

SEATTLE IOM UPDATE

Sailing Reports, Schedules, & More

Seattle Model Yacht Club

December 2012 – February 2013

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



Proud Papa with his first production hull (from Robot Yachts) at the 2011 US Nats in Florida. Brad Gibson handily won another Nationals then passed this well prepared yacht, now USA 70, to it's lucky new owner; Roy Langbord in NY, NY. Roy commented, "It was totally worth the wait. The boat and the rigs are amazing." Jerry Brower 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/>

2013 SMYC IOM & PacNW Regional Schedule: Go to the last pages of this newsletter for our comprehensive schedule with many regional regattas. Many are involved to coordinate all the weekend IOM sailing in Washington State, including Gig Harbor MYC and the Anacortes RC Sailors. We try to include the major events in Oregon, British Columbia, Idaho, and Alberta 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 old pond every time. Regattas that are more than 1-day are highlighted.

For Seattle MYC see: <http://www.seattleradiosailing.org>

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

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

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

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

2012 COW CanAm Series Recap:

2012 COW CanAm Series Review: (Formerly: Western CanAm Series)

(Canada – Oregon – Washington)

Bob Wells Reporting:

As I write this it is mid-October with noticeably less daylight and a chill in the morning air. The winter gray wet damp has seemingly set in after something like 91 days of no measurable rain in Seattle, a record for sure. There was no gloom in our second year of this great series though, just sunny skies and mostly smiling faces. I say "mostly" because it is keen competition where there can be only one champion. At the last regatta the series lead was a tie with Jerry Brower and Gary Boell both way in front

of the fleet. They clearly both wanted it as they finished one – two at the Caper. After three regattas all hail our new Champion - Jerry Brower and his Widget, “Mr. Brightside”. Well played!



2012 COW CanAm Series Champion Jerry Brower and his Widget, *Mr. Brightside*, on Salt Spring Island. Here Jerry expresses no idea how he pulled out a 2nd at Westerns from a tight pack, but he'll take it. Photo Morgan Dewees.

After two regattas our 2011 Champion looked to have the series wrapped up. But there are no throw-outs this year with only three regattas, so even though Graham Herbert couldn't attend the last regatta he still achieved a very respectable third place. Congratulations to Chris Brundage from Portland for his best and most consistent finish yet with his fourth place. If Chris doesn't set aside his familiar Widget to trial a friend's unfamiliar Lintel for Hood River, I think he would have jumped ahead a spot. Right behind Chris is his nemesis Morgan Dewees sailing his Widget to another respectable finish. Overall the Widget's dominated this series, which had the full range of conditions from light to heavy

winds and choppy to smooth water. Makes me wonder why Jerry, Chris, and Morgan all have plans in the works for an alternate IOM to campaign next year? Ian Vickers sailing his V8 schooled the fleet at blustery Hood River Carnage, but Ian didn't make the longer treks to our other venues, as did Gary Boell for example.

Thank you to our wonderfully dedicated PROs Lawrie Neish and Freddie Rocha that add so much professionalism to our events, and all the volunteers who are too numerous to list. Thank you also to our hard working organizers: Lawrie, Morgan, and Julian Lee. We like to think we have the friendliest skippers possible in a competitive environment. We know that we have beautiful and inviting venues that are well worth visiting. We hope to see you in 2013, which will be very similar to the previous years and include at least four events with CAN Nats coming to Salt Spring in June.

2012 COW CanAm Series Results after three regattas and no throw-outs:

Place	Skipper/Boat (39 total)	Club/City	Total Score	COW #1: Canadian Westerns (SISC)	COW #2: Hood River Carnage (OMYC)	COW #3: Cranberry Caper (AR/CS)
1	Jerry Brower (Widget)	Seattle MYC	10	2	7	1
2	Gary Boell (Britpop!)	Richmond, CA	11	6	3	2
3	Graham Herbert (Coyote & Cobra)	Hornby Is., BC	24	1	2	21
4	Chris Brundage (Widget & Lintel)	Portland, OR	27	7	16	4
5	Morgan Dewees (Widget)	Portland, OR	28	9	8	11
6	Julian Laffin (Zoom)	Hornby Is., BC	30	5	4	21
7	Bob Wells (Topiko & Britpop!)	Seattle MYC	33	10	13	10
8	Bob Dunlap (Lintel & Topiko)	San Jose, CA	35	26	6	3
9	Joe Damico (V6)	Sequim, WA	36	11	17	6
10	Steve Young (Arrival & Lintel)	Gig Harbor MYC	37	12	11	13
11	Larry Stiles (Pikanto)	AR/CS (Anacortes)	43	18	18	7
12	Peter Sternberg (Arrival)	Seattle MYC	46	26	14	6
13 Tie	Ian Vickers (V8)	New Zealand & CA	48	26	1	21
13 Tie	Kelly Martin (Topiko)	Gig Harbor MYC	48	26	9	13
13 Tie	Jan Schmidt (BTL)	VMSS (Victoria, BC)	48	3	24	21
14	Martin Herbert (Custom build)	Salt Spring Is., BC	49	4	24	21
15	Ron Blackledge (Britpop!)	Portland, OR	50	26	19	5
16	Craig Mackey (Britpop!)	Oceanside, CA	52	26	5	21
17	Andy Slow (Leo)	Hornby Is., BC	53	8	24	21
18	Bill Langjahr (Cheinz)	AR/CS (Anacortes)	54	26	12	16
19	George Georgiadis (Pinot Gris)	Portland, OR	55	13	21	21
20	David Cook (Ska)	VMSS (Victoria, BC)	56	17	24	15
21	Al Finley (Cockatoo)	Brentwood, CA	57	26	10	21
22	Barry Fox (Reggae)	VMSS (Victoria, BC)	58	22	24	12
23 Tie	David Cloud (Zoom)	Hornby Is., BC	59	14	24	21
23 Tie	Julian Lee (Ikon)	AR/CS (Anacortes)	59	26	24	12
24 Tie	Ole Andersen (Zoom)	Salt Spring Is., BC	60	15	24	21
24 Tie	Roger Kibble (Ikon)	Salt Spring Is., BC	60	19	24	17
25	Bob Lewis (Scorpio)	Vancouver, BC	61	16	24	21
26	Bruce Anderson (Widget)	Boise, ID	62	26	15	21
27	Dave Taylor (Trinity)	Sydney, BC	65	20	24	21
28 Tie	Kurt Wells (Topiko)	Seattle MYC	66	26	22	18
28 Tie	Adrian Harrison (Ska)	VMSS (Victoria, BC)	66	21	24	21
29	Andrew Baak (Widget)	Calgary, AB	67	26	20	21
30 Tie	Craig Rantala (Azetone)	Sequim, WA	68	24	23	21
30 Tie	Chris Lewis (Zoom)	Vancouver, BC	68	23	24	21
31	Steve Kibble (?)	Calgary, AB	69	26	24	19
32 Tie	Colin Busanich (?)	VMSS (Victoria, BC)	70	25	24	21
32 Tie	Bill Dye (TS2)	Seattle MYC	70	26	24	20

Note - Low point scoring system is the cumulative of regatta finish positions with no throw-outs. DNS scores the number of entries plus one. 39 total participants.

Seattle MYC Regatta Reports:

Seattle MYC – Regatta #6 (Aug 25):

Gene Coulon Memorial Beach Park; Renton, WA

Bob Wells reporting:

This was a great day of sailing in mid-A-rig conditions and our infamous short chop driven by a solid NW wind. We also had lots of boat wave action to play in with summer boating full on. The best news - weed was modest all day. Unlike last month, this time the milfoil weed was mostly floating elsewhere on this big lake.

Highlights included a first-timer regatta winner and a few first-timer bullets. Congratulations to Peter Sternberg on the win in his first year of sailing with us. Chris Brundege always shows speed on our big course, and I think this 2nd place is his best result here. Ron Blackledge scored his first 'bullet' after a few years of trying. I would say "well done", but leaders are not supposed to ask, "Where's the next mark?" Ron and his BritPOP finished first in race four to roars of approval from the crowd. Later Kurt Wells (no relation) finished with his first bullet on his second regatta here – also with roars of approval. Kurt's radio sailing lessons are on a fast track with his leap-into-the-frying-pan approach to joining our class. He begins in Hood River Carnage, where he picks his TOPIKO up the day before the regatta from Craig Mackey. Then follows up at US Nats in San Diego.

Ron Hornung missed a few races to take the dinghy out for photos from the marks. Ron noted that our roundings are ugly at those marks. We way over-stand and our routes to the offset and leeward marks are erratic. Next regatta I'll pull them in a little closer and see how that goes? Thank you Ron for the photos and help with the buoys.



Steve Young's Lintel #87 wins this start this time at Coulon Park in our infamous short chop. The infrastructure is high quality at Coulon, an award-winning park that has only gotten better with 25 years of patina. Ron Hornung photo.

SMYC #6 Results:

Pls	Skipper	Sail	Home Port	Hull-Designer	Score	1	2	3	4	5	6	7	8	9	10	11	12
1	Peter Sternberg	43	Redmond, WA	Arrival-Hollom	16.0	1.0	1.0	2.0	6.0	2.0	3.0	1.0	1.0	4.0	3.0	1.0	1.0
2	Chris Brundage	19	Portland, OR	Widget-Chris Dicks	30.0	3.0	2.0	1.0	2.0	4.0	2.0	3.0	9.0	3.0	7.0	7.0	3.0
3	Steve Young	87	Tacoma, WA	Lintel-Dave Creed	34.0	10.0	6.0	4.0	4.0	1.0	1.0	2.0	2.0	5.0	9.0	2.0	7.0
4	Bob Wells	74	Mercer Is, WA	Topiko-G Bantock	37.0	4.0	4.0	6.0	3.0	3.0	5.0	7.0	4.0	2.0	4.0	8.0	2.0
5	Ron Blackledge	217	Portland, OR	BritPOP-BG Astbury	41.0	6.0	5.0	3.0	1.0	6.0	4.0	8.0	3.0	9.0	2.0	6.0	5.0
6	Joe D'Amico	86	Sequim, WA	V6-SBA-Vickers	42.0	2.0	3.0	7.0	5.0	5.0	13.0	5.0	5.0	6.0	1.0	3.0	13.0
7	Kurt Wells	25	Seattle, WA	Topiko-G Bantock	59.0	8.0	9.0	8.0	9.0	7.0	8.0	4.0	6.0	1.0	8.0	5.0	4.0
8	Ron Farrell	63	Shelter Bay, WA	Victory-Firebrace	71.0	12.0	7.0	11.0	13.0	9.0	6.0	6.0	7.0	8.0	5.0	4.0	8.0
9	Byron Pimms	47	Seattle, WA	ISIS II-Barry Chisam	75.0	7.0	10.0	5.0	8.0	8.0	7.0	9.0	11.0	10.0	6.0	9.0	6.0
10	Ron, Hornung	108	Seattle, WA	Disco-Brad Gibson	88.0	9.0	8.0	9.0	10.0	10.0	10.0	10.0	8.0	7.0	9.0	9.0	9.0
11	Bill Dye	44	Seattle, WA	TS2-Gary Cameron	104.0	11.0	11.0	10.0	7.0	11.0	9.0	11.0	10.0	11.0	13.0	13.0	13.0
12	Dave VanAmburg	71	Derndale, WA	Ericca-Firebrace	122.0	5.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0

Seattle MYC – Regatta #7 (Sept 22):

Gene Coulon Memorial Beach Park; Renton, WA

Bob Wells reporting:

This was a pleasant mellow light-air competition, and I am pleased the weed had drifted away. With light winds our chop doesn't appear. Kelly dominates again, and we take turns pushing him. Our fleet is getting better with more time sailing and improved equipment. Ron Blackledge in particular is sailing better with his BritPOP. Doug Taylor returned to sail Steve's Arrival again and found Coulon much more wheel chair friendly. Steve Young continues to amaze with his Lintel's light-air prowess. Byron Pimms' Isis received the Kelly Martin tuning treatment, and a number of things were tweaked for light air optimization.

Sailing discussion continued at our favorite Irish pub afterwards.

SMYC #7 Results:

Position	Skipper	Sail #	Club/City	Hull	Freq	Score	1	2	3	4	5	6	7	8	9	10	11	12
12			12	12	0	12	13	13	13	13	13	13	13	13	13	13	13	13
1	Kelly Martin	21	GHMYC	Topiko		12.0	1.0	1.0	1.0	2.0	2.0	1.0	3.0	1.0	1.0	2.0	1.0	1.0
2	Bob Wells	74	SMYC	Topiko		33.0	6.0	3.0	3.0	1.0	10.0	8.0	1.0	6.0	2.0	1.0	4.0	6.0
3	Ron Blackledge	217	OMYC	Britpop		38.0	4.0	7.0	2.0	8.0	1.0	3.0	8.0	5.0	6.0	3.0	3.0	4.0
4	Peter Sternberg	43	SMYC	Arrival		40.0	2.0	4.0	11.0	3.0	6.0	10.0	2.0	2.0	3.0	5.0	10.0	3.0
5	Steve Young	87	GHMYC	Lintel		50.0	9.0	2.0	9.0	4.0	4.0	2.0	5.0	7.0	8.0	4.0	6.0	8.0
6	Joe D'Amico	86	Sequim	V6		54.0	11.0	8.0	5.0	5.0	3.0	9.0	9.0	3.0	4.0	6.0	11.0	2.0
7	Larry Stiles	31	AR/CS	Pikanto		63.0	3.0	9.0	10.0	6.0	8.0	7.0	4.0	9.0	5.0	7.0	7.0	7.0
8	Kurt Wells	25	SMYC	Topiko		63.0	5.0	6.0	4.0	7.0	7.0	5.0	7.0	8.0	10.0	9.0	5.0	10.0
9	Scott Thomas	05	SMYC	V6		72.0	13.0	10.0	6.0	9.0	9.0	4.0	6.0	4.0	11.0	11.0	2.0	11.0
10	Ron Horning	78	SMYC	Disco		81.0	8.0	5.0	8.0	10.0	13.0	11.0	10.0	10.0	7.0	10.0	8.0	5.0
11	Byron Pimms	47	SMYC	Isis II		82.0	7.0	11.0	7.0	12.0	5.0	6.0	11.0	11.0	9.0	8.0	9.0	9.0
12	Doug Taylor	73	GHMYC	Arrival		116.0	10.0	12.0	12.0	11.0	11.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0

Seattle MYC – Regatta #8 (Oct 27):

Gene Coulon Memorial Beach Park; Renton, WA

Bob Wells reporting:

There's a reason it is so green in Seattle – it rains a lot and particularly this time of year. Occasionally we have to sail in rain as we did this time all morning and then some. As predicted we had wind from the south, which means sailing generally parallel to our long dock with little chop. Everybody likes radio sailing conditions where your boat is in ready eyesight, but this day you needed breathable raingear keeping you dry and toasty to really enjoy it. For me the right raingear also includes plastic protecting; my dock gear, over the score sheets (note - need to improve this system), and over the starting radio. Everybody had a great day judging from the smiles. Even Peter Sternberg kept smiling,

even though his transmitter apparently flooded out and quit early. The back up is on order now!

