caused by the natural low pressure in this area, which is due to the boats progress through the water. On the high pressure side the water level is raised and the natural trough in this area is reduced. The net effect is to move buoyancy to leeward, which increases righting moment. As far as stability is concerned an increase in righting moment is equivalent to a reduction in heeling moment. Either way the boat will sail more upright and more efficiently.

There is, in support of the above hypothesis, anecdotal evidence to suggest that the lift produced by the canoe body is, in the overall context, reasonably efficient lift. I have been fortunate enough to have done a considerable amount of testing in a re-circulating water channel (a flume) and it is relatively simple, in such a facility, to set the flume running at a particular speed and then, with the help of radio control, to simultaneously alter trim tab, rudder and yaw settings so as to maintain an equilibrium side force and then note the effect of any changes on drag. A fin with a trim tab is not a gybing board but it is a means of altering the ratio of lift on the appendages to that on the canoe body. I can say that, according to our experiments, eliminating canoe body lift was never a fast solution. Minimum drag, for a given side force, was always achieved with some appreciable yaw angle which would suggest that canoe body lift is not as inefficient as some people would have us believe. Indeed it must be quite efficient to produce the results we observed.

Additionally, Frank Bethwaite, in one of his books, mentions that he tried a trim tab on a Moth dinghy and found that it made no difference to its performance. As the advantage of a trim tab is that it

allows a smaller or thinner and thus less draggy foil to produce, efficiently, the same lift as a larger or thicker foil and as the size of the foil, in this experiment, was not reduced in either area or thickness, I am not surprised. However, a trim tab on a foil of the same size will have produced more lift than one without a trim tab, which would have meant that, for equilibrium, the hull would have had to produce less lift and the leeway angle would have been reduced. As there was no change in performance one could deduce that the lift produced by the canoe body without the trim tab was no less efficient than that produced by the foil.

If one then accepts that the hull does produce lift reasonably efficiently it would behoove us to make it the best possible shape to produce lift. A non-spinning ball would produce no lift no matter what angle it was presented to the fluid flow. The distance travelled from the attachment point at the nose to the separation (detachment) point near the tail would be exactly the same on the top surface as on the bottom surface and there would be no circulation and thus no lift. On the other hand, an American football or rugby ball, again not spinning, but presented to the flow at some angle to its long axis would produce lift because the attachment point would now be below its nose and the mean separation point around the centreline of what would be its tail. The flow from the attachment point to the separation point would now have to travel further on the top surface than on the bottom surface and there would be circulation and thus lift. (Because of friction which takes energy from the boundary layer flow, the flow never reaches the extreme tail but separates some distance before reaching it hence my term mean separation being a point midway between the detachment points on the top and bottom surfaces). However, the mean separation point would not be quite on the centreline of the tail but slightly above. Because of low pressure on the upper surface and high pressure on the lower surface, caused by circulation, the mean separation point would be dragged, to some extent, from around the centre of the tail onto the top surface and this would reduce the circulation and thus the lift. That is why airfoils have sharp trailing edges. The sharp edge helps define the point at which separation will hopefully occur thus helping prevent flow from the lower surface migrating to the (in aircraft terms) top surface and thereby reducing circulation and lift. Nevertheless, even with a sharp trailing edge, the top surface in particular does, to some extent, separate before the flow reaches the trailing edge, which does reduce lift, but to a greatly reduced extent compared to a rounded trailing edge.

The yawed boat hull with a round bilge behaves in much the same way as the rugby ball. The point of separation will be some way round what would be the trailing edge on what would be the top surface of an aircraft wing with a consequent reduction in circulation and thus lift. Also, the area of separation will be large and the wake wide which will increase pressure drag. When heeled, a well designed chine gives a sharp trailing edge to the canoe body foil making it, for the reasons just discussed, into a much more efficient lifting device producing greater circulation and thus lift and also, less drag. Of course, when upright, the chine works in the same way as on a powerboat, allowing the water to leave the canoe body cleanly and thus reducing drag.

Rudder lift is always efficient lift that is why weather helm is fast. When a boat proceeds through the water it generates a pressure system around it with high pressure at the bow and stern and low pressure around the middle of the boat. The wave system around the boat mirrors that pressure system with an elevated wave in the areas of high pressure at the bow and stern and a depression in the low-pressure area in the middle of the boat. A conventional rudder at the stern is working in an area of relatively high pressure, thus the lift it produces tends to reduce the height of the wave system at the stern thus reducing the energy in the wave system and with it, of course, the drag. By comparison fin lift is less efficient because the fin is normally placed around the centre of the boat in an area of low pressure. The lift that it produces tends to increase the depth of the trough, increasing the amplitude of the wave system and of course the energy contained in that wave system.

This was the basis of the theory behind the concept used for the Twelve Metre "USA". Have a bow and stern rudder of maximum draught and develop as much lift from them as possible in a high-pressure area and thereby reduce or eliminate the amount of lift in the middle of the boat, in a low-pressure area. The intended overall effect of this was to reduce the amplitude of the wave system and thus the energy contained within that wave system. However, it didn't seem to work. Putting all the lift on the bow and stern rudders and thus eliminating lift from the hull and central fin was, according to our tests, very inefficient. Because the whole concept was built around the rudders producing all the lift, when they didn't

there were other consequences. Because, if their concept worked, there would be little or no lift on the strut that supported the bulb and thus no circulation exiting at the bulb tip they cambered the bulb like a banana to align it more with the local flow around the canoe body in an effort to reduce its drag. This is great if there is no lift generated by the strut or the canoe body but if there is lift in these areas, the resulting circulation will migrate down the fin and exit as a vortex that will wrap around the bulb and ultimately leave at the tip of the bulb, which in the case of a banana shape is further from the maximum draught than it need be. The effect of this is to reduce the physical draught. Also, a banana shaped bulb will not only reduce the physical span (draught) but will also direct the resulting tip vortex upwards away from maximum draught thus reducing the effective span.

