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The Seattle IOM Update

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

June – August 2013

Sailmaker Mark Paterson tuning his Tim Brown built FRAKTAL on her maiden voyage at Emerald Lake, the Paradise Radio Yacht Club's venue located on the Gold Coast in Queensland, AUS. This also was the site of this years AUS Nats, providing Mark a little home field advantage. The FRAKTAL looks purposeful and "techy" in white – Steve Jobs would approve. Later in this newsletter we have a Q&A with Tim and Mark, plus design comments from Graham Bantock. Photo by Bruce Mathers.

IOM eye candy: Let's kick-off this newsletter with yet another Graham Herbert custom ZOOM design image with his signature artwork that is unique on each boat. "Zing" is like all ZOOMs, a fast and forgiving all-rounder. Graham doesn't sell his creations. Hopefully I'll get to Hornby Island this year and get to see his shop/studio. Photo Julian Lee.

Washington State IOM Radio Sailing:

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 marked the beginning of our 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. We sail IOMs at Coulon Park and Surprise Lake every month March – October. On Whidbey Island the Deception Pass MYC sails year-round on Sundays, as they don't know when to stop. Actually they don't stop because their venue is located in the Olympic Mountains rain shadow, which is amazingly effective at driving away rain, but not wind. We habitually comingle our IOMs like one big club at these three 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 large "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 DPMYC (Deception Pass MYC) home is a Cranberry Lake off the Straits of Juan de Fuca in timeless Deception Pass State Park. Great sailing, great views, and great CCC built infrastructure to boot. The views just driving here justify the trip. Go here for directions: http://www.dpmyc.org.

After every race we're together laughing at ourselves in a pub or restaurant, feeding our faces, and somehow helping each other sail better. It is an essential part of all our programs. Find more SMYC information as well as copies of our previous newsletters at: **http://www.seattleradiosailing.org/**

2013 Schedules:

2013 SMYC IOM & PacNW Regional Schedule: Go to the last pages of this newsletter for our comprehensive schedule with many local and regional regattas. Many of us work together to coordinate all the weekend IOM sailing in Washington State, including Gig Harbor MYC and the Deception Pass Model Yacht club (formerly ARCS). 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 a unique Washington State IOM schedule with scores/pictures included by J. Brower: http://www.ibextrax.com/RC2013/
- For Seattle MYC see: http://www.seattleradiosailing.org
- For Deception Pass MYC see: http://www.dpmyc.org.
- For British Columbia see: http://wcmya.ca/coming_events_2013.htm
- For British Columbia also see: (You must join Yahoo.) http://ca.groups.yahoo.com/search?query=west%2Bcoast%2Bmodel%2Byachting%2Bassociation

2013 COW CanAm Series Regional Schedule: Four great regattas are planned, including Hornby Island for the first time as a CanAm Series event. Go to the last pages of this newsletter for our comprehensive schedule or here: http://wcmya.ca/coming_events_2013.htm

2013 USA Schedule: For ranking regattas and other multi-day regattas around the USA and Canada go here: http://www.iomusa.org and click on 2013 Calendar. Thank you to our web master; George Georgiadis in Portland, OR; for his work on creating our new "interactive" calendar that will include the ability on many regattas to provide your entry and fees online. It is slick.

Washington State Regatta Reports:

Deception Pass MYC's Sunday Regatta (4/14/13)

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

Larry Stiles Reporting:

We were greeted with rainsqualls; light shifting wind and 12 racers ready to go. The wind settled out of the west and slowly built as the day progressed. Great sailing weather demanding laser concentration. Bill Langjahr and Joe D'Amico were close and consistent all day long.

	Skipper	Sail #	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12
1	Bill Langjahr	188	Cheinz	24.0	3.0	3.0	3.0	5.0	3.0	1.0	1.0	8.0	3.0	4.0	1.0	2.0
2	Joe D'Amico	86	Coyote	27.0	2.0	4.0	8.0	1.0	2.0	3.0	5.0	2.0	4.0	1.0	4.0	4.0
3	Larry Stiles	131	Pikanto	32.0	1.0	2.0	4.0	3.0	1.0	6.0	2.0	1.0	5.0	7.0	13.0	13.0
4	Steve Young	87	Lintel	33.0	7.0	10.0	1.0	4.0	6.0	4.0	4.0	3.0	2.0	2.0	2.0	5.0
5	Julian Lee	03	Pikanto	47.0	13.0	7.0	6.0	6.0	5.0	2.0	7.0	4.0	1.0	6.0	7.0	3.0
6	Drew Austin	180	V6	50.0	6.0	13.0	7.0	2.0	4.0	13.0	3.0	6.0	13.0	3.0	5.0	1.0
7	Bob Critchlow	85	Cockatoo	68.0	5.0	6.0	9.0	13.0	13.0	5.0	9.0	9.0	8.0	5.0	6.0	6.0
8	Chris Chesley	95	Ikon	78.0	13.0	11.0	13.0	10.0	13.0	7.0	6.0	7.0	6.0	8.0	3.0	7.0
9	Peter Sternberg	18	Arrival	92.0	4.0	1.0	2.0	7.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0
10	Ray Fiedler	98	SC4	98.0	10.0	8.0	13.0	8.0	13.0	13.0	8.0	5.0	7.0	13.0	13.0	13.0
11	Dennis Pittis	25Y	Prospect	101.0	9.0	9.0	13.0	13.0	13.0	8.0	10.0	13.0	9.0	9.0	8.0	13.0
12	Kurt Wells	25G	Topiko	105.0	8.0	5.0	5.0	9.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0

Joe Damico's new 2012-13 TOP SECRET project on her second outing performed well again – this time with light and shifty wind on Cranberry Lake. Canadian spies tell us Graham Herbert molded the hull and foredeck off his COYOTE plug and Joe finished it from there with his own preferences. Local spies further tell us that this distinctive mongrel named *"Road Runner"* sports a V6 fin, a SAILSetc bulb, and Joe's own rudder and aft deck configuration. Joe went to SAILSetc sails for the first time with this boat. I'm sorry, but the presentation is way too conservative for a "G. Herbert from Hornby" design. Somebody needs to lay down some multi-hued pigment in a unique pattern to identify this as offspring from the Hornby Island family of IOMs! Photo Bob Wells.