We welcomed new IOM skipper Bob Critchloe, who purchased Julian Lee's (and formerly Fred Rocha's) Cockatoo 2. Bob is a nice addition who clearly knows how to play this game, as his win in the last heat testified.

Even though Joe Damico had towed his buoy boat for two hours in the deluge, he admitted on arrival part of him was hoping nobody showed so he could skip standing in the rain. Likewise Julian Lee said if the AR/CS had showed up at Cranberry Lake and saw rain like we had, they would pass on sailing. Both also acknowledged it was a great day of sailing and they were glad they sailed. So folks, if a regatta is scheduled at Coulon Park (or Surprise Lake) you can plan on the course being set and the starting tape squawking pretty much on time. We only stop for lack of wind or weed, and that is historically only for part of the regatta. See you next year.

	Skipper	Sail	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13
1	Bob Wells	07	Britpop	34.0	3.0	6.0	5.0	4.0	10.0	14.0	1.0	1.0	1.0	5.0	1.0	2.0	5.0
2	Joe D'Amico	86	V6	39.0	1.0	10.0	2.0	3.0	3.0	1.0	6.0	11.0	3.0	1.0	2.0	9.0	8.0
3	Steve Young	73	Arrival	41.0	4.0	5.0	1.0	2.0	1.0	4.0	5.0	12.0	10.0	3.0	11.0	4.0	2.0
5	Chris Brundage	19	Widget	43.0	8.0	2.0	4.0	9.0	7.0	3.0	3.0	3.0	2.0	2.0	3.0	10.0	6.0
4	Larry Stiles	31	Pikanto	43.0	5.0	8.0	6.0	5.0	6.0	2.0	2.0	2.0	4.0	6.0	4.0	1.0	14.0
6	Ron Blackledge	217	Britpop	64.0	14.0	1.0	10.0	10.0	5.0	6.0	11.0	4.0	5.0	7.0	7.0	5.0	4.0
7	Byron Pimms	47	Isis II	70.0	6.0	3.0	3.0	8.0	4.0	14.0	14.0	5.0	12.0	4.0	8.0	7.0	10.0
8	Bob Critchlow	85	Cockatoo	74.0	7.0	7.0	7.0	7.0	9.0	8.0	8.0	6.0	8.0	11.0	10.0	6.0	1.0
9	Julian Lee	95	Ikona	82.0	2.0	11.0	11.0	6.0	8.0	5.0	4.0	9.0	11.0	10.0	5.0	14.0	14.0
10	Kurt Wells	25	Topiko	88.0	14.0	13.0	13.0	11.0	11.0	10.0	9.0	8.0	6.0	8.0	6.0	3.0	3.0
11	Scott Thomas	05	V6	95.0	9.0	4.0	9.0	12.0	12.0	7.0	10.0	7.0	7.0	14.0	12.0	11.0	7.0
12	Ron Hornung	87	Disco	104.0	10.0	12.0	12.0	13.0	13.0	9.0	7.0	10.0	9.0	9.0	9.0	8.0	9.0
13	Peter Sternberg	43	Arrival	118.0	14.0	9.0	8.0	1.0	2.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0

2012 Seattle MYC IOM Championship Recap:

Bob Wells Reporting:

We like our starting lines on the short side and congested, and we accomplished this in every regatta this year. Thanks to our dedicated core, we started 12 – 16 boats in each SMYC regatta. In this our third year sailing IOMs we are an active and thriving fleet with the emphasis decidedly in favor of friendly racing with a minimum of other baggage. We start pretty much on time per the schedule that includes eight SMYC regattas over eight months beginning in March, and we finish every regatta at a pub for a late lunch. When we don't have a regatta scheduled we can travel north or south just about every weekend and find an IOM regatta at the AR/CS or Gig Harbor MYC.

Congratulations to Bob Wells (the Editor!) for becoming the 2012 SMYC Champion, his third in a row. His edge is 100% attendance, something he shared with Steve Young, Byron Pimms, and Ron Hornung. Jan Schmidt from Victoria is notable in winning both regattas he entered here this year, and he remains unbeaten in Washington State by the way. Kelly Martin in his first year with IOMs finished 2nd with consistent high finishes, but he missed one too many regattas or he would be the champion.

Our regatta gear improved greatly this year thanks to Joe Damico purchasing and hauling his buoy boat and big buoys. Joe has been a big contributor from the start of our IOM sailing. Ron Hornung continues to pitch in on buoy setting and provide great pictures. Our measurers Jerry Brower and Larry Stiles continue to also provide the regatta scores. No SMYC changes planned for next year, just more of the same fun.



Britpop! USA 7 (built by Pepe of Vinaixa yachts) was the latest of three boats that Bob Wells sailed this year (along with his V6 and Topiko) in becoming the SMYC IOM club champion for the third year in a row. Bob's edge is 100% attendance, something a few of the superior skippers again lacked... Photo Ron Hornung.

Place:	Skipper:	Home Port:	Total Points:	Coulon 1 3/24/12	Coulon 2 4/28/12	Coulon 3 5/16/12	Coulon 4 6/23/12	Coulon 5 7/28/12	Coulon 6 8/25/12	Coulon 7 9/22/12	Coulon 8 10/27/12
1	Bob Wells	Mercer Island, WA	71	11	12	13	7	11	9	11	13
2	Kelly Martin	Gig Harbor, WA	66	-	15	12	11	16	-	12	-
3	Steve Young	Tacoma, WA	62	12	8	7	6	13	10	8	11
4	Joe Damico	Sequim, WA	61	6	14	11	10	-	7	7	12
5	Jerry Brower	Lk. Stevens, WA	53	13	13	-	12	15	-	-	-
6	Peter Sternberg	Redmond, WA	50	-	9	10	9	7	12	9	1
7	Larry Stiles	Sedro Wooley, WA	50	5	6	9	5	14	-	6	10
8	Ron Blackledge	Portland, OR	47	2	7	8	-	6	8	10	8
9	Byron Pimms	Seattle, WA	36	3	11	5	4	5	4	2	7
10	Chris Brundage	Portland, OR	31	9	2	-	-	-	11	-	9
12	Ron Hornung	Seattle, WA	30	4	4	6	2	6	3	3	2
11	Jan Schmidt	Victoria, BC	30	14	16	-	-	-	-	-	-
13	Bill Langjahr	Anacortes, WA	26	8	10	-	8	-	-	-	-
14	Rich Murdy	Renton, WA	20	7	-	-	3	10	-	-	-
15	Kurt Wells	Seattle, WA	19	-	-	-	-	4	6	5	4
16	Ron Farrell	Shelter Bay, WA	17	-	-	-	-	12	5	-	-
17	Dave Glassow	Portland, OR	10	10	-	-	-	-	-	-	-
18	D. VanAmburg	Ferndale, WA	10	-	-	-	-	9	1	-	-
19	Craig Rantala	Sequim, WA	10	1	3	2	1	3	-	-	-
20	Scott Thomas	Tacoma, WA	7	-	-	-	-	-	-	4	3
21	Bob Critchlow	Anacortes, WA	6	-	-	-	-	-	-	-	6
22	Julian Lee	Anacortes, WA	5	-	-	-	-	-	-	-	5
23	Roland Krona	Tacoma, WA	5	-	-	3	-	2	-	-	-
24	Bill Dye	Seattle, WA	4	-	1	2	-	-	2	-	-
25	Drew Austin	Sequim, WA	4	-	-	4	-	-	-	-	-
26T	Doug Taylor	Gig Harbor, WA	1	-	-	-	-	-	-	1	-
26T	Peter Dunsforth	Anacortes, WA	1	-	-	-	-	1	-	-	-

Scoring is one point for each boat you beat and one point for starting a race in a regatta. PRO/Scorekeeper scores 2nd place points if he/she works the whole regatta (No 2012 takers). Regatta winners are highlighted in "yellow" and throw-outs in "gray".

Gig Harbor MYC Regatta Reports:



Taking a break in the Surprise Lake #7 action for a Kelly Martin tuning review of Scott Thomas' recently acquired V6. You can see Bob Wells assisting with his venerable "Larry Robinson Tensionometer" on the backstay. We all learn from this as Kelly combines a depth of tuning knowledge with a way of making it understandable. Ron Hornung photo.

Gig Harbor MYC – Regatta #7 (Sept 8):

Surprise Lake; Milton, WA

Bob Wells reporting:

The weatherman missed the wind direction, and we just enjoyed the end-of-summer mellow sailing conditions that Surprise Lake provides. Conditions were mellow, but competition was keen with congested starts, tight mark roundings, and friendly exonerations when needed. While Jerry Brower dealt with more extreme IOM sailing at CAN Nats, we had a nice a southwesterly with not too many dead periods and puffs getting close to mid-A range. The sun did shine a bit and our collegiality extended to a nice little lunch party to finish off the day.

Scott Thomas sailed his new/used V6 for the first time in my presence, and during the break Kelly used his boat for the tuning example. So Scott had his boat retuned and the group got to again see Kelly explain how he tunes. Scott purchased the boat from Roland Krona, who purchased it from me some months ago. It speaks well for us that Roland can purchase a good used boat, try it for a while, and sell it for essentially what he has in it to get out unscathed financially. John Mann did the same thing with TOPIKO #21 last year, which Kelly Martin now sails. We can't guarantee that will happen for everybody of course. For those wondering, Roland got out only because he was frustrated his performance wasn't

improving, and competing ceased to be fun. We will certainly miss Roland's good cheer and wish him well.

One guy moves on and another shows up: Kelly's Gig Harbor neighbor Doug Taylor gave us a try. Doug is stuck in a wheel chair and unfortunately the Surprise Lake dock board gaps are very unfriendly to maneuvers with narrow tires. That kept Doug pretty much in one spot where his view was too often blocked while the rest of us moved up and down the docks. So it was a particularly tough first day. If Doug comes back we need to proactively make some accommodations for him to see his boat. Doug, the Coulon Park concrete docks are wheel chair friendly, including easy ramp access.

GHMYC Regatta #7 Results:

Position	Skipper	Sail #	Club/City	Hull	Freq	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14
12			12	12	0	12	13	13	13	13	13	13	13	13	13	13	13	13	13	13
1	Kelly Martin	21	GHMYC	Topiko		15.0	3.0	1.0	1.0	1.0	1.0	1.0	5.0	1.0	3.0	1.0	1.0	1.0	1.0	2.0
2	Bob Wells	74	SMYC	Topiko		37.0	1.0	4.0	7.0	3.0	2.0	7.0	6.0	4.0	1.0	4.0	3.0	3.0	2.0	4.0
3	Joe D'Amico	86	Sequim	V6		38.0	2.0	2.0	4.0	7.0	3.0	5.0	1.0	2.0	4.0	3.0	4.0	4.0	4.0	6.0
4	Larry Stiles	31	AR/CS	Pikonto		51.0	4.0	8.0	5.0	5.0	4.0	4.0	4.0	8.0	7.0	2.0	2.0	6.0	3.0	5.0
5	Peter Sternberg	43	SMYC	Arrival		52.0	8.0	7.0	2.0	4.0	6.0	3.0	9.0	3.0	2.0	5.0	6.0	5.0	6.0	3.0
6	Steve Young	87	GHMYC	Lintel		54.0	13.0	3.0	3.0	2.0	10.0	9.0	3.0	7.0	8.0	6.0	5.0	2.0	5.0	1.0
7	Ron Blackledge	217	OMYC	Britpop		74.0	9.0	5.0	9.0	8.0	7.0	2.0	2.0	5.0	5.0	8.0	8.0	7.0	8.0	9.0
8	Kurt Wells	25	SMYC	Topiko		90.0	6.0	10.0	6.0	6.0	5.0	6.0	7.0	9.0	6.0	10.0	10.0	9.0	10.0	10.0
9	Byron Pimms	47	SMYC	Isis II		94.0	7.0	6.0	8.0	10.0	9.0	8.0	8.0	6.0	9.0	11.0	9.0	10.0	7.0	7.0
10	Scott Thomas	05	SMYC	V6		107.0	10.0	9.0	10.0	9.0	8.0	10.0	10.0	11.0	10.0	9.0	7.0	8.0	9.0	8.0
11	Ron Horning	78	SMYC	Disco		121.0	5.0	11.0	11.0	13.0	13.0	11.0	11.0	10.0	11.0	7.0	11.0	11.0	11.0	11.0
12	Doug Taylor	73	GHMYC	Arrival		141.0	11.0	12.0	12.0	11.0	11.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0

Gig Harbor MYC – Regatta #8 (Oct 13):

Surprise Lake; Milton, WA

Pis	Skipper	Sail	Home Port	Hull-Designer	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	J Warren Brower	42	Lk Stevens, WA	Widget-Chris Dicks	36.0	6.0	5.0	1.0	11.0	5.0	8.0	1.0	7.0	2.0	1.0	1.0	1.0	1.0	3.0	4.0	2.0	3.0
2	Larry Stiles	31	Sedro Woolley	Pikanto-G Bantock	43.0	4.0	1.0	3.0	5.0	2.0	2.0	7.0	3.0	3.0	3.0	9.0	7.0	10.0	1.0	9.0	1.0	1.0
3	Steve Young	87	Tacoma, WA	Lintel-Dave Creed	47.0	1.0	4.0	9.0	3.0	1.0	12.0	5.0	2.0	4.0	5.0	4.0	2.0	2.0	9.0	2.0	7.0	5.0
4	Bob Wells	74	Mercer Is, WA	BritPOP-BG Vinaixa	59.0	2.0	3.0	2.0	7.0	9.0	1.0	3.0	1.0	1.0	7.0	5.0	9.0	11.0	10.0	3.0	6.0	12.0
5	Peter Sternberg	43	Redmond, WA	Arrival-Hollom	64.0	3.0	7.0	10.0	9.0	11.0	10.0	2.0	5.0	10.0	4.0	2.0	6.0	3.0	2.0	1.0	4.0	6.0
6	Joe D'amico	86	Sequim, WA	V6-SBA-Vickers	72.0	7.0	6.0	11.0	6.0	4.0	4.0	4.0	6.0	5.0	9.0	8.0	3.0	4.0	6.0	10.0	5.0	4.0
7	Jerry Murrige	39	Tacoma, WA	SPOT-Unkown	74.0	9.0	9.0	4.0	1.0	8.0	6.0	6.0	10.0	7.0	2.0	3.0	4.0	6.0	4.0	6.0	12.0	8.0
8	Kurt Wells	25	Seattle, WA	Topiko-G Bantock	82.0	8.0	11.0	5.0	8.0	7.0	5.0	8.0	8.0	6.0	6.0	7.0	5.0	9.0	7.0	5.0	3.0	2.0
9	Byron Pimms	47	Seattle, WA	ISIS II-Barry Chisam	84.0	5.0	2.0	7.0	2.0	3.0	3.0	10.0	4.0	9.0	10.0	10.0	8.0	7.0	11.0	7.0	8.0	9.0
10	Scott Thomas	05	Edgewood, WA	V6-Vinaixa Vickers	101.0	10.0	8.0	6.0	4.0	6.0	9.0	9.0	9.0	8.0	8.0	6.0	10.0	5.0	8.0	8.0	12.0	7.0
11	Ron Horning	78	Seattle, WA	FROG-Unkown	132.0	11.0	10.0	8.0	10.0	10.0	7.0	11.0	11.0	11.0	11.0	11.0	11.0	8.0	5.0	11.0	9.0	10.0