This is indeed what our experiments indicated. If we produced all the lift on the bow and stern rudders and none on the hull and central strut, drag was high, and if we reduced the lift on the rudders and allowed some lift on the hull and the strut, drag reduced but was still high, probably because the shape of the bulb was reducing the effective span of the hull fin combination. It was thus, in that guise, slower than a conventional Twelve no matter how you set the rudders. However, when we fitted a non-cambered bulb with finlets to maximize the effective span and then allowed the boat to adopt a yaw angle so that the hull and strut produced lift, and also adjusted the rudder angles to take account of the fact that the bow rudder was working in the up-wash caused by the lift on the hull and the central strut, and the stern rudder was working in the down-wash of the two preceding foils and the canoe body, the concept was very fast. (Yet another indication that canoe body lift is not inefficient?).

Besides tank and flume testing the models, we also sailed 1/10th scale models and even at this scale, where Reynolds number effects on the very small chord foils were working against the concept, when the hull and central strut were allowed to produce lift and a bulb with finlets was fitted, it was more than a match for more conventional Twelve's.

Incidentally, I doubt that the wall sided topsides on AC class boats were there to produce side force. The effect of the wall sidedness was to reduce the amount of additional volume immersed when the boat was heeled. For equilibrium reasons boats cannot increase or decrease their volume when they heel so they either sink or heave (jack upwards) depending on the change in volume from the upright case. When the boat heels, the less additional volume is immersed on the leeward side and the more volume is removed from the windward side, the lower the heeled volume and, because equilibrium must be maintained, the more the boat will settle in the water. For a boat with overhangs this is useful as it will then have a longer sailing length. Tumblehome increases this effect, which is one reason why most rules either ban or put some limit on it.

Finally, bi-planes are not as inefficient as some people think; indeed in some applications they are very efficient. They produce a given lift, for a given span, at considerably less induced drag than a monoplane and structurally they are good. However, profile drag is higher and mechanical high lift devices do not work as well as on a monoplane which negated some of their aerodynamic advantages. Thus, when structural engineers learnt how to design lightweight cantilever structures, the first being Junkers in 1915, the bi-plane concept in aircraft was doomed. However, in applications where low induced drag is important and where profile drag is less important but span is restricted, the concept is still useful.

Dave Hollom,

PS: - Could you spell my name right? It is Hollom not Hollum.
(Editor – David Hollom is a UK based naval architect with a long-term interest in radio yachts and planes. He has designed many radio yachts including: SAILSetc's foils since 1992, P & P Yacht's IOM "Arrival", the Marblehead "Ashanti", the Ten Rater "Eclipse", and "A" boats that include "Northern Dancer", "Nijinsky" and "Hard Tack". He has a number of significant championship winners in this list. America's Cup design work includes 12 Meters in the 86/87 British Challenge and later Swedish Challenge. There are a number of other full-sized designs and foil consultations. David is a contributor to Seahorse magazine on many mostly technical articles. We are honored by his thorough spot-on contribution to our chine discussions. And I need to thank Mr. Anonymous for initially triggering this lively discussion. Who knew the discussion level would soar to such heights?)

PLAYMATE OF THE MONTH... CAN 23 – Graham Herbert's *Coyote*:

I was attending our first ever Seattle Model Yacht Club IOM regatta a few years ago, and the first boats that really caught my attention were Graham (and his brother Martin) Herbert's whimsically painted ZOOM ladies from British Columbia. There were a bunch of them and the high custom aesthetic was totally unexpected. Each was unique in graphic design, and this often included coordinated sailbox graphics too. You can't help but smile at this functional art, but surely these very custom beauties are not serious race boats? Well I was very wrong in the performance part of my first impressions. I also underestimated Graham's commitment to IOM sailing, as he traveled four days and six ferries from his rather isolated Hornby Island home for our iffy 'promotional' COW Cup Regatta in 2010.

One glance at his boats and it is obvious that Graham is an artist. Here's a link that briefly shows his work: http://realhornby.com/creations/artists/grahamherbert/.

Having sailed and socialized with Graham a few years now, I can tell you that he is as colorful as his boats. I've also come to appreciate how dependable his idiosyncratic custom IOM boats are as well as his unique sailing club on Hornby Island. He has a very good eye for "reading" hull shapes and sails, who I wouldn't hesitate to call on for tuning help. On to the interview, which I know you will enjoy:

Graham Herbert adjusting his custom COYOTE's shroud tension at Saltspring Island Sailing Club, which is silly easy with his system. The hull form is another new boat inspired by Brad Gibson's BritPOP! The hull graphics extend to the sail box seen beyond the transom. Bob Wells photo.

SMYC: Tell us a little about your sailing background before you discovered radiosailing. I know that before you became a full-time artist that you have been a North sailmaker and later ran your own Thunderbird Sails loft in BC.

Graham Herbert: My dad was a sailor and boat builder so I grew up helping him build sailboats. We had a model Schooner that we would chase around with our plywood runabout and that was my first experience with sailing. When I was about 10 my dad built a 14' open sailboat that I helped with and we used as a family. We would take it on our annual vacation to various lakes and I learned to helm in that boat. One day my dad announced that he had ordered plans for a fireball and we spent the winter building 2 of these. I am pretty sure they were the first 2 in North America and they got Martin and I into racing. At first we raced together taking turns helming but soon we each had our own boat and we were competing. Martin ended up doing much better than me in the fireball winning several nationals. When I was 18 I acquired a used wooden Flying Dutchman, which I had a lot of fun with. Some time in my teens I designed and built a Marblehead that had sheet to tiller steering, which we used to set off across the lake and drive around to see it sailing ashore. Later in my 20's I started working at North Sails where I learned a lot of stuff that is very useful to me now with IOM's. I raced on all kinds of boats when I was a sailmaker but eventually I got fed up with sailing and quit competitive sailing completely. Many years later in my 40's Martin gave me an International Canoe and I started racing that until Martin encouraged me to build an IOM for the Nationals on Saltspring. I it did in record time of 3 weeks from never having heard of IOM's to sailing my own design in the nationals.