Gig Harbor MYC #2 (4/6/13)

Surprise Lake, Milton, WA

Larry Stiles Reporting:

Well the weatherman said it was going to be a challenge and it was. Variable winds out of the SSW bringing squalls with wind fronts that would come down on you like a hammer. It was a test and it took its toll.

It happened in what would have been the third race. As the middle of the pack, all under No. 1 rigs, came around the windward off-set and started it's long down wind run a very muscular gust knocked everyone flat and sent boats out of control in all directions. My Pikanto was stood on its nose with its rudder way up in the air and spun around a full 180 degrees. But the real trouble was happening about 20 ft ahead of me where it seems that a deck patch on Arrival USA73, owned by Steve Young and on loan to Mike Pearson for the day, came undone allowing water to enter. In less time than it takes to clear your throat that sweet little boat was gone. Ron Hornung and Steve tried to recover the boat with a grapple but with no success.

The rest of the races were run and some good competition was had but there was little joy in it. About 2:30 PM the party broke up and we all went our separate ways knowing that what happened to No. 73 could have happened to any of our boats. Steve called for a diver and he showed up while the last of us were putting our boats away. He searched for quite awhile but with limited visibility the effort had to be called off until Monday. Steve is confident that the boat will be recovered. I hope he's right. As of Tuesday evening the boat still has not been raised. Plans are continuing.

A bright spot in the day's proceedings was the launch of a new "top secret" boat built by Joe D'Amico – we think it is a modified deck on a "Coyote" hull designed by Graham Herbert. Appendages are by Joe Damico. It's skinny, has hard chines, tumblehome, unmistakably lime green, and seems to go just fine in this first trial sail. More info to follow after we ply Joe with beer as a method to flush out the details of this boat nobody had any idea was in construction.

Position	Skipper	Sail #	Club/City	Hull	Score	1	2	3	4	5	6	7
1	Peter Sternberg	43	SMYC	Arrival	10.0	7.0	1.0	3.0	1.0	1.0	1.0	3.0
2	Bill Langjahr	188	SMYC	Cheinz	16.0	6.0	9.0	2.0	2.0	2.0	3.0	1.0
3	Larry Stiles	131	DPMYC	Pikanto	24.0	8.0	2.0	4.0	3.0	7.0	4.0	4.0
4	Joe D'Amico	86	DPMYC	Coyote	25.0	3.0	5.0	8.0	5.0	12.0	2.0	2.0
5	Byron Pimms	47	SMYC	Isis II	27.0	4.0	3.0	1.0	8.0	6.0	7.0	6.0
6	Kurt Wells	25	SMYC	Topiko	35.0	5.0	6.0	6.0	7.0	5.0	6.0	7.0
7	Scott Thomas	05	SMYC	V6	36.0	9.0	10.0	7.0	6.0	4.0	5.0	5.0
8	Ron Blackledge	208	OMYC	Fraktal	40.0	12.0	4.0	5.0	4.0	3.0	12.0	12.0
10	Mike Pearson	73	SMYC	Arrival	57.0	2.0	7.0	12.0	12.0	12.0	12.0	12.0
9	Steve Young	87	DPMYC	Lintel	57.0	1.0	8.0	12.0	12.0	12.0	12.0	12.0
11	Ron Hornung	78	SMYC	Why-Not	65.0	10.0	11.0	12.0	12.0	8.0	12.0	12.0

Seattle MYC #1 (3/30/13)

Gene Coulon Park on Lake Washington, Renton, WA

Larry Stiles Reporting:

Sunshine and a good breeze made for a great day of racing, and another nice sized crowd of civilians watching us. The infamous Coulon Chop was already developed when we started with winds from the NNW at about 5 MPH. This backed to the NW at maybe 5-9 MPH and held pretty much. Big Fun, and this includes the gathering afterwards at our Irish pub, A Terrible Beauty.

Mike Pearson is back radio sailing at Coulon after what I am told has been a long layoff. It was great to see Ron Hornung's new custom design – a first from SMYC! She is not finished though and this day had a persistent rudder servo issue making for a rough first regatta. Pictures after she is further along... Note, SMYC #2 was canceled due to a conflict with USA Nats.

Position	Skipper	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12
1	Peter Sternberg	Arrival	23.0	3.0	2.0	5.0	3.0	4.0	1.0	1.0	9.0	1.0	3.0	4.0	1.0
2	Bob Wells	Britpop!	27.0	16.0	1.0	1.0	4.0	2.0	7.0	2.0	1.0	4.0	7.0	1.0	4.0
3	Chris Brundege	Widget	29.0	10.0	4.0	4.0	2.0	1.0	3.0	3.0	3.0	6.0	2.0	2.0	5.0
4	Steve Young	Lintel	30.0	2.0	16.0	3.0	1.0	8.0	6.0	7.0	2.0	2.0	1.0	3.0	3.0
5	Bill Langjahr	Cheinz	34.0	1.0	3.0	2.0	7.0	3.0	2.0	4.0	5.0	5.0	11.0	7.0	2.0
6	Joe D'Amico	V6	57.0	5.0	5.0	9.0	10.0	7.0	4.0	5.0	6.0	3.0	5.0	8.0	9.0
7	Larry Stiles	Pikanto	71.0	6.0	9.0	11.0	5.0	9.0	10.0	8.0	4.0	10.0	6.0	6.0	8.0
8	Kirk Wells	Topiko	73.0	8.0	6.0	7.0	6.0	6.0	11.0	9.0	8.0	7.0	10.0	9.0	7.0
9	Scott Thomas	V6	90.0	11.0	7.0	12.0	16.0	5.0	12.0	10.0	7.0	12.0	9.0	11.0	6.0
10	Mike Pearson	Arrival	91.0	9.0	12.0	8.0	16.0	11.0	5.0	13.0	12.0	9.0	8.0	5.0	12.0
11	Byron Pimms	Isis II	93.0	12.0	10.0	6.0	9.0	10.0	9.0	6.0	10.0	11.0	12.0	10.0	13.0
12	Drew Austin	V6	94.0	4.0	8.0	10.0	12.0	16.0	13.0	11.0	13.0	8.0	4.0	16.0	11.0
13	Ron Blackledge	Fraktal	104.0	7.0	11.0	13.0	8.0	12.0	8.0	12.0	11.0	13.0	13.0	12.0	10.0
14	Craig Rantala	Azetone	140.0	13.0	13.0	16.0	11.0	16.0	14.0	14.0	15.0	14.0	14.0	16.0	16.0
15	Ron Hornung	21 Grams	153.0	14.0	16.0	16.0	16.0	13.0	16.0	16.0	14.0	16.0	16.0	16.0	16.0