Gig Harbor MYC - 2012 IOM Championship Recap:

Bob Wells Reporting:

No matter how you count it, our 2012 Champion is Jerry Brower and his Widget, *Mt. Brightside*. They had a great year and now another championship. It took us three years but we finally have some controversy though: Steve, Joe, Larry, and Ron looked at the results prepared by Jerry Brower, and unanimously and vehemently declared there are no throw-outs because two regattas were canceled – ignore the damn columns on the right! No way claimed Bob, Peter, and Kelly; we 'always' use two throw-outs so those that travel to other regattas are not overly penalized. A melee ensued with salsa, chips, beer, and laughter everywhere at our favorite Melaque Restaurant. Fortunately we are all too old and slow to do any real damage, and our patron over-paid for the cleanup so we can return next year. Whatever on the scoring – use the results you prefer. (Official resolution is not possible as this newsletter's Editor and Coordinator Steve Young recuse themselves due to conflicts of interest.)

GHMYC's venerable Surprise Lake venue treated us to wonderful weather and great pond sailing at every event this year – 2012 was special. There's a reason that Ron Blackledge, our lone Oregon skipper with regular attendance, travels 6 hours for this one-day regatta. It is the persistent friendly competition and camaraderie. See you next year – first regatta here is in March so check the developing schedule.

Thank you Jerry Brower for scoring the season points, there is no hint of controversy on the scores. You are a worthy champion.

2012 Gig Harbor Cup season points												With six of six regattas completed.				rev 10/14/2012			
			3/10	4/14	5/12	6/9	7/7	8/11	9/8	10/13		pls				pls			
	Skipper	Home port	Pts	Surprise1	#2	Surprise3	Surprise4	Surprise5	#6	Surprise7	Surprise8	T/B	With 2 throw-outs	Pts	T/B				
1	J Warren Brower	Lake Stevens	55	11		8	11	14			11		1	J Warren Brower	47				
2	Steve Young	Tacoma, WA	52	9		6	8	13		7	9		2	Bob Wells	41				
3	Bob Wells	Mercer Is, WA	49	12			10	8		11	8		3	Kelly Martin	39	1			
4	Joe D'Amico	Sequim, WA	45	1	Gone to Boise, ID for Spud Regatta	7	9	12		10	6		4	Steve Young	39	3			
5	Larry Stiles	Sedro Wooley	43	8			6	10		9	10		5	Joe D'Amico	38				
6	Kelly Martin	Gig Harbor, WA	39				12	15		12			6	Larry Stiles	37				
7	Ron Blackledge	Portland, OR	26	6		3	5	6		6			7	Peter Sternberg	24				
8	Byron Pimms	Seattle, WA	25	5		4	4	5		4	3		8	Ron Blackledge	23				
9	Peter Sternberg	Redmond, WA	24					9		8	7		9	Bill Langjahr	22				
10	Bill Langjahr	Anacortes, WA	22	4			7	11					10	Byron Pimms	18				
11	Rich Murdy	Renton, WA	14	10				4					11	Rich Murdy	14				
12	Jerry Murrige	Tacoma, WA	12					7			5		12	Jerry Murrige	12				
13	Kurt Wells	Seattle, WA	9							5	4		13	Kurt Wells	9				
14	Ron, Hornung	Seattle, WA	8	2	Cancelled due to dock repair.			3		2	1		14	Ron, Hornung	8				
15	Peter Becker	Squim, WA	7	7									15	Peter Becker	7				
16	Roland Krona	Gig Harbor, WA	6			2	2	2				7	16	Roland Krona	6	7			
17	Scott Thomas	Edgewood, WA	6			1				3	2	8	17	Scott Thomas	6	8			
18	Drew Austin	Sequim, WA	5			5							18	Drew Austin	5				
19	Ron Farrell	Shelter Bay, WA	3				3					10	19	Ron Farrell	3	10			
19	Julian Lee	Anacortes, WA	3	3								10	19	Julian Lee	3	10			
21	Bill Dye	Seattle, WA	2				1	1					20	Bill Dye	2				
22	Doug Taylor	Gig Harbor, WA	1							1			22	Doug Taylor	1				

One point for each boat you beat plus 1 point for starting a race in the regatta. PRO/Scorekeeper for the complete regatta gets 2nd pls pts.

Anacortes R/C Sailors Regatta Reports:

Cranberry Caper & Western CanAm Series #3 (Oct 5-7):

Cranberry Lake in Deception Pass State Park; Whidbey Island, WA

Ron Blackledge reporting:

The third and final leg of the popular Western CanAm IOM Series is complete and I thought the event, known as the Cranberry Caper, was one of the most enjoyable radio sailing regattas I have attended. The event was held on Cranberry Lake in the ever-scenic Deception Pass State Park on Whidbey Island near Anacortes and the San Juans. Absolutely beautiful. The locals treated us with uncompromising hospitality. And there wasn't a cloud in the sky. The Sun, which will soon hibernate for the next six months, kept our spirits high. This especially held true for we Northerners.

The event was a five star organized and supported regatta. We had it all. We had Royalty: Barry Fox, Freddie Rocha, and Lawrie Neish. They make up our International Class Secretary and soon-to-be Chairman, our National Class Secretary, and our Western CanAm Director (Lawrie is the prime mover

getting IOMs jump started in the Pacific Northwest). The three of them were great. We also had two ex-world championship boats. They were Brad Gibson's WIDGET "Mr. Brightside" (2007) and Graham Bantock's IKON (1999).

We had the Yellow Jacket brigade. Freddie had almost as many volunteers as skippers thanks to the Anacortes R/C Sailors' (AR/CS) large Soling1M fleet. We cannot begin to thank enough the AR/CS for their support and effort. Also a special thanks goes out to event organizer Julian Lee and his two trusted hands Bill Langjahr and Larry Stiles. We had prizes galore, including a DX6i transmitter with waterproof receiver from Performance R/C Hobbies the local hobby shop and taken home to Calgary by Steve Kibble. David Cook of Victoria, BC; was the lucky winner of a \$50 Gift certificate from RMG Sailwinch in Australia to name just a few. We had banners and flags flying. We had great lunches and refreshments. We had wildlife. I saw several bald eagles and osprey. Early Sunday morning a curious otter swam out to check our windward marks. We had a post function at the Anacortes Yacht Club Friday night. Two-dollar pints guys! Rum drinks three dollars each! And Bill hosted us Saturday night at his lovely home overlooking Guemes Channel. It was great... almost too elegant and refined for a bunch of scrappy skippers.



Another down speed Caper start in a beautiful natural setting. Jerry Brower in #42 *Mr. Brightside* is captured here following the strategy that helped him win this regatta: Power-up the sail trim with twist and start at the pin end in footing mode to allow tacking as needed for clear air or a header. Also cautiously over-stand the difficult to gauge weather mark and continue with speed in foot-mode and clear air while looking for the shifts. To view his boat starting at the pin end Jerry positioned himself well in front of the starting line. Photo Wayne Martin.

As with most of our Northwest events we get to see many family members. This is a nice touch. For example Gary Boell brought his daughter and she was great with everyone. But like any eight year old daughter it was "Sweetheart would you please. "NO DAD". Gary could just have easily brought his wife.

More importantly we had a congenial group of skippers. This helped reduce Freddie's stress level. Only once did he have to settle us down. During one race the bickering got a little out of hand and he threatened to "I stoppa the race". This backfired of course. All of those back in the pack ramped up the volume and the leaders began screaming "Shut Up". Eventually Freddie got things under control and we finished the race.



Kelly Martin's 2007 Croatian-built Topiko won 5 of 6 races on Sunday at the Caper, but he missed Saturday for a big-boat commitment. Kelly's secret is to sail faster and higher and smarter all the time, or so it appears. (Note Kelly has a V8 on order to help in the bigger winds. One would think Ian Vickers would want a V8 in his hands soon to start racking up wins for promotion, but Kelly expects a long wait – Editor.) Wayne Martin photo.

The Cranberry Lake site is a comfortable and scenic delight. Unfortunately the prevailing wind blows directly in to the dock making the course set up difficult. The windward mark rounding was tough to judge and one of our skippers (Roger Kibble) rounded short, rounded short again, rounded short again and on the fourth try hit the mark. This and other issues caused him to be selected by the dock observers to receive the "CRASH" trophy. There were some weeds but nothing too serious although Bob Dunlap got the worst of it. I over heard him say, " This is no just reward for my sobriety, clean living and decency".

Since we are talking on the lighter side, I have to mention one of our skippers (Bill Dye) brought his rigs, transmitter, receiver, batteries, boat stand, folding chair, extra gear and extra clothes. What was

missing?? HE FORGOT HIS BOAT. And there was a scoring controversy Saturday. Surprisingly, our organizer Julian Lee was leading at the end of the day all the while his wife was the official scorekeeper. The controversy ended however when he fell back in the standings Sunday.



Jerry Brower's "Mr. Brightside", dressed in vintage pink-trimmed sails from "Glam Rock", leads the fleet at the very successful Cranberry Caper on Cranberry Lake. Jerry sailed low and fast and aggressively sought clear air, and this 'keep it moving in light air' strategy worked for him as he ultimately carried the day. Ron Hornung photo.

Presently the club is looking for a new site for future IOM events and they may have a winner. It is Bowman Bay close by in the park where the mouth opens to the Strait of Juan de Fuca and the Pacific Ocean just 96 miles west. It has strong and steady wind, almost no weed, some serious wave potential, and a huge tall and 400 long dock extending into the bay. From the dock end you can set a course for any wind direction. This is a killer of a site that I can't wait to try this winter. Speaking of which will Orcas attack the chase boat? If it doesn't work out Cranberry Lake will do just fine.

And not to forget the racing, I am happy to report our very own intrepid and worldly traveler both in the physical and spiritual, J Warren Brower, took honors. Other top finishers included Gary Boell and Bob Dunlap from California, Chris Brundege from Portland and newcomer Peter Sternberg from Seattle. Kelly Martin missed Saturday for a big-boat commitment, but cleaned up on Sunday with five (5) bullets out of six (6) races – no surprise to those of us that sail with him regularly. Thank you. "Go Beavers".

Summary of the Cranberry Caper & Western CanAm Series #1:

Class: IOM

Date: October 5-7, 2012

Location: Cranberry Lake in Deception Pass State Park; Whidbey Island, WA

Host Club: Anacortes R/C Sailors

Entries: 20

Winds: 1 – 4 knots

Races Completed: 13

Scoring System: 2007 HMS, scoring version 2.0

Regatta Committee & Valuable Assistants: Julian Lee - Organizer; Bill & Darith Langjahr - social evenings and food; Larry Stiles – measurements; Fred Rocha – PRO and Scoring; Lawrie Neish, George Way, Jack & Cathy Casey, Craig Uridil, Dennis Pittis, Jack Gibson, Bob Critchloe, and Jean Lee - Valuable Assistants.

Sponsors: Performance RC – Spectrum transmitter and receiver; Steve Young – PG masts; RMG Sailwinch – gift certificate; Jean Lee – Custom embroidered name tags; Bill & Darith Langjahr – Burgees, T-shirts, and caps.