If you were buying IOMs from a street fair they would probably have a similar character as these examples of Graham's many ZOOMs - shown here at the 2010 COW Cup. Hull graphics are distinctly different on every boat but otherwise they are standardized for ease of maintenance of his fleet on Hornby Island, BC. Julian Lee photo.

SMYC: Why did you choose Hornby Island as your place to live?

Graham Herbert: I came to Hornby just for the day 22 years ago and I missed the last ferry off island so I had to spend the night. Looking around the island that evening I met a guy who was selling lots so I ended up buying one and have been here ever since. Hornby is very laid back and there aren't a lot of options for entertainment so it is easy to get people interested in IOM sailing and they have the time to do it. We have 14 sailors in a population of 900 so at that rate Seattle should have like 10,000 IOM sailors. Also Hornby is very beautiful with the best beach in the Gulf of Georgia.

SMYC: How did you happen to get into radiosailing?

Graham Herbert: I went to Nova Scotia and sailed on the Bluenose and fell in love with schooners again and realized that the only practical schooner would be an RC schooner so I built one, which I sailed for about 6 months when Martin introduced me to the IOMs.

Introducing the Hornby Island Sailing club fleet. Graham's custom boats deserve a practical custom trailer that stores and carries the boats, cradles, and sail boxes. The eight radios and battery packs are in a separate tray with bins. The trailer is made from recycled components by Graham. Fantastic! Photo Graham Herbert.

The Hornby Island Sailing club venue at Ford Cove. Here they are sailing inside the floating breakwater at the marina. On the right in this photo is Julian Laffin, a Graham protégé with his own Zoom and the 2nd best IOM Hornby skipper.

SMYC: Rumor has it that your ZOOM is essentially a TOPIKO, but I don't see it in the hull form or the foils? What inspired the ZOOM design, and how many have you and your brother Martin made now?
Graham Herbert: Peter Van Rossem came to Saltspring in 2007 with his new TOPIKO and dominated the regatta. Up till then I had designed and built 3 IOMs but they all had really fine entries and wide "dishy" sterns like the French were doing at that time. I decided to do a design similar to a TOPIKO so Peter let me photograph his boat and take measurements. Zoom has the same beam and transom width as a Topiko and probably a similar prismatic but I added flare and a sharp deck edge to the bow; instead of the inverted-V deck with rounded deck edge that the TOPIKO bow has. Also I got rid of the V bottom amidships so it doesn't look much like a TOPIKO but it has very similar proportion.

SMYC: ZOOMs are proven fast is light air. I couldn't help but notice at Saltspring Island a few weeks ago that the ZOOM carries the A-rig much longer than say my TOPIKO. In fact the whole fleet is pressed in B-rig and a few of your ZOOM designs carry on somewhat competitively with A-rig - and these are loaner boats with less experienced skippers!
Graham Herbert: The ZOOM was a great all-round boat and is still pretty good today. When I started sailing the first ZOOM I could win very easily with it so I decided to build some more of them and get some of my friends sailing them.

LEO on the way to winning the 2011 COW CUP. Ron Hornung photo.

SMYC: How many ZOOMs have you built? I'm under the impression that you tweak certain things like bow flair with later iterations. What tweaks are examples and did you develop some preferences here.
Graham Herbert: I built 8 ZOOMs and Martin built 4 using my moulds. Lawrie made his own moulds using my drawing and he built a few of them too. (See detailed ZOOM photos in one of our first newsletters here: http://www.seattleradiosailing.org/wp-content/uploads/pages/Seattle%20IOM%20Update%20-%20Nov_2010.pdf)

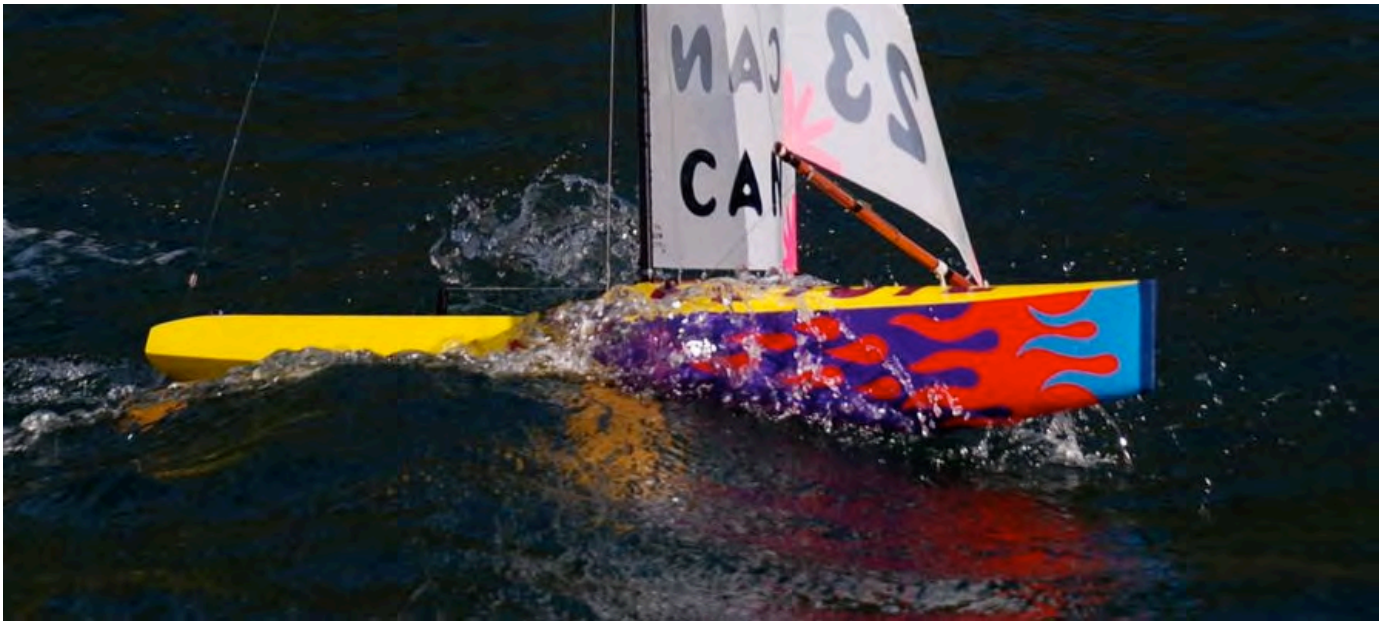
SMYC: How do you build your fiberglass Zooms?
Graham Herbert: All my moulds are male moulds so the glass is laid up over the mould the outside and has to be faired and painted.