2013 COW Cup champion Graham Herbert had a lot of fun this weekend. He is a one-of-a-kind who makes those ZZ Top singers look drab. Here he is showing off his recently completed new steed called "Jive", while posing with his 3-year growth and incredible tie-dyed leggings. Jerry Brower, in the background with his windbreaker shirt pulled up around his belly, provides another demonstration of how with-it we dress in the PacNW. Yes sir – two shining examples of sailing haute coutour… We sailed under a sunny May heat wave so we had lots of sunburns. Bill Langjahr photo.

The COW Cup Regatta (5/4-5/13)

Gene Coulon Park on Lake Washington, Renton, WA

Bob Wells Reporting:

Fred Rocha kept saying through the weekend that I'm a liar about our Coulon Park venue. Supposedly I say that the sun never comes out, it is never warm, the wind never blows, or whenever it does blow it comes from the wrong direction and we get a steep chop. Freddy said he was going to go back to California and tell everybody that I was a liar, and he repeated it all weekend with a big smile.

Well the glorious sailing conditions could not have been better. Saturday's north wind aligned parallel to our 300' walkway in upper A and some B-rig, and both the direction and the strength are rare here. It's always a plus when your boat is in easy eyesight that the North wind allows. Sunday's lighter wind came with only a slight westerly component, so chop was minimal. It was lumpy for sure with many miles of fetch on big Lake Washington, and our IOMs are a great boat to pinch and foot through the waves keeping the speed up as needed.

As far as the sun and warm temperatures, in my defense we had near record highs reaching the 80s. Design Award winning Coulon Park was chock-a-block full in the afternoons, and parking was in such demand the police have to patrol it. Freddy questioned me pretty hard when I said we limit entries to 36 due to parking, but now he has seen it first-hand and I have his support. I'm not a liar on this, right Freddie! Luckily for us when we arrive in the morning there is no parking issue, other than if you later leave you might not get a spot on your return.

Congratulations to Graham Herbert, from Hornby Island in BC, for a well-deserved comeback win in our fourth annual running of the Cow Cup. His recently completed "Jive", his COYOTE design, which

was dialed in nicely from the git, and was particularly fast in the lighter wind of Sunday. Usually Grahams boats are painted so brightly that they're the most colorful things on the dock, and he had two prime COYOTE examples sailing. But this regatta Graham's tie-died legging takes the 'most colorful' prize – what a sight as he makes those ZZ Top singers look drab.

Second goes to Californian Gary Boell sailing his CHEINZ. Gary was the only first-timer sailing here, yet he led the scoring the first day by four points over Graham. Gary couldn't match Graham's string of first places on Sunday, although he kept it close with a long string of seconds and thirds. Third was Jerry Brower in his venerable Widget, "Mr. Brightside", footing quickly with power "on" through the waves. Fourth was Bill Langjahr, who has his CHEINZ moving this year, and finally fifth was Bob Wells, the regatta organizer. These five are the recipients of the highly coveted yet artfully tacky Cow Bell awards.

The 2013 COW Cup had 23 skippers and great support with Lawrie Neish coming from Saltspring Island to be our PRO again. Freddy Roca flew up from San Francisco to assist Lawrie, where he had class business to take care of after the USA Nats on the previous weekend. Collie Martin in nearby Anacortes was our scorekeeper. Joe Damico towed his first-class rescue boat and buoys (as he always does) for two hours each way, and is greatly appreciated. Once again Joe missed the closing party getting his boat on the trailer for the long ride home, his reward for good work I guess. The social aspect was well covered with a gather party at the Wells house on Friday and a no-host dinner out on Saturday. Word is out and wives and girlfriends are beginning to find this party better than tolerable. Our "program" featured an excellent discussion by Graham Herbert on sailing in waves, a prebend discussion displaying Bill Langjahr's 3-wheel bender, and the Gary Boell method of shipping with an SKB hard golf case. We played well together this weekend, and the 2013 COW CanAm Series is off to a great start with Regatta #1 of 4 in the books.

I needed a long nap after everybody left, that pesky sun pooped me out.