Wayne Martin's Caper photos are here: <http://www.ibextrax.com/rc/Sail/20121006Caper/>

Cranberry Caper Results:

Position	Skipper	Sail #	Club/City	Hull	Freq	Score	1	2	3	4	5	6	7	8	9	10	11	12	13
1	Jerry Brower	42	SMYC	Widget		38.0	3.0	1.0	3.0	11.0	6.0	6.0	3.0	2.0	8.0	3.0	1.0	2.0	12.0
2	Gary Boell	131	NBMYC	Britpop		42.0	3.0	12.0	17.0	1.0	2.0	2.0	8.0	6.0	6.0	5.0	3.0	3.0	3.0
3	Bob Dunlap	37	SBMYC	Topiko		49.0	4.0	8.0	16.0	9.0	1.0	3.0	2.0	4.0	4.0	2.0	11.0	10.0	2.0
4	Chris Brundage	19	OMYC	Widget		65.0	5.0	3.0	1.0	5.0	4.0	8.0	12.0	15.0	20.0	8.0	4.0	7.0	8.0
5	Ron Blackledge	217	OMYC	Britpop		69.0	7.0	15.0	7.0	7.0	11.0	4.0	1.0	8.0	5.0	6.0	6.0	11.0	7.0
6	Peter Sternberg	43	SMYC	Arrival		69.0	7.0	2.0	5.0	4.0	5.0	7.0	10.0	13.0	16.0	4.0	10.0	6.0	9.0
7	Larry Stiles	31	AR/CS	Pikanto		74.0	2.0	7.0	6.0	10.0	14.0	18.0	7.0	7.0	9.0	12.0	2.0	8.0	4.0
8	Joe D'Amico	86	Sequim, WA	V6		80.0	1.0	6.0	9.0	15.0	7.0	1.0	6.0	5.0	7.0	11.0	12.0	15.0	16.0
9	Julian Lee	95	AR/CS	Ikon		85.0	1.0	4.0	4.0	3.0	3.0	10.0	17.0	10.0	10.0	16.0	19.0	14.0	10.0
10	Bob Wells	07	SMYC	Britpop		86.0	4.0	5.0	8.0	13.0	17.0	12.0	5.0	12.0	2.0	10.0	13.0	9.0	6.0
11	Morgan Dewees	98	OMYC	Widget		94.0	2.0	10.0	15.0	6.0	9.0	11.0	4.0	9.0	14.0	7.0	9.0	16.0	13.0
12	Barry Fox	34	VMYC	Reggae		104.0	8.0	9.0	2.0	8.0	12.0	15.0	15.0	17.0	11.0	18.0	8.0	5.0	11.0
13	Kelly Martin	21	GHMYC	Topiko		105.0	11.0	21.0	21.0	21.0	21.0	21.0	21.0	1.0	1.0	1.0	5.0	1.0	1.0
14	Steve Young	87	GHMYC	Lintel		106.0	5.0	11.0	11.0	13.0	13.0	5.0	9.0	14.0	3.0	9.0	20.0	13.0	20.0
15	David Cook	80	Victoria, BC	Ska		110.0	9.0	17.0	18.0	2.0	8.0	9.0	16.0	11.0	13.0	20.0	16.0	4.0	5.0
16	Bill Langjahr	88	AR/CS	Cheinz		130.0	6.0	13.0	12.0	16.0	10.0	17.0	13.0	3.0	12.0	13.0	17.0	18.0	15.0
17	Roger Kibble	68	VMYC	Ikon		149.0	6.0	16.0	10.0	18.0	16.0	14.0	18.0	19.0	18.0	19.0	7.0	12.0	14.0
18	Kurt Wells	25	SMYC	Topiko		151.0	8.0	14.0	13.0	17.0	15.0	13.0	11.0	16.0	15.0	14.0	15.0	17.0	17.0
19	Steve Kibble	09	VMYC	Salmon		168.0	10.0	18.0	14.0	14.0	18.0	16.0	14.0	18.0	17.0	15.0	14.0	19.0	18.0
20	Bill Dye	44	AR/CS	TS2		208.0	11.0	21.0	21.0	21.0	21.0	21.0	21.0	20.0	19.0	17.0	18.0	20.0	19.0



Jerry Brower footing again to the weather mark as Gary Boell and others follow. This winter the AR/CS are trial sailing on the west side of Cranberry Lake as seen in the background. There is much stronger and consistent wind here at the edge of the Strait of Juan de Fuca, but some logistics to sort and a wet launch currently required. Wayne Martin photo.



Of the many fun awards at the Caper, the best was the Park Ranger giving David Cook this safety vest for travelling the decidedly wheel chair unfriendly highway edge and narrow Deception Pass Bridge walkway to Cranberry Lake. It was a startling sight to see David bundled up and putting along solo in his wheel chair on a gravel edge while cars whiz nearby at 60mph on this scenic Park highway. The Caper organizers placed/removed needed plywood ramps as David accessed the bridge walkway dating from the Civilian Conservation Corps in the 30's. Wayne Martin photo.

The ARCS's Winter Sailing Plans:

By Julian Lee:

We are trial sailing some exciting new venues this winter:

Bowman Bay Caper (?): During the Caper regatta Bob Wells was looking at an aerial photo of our Fidalgo Island on my office wall and asked, "where is this"; pointing at a nearby pier on a bay that is a part of our daily walk. This is the pier at Bowman Bay, which I had not considered as a regatta venue. Bob thought it a potential world-class venue. Since then a number of us have visited and checked it out and we have sailed there as a part of our Sunday race activity. We think it is a terrific sailing site as long as the wind is coming in from the West as it often does in summer. Less so in winter where the prevailing southeasterly brings turbulence. The pier is 450 ft long x 8-18ft above the water (pending tide) and with a 40ft float and ramp conveniently at its Western end. The elevated view is a great asset as is the concept of setting up a course parallel to the pier! We are still waiting for a westerly to arrive on a Sunday to give it a good trial. We may even use it as a venue for our Caper regatta, which is set for Sept 27th - 29th, 2013.

"Deceptive" Winter Sailing: We continue to sail Wednesdays and Sundays every week through the winter and we continue to gather at our traditional dock at East Cranberry Lake. To fully take advantage of our wind we may move our Sunday sailing to West Cranberry or Bowman. For the last three Sundays we have test sailed West Cranberry and found great B-rig and C-rig sailing with sustained winds of 16 mph and above with waves. I launch my inflatable at the boat launch and set up a rectangular windward leeward course parallel to the access road. We have to wet launch so bring your waders, but

the sailing has been a treat. Our goal is to start sailing at Noon when the wind seems to build, so show up early and be prepared to move. If the wind is coming from the East quadrants we plan to move to West Cranberry. If from the west likely we'll move to Bowman Bay, just 2 miles away in saltwater with a dry launch. Now we begin to understand how our sailing site lives up to its name! Hope to see you here.



Winter Sunday sailing at West Cranberry is the new thing at the ARCS. Here the prevailing SE winds have been consistently strong with enough fetch for waves. Shown is Julian Lee's beamy IKON, originally sailed by Graham Bantock to become the 1998 Euro and 1999 World Champion. She is still competitive in our light air. Larry Stiles photo.



Larry Stiles' PIKANTO at West Cranberry, and this one was also originally owned by Graham Bantock. Bob Wells photo.



Looking west on Bowman Bay pier and out to the Strait of Juan de Fuca beyond. This shows the quality the launch and control areas (aka pier) during our first trial. If not already familiar with this venue, go to Google Earth and search "Bowman Bay, WA" to see this big beautiful bay. Note a long fetch during a westerly. Peter Sternberg photo.

Other Regatta Reports:

Canadian Nats & R1 Championships (Sept 7 – 9):

Lake Ontario at Kingston, Ontario

Martin Van Wolfswinkel reporting:

It is always a good sign when you see a wind farm at the venue. The 2012 edition of the Canadian Nationals at Kingston was a thrilling affair indeed. Wind ranged from nearly non-existent to too much even for IOMs over the three-day competition. So much they even shut down some of the windmills! Add in chop in excess of three feet, and you have the recipe for an awesome event! Did I mention the foreboding rocky shoreline?

The regatta drew skippers from around the US and Canada, for a deep, competitive fleet. Canadian sailors joined folks from Michigan, Washington State, California, Texas, New York and even the Bahamas! The social highlight was Saturday night's excellent barbeque at Lana Butler and Peter Van Rossem's home. Peter also opened his shop to provide a "priceless" mast repair for a Left Coast traveler. The regatta began in benign conditions – light air with a bit of chop on the big waters of Lake Ontario. A rig was the choice for the day, but one prescient sailor missed a race or two during the Friday light air working on his C rig. A wise move for sure, and at the end of Day 1 multiple champion Peter Van Rossem was clearly established in the lead of the event.

In stark contrast to the mellow Friday, Saturday dawned with a raging storm in full throat. Rain was accompanied by gusts in excess of 60 mph, and the sailors stayed inside and prepared their craft. Clouds broke and the wind backed down all the way to A rig conditions. At that point the wind continued to pick

up until it was full on C rig conditions, including huge gusts and bigger waves! It demanded a lot of skill and a little luck to make a nice mark rounding at the leeward mark given that the boat was often completely hidden by the waves! As a testament to the structural integrity of the IOM, no boats were lost in these brutal conditions!

Day 3 saw more light air, and local Peter Van Rossem was again crowned Canadian Champion, finishing ahead of Jon Elmaleh and Peter Huttemeier from New York. This concluded a great event that required all three rigs in the IOM's quiver, provided lots of good food and fun, and showed conditions that provide fodder for lots of good stories. Don't miss a trip to Kingston! If you like to see little boats in big waves, Rob Crother's pictures are here:

<http://www.facebook.com/media/set/?set=a.499389230090331.127301.160817870614137&type=1>

Summary of the SBMYC Championship Series - Race 4:

Class: IOM

Date: September 7-9, 2012

Location: Kingston Yacht Club, Kingston Ontario, CAN

Host Club: KYC Radio Control Fleet

Entries: 18

Winds: 3mph – 50mph with gusts to 60mph.

Races Completed: 28

Scoring System: 2007 HMS, scoring version 2.0

Regatta Committee: Lana Butler



2012 CAN Nationals on Lake Ontario: You know it is a good venue when wind turbines are present. We learned though that with +60mph winds they shut some down and they shut down the regatta too! Photo Rob Crothers.



This Kingston Yacht Club venue can be unforgiving, including the shoreline for this Cockatoo. Photo Rob Crothers.

2012 CAN Nats Results after 28 races over three days.

Position	Skipper	Sail #	Club/City	Hull	Freq	Score
18			18	18	17	18
1	Peter Van Rossem	66	Kingston-ON-CAN	BritPop	2.4	69.7
2	Jon Elmaleh	02	Brooklyn-NY	IE3	2.4	85.3
3	Peter Huttemeier	14	New York-NY	Cheinz	2.4	120.0
4	Hugh Kidd	17	Toronto-ON	KFIII	2.4	141.0
5	Roy Langbord	70	New York-NY	BritPop	2.4	153.0
7	Gary Boell	31	Pt. Richmond-CA	BritPop	2.4	164.0
6	Stan Wallace	88	Bahamas	BritPop	2.4	164.0
8	Jerry Brower	42	Lake Stevens-WA	Widget	2.4	165.0
9	Ted Flack	145	Detroit-MI	BritPop	2.4	171.0
10	Greg van Rossem	166	Kingston-ON	Topiko	2.4	184.0
11	Julian Laffin	23	Hornby Island-BC	Coyote	2.4	199.0
12	Martin Van Wolfswinkle	111	FL	BritPop		200.0
13	Marko Majic	36	Toronto-ON	Hoochie Koo	85	248.0
14	Iain Dobson	115	Toronto-ON	KFII	2.4	252.0
15	Roberto Mesnik	47	Detroit-MI	Cockatoo	2.4	316.0
16	Francisco Caamano	21	Toronto-ON	TS3	2.4	372.0
17	Frank Vella	22	Detroit-MI	Topiko	2.4	377.0
18	John Lowther	44	Kingston-ON	TS2	2.4	399.0

NorCal Day #1 - IOMs on Central Lake in Foster City (Sept 8):**Pier 80, San Francisco, CA**

Bob Dunlap reporting:

Attached are the results for SBMYC's Championship Series Race 7 held at Foster City. SBMYC only counts ten heats. Non-members are scored for the day, but not in the Series recap for our club's season championship. Ron Locke retained his first place in SBMYC's run for the gold, followed by Steve Toschi in second and Al Finley in third. The second attachment is for the total thirteen heats raced.

Conditions reported are from the closest reporting station and may vary from conditions encountered at the lake. Twenty-one boats made the starting line under scattered clouds with temperature ranging from 64° F (17.7° C) to 71° F (21.6° C). Wind was NNW shifting to N, then a more westerly direction late in the day, ranging from 7 mph (6 knots) to 18 mph (16 knots). "A" rigs started the day. Gusty winds resulted in some change to "B" rigs early, but after four heats most competitors followed suit. The gusts encountered at Foster City Saturday were strong and of short duration. This was the first time, in four regattas at Central Lake, that this type of gust was encountered. The gusty conditions moderated later in the day. A long course and a total of thirteen heats took its toll on some.

Tony Gonsalves and his number 51 Chienz had a worthwhile trip from Ft Lauderdale, FL. He never finished lower than a third, ending the day with 13 points after two throw outs in the 13-heat total, easily winning the day. Second place went to Jess Atkinson's 56 Pikanto; third was John Ebey's 93 Pikanto; fourth, George Pedrick and his number 99 Pikanto; with Mark Kennedy dusting off his number 95 TS-2 to finish in fifth.

Speaking of TS-2s, first time IOMer Thor Larsen, sailing number 137 had a very respectable eleventh place. Thor hails from San Luis Obispo, part of the growing IOM fleet in that area. Thanks Thor and Steve Toschi for making the trip!



This shows the outdoor carpet for skippers and the water level is just below shore edge. Photo Melodee Dunlap.

SoCal travelers, Dennis Rogers and Craig Mackey, withdrew from the regatta after the fifth heat when Dennis's Britpop developed a nasty leak in the mast trunk. Dennis and Craig went back to their room to try and fix the problem in time for Sunday's regatta at Oracle's Pier 80 facility. (They were successful with a temporary fix.)

I would like to thank, Craig, Dennis, Mike Allen, Jim Atkinson and Dick Carver for making the long drive from SoCal. Super special thanks for SoCal's Fred Rocha for setting the course, being rescue boat driver and being our RD the regatta. If you don't think Fred works hard to make sure everyone has a good

time, take a look of the first photo, taken at the end of the day. Thanks Melodee for spending your day off photographing (and editing photos) the regatta. Here's a link to the photos.
<https://picasaweb.google.com/gonesailing37/IOMsFosterCity9812>

Summary of the SBMYC Championship Series - Race 4:

Class: IOM

Date: September 8, 2012

Location: Central Lake in Foster City, CA

Host Club: South Bay Model Yacht Club

Entries: 21

Winds: 5 – 10 knots

Races Completed: 13

Scoring System: 2007 HMS, scoring version 2.0

Regatta Committee & Valuable Assistants: Bob Dunlap - Organizer; Freddy Rocha – PRO, Scorekeeper, Course Setting; Melodee Dunlap – RD Assistant.