SMYC: Tell us about the design and building of your foils and bulbs. And the tubercle bumps that you sometimes incorporate. Do they work?
Graham Herbert: I have made a lot of foils over the years right from when I helped my Dad so I have lots of practice with how to do it so I just make them by eye and feel. I don't use any numbers or science of any kind. I make the plugs out of cedar by gluing 3mm thick cedar onto some birch plywood then I shape the foil with coarse sandpaper, coat it with epoxy then sand it smooth. From this I make the fibreglass

moulds. I lay up the two halves with a mix of unidirectional and woven carbon until both halves of the mould are full then I clamp the two moulds together. The finished fin is solid carbon and very stiff. It is a bit heavy but because my fins are so narrow the total weight isn't that much, about 130 gms. I have made a few rudders with tubercle leading edges and they work fine but I can't tell if they are an improvement. They are a lot of work to build so I don't think they are worth it and I don't have one on COYOTE. They look cool though.

SMYC: I know that you stated a preference for a little lee helm. This relates directly to the keel location and mast base offset from the keel?
Graham Herbert: I am now sailing with a balance helm. I still think that lee helm is preferable to weather helm but it is hard to point well and in some situations pointing is important so a balanced helm is the best. I usually put the aft edge of the mast in line with the foreword edge of the fin. This gives a nice balance and with the rake adjustment you can get perfect balance for any condition. On my new design I am putting the middle of the mast in line with the foreword edge of the fin after reading Ian Vickers remarks [in our previous newsletter] and with my own experience with the chined boats I have designed.

SMYC: Tell us about the rigs and sails. On the surface they appear all the same.
Graham Herbert: I have made many sets of sails for my early boats and lots of them were no good so it took me several years to get a really fast design, now all my boats have the same sail design. The rigs are all the same too so I can maintain my fleet easier than if I had a bunch of different stuff. My rigs haven't changed much over the years as I like to make all my own fittings and they are really simple, foolproof and cheap. My early sails were heavily influenced by my big boat sailmaking ideas but I gradually learned that model boats need much flatter sails with the draft farther foreword. I keep meticulous records of all the sails I make so I can really keep improving on what I have done. The last year I have pretty much standardized my sail designs.



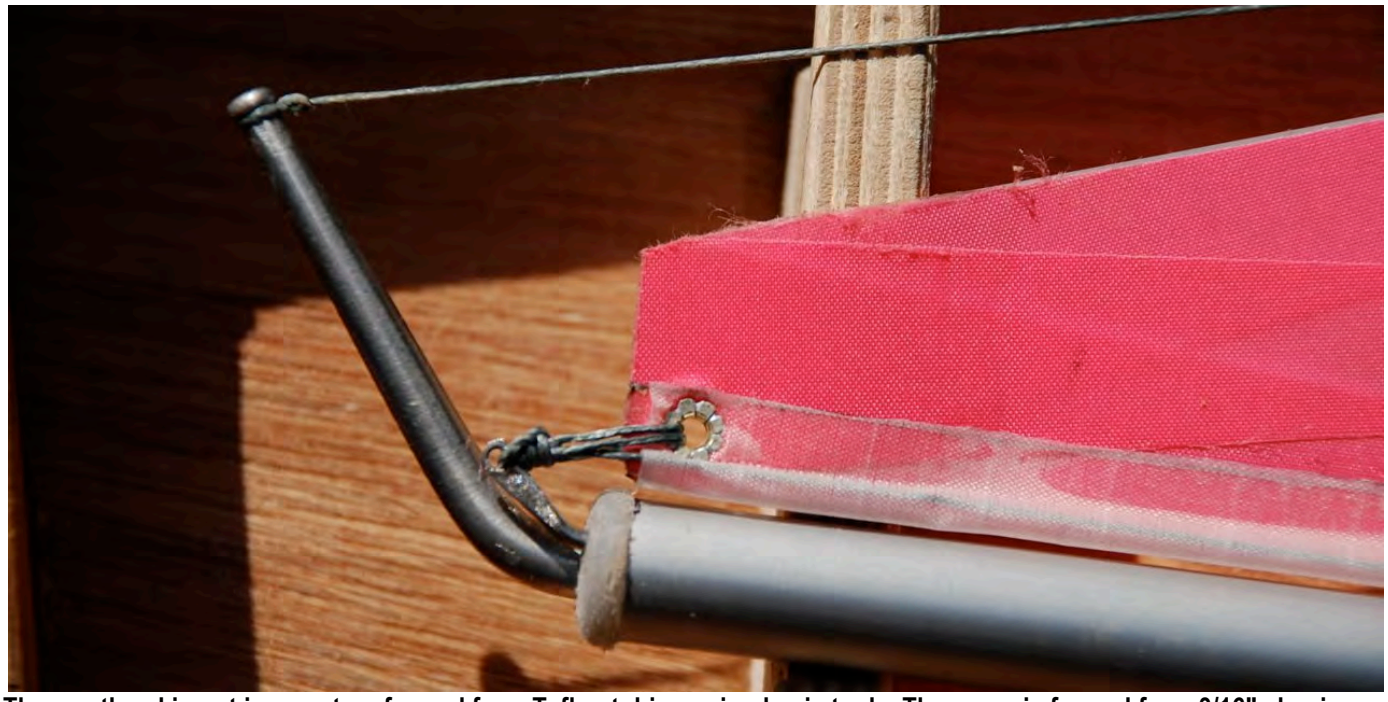
Coyote test sailing with B-rig earlier this year in dark Canadian saltwater. Photo Graham Herbert