Images: http://www.ibextrax.com/RC2013/0504COW/ from J. Warren Brower

	Skipper	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Gra. Herbert	Coyote	24.0	5.0	6.0	1.0	1.0	2.0	7.0	4.0	2.0	3.0	2.0	1.0	1.0	1.0	4.0	1.0	1.0
2	Gary Boell	Cheinz	28.0	1.0	3.0	3.0	3.0	1.0	5.0	1.0	7.0	2.0	11.0	2.0	3.0	3.0	2.0	2.0	2.0
3	Jerry Brower	Widget	37.0	2.0	2.0	2.0	2.0	5.0	1.0	11.0	15.0	24.0	4.0	8.0	2.0	2.0	1.0	3.0	3.0
4	Bill Langjahr	Cheinz	57.0	3.0	4.0	5.0	4.0	7.0	3.0	2.0	5.0	4.0	5.0	7.0	10.0	4.0	10.0	10.0	4.0
5	Bob Wells	BritPOP	58.0	3.0	14.0	10.0	16.0	8.0	6.0	7.0	3.0	1.0	3.0	5.0	4.0	6.0	3.0	4.0	5.0
6	Kelly Martin	Topiko	72.0	9.0	5.0	4.0	7.0	9.0	15.0	3.0	8.0	8.0	1.0	4.0	12.0	5.0	5.0	5.0	8.0
7	P. Sternberg	Arrival	79.0	2.0	9.0	8.0	5.0	10.0	4.0	6.0	4.0	7.0	8.0	3.0	9.0	7.0	7.0	9.0	13.0
8	Andy Slow	Coyote	82.0	4.0	13.0	12.0	8.0	6.0	8.0	10.0	1.0	6.0	6.0	6.0	5.0	12.0	9.0	7.0	6.0
9	Steve Young	Lintel	87.0	1.0	1.0	11.0	24.0	3.0	2.0	5.0	6.0	5.0	7.0	10.0	18.0	15.0	14.0	22.0	7.0
10	Joe Damico	Coyote	122.0	4.0	8.0	7.0	12.0	18.0	15.0	8.0	9.0	9.0	10.0	13.0	7.0	13.0	11.0	11.0	15.0
11	C. Brundege	Widget	123.0	7.0	11.0	15.0	6.0	4.0	9.0	14.0	11.0	18.0	12.0	16.0	11.0	9.0	13.0	6.0	10.0
12	Julian Lee	Pikanto	142.0	6.0	17.0	6.0	13.0	24.0	24.0	24.0	16.0	12.0	9.0	11.0	6.0	8.0	6.0	8.0	24.0
14	R. Blackledge	BritPop	152.0	6.0	10.0	18.0	9.0	13.0	15.0	12.0	12.0	10.0	21.0	17.0	16.0	16.0	8.0	14.0	11.0
13	Larry Stiles	Pikanto	152.0	5.0	7.0	13.0	15.0	17.0	19.0	18.0	10.0	11.0	15.0	9.0	17.0	11.0	15.0	12.0	12.0
15	David Cook	P. Pig 4	179.0	10.0	12.0	9.0	10.0	11.0	11.0	20.0	18.0	14.0	17.0	15.0	24.0	17.0	18.0	17.0	20.0
16	Kurt Wells	Topiko	183.0	11.0	15.0	14.0	14.0	15.0	10.0	13.0	15.0	16.0	16.0	15.0	13.0	21.0	20.0	16.0	18.0
17	Drew Austin	One Off	186.0	7.0	18.0	16.0	19.0	12.0	16.0	15.0	20.0	20.0	13.0	22.0	8.0	15.0	12.0	18.0	17.0
18	Byron Pimms	Isis	189.0	12.0	19.0	20.0	18.0	16.0	17.0	16.0	13.0	19.0	14.0	20.0	15.0	10.0	17.0	13.0	9.0
19	Scott Thomas	V 6	201.0	8.0	16.0	19.0	20.0	15.0	18.0	17.0	17.0	13.0	22.0	21.0	14.0	18.0	16.0	15.0	15.0
20	Barry Fox	Reggae	213.0	9.0	20.0	17.0	11.0	20.0	24.0	9.0	19.0	15.0	18.0	19.0	19.0	19.0	22.0	19.0	19.0
21	Dave Taylor	Trinity	236.0	8.0	23.0	22.0	17.0	19.0	24.0	19.0	21.0	21.0	23.0	12.0	21.0	20.0	19.0	21.0	16.0
22	Craig Rantala	Ska	256.0	11.0	22.0	21.0	22.0	21.0	24.0	21.0	22.0	17.0	19.0	18.0	20.0	22.0	24.0	20.0	24.0
23	Ron Hornung	21grams	267.0	10.0	21.0	23.0	21.0	24.0	15.0	24.0	24.0	24.0	20.0	23.0	22.0	23.0	21.0	23.0	21.0

Typical tight COW Cup action in manageable waves at the weather mark. Ron Hornung photo.

Graham Herbert leads us around during the offset leeward mark at the COW Cup. With summer temperatures in May this brought lots of people boats to the lake adding boat waves to the wind waves. Our walkway was chock-a-block full and fun too. This was as good as it gets for May sailing at Coulon Park. Ron Hornung photo.

Deception Pass MYC's Sunday Regatta (5/12/13)

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

Larry Stiles Reporting:

The wind was a solid powerhouse out of the S to SE, mid to upper No.1 rig and temperatures that didn't make your teeth chatter. All good. A lot of swapping of boats today, for instance about half way though the day Bill and I traded boats for the day. Very illuminating. I don't know how many people got to sail Julian's Pikanto. That's how you grow the knowledge base and the fleet. Enjoy.

Position	Skipper	Sail #	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13
1	Steve Young	87	Lintel	26.0	3.0	4.0	2.0	1.0	2.0	5.0	2.0	4.0	2.0	2.0	1.0	4.0	3.0
2	Larry Stiles	131	Pikanto	30.0	4.0	1.0	1.0	4.0	3.0	3.0	3.0	6.0	7.0	6.0	3.0	1.0	1.0
3	J. Warren Brower	42	Widget	34.0	1.0	7.0	6.0	2.0	6.0	2.0	1.0	1.0	1.0	10.0	5.0	2.0	10.0
4	Bill Langjahr	188	Chienz	38.0	6.0	2.0	5.0	3.0	5.0	6.0	7.0	2.0	3.0	3.0	2.0	3.0	4.0
5	Joe D'Amico	86	Coyote	40.0	5.0	3.0	3.0	5.0	1.0	1.0	4.0	7.0	5.0	1.0	6.0	6.0	10.0
6	Drew Austin	90	HB	57.0	2.0	5.0	8.0	7.0	4.0	4.0	5.0	3.0	4.0	5.0	10.0	10.0	10.0
7	Julian Lee	03	Pikanto	67.0	7.0	6.0	4.0	6.0	7.0	9.0	10.0	10.0	10.0	7.0	4.0	5.0	2.0
8	Craig Rantala	65	Ska	79.0	8.0	8.0	7.0	9.0	9.0	7.0	6.0	5.0	6.0	4.0	10.0	10.0	10.0
9	Ray Fiedler	98	SC2	103.0	9.0	10.0	10.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0

Cowboy Up Regatta (5/18-19/13)

Irene Rhinehart Park; Ellensburg, WA

Bob Wells Reporting:

One of 34 starts at the Cowboy Up Regatta, or was this one of the recalls called by Jean Lee? Darith Langjahr photo.