Foster City Results after 13 races with two throw-outs:

	Name	Boat	Sail No.	1	2	3	4	5	6	7	8	9	10	11	12	13	Sub Total:	TO 1	TO 2	Total:
1	Tony Gonzalves	Chienz	51	2	1	1	3	1	1	1	1	1	1	1	2	2	18	3	2	13
2	Jess Atkinson	Picanto	56	5	3	4	4	6	10	2	3	2	2	2	4	22	69	22	10	37
3	John Ebey	Picanto	93	4	2	5	2	22	22	22	2	3	5	3	3	4	99	22	22	55
4	George Pedrick	Picanto	99	22	7	6	5	5	9	22	4	8	4	10	6	1	109	22	22	65
5	Mark Kennedy	TS-2	95	6	6	12	6	13	2	14	7	4	7	4	5	9	95	14	13	68
6	Steve Toschi	Micro Brew II	96	8	12	7	11	11	12	5	8	6	3	11	1	3	98	12	12	74
7	Al Finley	Cockatoo 08	174	7	10	11	7	7	4	8	5	7	6	13	11	8	104	13	11	80
8	Gene Harris	Vapour	50	22	17	8	9	14	6	4	9	9	12	6	10	11	137	22	17	98
9	Dick Carver	Mad Max	22	9	13	22	22	22	13	3	6	5	11	7	12	5	150	22	22	106
10	Bob Dunlap	Lintel	37	10	5	10	22	10	22	22	10	10	8	5	7	22	163	22	22	119
11	Thor Larsen	TS-2	137	13	16	13	10	15	7	13	13	11	10	22	9	6	158	22	16	120
12	Rick Schoos	Cockatoo II	41	22	22	22	22	8	5	7	15	12	9	12	8	12	176	22	22	132
13	Dennis Rogers	BritPop	43	3	4	2	22	2	3	22	22	22	22	22	22	22	190	22	22	146
14	Chris Sullivan	Errica	62	12	15	22	22	4	22	9	16	10	14	9	14	22	191	22	22	147
15	Bill Wright	Cockatoo	9	22	22	22	22	12	8	6	14	13	15	8	15	13	192	22	22	148
16	Mark Jurasin	Cockatoo II	36	11	14	14	22	22	22	12	12	14	13	14	13	10	193	22	22	149
17	Craig Mackey	BritPop	29	1	11	3	1	3	22	22	22	22	22	22	22	22	195	22	22	151
18	Ron Locke	V-7	64	15	8	15	8	9	11	10	11	22	22	22	22	22	197	22	22	153
19	Mike Allen	Topico	7	14	9	9	22	22	22	11	17	15	22	22	22	22	229	22	22	185
20	Jim Atkinson	TS-2	17	22	22	22	22	22	10	22	22	22	22	22	22	7	259	22	22	215
21	Ryan Schofield	Pikanto	15	22	22	22	22	22	22	22	22	22	22	22	22	22	286	22	22	242

NorCal Day #2 - IOMs on the Bay at Oracle Racing (Sept 9):

Pier 80, San Francisco, CA

Bob Dunlap reporting:

What a way to end two days of great racing! Oracle's second half of Super September weekend would be hard to beat. Twenty-three boats, some of the best sailors on the West Coast, top location, and

"B" rig sailing.

Sunday you couldn't have asked for better weather. A high of 68°F (20°C), partly cloudy sky and wind from the west blowing straight down the course 18 mph (15.6 knots), increasing later in the day to 24 mph (20.8 knots) with sustained gusts to 30 mph (26 knots). This made some exciting downwind runs in the top of "B" rig.

The day started with a brief practice while the tireless energizer bunny, RD Fred Rocha, set the course. With most boats in "B" rig, a few brave souls went with the "A". The wind rapidly increased during the first heat. Tony Gonsalves sailing his 51 Chienz continued his winning ways from the previous day's regatta at Foster City scoring a bullet closely followed by Craig Mackey 29, Bob Dunlap 37, and Ian Vickers 71.



Oracle Racing's Pier 80 is a nice high vantage point, but watch where you step. Photo Jeff DePew.



IOMs are such great fun in B-rig. Here some usual suspects get the jump. Photo Jeff DePew.

Vickers and his V-8 won the second heat and never looked back. With a combination of a fast boat and sailing extremely well, Ian won the 12-heat regatta (two throw outs, a second and a fourth) with an amazing 11 points and nine first place finishes. Second place belonged to Craig Mackey and his Britpop with 23 points. Oracle's Matty Mason had his number 38 Tempest II in the groove all day finishing third with 37 points. Dennis Rogers' efforts to repair his leaking mast trunk were successful, finishing in fourth with 44 points. Dennis was most happy not having to drain the water every heat. Making the top five was the 37 Lintel (Bob Dunlap) with 57 points.

Tony's 51 Chienz suffered a rudder servo problem after the second heat. After replacing the servo a deck patch started leaking, drowning the electronics and scoring a DNF and two DNSs in the last three heats, placing him in seventh for the regatta. Nine other IOMs were unable to complete the event due to a host of problems.

A hosted BBQ and refreshments followed, with awards — bottles of New Zealand's *Man of War* wine, given to the top ten finishers. The highlight of the day came after the awards when Matty Mason treated everyone to a guided tour of Oracle's facility. It was awesome squared!

A huge thank you goes to Matty and Oracle Team USA for allowing us to sail at their compound and special thanks to Grill Master Lloyd Gilmore for making sure no one walked away hungry. Thanks to Jeff Depew for photographing the regatta, nice work Jeff! Click this link to view the photos: <https://picasaweb.google.com/gonesailing37/IOMsOraclePier80SanFrancisco9912> Thanks everyone for coming. Good sailing, good food, good camaraderie and a great tour — what more could one ask? **SALUTE!**

Summary of the SBMYC Championship Series - Race 7:

Class: IOM

Date: September 9, 2012

Location: Oracle Racing on Pier 80; San Francisco, CA

Host Club: South Bay Model Yacht Club

Entries: 21

Winds: 15 – 20 knots with gusts to 25

Races Completed: 12

Scoring System: 2007 HMS, scoring version 2.0

Regatta Committee & Valuable Assistants: Bob Dunlap - Organizer; Freddy Rocha – PRO, Scorekeeper, Course Setting; Lloyd Gillmore, Grillmaster.

Pier 80 Results after 12 races with two throw-outs:

	Name	Boat	Sail No.	1	2	3	4	5	6	7	8	9	10	11	12	SubTotal:	TO 1	TO 2	Total:
1	Ian Vickers	V-8	71	4	1	2	1	1	1	1	1	1	1	1	3	18	4	3	11
2	Craig Mackey	BritPop	29	2	3	3	2	2	3	4	3	6	2	2	1	33	6	4	23
3	Matt Mason	Tempest II	38	11	4	12	3	7	5	3	5	2	3	3	2	60	12	11	37
4	Dennis Rogers	BritPop	43	7	2	10	11	6	4	2	2	4	4	6	7	65	11	10	44
5	Bob Dunlap	Lintel	37	3	12	7	13	4	7	6	4	7	5	5	9	82	13	12	57
6	John Ebey	Pikanto	93	5	14	5	7	3	6	7	6	8	7	4	11	83	14	11	58
7	Tony Gonzalves	Chimes	51	1	9	1	5	5	2	5	9	3	24	24	24	112	24	24	64
8	George Pedrick	Pikanto	99	14	6	11	16	11	9	8	7	10	12	8	6	118	16	14	88
9	Chris Sullivan	Errica	62	10	7	13	18	10	11	10	13	12	8	7	5	124	18	13	93
10	Bill Wright	Cockatoo	09	12	10	6	15	14	8	13	10	9	11	11	4	123	15	14	94
11	Dick Carver	Mad Max	22	9	13	15	8	24	12	11	14	13	6	9	8	142	24	15	103
12	Andrew Walker	Lintel	1	8	11	17	6	13	24	16	8	5	9	24	24	165	24	24	117
13	Steve Toschi	Micro Brew II	96	16	16	14	10	15	10	14	12	11	10	12	10	150	16	16	118

14	Mike Allen	Topico	07	13	15	20	17	24	24	15	11	14	13	10	12	188	24	24	140
15	Aaron Hunter	BV-5	75	6	17	9	4	12	13	9	24	24	24	24	24	190	24	24	142
16	Gene Harris	Vapour	50	24	5	8	12	24	24	24	24	24	24	24	24	241	24	24	193
17	Jim Atkinson	TS-2	17	17	8	16	9	24	24	24	24	24	24	24	24	242	24	24	194
18	Thor Larsen	TS-2	137	19	22	22	24	9	14	12	24	24	24	24	24	242	24	24	194
19	Mark Jurasin	Cockatoo II	36	15	20	19	24	16	15	24	24	24	24	24	24	253	24	24	205
20	Jess Atkinson	Pikanto	56	24	18	4	19	24	24	24	24	24	24	24	24	257	24	24	209
21	Hans Wolff	Two Dogs	73	18	21	21	14	24	24	24	24	24	24	24	24	266	24	24	218
22	Ron Locke	V-7	64	24	19	18	24	24	24	24	24	24	24	24	24	277	24	24	229
23	Elizabeth Walker	?	21	20	24	24	20	24	24	24	24	24	24	24	24	280	24	24	232

September Blender 2012 (Sept 22)

Glenmore Reservoir in Calgary, AB - Calgary Model Sailing Association

Steve Kibble reporting:

Earlier this year Andrew suggested to me that we should host a regatta. Little did we know what that germ of an idea would turn in to? At that time, our small group organized informal sailing and racing meets at various locations around Calgary. We'd get two, three and on a good day, four boats out. Our events weren't even scheduled; somebody would send an email out when they felt like sailing and others would respond. A few weeks later, somebody else would Reply All to suggest a new meeting time.

In May this year I brought my IOM out from the coast. Around that time several Glenmore Sailing Club members had purchased Velas. Another bought a used IOM, also from the coast. Adding these boats to the existing fleet brought momentum to the radio sailing group. To build on this, we started meeting at South Glenmore, right beside the sailing club, on Friday evenings. This tied into the club's Family Fun Friday event, and gave some parents something to do while their kids were sailing Optimists. The weekly Friday gatherings also gave some exposure to other club members and passers by. When somebody stopped to ask about the boats, they usually ended up with a controller in their hand. Several of these people ended up with boats of their own. Soon it was common to have six or seven boats out every week.

Five of us got together and officially formed the Calgary Model Sailing Association. The ink on the paperwork is not yet dry, even at time of writing this. When we announced the regatta in August, our target was to get a dozen boats. However, by the time regatta morning rolled around on September 22nd, we had an amazing 19 sailors with 20 boats show up. Further, we were honoured to have RC sailing expert, CRYA representative and PRO extraordinaire Lawrie Neish come all the way from Saltspring Island to run our races.

The boats were divided into Red Fleet, consisting of IOMs and bigger, and Yellow Fleet, consisting of the remaining boats. Nine races were held, which is pretty good for just an afternoon of sailing. The course was set windward-leeward and either once or twice around. All races were sailed in light and shifty winds. As the afternoon wore on, the wind become even more fickle such that races that started to windward became reach-reach around the course and occasionally the downwind mark become the upwind mark. Those of us who sail 'big' boats on Glenmore Reservoir are generally used to this situation. The Red Fleet consisted of two ODOMs, two Velas and a Seawind. Hans Konig with his modified Vela emerged the winner with Terry Nichols only a few points back.

In the Yellow Fleet, which consisted of twelve IOM sailors plus one, Gordon Stout switched back and forth between his very fast Marblehead and his even faster 10 Rater, winning most of his races. Had he not had to leave early he probably would have won the event. Nearly everybody had a top five finish at some point. In the end, it was Andrew Baak with his new home-built Goth IOM who was victorious. Yours truly had a bad batch of late races but still managed second, with Colin Silkstone and his 'Oink' IOM in third.

Everybody had a good time and overall it was a successful event. We also learned a few things

about event logistics that we will take forward into next year. A huge round of thanks goes to Lawrie for coming all that way to support our event and also to Glenmore Sailing Club and Calgary Parks and Recreation for support and assistance. Mostly, however, thanks to all the sailors for demonstrating that Calgary's radio sailing scene is growing and flourishing. We are all looking forward to next season.



There's Lawrie Neish again (sitting in blue shirt) assisting a new sailing group with their 1st regatta. This time it is the newly formed Calgary Model Sailing Association's inaugural September Blender. In 2010 it was Seattle Model Yacht Club's Cow Cup, our first IOM promotional regatta. Photo © Glenmore Sailor.

More info, event photos etc:

www.facebook.com/CalgaryModelSailingAssociation

<http://groups.yahoo.com/group/CalgaryModelSailingAssociation>

<https://picasaweb.google.com/110258052740093215007/SeptemberBlenderRCRegatta?authuser=0&feat=directlink>

2012 EURO Championships (Nov. 17-24)

Camp Kovacine in Cres, Croatia

Bob Wells reporting:

Brad Gibson dominates again with his personal performance and his BRITPOP design. And the most important IOM regatta of the year had a worldwide IOM audience daily following the excellent web coverage organized by the Sailing Club of Rijeka (SCOR) and others. Unfortunately I lost my insider comments because Seattle local, Jerry Brower, didn't compete as planned. No we haven't heard why as yet? If you haven't followed this on the Internet, do yourself a favor and go to: <http://www.iomec2012.com>

Seattle Model Yacht Club

Be sure to check out the daily video highlights under “News”. Excellent video with commentary that is nicely edited to include views from above via a tethered balloon and below (yep – from submerged cameras). Dean Miculinic’s images under “Photo Gallery” are excellent too. There are individual videos on most of the heats without commentary under “Video”. The “Hall of Fame” column lists past IOM World and Euro Champions, a nice touch and informative too. Note how the same names resurface over the years.

Habitually many of us compare the performance of the various designs and gear at these big regattas, while hopefully recognizing that the skipper is the key ingredient. My take from afar for a venue with lots of light wind with tide: BRITPOPs were the second most popular International here with 16 of the 74 entries (compared with 17 PIKANTO/TOPIKO’s). BRITPOPs were very successful overall with 5 finishing in the top 10, 10 in top 20, and winning 4 of 5 seeding races. Also the two Croatian KANTUN prototypes (<http://kantun-iom.weebly.com>) have to be happy about finishing 2nd and 6th in their first major outing. Yes they had excellent CRO skippers on the helm with local knowledge, but still impressive. Likewise SAILSetc’s FRACTAL design placed well with Marko Matic sailing CRO 85 to 4th, and Graham Bantock himself in 15th. The highest finishing of the pre-BRITPOP influenced designs is Mario Skrlj’s venerable TOPIKO (CRO 82) in 7th, the last of four Croatians in the top 10. Those new molded single panel Jelacic sails certainly scored well too.

Our lone Team USA skipper, Craig Mackey, again represented us well with a very respectable 16th. This is about where Craig typically places in major International events, and many of us vicariously followed his progress day by day.

Kudos to Croatia for stepping forward to sponsor another Euro after Spain had to cancel at the last minute. Cres is obviously a beautiful island, and I’m looking forward to hearing first-hand more about Croatia this winter from my ski friends that toured there earlier this year. That would be in the evening after skiing with an adult beverage in hand of course.



Action in the 2012 Euro’s with Rob Walsh’s Lintel MMX briefly engulfed by a wave on a day with wind. This is one of many excellent Dean Miculinic images on <http://www.iomec2012.com>.

IOM USA NCS - Fred's Section:



Hard working PRO Freddie Rocha finally has a proper buoy/chase boat off Pier 80 in San Francisco. Photo Jeff DePew.