SMYC: How do you make your sails?
Graham Herbert: I have a paper pattern to cut all the panels then I stick them together with double sided tape using curved blocks to get the shape in the seams. I have 4 different shaped blocks that are marked out in 1 cm increments so I can get different fullness' by moving the panel to a different location on the block and different draft locations by using different blocks. I keep records of every sail so I can repeat a shape easily. After the seams are done I draw the luff curve to match what the mast looks like when set

up on the boat. I use a lot of pre-bend so I end up with a lot of tension on the forestay so I don't cut any hollow in the jib luff.

SMYC: The tension in your rigs is more than I've seen on other boats. 10lbs on shrouds and 7 on backstay in a medium air regatta as I recall when I measured one time a few years back.
Graham Herbert: I don't pay much attention to rig tension in any scientific way; I have always liked really tight rigging so I guess it just follows from a lifetime preference. I have no theory about it.

SMYC: Before we get into your post-ZOOM designs, tell us about your sailing program on Hornby Island. It is unique to anything that I've ever heard of.
Graham Herbert: When I started Radio sailing on Hornby I was the only one. After about a year I helped my friend Pete to build a boat and I built a second boat for myself. Next I invited Julian Laffin to use my second boat and he liked it so he and I built 2 boats. Now I had 3 boats so I invited other people to come and use my spare boats, with 5 boats we were having some fun races. Often more people would show up than I had boats so I would let them sail and I would coach and run the races. More people stared coming so I built more boats, then more people and more boats. Most people didn't have the time or inclination to get their own boat and I really like building them so I just decided to form a club and keep all the boats and just charge dues. Now I have 8 boats and a cart to keep and transport them on so it works really well. We sail Thursday and Sunday mornings and Dale tows my cart down to the marina and whoever shows up can sail. It has a lot of advantages over private ownership. All the boats are always there so whoever shows up can sail. If someone doesn't show we are not down a boat. I maintain all the boats so we rarely have any failures and all the gear is interchangeable so if something breaks we can use stuff off another boat or spare parts will work in any boat. I really like it and have become fondly known on Hornby as the commodore.



The masthead insert is a custom formed from Teflon tubing using basic tools. The crane is formed from 3/16" aluminum rod tapered with a file on the drill press then bent. The halyard and jackline connect to a custom stainless piece formed from 1/16" S.S. rod hammered flat then drilled. This piece swivels easily on the Teflon, and it clears below the crane despite what it looks like in this photo. Graham Herbert photo.

Most of his boats use the 7/16" Easton tent pole mast with prebend, but on Coyote's A-rig he is trying the lighter 11.1mm SAILSetc round section. Graham recently blew the budget and purchased some high tensile Pierre Gonnet masts to try out. Shrouds are fixed at the top with lashing and adjust at the base. Bob Wells photo.

Spreaders are made from thin aluminum filed to an airfoil shape and lashed to the mast and shrouds. Bob Wells photo.

Shrouds terminate in custom stainless tubes that hook into an aluminum deck flange with holes for very quick micro and macro adjustments. This is highly functional and low weight. Bob Wells photo.

SMYC: After the ZOOMs your next design is LEO. Tell us about how that design came about.
Graham Herbert: No, next came SCORPIO, which I built right after Brad Gibson won the 2010 US Nationals in Dallas. That got me lusting after chines. SCORPIO is basically a ZOOM up to the chines then the topsides turn-in instead of continuing out. It wasn't a real improvement over a Zoom except upwind in a breeze it seemed a bit faster. I only sailed it a few times before I designed LEO, which is a much better boat. By then there were quite a few really good photos of BritPOP so I had a better idea what Brad was up to and LEO was my interpretation of that with a bit of my own thinking thrown in. Initially LEO was very fast in the heavy stuff but a bit slow in the light so I started modifying the hull by adding a bit more rocker aft of the fin and cutting the forefoot off and moulding a new shape and fitting it in, also adding a bit of rocker up front. These changes made a big difference and she became a good light air boat with only a small sacrifice in heavy air so now I had a great all round boat.

SMYC: It's pretty obvious that you're taking non-sailors and coaching them up. So what does it cost to join your IOM sailing club and sail your boats and put up with your coaching?
Graham Herbert: At first they get to sail for free. After I have them hooked I start collecting dues, they call me the pusher. The first couple of years I charged $40 a year but this year I decided to charge $100 as a radio was dropped into the sea and I wanted to be able to cover the cost of an accident like that without anyone having to pay for it individually. We flushed the radio out with fresh water right away and once it dried out it worked fine.

SMYC: And what paint and techniques do you use to get your art applied to your boats? How long does it take? Is it heavy?
Graham Herbert: I use a top quality acrylic primer, artist quality acrylic paint and a water based polyurethane clear-coat, altogether about 30 very thin coats most of which gets sanded off as the finish progresses. Depending on the paint job it may take 3 days to a week and is very exacting work. The finished paint job is very thin and weighs less than 100 gms. I use top quality paintbrushes; my favourite is a very fine haired 1" brush that costs around $90. The secret is to really thin the paint.