34 blustery races over two sunny days is a lot of sailing. We sailed mostly in top A-rig, but there were many races the fleet was mostly in B-rigs. Neither rig size was ever appropriate the whole race with the 'black bombs' that came through or the lulls. It was either A-rig leading to pirouettes downwind and blow-downs upwind or B-rig and being under powered for stretches. Congratulations to Gary Boell for solid consistent sailing as he was easily the class act in this field. Gary had 16 first places out of 34, and a few were horizon jobs. And nothing broke on his equipment, unlike most of the rest of us. We had rig carnage

and plenty of on-site repairs. Two goosenecks shook loose from masts for example!

The wind just blows and blows here, and the sun mostly shines too. That is why Steve Young and Julian Lee put together this trial Deception Pass Model Yacht Club venue. Most everything was as advertised: the pond is a nice size that lays out well for radio sailing, you walk the course close to your boat, the clean trimmed lawn rolls down to water edge so you get some elevation to look down, wet launching worked fine, great little college town, less than two freeway hours from Seattle, and hotels were relatively cheap. Not expected with the plentiful wind is the persistent (or radical some say) direction and velocity changes. I can't say which of the two was worse, but that combination wears on you. Call it a sailmaker's blustery wind, as there was a whole lot of shakin' and twistin' going on with our A-sails.

Steve Young and Julian Lee organized and ran a great little regatta that included dinner's together and trophies. Jean Lee stepped up and called the starts and kept the scores for the first time, including operating the HMS 2007 software. The best news is that Julian and Steve want to do it again next year.

Results after 34 races over two days:

Position	Skipper	Sail #	Club/City	Hull	Score
1	Gary Boell	71	Richmond, CA	Cheinz	53.0
2	Jerry Brower	42	Lake Stevens, WA	Widget	95.0
3	Bob Wells	07	Mercer Island, WA	Britpop	99.0
4	Steve Young	87	Tacoma, WA	Lintel	115.0
5	Peter Sternberg	18	Redmond, WA	Arrival	135.0
6	Bill Langjahr	188	Anacortes, WA	Cheinz	173.0
7	Larry Stiles	131	Sedro Woolley, WA	Pikanto	176.0
8	Ron Blackledge	217	Portland, OR	Britpop	199.0
9	Julian Lee	03	Anacortes, WA	Pikanto	206.0
10	Kurt Wells	25	Seattle, WA	Topiko	273.0
11	Drew Austin	90	Sequim, WA	One Off	317.0
12	Scott Thomas	05	Lakewood, WA	V6	323.0
12	Joe Damico	86	Sequim, WA	Coyote	323.0

There were three choices you had to make at the Ellensburg Cowboy Up Regatta: shorts or waders, A-rig or B-rig, and do you go out or in to find the next lift? There was never full consensus on any of these conundrums. Note, the zoom lense does make the trees look much closer and bigger than actual. Darith Langjahr photo.

Gig Harbor MYC #3 (5/11/13)

Surprise Lake, Milton, WA

Larry Stiles Scorekeeper:

Position	Skipper	Sail #	Club/City	Hull	Freq	Score	1	2	3	4	5	6	7
1	J. Warren Brower	42	SMYC	Widget		9.0	1.0	1.0	3.0	2.0	6.0	1.0	1.0
2	Ron Blackledge	208	OMYC	Fraktal		19.0	2.0	7.0	5.0	1.0	4.0	4.0	3.0
3	Peter Sternberg	18	SMYC	Arrival		21.0	6.0	2.0	2.0	4.0	2.0	8.0	5.0
4	Joe D'Amico	86	DPMYC	Coyote SE		23.0	4.0	6.0	10.0	8.0	1.0	2.0	2.0
5	Steve Young	87	DPMYC	Lintal		23.0	3.0	3.0	1.0	7.0	7.0	5.0	4.0
6	Byron Pimms	47	SMYC	Isis II		27.0	7.0	5.0	4.0	3.0	5.0	3.0	9.0
7	Kurt Wells	25	SMYC	Topiko		39.0	9.0	8.0	6.0	9.0	3.0	7.0	6.0
8	Drew Austin	90	Sequim, WA	Home Built		40.0	5.0	4.0	10.0	5.0	9.0	9.0	8.0
9	Ron Hornung	777	SMYC	21 Grams		42.0	8.0	9.0	7.0	6.0	8.0	6.0	7.0

Seattle MYC #3 (5/25/13)

Gene Coulon Park on Lake Washington, Renton, WA

Larry Stiles Reporting/Scorekeeper:

The weather was just about as predicted with winds starting in the south and clocking all the way around to the north but with about half of the strength that was promised. Mostly it was from the WSW, which meant sailing away from the dock and lots of 'reachy' courses. Frustrating. But hey! It wasn't raining and we had a good showing of 13 boats.

What a joy to watch Kelly Martin sail. I should have parked my boat and studied his technique. He's a maestro.