Class News

By Fred Rocha, National Class Secretary

iom@TheAMYA.org (This article will be in the Winter issue of Model Yachting)

As I write this our 2012 summer sailing season is almost over, and we have two new (and previous) champions. Tony Gonsalves from Barbados is our 2012 USA National Champion, this for the second time. Tony sailed consistently well over four great days at RACE WEEK in San Diego in August, where we had skippers from six different countries participate. Peter Van Rossem is the 2012 Canadian National Champion, which he has held many times. Peter won this one in the huge and sometimes wild Lake Ontario waters sailing out of his Kingston Yacht Club. Both are class guys in addition to being talented and long-time skippers supporting our fleet. You can read about these events and others 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 have more class growth than last year with almost three months still to go. Ted Flack, our tireless Treasurer and Registrar, reports that so far our 2012 new registrations is 40 (36 in all of last year) and our 2012 total transactions (new and/or transfer) is 56 (46 in all of last year). We are growing more because we have a great team supporting our organization. This includes good national and local events, a good sailing program, a fair ranking system, publicity has cranked up, our web site is updated regularly with more content, and registration is timely. You are an amazing team and I am so happy for the support. Thank you, Brig and Bob, George and Jake, Ted and Stephan... you guys made a huge difference!!!

It is no accident that our International One Metre class has a lot of travelers. Sweden's Jan Dejmo with support from the UK's Graham Bantock conceived the IOM in the late 1980's as a solution to the M class that was losing international participation because the building and travel costs were becoming prohibitive. The goal was a "One Metre" sized class to reinvigorate international competition by providing

a similar experience with less cost and less difficult to travel with. We know now that the IOM has succeeded wildly. One of the keys is IOMs break down easily to travel reasonably well. Many skippers ship their boats in a hard (and very tough) SKA golf bag case and some flyers carry-on their precious hulls with the foils, bulb, and rigs in separate containers.

Speaking of travelers, we have two skippers in 2012 that really stand out. Jerry Brower from the Seattle area and Gary Boell from the San Francisco area are traveling to compete in all 'ten' of our 2012 ranking regattas in the USA and CAN. To do this these left-coast guys have to do some crazy things like travel to Port Credit, Ontario for the Ray Davidson Memorial and just three weeks later go back to nearby Kingston, Ontario for CAN Nats/Region 1. Soon they will leave for Region 5 in Dallas, and on the next weekend sail in the Cranberry Caper in Anacortes, WA. Nobody needs to tell them that the Cranberry regatta is non-ranking, they obviously just love to travel and sail! (Full disclosure: they are tied for the lead going into this last regatta in the series – Editor.) See you at the pond and thank you again for all the support.



Gary Boell on one of his two trips to BC this year is doing what travelers do – sleep when you can. Bob Wells photo.

Other News & Reports:

Man Caves - Martin's Shop/Studio on Saltspring Island:

Bob Wells Reporting,

One of the joys of this travelling IOM class is mixing with the locals. When you are competing and socializing for a few days at a time it is a richer experience over being a casual tourist. In particular I like visiting others workshops. My favorite Seattle shop is in Larry Robinson's basement, but alas Larry hasn't taken up IOMs. Joe Damico in Sequim, WA has such a large and nice one I have trouble dreaming that big for myself. Likewise Bruce Anderson in Boise, ID has a large killer shop too with unbelievably good and big tools more typically found in a commercial shop. There's a little more ah... things, clutter in Bruce's cave, but it is highly functional. In 2005 I briefly toured SAILSetc's production shop in England, but alas Graham Bantock was at World's in Oz. It is amazing how efficient and organized the small workspaces are at SAILSetc, and it is reflected in their quality products.

Each shop reflects the owner's personality. But none I've been inside compare with Martin Herbert's very personal shop/studio on Saltspring Island for combining craftsmanship with art. I'll let the

pictures and captions do the talking. It will help to know that Martin's profession was set designer/stage hand with a specialty in puppet stages. It was wonderful to share this experience with my wife and friends. And it is always fun to compete with Martin, as he is a charismatic force adding great humor and intensity to any regatta. He's a decent skipper too.



Martin Herbert displaying his 1st Place trophy from the recent Hornby Island regatta – a USA ranking event. This wonderful trophy was a creation of Gloria Herbert, who is married to Graham. Martin graciously noted that if Jerry Brower doesn't snag weed on the last race, the trophy was likely his. We're in the studio portion of his man cave, where he draws a nude model once a week. George Georgiadis (our IOMUSA.org web manager) from Oregon is admiring in the background. Bob Wells photo.



Here we step back in the workshop with the camera towards the studio. The black on white mural above Martin depict various aspects of his life with boats - a very personal space indeed. And there is a similar more family oriented mural on the studio side. Bob Wells photo.



"Liz" is one of my favorite IOMs – a Zoom design (by brother Graham Herbert) built by Martin Herbert. The hull is actually fiberglass, but Martin used his set designer skills to provide a very convincing faux wood plank appearance in acrylic. I just love to look at this boat even though I have never finished in front of her with Martin on the helm. An all-around fast custom boat well executed, and it is for sale here: http://wcmyma.ca/boats_for_sale.htm Bob Wells photo.



Looking at the workshop portion where some studio art items encroach. Bob Wells photo.

- The black 'table' in the foreground is really an old piano converted by Martin for story telling on his local waters. Operating the keys pops up various boats, people, waves – whatever is needed to embellish the story. You really have to see his performance to appreciate...
- Hanging are some 'political' sculptures using bike components like sprockets, etc... Martin really needs to explain it all for you.
- Right - his old sliding-seat canoe sailboat is being converted to a sliding "feet" rowboat. (Not a typo – Editor.)
- Martin's current IOM is sitting on his table saw on the left with hand tools well organized beyond.
- The white hull in the center is a custom called "Scout" that is designed and built by Martin for the Great Ocean Race sponsored by a Nanaimo pub.



Martin in full storytelling mode recreating another race on local waters and his crowd-pleasing win. I don't know how I captured the audience's moment of deep concentration, because mostly we just roared with laughter. Bob Wells photo.

Letters to the Editor:

(8/16/12) Thanks Bob;

Beautiful job on your newsletter as usual... great photos, excellent **content** and you even kept my spelling errors. Wish I could get out there to sail with you guys. Looks like productive fun. Cheers,

Jake Leo

Vector Sails, USA

(8/16/12) Bob,

Thanks for the Newsletter. Interesting comments by David Hollom. I think that basically what he is saying is right, but as I have said before, the hummingbird should not be able to fly! Also results on the water provide an insight into what works, taking into account the skippers abilities. Keep up the good work.

Regards,

Jeff Byerley

Mirage Radio Yachts, AUS

(8/16/12) Hi Bob

While you might thank Mr. Anonymous for initially triggering this lively discussion, its continuation, and in particular its spectacular response from David, I think is entirely due to the content quality and editorial attitude of your newsletter. David's presentation of the course theorem, attributed to Lanchester, is absolutely central, and deserves to be more widely appreciated -- your ability to point is the sum of your hydrodynamic drag angle and your aerodynamic drag angle, where "drag angle" is the ratio of lift to drag. Nothing to do with the amount of lift or the amount of drag taken separately.

David tried to explain all this to me when I was figuring out why my "A" class boat with a trim tab was giving me apparently inexplicable results, and I'm delighted to see he has written it up for us all, many thanks! If this had been commissioned from an America's Cup team as a consultancy summary, I'm fairly confident his fee would have run to five or six digits easily... (smile). Best regards,

Lester [Gilbert, UK]

(Note Hollom's article inspired Lester to write and add to his website his "Course Theorem" article, a largely diagrammatic explanation of the theory explaining pointing. I encourage you to check it out here: <http://www.onemetre.net/Design/CourseTheorem/CourseTheorem.htm>)

(8/16/12) Hi Bob,

Thanks for the newsletter, very well done as usual. If I ever have a moment to spare I might make some comments on the chine discussion! Keep up the good work,
Dave [Creed, UK]

(8/18/12) Hi Bob,

Super to see you again in San Diego, as I'm sure you know FANTASTIC NEWSLETTER! We are willing to assist your efforts in anyway. Cheers old boy.

John Ebey, USA

(I think John's offer to assist my efforts is about the nicely crafted rigs that he builds using 1mm stainless wire hooks that among other things allow him to easily remove/replace his sails without tying knots. My photos from San Diego below are a teaser, and in this future article John will hopefully explain his techniques. Making those tight little bends can't be easy. Small is beautiful here – Editor.)



(8/19/12) Hi Bob,

I really appreciate you sending me your wonderful publication. I learn a lot from her, I believe that thanks to [David Hollom's] work and his collaborators, many practicing RC are very grateful, worldwide, since the Internet has made us a big neighborhood. In the forum thread that you already know:

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

I was being very challenged by, intuitively, have reached the same conclusions as Dave Hollom and now, it seems, will start changing opinions. We need this, exchange information, only then the RC will

grow. The advent of the chine, I believe, will bring great credibility to the RC practice, because in reality we can be innovative for full-sized boats. Cheers,
Fred [Schmidt, Brazil]

IOMs for Sale:



BTL from OZ: Asking \$3,000US for complete turnkey package. Great shape, dry boat and with a winning history (2012 COW Cup Regatta Champ at SMYC for example – Editor). BG Sails - all three suits, rigged on skinny French mast with a Jackline, excellent condition. Vector Sails - all three suits, sails only, brand new never used (same sails that Tony G. used at the US Nats to win) jackline pocket. RMG Winch. Even includes the LiPo Batteries - for the Transmitter and the Boat. Includes Futaba 7C 2.4 Radio. Custom Sailbox, which is used but in excellent shape. Has all Canadian Certification. Or as seller Jan "Boat Trader" Schmidt said, "All you need is a skipper and this boat is ready to race and win". Location is Victoria, BC. Contact: NoWind1-at-shaw.ca. (Reason for sale is that Jan has a new/used Pikanto from CRO. Also Jan never holds on to any boat too long, and for the record the recipients at SMYC are all very glad to support his habit! – Editor.)

Croatian FRACTAL for Sale here: Recently placed 4th 2012 Euros! And you can trust that Zvonko knows how to ship your boat overseas so it won't get damaged:

<http://www.iomclass.org/phpBB3/viewforum.php?f=10&sid=11d40247e51559953285c9b25b3bbcc7>

PIKANTO from OZ (Now in Alameda, CA) here:

<http://www.rcgroups.com/forums/showthread.php?t=1763911>



WIDGET by Elliot Yachts: \$1,200US with no rigs. Hull & deck white gelcoat. Carbon covered bulb (a beautiful clear coat – Editor), Creed fin and rudder, Hitec HS7950TH arm winch, Hitec HS7940TH rudder servo (OK with 7.2v batts.), and Jeff says the boat is very dry and in very good condition. (It looks in great condition in person. Note that three Widget's in top 5 in our 2012 COW CanAm Series overall – Editor.) USA Certified. Located in California. Contact - Jeff Weiss: jweiss2229-at-aol-dot-com. (Reason for sale is Jeff has a new Britpop! – Editor.)



Cockatoo II from OZ: Asking \$1,500US with #1 and #2 rigs and extras. This is Bill Langjahr's old boat and still maintained in good condition. USA Certified. Location is Anacortes, WA. Contact: Doop.Bob-at-gmail-dot-com.

Other Boats for Sale from British Columbia: The WCMYA Internet site has added a "for sale" section with many interesting offerings such as Zooms (2) by Martin Herbert, a Ska build by John Ball, etc. The listings are here: http://wcmya.ca/boats_for_sale.htm

Note there is no fee for listing your boat here – it is free like the wind and this newsletter. You just have to have an IOM for sale that I'd like to see sailing in the Pacific NW – Editor.

PLAYMATE OF THE MONTH... Brad Gibson's *BritPOP!*:

Brad Gibson (known as "BG" in radio sailing circles) is the Britpop! designer who needs no introduction to 98% of our readers. For the other 2% new to IOM radio sailing I'll briefly summarize that BG's results are at the very top of our game:

- BG's "sails" at recent IOM World Championships: 1st 2007; 1st & 2nd 2009, and 1st, 2nd, & 3rd 2011.
- BG's Britpop: 1st, 2nd, & 3rd 2011 IOM World Championship. (These were the only prototypes in existence at the time – an unprecedented IOM clean sweep.)
- BG's personal finishes at recent IOM World Championships: 1st 2007, 2nd 2009, and 2nd 2011 (where it was decided on the exciting last race, which he went into on equal points. This excellent video takes you there: <http://www.youtube.com/watch?v=ulCgE94ETCs>).
- Since 2003 BG has personally never finished out of the top 6 in IOM International events, so he has been at the top level for a while.

In the hotly contested IOM class BG is a favorite in any regatta that he enters, and just before publishing it is no surprise that BG was crowned 2012 Euro Champion. This extends to other radio sailing classes such as Marblehead, where he was crowned 2012 RM World Champion while writing this article, and this is more special as he sailed his own new GRUNGE design. There are many recent National IOM Championships I could mention, but let's skip over that long list. Brad is fully committed to radio sailing with his sailmaking and sailboat design business based in the UK: <http://www.bgsailsanddesign.com>. He is livin' the radio sailing lifestyle that includes travel, the highs of competition, and plenty of hard work in between with pressing deadlines. My local buddies that have met Brad at US Nats in '10 and '11 both say he is a great guy personally too. Lots of fun and shares insights readily to the guys at the bottom of the fleet too.

The Britpop! appears to be a breakthrough IOM design that can hold its own with the best in heavy, medium, and even light winds. This hull/rig/foil package appears to be easier to sail too, as results of our more average skippers seemingly improve when sailing a Britpop! Even more telling, the Britpop! has fostered a rethink in his competitor's designs towards a similar narrower beam with long high chines and very high prismatic ends. Watching the dominant Britpops prototypes has this affect.

For full disclosure I was completing my Britpop! assembly (USA 7 by Pepe's Vinaixa Yachts) as I write this and it is now completed and sailing. Hopefully that will allow this article to be more insightful. On to the interview:



The well-travelled BritPOP! prototype #1, which is now owned by Dennis Rogers of the San Diego Argonauts. Here she is handily winning the 2010 USA Nats in Texas with BG on the helm, and this dominate performance encouraged a number in attendance to pre-order one before production had formally been announced. This included Ted and Bobby Flack from Detroit, who remain very happy customers with Robot Yachts supplying theirs. Eric Rosenbaum photo.



BG shown checking the BritPOP! prototype #1 trim at 2010 Euros, where he finished 2nd. Beam is atypically narrow compared to existing designs at that time, the exception being Michael Scharmer's series of ultra skinny designs. Sail trim shows an upper batten aligned with boom and the outhaul is pretty flat too. Hanneke Gillissen © photo.

Seattle MYC: Tell us about your early sailing background and how an Aussie wound up in the UK.