SMYC: How did you form the hull?
Graham Herbert: I don't do any drawings, I get a big block of pink Styrofoam and I bandsaw the top plan and the rocker into it. Then I mark out the chines and the deck shape and shape the tumblehome with a rasp and sanding block. Then I shape a 3" section amidships and at the transom. I just keep carving away the foam making sure to do exactly the same thing on each side. Once I have it pretty close to what I want but still a bit on the full side I tape a bulb on the bottom and bring it up to 3900 gms, 100 gms light as I don't have the displacement of the fin and rudder which is 100 gms and float it in the bathtub. Now the bow and stern will be about 5 mm out of the water. Now I can start the final fairing repeating the float test until the bow and stern are just clear of the water, it takes about 3-5 float test to get it right and the shape gets refined as I go. Once I am finished fairing I cover the mould with 2" wide cellophane packing tape then I lay up the glass over that. The thickness of the glass doesn't seem to affect the way it floats as the finished boat floats just right.

SMYC: A year later you bring out COYOTE, which was very fast at CAN Westerns earlier this year. It was a horizon job on the fleet. Tell us about how this design came about, because it is another different hull form.
Graham Herbert: COYOTE is a direct descendent of LEO, I modified LEO's mould to make COYOTE. I added a bit more rocker foreword and made the back a bit flatter and lowered the chines closer to the water so they would come into play sooner and have more "grip". COYOTE is a good boat but I wasn't sure she was as fast as LEO. I sailed COYOTE in the spring regatta and she was really good but I decided I liked LEO better so I took her to COW CUP and was thrashed by Jan (Schmidt). He out sailed me for sure, but I decided to take COYOTE to Saltspring and she was great there. I am looking foreword to seeing how she does at Hood River Carnage.

SMYC: You have eight boats to charge to go sailing. What systems do you use and do you have any tips?
Graham Herbert: I charge the radios with the chargers they come with, I made a box that all 8 chargers can plug into so I only need one wall outlet. I made a box that holds 8 radios in separate compartments with holes to plug the charging jacks into the radios. Everyone puts the radios into the box facing the right way and I just have to plug the jacks in to charge them. I have 2 double smart chargers to charge the boat batteries so I can do 4 at once. I have an electric bicycle too so it seems I am always charging batteries.

Jib swivel is a stainless hook lashed and glued to the boom. Each rig swivels on its individual string in an individual tube that extends to the hull bottom. Bob Wells photo.

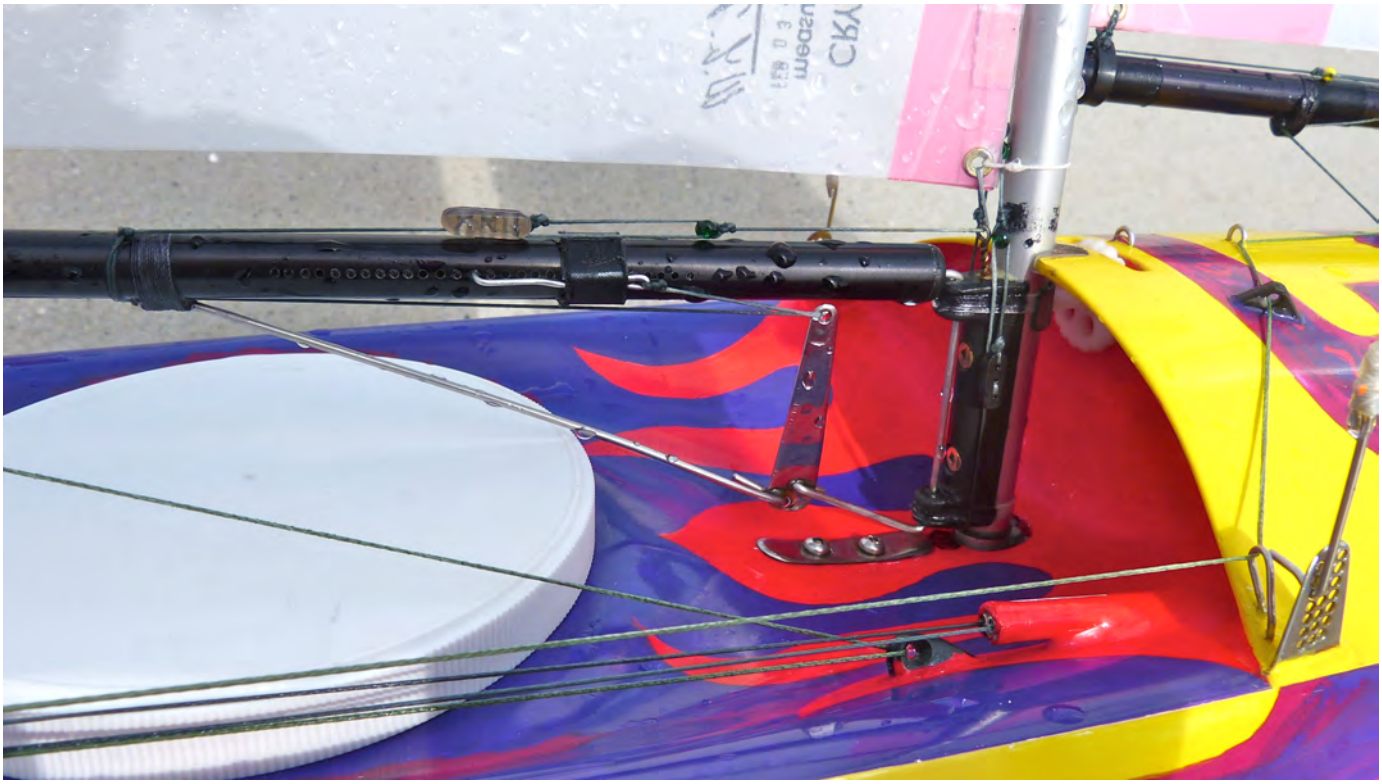
Jib boom is a Easton 7/16" tent pole with 4-part topping lift for fine-tuning located along the boom for less windage. Bob Wells photo.