Position	Skipper	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12
1	Kelly Martin	Topiko	13.0	1.0	1.0	1.0	2.0	1.0	1.0	1.0	1.0	1.0	4.0	3.0	7.0
2	Jerry Brower	Widget	33.0	7.0	5.0	2.0	5.0	2.0	2.0	5.0	8.0	2.0	6.0	1.0	3.0
3	Joe D'Amico	Coyote SE	36.0	8.0	2.0	4.0	1.0	8.0	4.0	3.0	10.0	3.0	3.0	4.0	4.0
4	Peter Sternberg	Arrival	54.0	4.0	3.0	11.0	11.0	3.0	6.0	4.0	3.0	14.0	2.0	7.0	14.0
5	Bob Wells	BritPop!	55.0	6.0	4.0	3.0	4.0	4.0	8.0	2.0	7.0	9.0	8.0	14.0	14.0
6	Ron Blackledge	Fraktal	61.0	3.0	14.0	8.0	7.0	12.0	3.0	8.0	5.0	7.0	5.0	10.0	5.0
7	Bill Langjahr	Cheinz	63.0	5.0	10.0	5.0	3.0	6.0	12.0	11.0	4.0	4.0	11.0	6.0	9.0
8	Byron Pimms	Isis II	66.0	2.0	8.0	6.0	8.0	5.0	5.0	12.0	2.0	8.0	12.0	12.0	10.0
9	Steve Young	Lintal	66.0	10.0	6.0	10.0	14.0	7.0	7.0	7.0	6.0	5.0	13.0	2.0	6.0
10	Kurt Wells	Topiko	78.0	13.0	11.0	9.0	12.0	9.0	10.0	9.0	9.0	10.0	1.0	8.0	2.0
11	Larry Stiles	Pikanto	88.0	9.0	9.0	13.0	6.0	11.0	9.0	10.0	11.0	6.0	9.0	11.0	8.0
12	Chris Brundage	SC-2	93.0	11.0	12.0	12.0	10.0	10.0	11.0	13.0	12.0	11.0	10.0	5.0	1.0
13	Drew Austin	Home Built	98.0	12.0	7.0	7.0	9.0	14.0	14.0	6.0	13.0	14.0	7.0	9.0	14.0

2013 USA IOM Nationals:

The 2013 US Nationals participation was again decidedly International with entries from eight different countries. Clawing to windward on a lefty from right to left is BRA, GBR, CAN, AUS, BAR, and USA. Also our sponsors hail from seven different countries. EllenHoke.com © Photo.

The top two boats are moving nicely here under B-rigs. USA 171 is NZL's Ian Vickers's V8 named "Jumpin Jack Flash", and GBR 70 is Brad Gibson sailing a Britpop owned by Roy Langbord. Peter Sternberg photo.

2013 USA Nationals (4/25-28/13)

San Francisco Bay at Oracle Team USA Pier 80, San Francisco, CA

Bob Wells Reporting:

After 12 races and 48 heats on San Francisco Bay - our worthy 2013 national champion is Ian Vickers from New Zealand and currently living in San Francisco, where he is manufacturing his V8 design. In fact he built his lean white V8 just a few weeks before this regatta. The first time I saw Ian sail was at the Famous Potato Regatta in Boise last year; and just like in Boise he was consistently at the front. The only obvious change - the color of his boat.

Brad Gibson from the UK followed in a fairly close 2nd place position. This was the third time in four years that BG has been able to attend our Nats, and it was an education to see him sailing first-hand and to watch him tuning on shore. Brad was a busy boy tuning his Britpop on loan from Roy Langbord, and every other Britpop that heavily populated this regatta. There were 18 BritPOPS, which is a notable third of the fleet! BG was always generous and never more so than in his acceptance talk that praised our new champion's skill and his new boat. After this regatta Brad and Victoria are getting married in the US - congratulations!

Another start with race officers and observers in yellow vests watching our boats scooting along in B-suit. The elevated platform that paralleled the course is one of the things that make this site so special for radio sailing, and here the tide is up. Yes, there is current to deal with too. Fortunately no boats were lost under the docks, but a manned chase boat was there for every race if needed. EllenHoke.com © Photo.

Third place goes to Eric Arndt from Fairfax, CA; and the highest finishing American. He was sailing Dave Creed's Lintel design, and I understand Eric is a professional big-boat sailor. A well-deserved fourth place goes to Jeff Byerley; a New Zealander living in Oz. Jeff's day job is producing radio sailing boats and sails from his well-known company, Mirage Radio Yachts. Jeff sailed his popular Cheinz design on loan

from Gary Boell. Fifth place went to last year's popular champion, Tony "Who let the dogs out" Gonsalves sailing his Cheinz. Tony was our 2012 Champion and the highest finishing skipper not somehow in the industry. Tony came off the hospital bed after an operation to repair a pit-bull bite just a few days before the regatta. He's a tough guy that somehow was always smiling despite one ugly swollen hand full of stitches. Must have used some great pain meds?

Of course a glance at the score sheet shows tight sailing from the top to the bottom. There was always somebody chasing you just a few points behind, and that's the fun of a major regatta. Racing typically began in middle A-rig and as the day wore on was solid into B-rig range, but never got to C-rig. The only light air was Sunday morning, and that day it never quite approached B-rig until the last race of the regatta. The persistent two great questions: should you go to the left or right and when to switch rigs.

This is a world-class radio sailing site, made more special by the presence of Oracle Team USA's crew keenly watching our regatta during their breaks. At the end of Day 1 racing we had a celebrity race with the Team USA Oracle Racing crew sailing our IOMs. On Day 3 my old EC-12 sailing buddy Dave Brawner, currently doing a great job as our AMYA President, flew in to watch our regatta. This was Dave's first IOM regatta in person, and it was a great show for him. Of course Dave couldn't just watch, and he pitched in and became part of the "bucket brigade" to get our boats off the water quickly. Dave told me he was highly impressed by the professionalism of the skippers and volunteers. He noted the heats were amazingly quiet and business-like, which was the complete opposite of his expectation of agro skippers yelling and screaming around the course. Great credit here goes to Roy Langbord's yeoman work as the event observer coordinator, where he arranged three skippers as observers in each heat. We are proof the system works to clean up distractive bickering. I particularly enjoyed the last day of the regatta where Roy came to me after the D and C heats and I could happily decline because I was promoted. He got me after B-heat though. Sailing in the bubble is fun, but I never did make the A-fleet this year.

A very active 'street view' as boats are launched and retrieved between races with the large Oracle Team USA building on the right. I thought the retrieval and launch system was efficient, but PRO Fred Rocha noted it took longer than the 15-minute races. Fred is always working with the local organizers to improve our regattas. Peter Sternberg photo.