Brad Gibson: Sailing has always been the sport in my life from early childhood. After many years playing about in small dinghies, my racing career dates back to the early 1980's where I began in the Flying Ant dinghy class on Botany Bay in Sydney's south. Over the next decade and a half I skippered boats to considerable success in many classes including Cherubs, 14 and 18-foot skiffs. Early lessons learned through building boats with my grandfather Len Riley, then rigging/tuning sails and spars to them with my sailmaker father Kerry taught valuable lessons in rig/boat setup and sail design.

Since the age of 12, I have also been actively involved in Radio Controlled Yachting. After owning an older RM, my first new RC yacht was an East Coast 12 Metre kit during the mid 80's. In late 1997 after much time taken up with 18 foot skiff sailing, I returned to RC yachting with a borrowed mould and built my first International One Metre. Not long after launching this boat, I knew with my skiff/dinghy racing background that I could design and build my own boats and sails to be competitive with anything on the market.

Having met my fiancée Victoria during the 2006 RM Worlds in Fleetwood, I made the move to the UK to live and sail where we both remain to this day.

Seattle MYC: Tell us about your business, BG Sails and Design.

Brad Gibson: My business was started in 1998 after significant local interest was shown in my sails. From this hulls to my design were also offered in kit form where things have grown stronger ever since. Being permanently based in the UK since 2008 and with Victoria joining BG, our primary means of business is sailmaking where we presently average over 500 suits of sails per year to customers in over 40 countries.

We offer a range of spars and fittings that have been tried and tested by myself that are suited to our designs. Lines plans are also offered through our online store. We believe the strength of BG Sails & Design in the current marketplace is in being able to offer or recommend products that are suitable for winning races from club to world championship level based on our experience. We are not a 'one stop shop' selling multiple versions of items based on fashion without having proven themselves over time.

2013 looks an exciting one with further expansion on lines plans to other classes and the news of our Grunge RM design going into production.

Seattle MYC: What's the current lead-time for some BG IOM sails? Will your recent move to a new space change anything?

Brad Gibson: Currently our sail lead times are at 10+ months on new orders. We are now fully up and running in our new workshop/home and working hard to reduce these times.

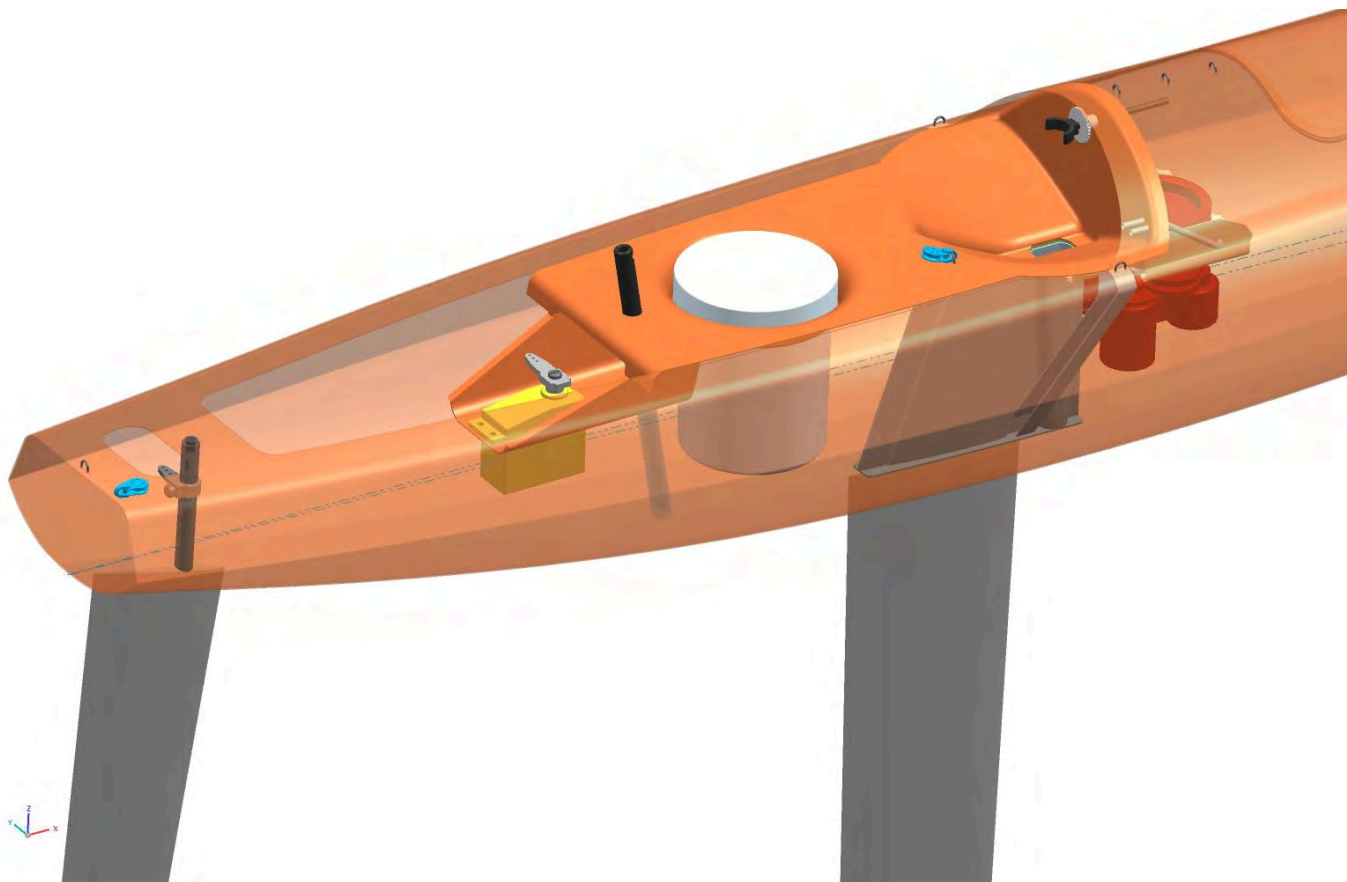


This is it folks - the Britpop foam plug as of 6/18/10 hand shaped by BG using shadows and closed cell foam. This plug was used for the three protos. All production boats are taken from CNC shapes true to this. Brad Gibson photo.

Seattle MYC: On to Britpop! I've added below the link to your letter describing your SKA design development (Seattle IOM Update, MAR 2012 Issue, Pg. 35), which I recommend that everyone read if they haven't already. With the SKA as a reference please tell us how the Britpop! design came about. What happened between the finalized SKA design and your BritPOP! proto storming the IOM class beginning in October 2010.

http://www.seattleradiosailing.org/wp-content/uploads/pages/Seattle%20IOM%20Update%20-%20MAR_2012.pdf

Brad Gibson: With the SKA prototype we had run as far as we could and needed to thin out the mid section. In doing so and re-drawing the lines plan I decided to also look at continuing the chine line forward in the theme of the Lintel to tidy the heeled waterline sections, albeit on a much narrower hull. In the end a choice was made to go with the chined design "BritPOP" with a goal towards the West Kirby worlds being in open water. As things turned out it was the correct choice after some changes in rig rake, weight distribution and lead placement, the package is where it is today. Quite a fast boat in all conditions.



This graphic image from Pepe at Vinaixa Yachts shows the interior where only a few items span from deck to hull - the rudder shaft, mainsheet post, keel trunk/mast well assembly, and jib swivel post (not shown here). These add structural support. Note that other items suspend from the deck above the hull including; sail winch, pot with receiver and battery, and rudder servo. It is good construction practice to have as little as possible glued to the hull to avoid potential hull distortion areas over time. This includes correctors that ideally are not hard-glued to the hull, but instead adhered with foam tape or other flexible adhesive. You need a strong tape though, ones intended for outdoors finally worked for me.

Seattle MYC: The Britpop! prototypes finishing 1st, 2nd, & 3rd at the 2011 IOM World Championships in West Kirby is ridiculously good. Please expand a little on that for those of us who enjoyed it vicariously through: <http://iomworlds2011.wordpress.com/media-centre/>. Also did you trial/practice together beyond regattas in preparation for Worlds.

Brad Gibson: Both Graham Elliott and Peter Stollery were supporters of the BritPOP project from day one and keen to sail one at West Kirby. Through the tough time of my father passing away suddenly following the AUS Nationals win in Jan 2011, being able to put my energies, thoughts, and spare time into building boats in the lead up to the worlds helped my headspace. Due to time constraints, the #39 boat Peter sailed at WK (West Kirby, the site of 2011 World Championship – Editor) was loaned by Victoria after having to return home for a couple of weeks. Both boats were launched 1 month before the worlds where they recorded 2,1 and 4,2 finishes respectively in the final UK ranking races on the WK site.

To share in the success of WK (West Kirby) with both Graham and Peter is something I will always remember after the work and lead up to the event.

Graham and myself had a limited amount of tuning time prior to the event. Peter, living near 4 hours away chose to work his boat up locally. As things turned out we were all quick using my basic rake settings despite our own slight differences in sail trim through the full range of conditions.



Day 6 at 2011 Worlds in West Kirby with eventual winner Peter Stollery tweaking his vang just before an A Fleet heat. Notice how he protects the keel with his foot. Brad Gibson in the background finished second. Jerry Bower photo.

Seattle MYC: I see familiar features in Britpop! from your earlier WIDGET “Mr. Brightside” (IOM World Champ '07) and your GLAM ROCK. Both of which have both found their way to our area.

For example:

- The rigs appear very similar. Did you establish a static rake for those boats too?
- The location of the sail winch in front of the mast accessed by a hatch and general sheeting configuration is the same.
- All have Dave Creed designed/manufactured foils and bulbs.

Brad Gibson:

- With all boats I have sailed or set up since my skiff sailing days I have found it important to always determine and stick with a base static rake point
- My own Disco IOM and Boogie/Anarchy RM designs used the RMG winch through the deck for ease of sheeting setup. As with the TS2 many years earlier, the Widget setup below deck gets the winch weight much lower in the boat without any of the concerns I held earlier about setup problems. A slight trade off but if your boat is dry then you rarely have to go down there!
- With testing a hull design, so many make the mistake of throwing out the old for new. Sticking with a known component of what works is common sense. For instance: When I was first designing IOMs Gary Cameron's TS2 design was the WC. It made sense to me to tick a simple box by using the TS2 fins so as to eliminate a variable in performance. As with Glam Rock/SKA/BritPOP, the

same logic was applied by using the same fins as my WC Widget to make better comparisons on hull design and rigs.

Seattle MYC: A departure for you on Britpop! is to the flush aft deck with a well for the mast, although I note the sheet configuration changes little. Why the flush decks this time instead of the skiff deck type?

Brad Gibson: In 2003 I noticed that the Disco skiff deck took on an amount of water in wave conditions. It always drained quickly but was an avenue I would look at further should another design ever be put into production. One of the last experiments made with the SKA prototype was to fit a deck skirt similar to the ones we used on the Disco in Vancouver 2003 to good effect to place 3rd & 4th. From this and further photographic studies, the clean low windage deck/well was decided on. Maybe Graham Bantock knew something in 1999 with the IKON?? ☺



A late SKA proto that was part of the development of Britpop – photo date 3/24/10. This shows the flush deck skirt experiment similar to the ones BG used on the Disco at Vancouver 2003 Worlds. Brad Gibson photo.

Seattle MYC: You have stated in the past a preference for sailing to weather with a slight lee helm. Could you expand on that and how you obtain the balance you like at the proto stage.

Brad Gibson: I feel the aim is to have a boat that will sail itself through varying wind gusts with minimum rudder correction. To achieve this the whole rig/foil/hull package needs to work together. Using the same fin/rig and placement ratios helps to best narrow the design gap shortfalls at testing whilst ensuring a similar helm balance.

Seattle MYC: OK, and I'm pleased to report in light air my Britpop! (Even with me on the helm!) from the first sail is not a dog. I find the helm so neutral and it tracks so straight that I have to hunt to confirm I'm not falling off. I think I detect you doing that too in the World's videos. I take it this is normal for the Britpop?

Brad Gibson: This sounds as though you are close. It is important to concentrate on heel angle and jib trim in these conditions as a guide to best course upwind. I find here also that understanding your tell tales is so important.

Seattle MYC: One of the things that influenced me to purchase the Britpop! was it appeared that you had integrated the rig, foils, and bulb as a package design. And that your Rigging Guide specifically for this boat was available so skippers could replicate your rig concept. (I also used Britpop! rig photo details that I've been collecting as a further necessary reference to complete the rigs – Editor.) I wish all boat builders supplied Rigging Guides specific to their boat.

Brad Gibson: Our BritPOP design is indeed a full package. Its excellent performance is a culmination of so many little things working in harmony to get the best from the boat. From fore and aft mast bend to lateral bend, to matching sail shape through a wide wind range on all three rigs, to correct mast rake, and rig height, it all needs to be in tune.

To achieve this, offering a rig guide is common sense for us to allow skippers to get the best from our design. We are not the first to do so but are equally amazed by some that choose not to offer one.



BG showing the technique to check his leach shapes at 2011 Worlds with Peter Stollery in the background. Base setting you want the leach twist parallel on both sails. Hanneke Gillissen © photo.

Seattle MYC: What are the most common mistakes folks make when assembling the Britpop! rigs.

Brad Gibson: Trying to re-invent the wheel!! When a skipper makes a commitment to purchase a boat over a long lead-time, they have done so surely because they believe in what they have seen on a performance level. To then not follow the setup guide when assembling their boat just makes no sense, no matter what the design. I hear too many stories of skippers bemoaning designs that had never been set up how the designer or manufacturer intended which is a little harsh.

My advice to anyone purchasing our BritPOP would be to set up as closely as possible to our guide to ensure its best possible performance. Once this has been achieved, then by all means try your own ideas if you wish with a known performance base to gauge from.

We are always happy to answer questions on our rig guide should anyone have them.



BG and his Britpop! obviously having a good time in the early days of 2011 Worlds. Photo Roger Stollery.

Seattle MYC: A few Britpop! setup questions:

- When you set the travel on your RMG sailwinch what angle is the limit for main and jib booms?
- How much rudder throw do you recommend? Is this something where the more skilled get away with more throw because they know how to limit the use of this brake.

- Do you use exponential on your rudder? For me it is very helpful, but I've tested a few boats that had more than I prefer.
- How heavy are your jib counterbalances. What is the dock test to know jib counterbalance is correct?
- Do you recommend Travel Adjust for the mainsheet with the RMG?