SMYC: One of the things that I've admired about your boats, as well as your brother Martin's, is they seemingly do not have breakdowns although you both sail a lot and mostly in saltwater. I assume that you had issues in the beginning, but have it all sorted now. Tell us about your electrical systems, because I understand that they are now standardized.
Graham Herbert: On Hornby we always sail in the salt so it is very important that the boats don't leak. I am so fussy about this that I don't even put drain holes in my boats. I use the big Hitek mega sail arm servo, the 815BB. This is an extremely reliable servo that can survive being stalled for a very long time, which means it never burns out. It has one other big advantage - it is cheap. I buy them 6 at a time. I rig the arm so that when close hauled the lines run right back over the pivot point of the arm so there is no load on the servo. This really saves the battery. It also allows very fine adjustment to the sheeting with fairly large movement of the stick in the close-hauled range.

Graham centralizes all his electronics behind the fin box, including batteries. This is actually a more recent and more narrow beamed design called COBRA that is discussed later in this article. Bob Wells photo.

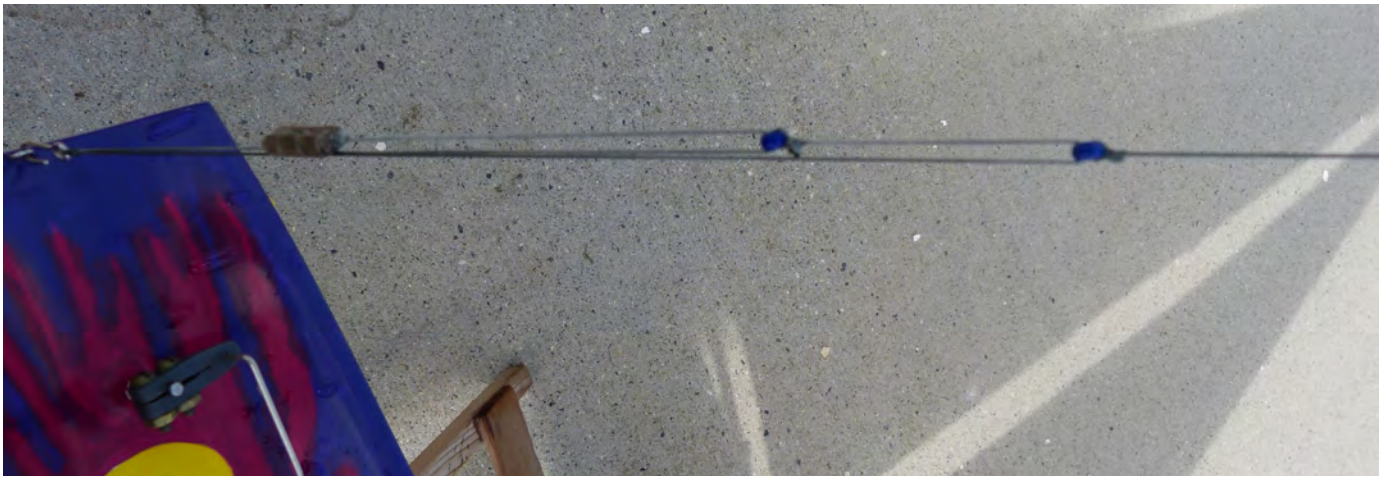
SMYC: I thought that you used rather heavy Easton tent-poles with a slight prebend, but the photos show something else. What do you like for masts and booms?
Graham Herbert: I like the Easton tent-poles and have them on most of my boats but they are pretty heavy. I had a couple of Bantock round masts that are very light and I had given up on because they are so finicky to tune. I decided to try one out on COYOTE as I wanted to go as light as possible on my A rig and I thought I know more about tuning now and I should be able to make it work. I have the tent poles on my B and C rigs. Steve Young is going to sell me some of the lightweight high tensile masts he gets from France (PG or Pierre Gonnet masts) so I think that will be the best.

SMYC: I also understand that you have recently started using a jackline for your main luff. How do you like it? Tell us about your custom masthead fittings too.
Graham Herbert: The jackline ties to the bent wire fitting at the top and exits the bottom about 15 mm above the tack where it has a bead tied to it. Then there is a 4 to one purchase with a bowsie running down the mast besides the gooseneck fitting. The luff tape is cut away in 4 places so the jackline can be tied to the mast. I think the sail sets a bit better this way than with just ties.



Graham's custom gooseneck includes a lever vang. Glass beads are used as blocks for the 2-1 purchase for the main downhaul and jackline. Graham said he has never had a bead failure. The lid is from cookie jars. Bob Wells photo.

Conventional yet homemade here, as elsewhere. Bob Wells photo.



Backstay with 4-1 purchase for fine-tuning uses glass beads. The tiller arm and bowsie are custom made of course too. Bob Wells photo.

SMYC: Photos show that your jib topping lift is a 4-part adjustment along the boom, providing less windage and finer tuning. Likewise your backstay is also 4-part. You use glass beads as blocks. Where else do you use multiple-part purchase on your rigs? How long have you been doing it this way?
Graham Herbert: About 4 years ago I was watching my wife Gloria sewing beads onto one of her quilts and as I was watching the thread pass through the bead I realized that they would work for blocks. They are pretty high friction but for the use I put them too they work great. I also use them on the jackline and the mainsail luff downhaul.

SMYC: Provide some background on your unusual gooseneck and vang assembly.
Graham Herbert: When I built my first IOM "POSSUM" I had no time to order any fittings as I had to make the whole boat in 3 weeks for the Nationals, in fact I didn't even know you could order fittings so I just tried to think up things that I could make myself and would be simple. I had a lever vang on an OK Dingy I once had so I thought I would try that and on Fireballs we used multiple hole shroud adjusters which gave me the idea for my multiple hole chainplates. Both these things worked so well that I have just kept refining them and now they are really nice little works of art.