A big highlight of the regatta was when Matty Mason led our tour of the Oracle Team USA facility

with their incredible AC72s and AC45s and wing sails. Matty is another New Zealander on Team USA and fortunately for us he likes the IOM's. If he didn't have some more important AC matters at hand he would be racing in our national championship. Matty is our liaison with Oracle Racing and we are grateful. I will make every effort to sail here as much as I can, and I hope this special venue can be open to us forever.

The sun came out every day, which I guess was part of the thorough event planning. Lunches were by Oracle Team USA's Chef Jase and we eat like AC crew, which is way above the usual Subway or pizza slices. Unlike AC crew we skipped the daily one-hour workouts in the morning to work on our boats and socialize. We also enjoyed huge group dinner out Saturday night with Gary Boell as our colorful host passing out some very nice swag. Like everything else, closing ceremony was first class and left me driving home with a good feeling for all 13.5 hours. It did take a while to pass out all the swag and wine bottles seemingly to all the volunteers and skippers. Oracle Team USA surprised us with that gesture too. I didn't dream attending a regatta this well managed with this level of sailing skill when I got into IOMs a few years ago. Thank you North Bay Sailing Club. Thank you Fred Rocha, you are the catalyst and a difference maker at the USA NCA. Go Oracle Team USA and Matty Mason.

The 'Celebrity Race' at the end of the Day 1 included Matty Mason (Right: Oracle - Pit) and Tom Slingsby (Left: Oracle – Tactician). The Oracle Kiwi's typically sail their IOMs on Friday afternoons. EllenHoke.com © Photo.

Images: http://www.ellenhoke.com/Regattas/2013 **from Ellen Hoke Photography**
http://www.flickr.com/photos/38994377@N00/sets/72157633386922812/ **from Thor Larson**
https://www.dropbox.com/sh/c9feah40txblvec/1vt3cO4EqS **from Morgan Dewees (Friday)**
https://www.dropbox.com/sh/qlkrofok6gvegsb/jPocRQaHo9 **from Morgan Dewees (Sunday)**
http://www.ibextrax.com/RC2013/0425USN/ **from J. Warren Brower**