Brad Gibson:

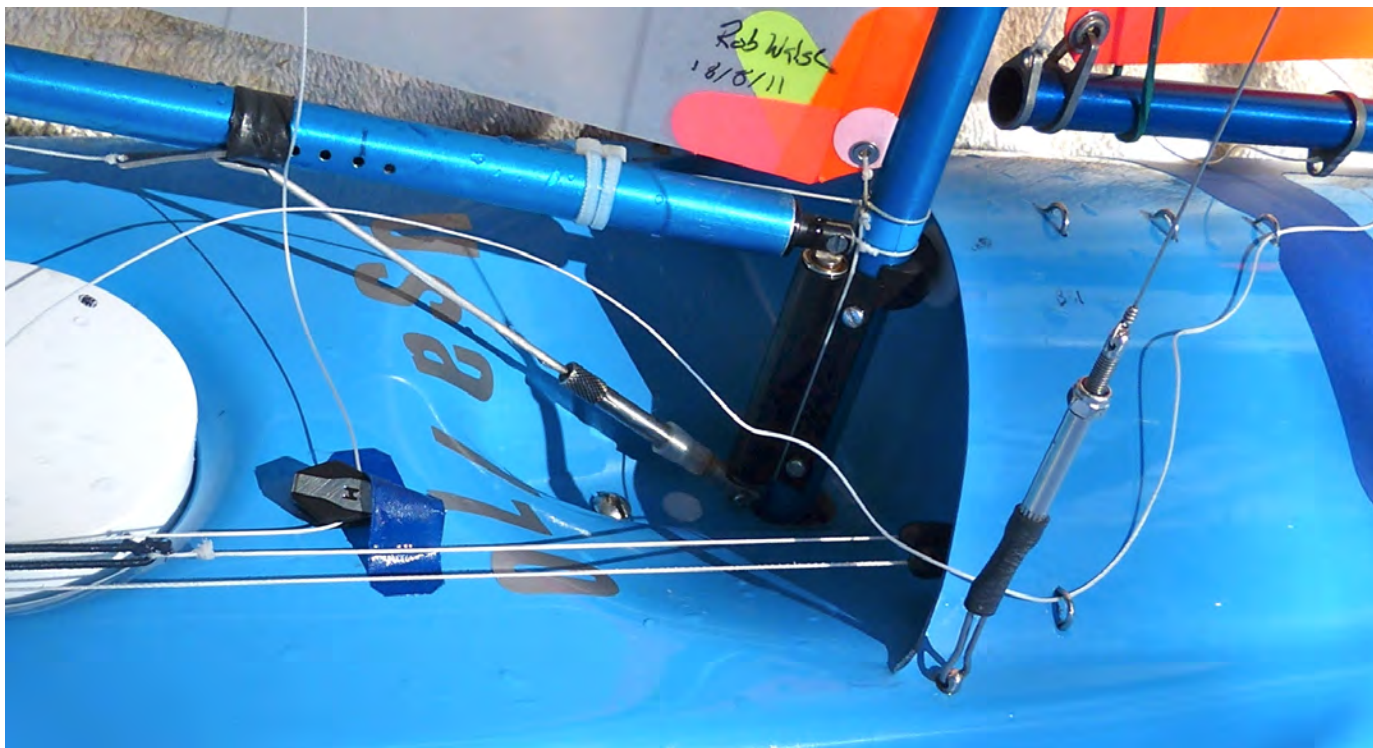
- I let the jib boom run out to fractionally inside 90 degrees on a run. Main boom will rest on the shrouds
- Near 45 degrees for me. Line the trailing edge up with the corner of the chine.
- No, I hate the dumbed-down feel of exponential. I like to drive my boat around the course.
- Just heavy enough so that when the boat is laid on its side, the aft end of the jib boom starts to lift.
- I just run with a standard winch setup on a RMG 32mm drum. I'll leave the fancy stuff to the techies ☺.

Seattle MYC: The Britpop! Rigging Guide implies a static rake measurement for all three rigs. Do you stick with this from top to bottom of the wind range, or do you say rake back for more weather helm in lighter winds? Also is there a suggested base shroud/backstay tension, and does this vary with conditions?

Brad Gibson: Rake stays the same throughout the wind range. Backstay tension is set to bend the mast to suit the luff curve in the mainsail. At the top end of the range maybe 1-2mm is applied to blade out the mainsail. Helm is balanced, not lee helm with all rigs and achieved by mainsail leech twist to get this.

Seattle MYC: For base main twist settings are you looking for the 2nd batten parallel with the boom or what?

Brad Gibson: I usually start with the jib trim and then looking from behind make sure the twist in both sails is similar for a basic trim.



SMYC: One of the many rig detail photos that I collected and studied in anticipation of building my rigs, and they proved essential along with BG's Rig Guide. I followed this photo religiously, right down to the mysterious bend in the vang wire. This is Roy Langbord's boat, which is also in the cover photo. Bob Wells photo.

Seattle MYC: Is there a suggested base shroud/backstay tension, and does this vary with conditions? I have a tension gauge custom made for radio sailing BTW.

Brad Gibson: Shroud tension should be firm enough so that when on its side the leeward shroud is not slack. Over tightening will force the mast to bend sideways out of column earlier than designed. Backstay will be sufficient to have the sail luff sitting evenly down the aft edge of the mast.

Seattle MYC: In the tuning sequence I have been used to using the vang to set downwind twist first and then set main twist with backstay and mast ram – as outlined by Graham Bantock. Is you're your Britpop! protocol too?

Brad Gibson: It certainly is. Running trim is very important. Start with this method and then fine tune as Graham says with backstay and ram for perfect upwind helm balance.

Seattle MYC: A mainsail jackstay is new to me. It appears from photos that you adjust the tension at the gooseneck with a bowsie, and I've seen others just tie this off snugly and leave it. What should I do and why.

Brad Gibson: The jackline is tensioned independently to the luff tension at the base. It also must swivel at the head for correct light air running. Set tension no tighter than you would the sail luff tension, i.e in light winds just the smallest amount.

Seattle MYC: I like your minimalist rig configuration a lot. One of your "lesson's learned" in the past must have been to get rigs as low as possible. (This leads to some tight tolerances for those assembling per your Rig Guide. For example my SAILSetc gooseneck bodies had to be shortened and the SAILSetc "wheel" on the vang had to be ground down to clear in the mast well.) Also I am curious why the bend in the vang next to the boom? Why not just prescribe attaching to the boom at the bend?

Brad Gibson: This does sound a little strange as our drawings incorporate the use of standard SAILSetc height goosenecks without the need for cutting down. We have offered low profile kicking straps to suit the goosenecks to date on demand, though I believe Graham has now further modified his gooseneck design to fit ours and "other" narrow well designs and we would recommend these for BritPOP rig builds. Yes, the little bend in the wire has kept a few thinking ☺.

The Britpop! invasion is well on it's way in the US with a number of them in seemingly every regatta. Do you know the current lead times if somebody wants to purchase a Britpop!

Brad Gibson: It is true that many Britpops have found their way to the US. After our 2010 US nationals win in Texas it would seem that collectively US skippers read the shift in design package quicker than most by getting in and ordering early. With further success worldwide the order lists are on the large side, but it would be best to check with our builders on this for more accurate lead times.

Seattle MYC: Since the Britpops initial launch and subsequent successes that include World Championship domination, I am sure that you have noticed the growing number of new similar designs now appearing. Any views on what you have seen?

Brad Gibson: Following on from our World's success it was inevitable that some new designs would appear. This is of course no different to what people did all those years ago when the TS2 turned the class on its ear.

It is good to see top shelf designers and skippers such as Graham Bantock, Ian Vickers and more recently the Croatian guys taking in what happened at West Kirby and looking to further develop a narrow waterline chine design theme incorporating their own thoughts. As with the TS2 though, unfortunately some have sought to commercially imitate the Britpop! with little knowledge or understanding as to why it works so well as a complete package. As in the TS2 example they will not achieve anything like the original design's success.

Seattle MYC: Like all sailmakers you have stated that more sails are damaged in storage than sailing and that you prefer wood sail boxes for storage. Do you prefer the mains and jibs be separated for storage or is folding the jib over and tying the booms together OK? Any suggestions in this regard?

Brad Gibson: I store my jibs separate away from my rigs in the lid of my sail box and tensioned with elastic to hold in place.



BG and Britpop! prototype #1 at 2011 Worlds. What I would have given for a pair of “red” Chuck Taylor Converse All-Star tennis shoes back in High School in the 60’s. Unfortunately they only came in ‘white”, except the Boston Celtics had a special deal to get them in ‘green’. Jerry Brower photo.

Seattle MYC: Sportsmanship is getting a lot of play on the IOM and other forums currently. I read recently on our USA website that the top UK skippers take the lead and set a high standard for sailing with sportsmanship per the rules. That is refreshing to hear if true?

Brad Gibson: This is always a difficult one. Luckily I have sailed now in a few places and find the difference if any is through the respect that the UK skippers have for each other as competitors. The guys at the front end set a good example of conduct, which filters down through the fleets.

The biggest problem I see is that in other countries like the USA, AUS, etc event organizers have been far too unwilling to use a proper skipper observer system which applies far too much pressure on an often inexperienced PRO to control those getting out of line. Let the observers watch the course and conduct while the PRO can concentrate on setting the best course, which can often be the reason for such unrest.

Seattle MYC: Excuse my getting off topic here for a moment; but your sail #42 matches the famous Jackie Robinson’s, the first black man to play in the majors since the 1800s. He desegregated Major League Baseball in 1947 when he joined the Brooklyn Dodgers, an inevitable but still culturally shocking

event. His huge talent and character coupled with being the desegregation pioneer in the USA's most popular pastime, all led to Jackie being a national hero for his era. He was the only player to have his jersey number retired by every Major League team. So why did you chose #42?

Brad Gibson: Wow, another 42 story that's new to me. I've heard the one about Hitchhikers guide.... and many others. No real reason other than it is my favourite number. I am big on superstitions so I do like to stay with what works best. ☺

Seattle MYC: Brad, thank you for my wonderful Britpop and BG sails. And thank you for taking the time out of your crazy schedule for this interview. As one of the many riding the BG products bandwagon, I have looked forward to this with great anticipation and it has been well worth the wait.



Hail 2011 World Champion, Peter Stollery, celebrating with his son, Oliver, and his loaner Britpop from Vicky McNulty of BG Sails and Design. Mom, nice touch with Oliver's shirt color matching the boat. Hanneke Gillissen © photo.

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)

<http://myauk.wordpress.com> (UK)

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

2013 Regional IOM Regatta Schedule

Anacortes R/C Sailors • Gig Harbor Model Yacht Club • Seattle Model Yacht Club
(Other selected regattas listed for reference.)

Date	Time	Club - Event Name	Location	Contact	Phone
1/6	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
1/13	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
1/20	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
1/27	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
2/3	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
2/10	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
2/17	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
2/24	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
3/3	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
3/9	10AM – 2PM	GHMYC – Saturday Regatta #1	Surprise Lake	Steve Young	(253) 202-6840
3/10	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
3/17	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
3/24	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
3/23-24	See NOR	VMSS – Beaver Fever	Beaver Lake	Barry Fox	www.WCMYA.ca
3/30	10AM – 2PM	SMYC – Saturday Regatta #1	Coulon Park	Bob Wells	(206) 232-9036
3/31	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
4/6	10AM – 2PM	GHMYC – Saturday Regatta #2	Surprise Lake	Steve Young	(253) 202-6840
4/7	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
4/13-14	See NOR	Boise – Famous Potatoes Regatta	Boise, ID	Bruce Anderson	www.iomusa.org
4/21	11PM – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
4/27	10AM – 2PM	SMYC – Saturday Regatta #2	Coulon Park	Bob Wells	(206) 232-9036
5/4-5	See NOR	SMYC – COW Cup (CanAm Regatta #1)	Coulon Park	Bob Wells	(206) 232-9036
5/11	10AM – 2PM	GHMYC – Saturday Regatta #3	Surprise Lake	Steve Young	(253) 202-6840
5/12	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
5/18/19	See NOR	GHMYC – Cowboy Up Regatta	Ellensburg, WA	Steve Young	(253) 202-6840
5/19	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
5/25	10AM – 2PM	SMYC – Saturday Regatta #3	Coulon Park	Bob Wells	(206) 232-9036
5/26	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
6/2	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
6/7-9	See NOR	SISC – CAN Nats (COW CanAm #2)	Salt Spring Is., BC	Lawrie Neish	www.WCMYA.ca
6/15	10AM – 2PM	GHMYC – Saturday Regatta #4	Surprise Lake	Steve Young	(253) 202-6840
6/23	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
6/29	10AM – 2PM	SMYC – Saturday Regatta #4	Coulon Park	Bob Wells	(206) 232-9036
6/30	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
7/7	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
7/13	10AM – 2PM	GHMYC – Saturday Regatta #5	Surprise Lake	Steve Young	(253) 202-6840
7/14	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
7/21	Noon – 4PM	ARCS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
7/19-21	See NOR	OMYC – HR Carnage (COW CanAm #3)	Hood River Marina	Morgan Dewees	(360) 608-4290
7/27	10AM – 2PM	SMYC – Saturday Regatta #5	Coulon Park	Bob Wells	(206) 232-9036
7/28	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
8/4/12	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
8/10	10AM – 2PM	GHMYC – Saturday Regatta #6	Surprise Lake	Steve Young	(253) 202-6840
8/11	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
8/17	10AM – 2PM	SMYC – Regatta #6	Coulon Park	Bob Wells	(206) 232-9036
8/18	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
8/25	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
9/1	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
9/7	10AM – 2PM	GHMYC – Saturday Regatta #7	Surprise Lake	Steve Young	(253) 202-6840
9/8	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
9/15	1PM – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
8/18	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
9/21	10AM – 2PM	SMYC – Saturday Regatta #7	Coulon Park	Bob Wells	(206) 232-9036
9/22	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
9/23	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
9/27-29	See NOR	ARCS – Cranberry Caper	Cranberry Lake	Julian Lee	(360) 299-2900
10/6	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
10/12	10AM – 2PM	GHMYC – Saturday Regatta #8	Surprise Lake	Steve Young	(253) 202-6840

10/13	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
10/18-20	See NOR	CAN Westerns (COW CanAm #4)	Hornby Is., BC	Lawrie Neish	www.WCMYA.ca
10/20	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
10/26	10AM – 2PM	SMYC – Saturday Regatta #8	Coulon Park	Bob Wells	(206) 232-9036
10/27	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
11/3	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
11/10	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
11/17	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
11/24	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
12/1	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
12/8	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
12/15	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
12/22	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
12/29	Noon – 4PM	AR/CS – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
Place markers in gray:					
???	See NOR	US Nats at ??,	???	Freddy Rocha	www.iomusa.org

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.

(COW CanAm #?) denotes events in our COW CanAm Series.

11/25/12 – Multi-day events highlighted