SMYC: In closing, and I know I'm off topic with this request, but would you share the story of your Mother surviving the air raid. It's a doozy.
Graham Herbert: During the blitz of London my parents didn't like going to the air-raid shelters because the shelters smelled so bad so they just took their chances a bit like Russian roulette. One day my mom heard the bomb coming so she ran to the top of the stairway on the third floor of the tenement house where they lived. The bomb hit their house and blew the whole thing down except for the stairway, which was teetering amongst the rubble with my mother unhurt on top of it. All her clothes were blown off and her hair was full of plaster but even her hearing survived. My dad watched the bomb hit their house from where he was serving as fire lookout and he ad a terrible time till he found out my mom was saved by a fireman who climbed up and got her down. She survived because the bomb landing dead center in the house and the center part of the explosion is less intense blowing everything outward away from her. I think God saved her so Martin and I could race IOMs. I was born a few years later.

SMYC: Well I thought this article was complete, and I'd just finalize with a few more pictures from Hood River Carnage. But Graham crosses me up after writing, "I'm looking foreword to seeing how COYOTE does at Hood River Carnage". Instead he shows up with a new ultra skinny chined design with tumblehome called COBRA! COBRA borrowed the rigs and foils from COYOTE, and is a similar concept with very different proportions. So Graham, why suddenly a new design? What did you change from COYOTE and LEO? Are things a little slow on Hornby?

Graham Herbert: I wanted to do a really narrow boat for quite a while then when you interviewed Ian Vickers and showed pictures of his boat I decided to go ahead and try it. I didn't think I would have it ready for Hood River so I wasn't pushing ahead with it, but as the time got closer I realized if I borrowed the rigs from COYOTE I could be ready. It was probably a mistake as I had COYOTE going real good but I didn't even sail COBRA with a B or C rig before Hood River. COBRA is 160 mm maximum beam and 130 mm beam on deck so she is 18 mm narrower than COYOTE and LEO. She is fuller in the ends to get enough displacement and the tumblehome is more extreme. Yes Hornby Island is very slow and time has never been money here.

These COBRA's bow, stern and side profile photos from Hood River tell much of the story. Foils, bulb, and rig were borrowed from COYOTE. Bob Wells photo.

SMYC: COBRA lacks your usual expressive graphic detail in the paint scheme. What's up?
Graham Herbert: No Time, I only had time for a very simple paintjob but I think she still looks pretty cool.

SMYC: What's your verdict on COBRA's performance compared to Coyote and Leo?
Graham Herbert: I think right now COYOTE is probably a bit faster but I haven't had enough time or tried different tunings so I really have no conclusive answer yet. I am now making the rigs for COBRA so we will be able to test her against COYOTE.

SMYC: So with no more room in your trailer, does this mean one of your boats might actually be coming up for sale?
Graham Herbert: Not yet, but I have been known to change my mind.

SMYC: Once again I have enjoyed this interview process thoroughly, and am pleased to share Graham's IOM story with our readers. I imagine if Jan Dejmo is reading this he is smiling because he wanted the class to allow competitive home-built boats, and your boats certainly fit that description. Thank you Graham, you make sailing interesting and fun.

Graham's shop/studio is right out of a Grimm's fairy tale. Photo Graham Herbert.

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)

Editor: Bob Wells (WellsonIsland at Comcast dot net)

2012 Regional IOM Regatta Schedule

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

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

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

Date	Time	Club - Event Name	Location	Contact	Phone
1/8	1PM – 4PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
1/22	1PM – 4PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
2/5	1PM – 4PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
2/19	1PM – 4PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
3/4	1PM – 4PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
3/10	10AM – 2PM	GHMYC – Saturday Regatta #1	Surprise Lake	Steve Young	(253) 202-6840
3/18	11PM – 4PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
3/24	10AM – 2PM	SMYC – Saturday Regatta #1	Coulon Park	Bob Wells	(206) 232-9036
3/24-25	See NOR	**VMSS - Beaver Fever** (Victoria, BC)	Beaver Lake	Barry Fox	www.WCMYA.ca
4/1	1PM – 4PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
~~4/14~~	~~10AM – 2PM~~	~~GHMYC – Saturday Regatta #2~~	~~Surprise Lake~~	~~Steve Young~~	~~(253) 202-6840~~
~~4/15~~	~~1PM – 4PM~~	~~ARCS – Sunday Regatta~~	~~Cranberry Lake~~	~~Julian Lee~~	~~(360) 299-2900~~
4/14 –15	See NOR	Boise – Famous Potatoes Regatta	Boise, ID	Bruce Anderson	www.iomusa.org
4/21-22	See NOR	Hornby Island Regatta	Hornby Island, BC	Graham Herbert	www.WCMYA.ca
4/28	10AM – 2PM	SMYC – Saturday Regatta #2	Coulon Park	Bob Wells	(206) 232-9036
5/5–6	See NOR	**SMYC – COW Cup**	Coulon Park	Bob Wells	(206) 232-9036
5/12	10AM – 2PM	GHMYC – Saturday Regatta #3	Surprise Lake	Steve Young	(253) 202-6840
5/20	1PM – 4PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
5/26	10AM – 2PM	SMYC – Saturday Regatta #3	Coulon Park	Bob Wells	(206) 232-9036
6/1-3	See NOR	**SISC – CAN West. Regional (WCAS #1)**	Saltspring Is., BC	Lawrie Neish	www.WCMYA.ca
6/9	10AM – 2PM	GHMYC – Saturday Regatta #4	Surprise Lake	Steve Young	(253) 202-6840
6/17	1PM – 4PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
6/16-17	See NOR	**OMYC – C-rig Test Fest at the Gorge**	Hood River, OR	Morgan Dewees	(360) 608-4290
6/23	10AM – 2PM	SMYC – Saturday Regatta #4	Coulon Park	Bob Wells	(206) 232-9036
7/1	1PM – 4PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
7/7	10AM – 2PM	GHMYC – Saturday Regatta #5	Surprise Lake	Steve Young	(253) 202-6840
7/13-15	See NOR	**OMYC – Hood Rvr Carnage (WCAS #2)**	Hood River Marina	Morgan Dewees	(360) 608-4290
7/28	10AM – 2PM	SMYC – Saturday Regatta #5	Coulon Park	Bob Wells	(206) 232-9036
8/5	1PM – 4PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
8/???	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