Video: http://www.sailingscuttlebutt.com/2013/04/26/2013-iom-usa-nationals/

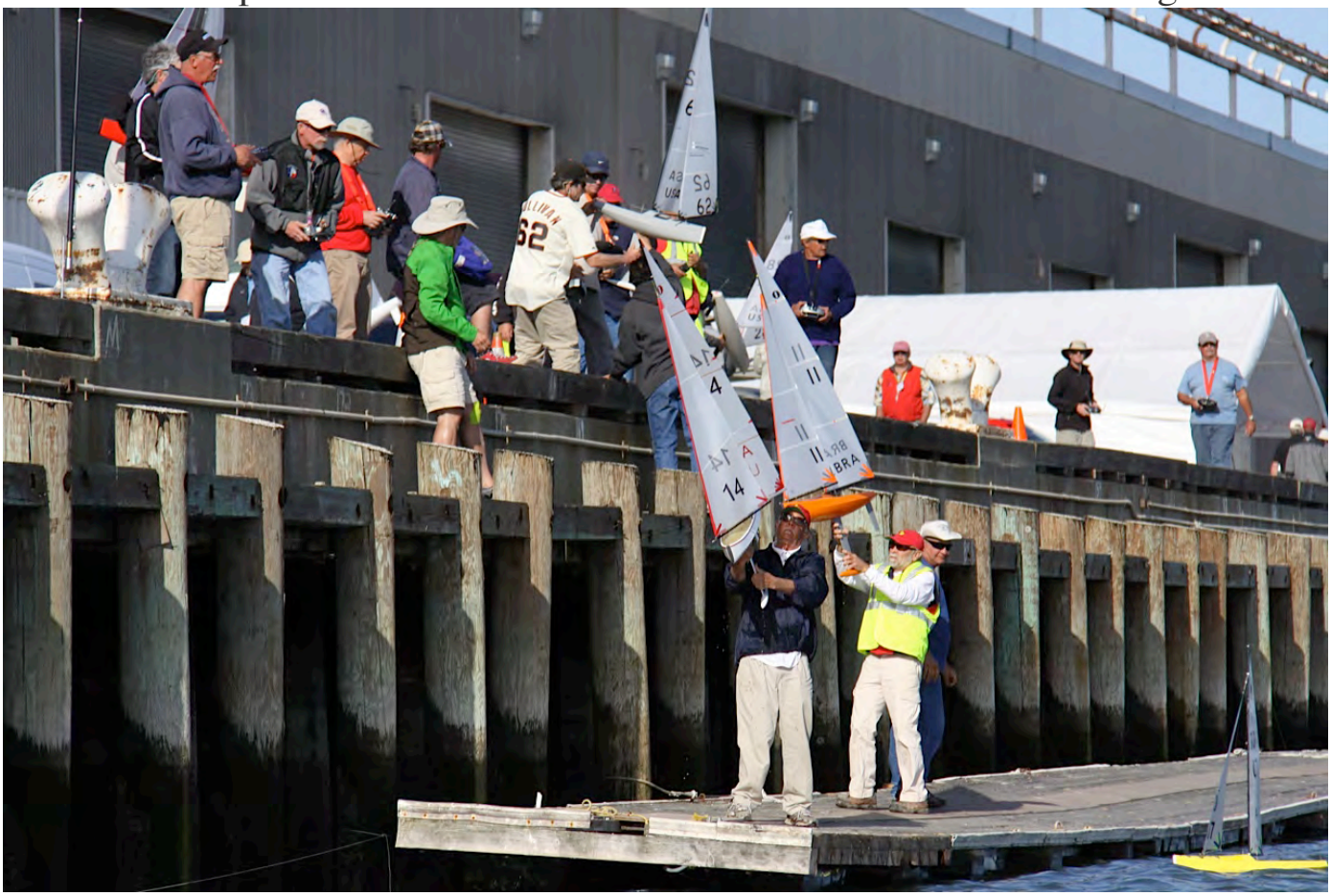
	Skipper	Club/City	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12
1	Ian Vickers`	NZL	V8	29.0	1.0	3.0	7.0	14.0	2.0	1.0	1.0	1.0	2.0	1.0	12.0	10.0
2	Brad Gibson	GBR	britPOP!	36.0	1.0	1.0	5.0	2.0	4.0	2.0	7.0	20.0	22.0	10.0	3.0	1.0
3	Eric Arndt	CA	Lintel	46.0	6.0	7.0	1.0	1.0	13.0	4.0	4.0	5.0	5.0	9.0	4.0	11.0
4	Jeff Byerley	AUS	CHEINZ	60.0	1.0	2.0	17.0	20.0	7.0	8.0	11.0	13.0	6.0	8.0	1.0	3.0
5	Tony Gonsalves	BAR	CHEINZ	71.0	6.0	5.0	11.0	5.0	1.0	11.0	3.0	3.0	9.0	17.0	19.0	26.0
6	Stephan Cohen	CA	britPOP!	72.0	11.0	41.0	37.0	9.0	5.0	6.0	2.0	15.0	7.0	2.0	9.0	6.0
7	Denis Astbury	BRA	britPOP!	81.0	8.0	32.0	8.0	6.0	14.0	3.0	6.0	16.0	11.0	7.0	11.0	7.0
8	Dennis Rogers	CA	britPOP!	84.0	7.0	12.0	20.0	10.0	11.0	7.0	10.0	11.0	13.0	4.0	10.0	2.0
9	Jeff Weiss	CA	britPOP!	87.0	2.0	9.0	12.0	3.0	3.0	15.0	27.0	6.0	14.0	12.0	14.0	12.0
10	Craig Mackey	CA	britPOP!	87.0	2.0	4.0	9.0	8.0	6.0	13.0	14.0	23.0	10.0	6.0	15.0	20.0
11	Bob Flack	MI	britPOP!	92.0	2.0	10.0	3.0	17.0	9.0	14.0	5.0	18.0	29.0	14.0	13.0	5.0
12	Peter Allen	BAR	britPOP!	100.0	1.0	14.0	6.0	11.0	15.0	21.0	20.0	25.0	25.0	3.0	5.0	4.0
13	John Ebey	CA	britPOP!	102.0	13.0	21.0	2.0	7.0	8.0	10.0	16.0	14.0	8.0	11.0	16.0	13.0
14	Morgan Dewees	OR	Lintel MMX	113.0	3.0	11.0	13.0	13.0	18.0	5.0	9.0	10.0	16.0	31.0	36.0	15.0
15	Gary Boell	CA	britPOP!	119.0	6.0	25.0	4.0	19.0	12.0	12.0	12.0	12.0	1.0	16.0	32.0	40.0
16	Ted Flack	MI	britPOP!	130.0	5.0	27.0	21.0	4.0	16.0	17.0	19.0	8.0	12.0	15.0	17.0	17.0
17	Peter Van Rossem	CAN	britPOP!	131.0	5.0	18.0	27.0	22.0	27.0	23.0	8.0	2.0	20.0	22.0	2.0	9.0
18	Stan Wallace	FL	britPOP!	137.0	7.0	34.0	29.0	38.0	31.0	9.0	13.0	7.0	4.0	13.0	8.0	16.0
19	Bob Dunlap	CA	V8	159.0	2.0	13.0	15.0	12.0	10.0	16.0	22.0	21.0	31.0	19.0	29.0	39.0
20	Dick Carver	CA	britPOP!	165.0	3.0	6.0	16.0	18.0	28.0	36.0	29.0	9.0	18.0	20.0	18.0	29.0
21	Chris Sullivan	CA	britPOP!	173.0	4.0	20.0	10.0	15.0	23.0	31.0	28.0	17.0	20.0	21.0	21.0	22.0
22	Jess Atkinson	CA	MicroBrew 3A	185.0	15.0	46.0	40.0	32.0	17.0	18.0	15.0	28.0	34.0	5.0	7.0	14.0
23	Jerry Brower	WA	Widget	193.0	11.0	36.0	38.0	33.0	20.0	25.0	17.0	4.0	3.0	18.0	30.0	32.0
24	Chris Macaluso	TX	Lintel	219.0	4.0	8.0	18.0	28.0	36.0	27.0	26.0	34.0	30.0	39.0	49.0	8.0
25	Bruce Andersen	ID	britPOP!	220.0	5.0	19.0	22.0	21.0	24.0	19.0	25.0	26.0	36.0	35.0	35.0	24.0
26	Steve Toshi	CA	MicroBrew	235.0	6.0	22.0	14.0	16.0	19.0	33.0	38.0	37.0	21.0	29.0	43.0	47.0
27	Al Ross	LA	Lintel	235.0	10.0	26.0	23.0	23.0	21.0	28.0	32.0	30.0	15.0	27.0	32.0	36.0
28	Peter Sternberg	WA	Arrival	246.0	4.0	23.0	28.0	36.0	35.0	29.0	34.0	27.0	26.0	38.0	22.0	18.0
29	David Potter	GBR	Lintel MMX	246.0	8.0	28.0	33.0	24.0	22.0	26.0	36.0	33.0	32.0	32.0	20.0	21.0
30	Mark Cooper	TX	Arrival	254.0	7.0	30.0	34.0	26.0	33.0	32.0	41.0	43.0	45.0	25.0	6.0	20.0
31	Glen Murray	CA	CHEINZ	258.0	8.0	34.0	35.0	35.0	29.0	34.0	24.0	20.0	23.0	24.0	27.0	42.0
32	Bill Wright	CA	Pikanto	261.0	5.0	24.0	24.0	25.0	26.0	39.0	44.0	32.0	40.0	23.0	28.0	35.0
33	Peter Huttemeier	NY	CHEINZ	269.0	3.0	41.0	32.0	15.0	56.0	30.0	23.0	32.0	44.0	46.0	24.0	25.0
34	Marko Majic	CAN	HoochieKoo3	275.0	7.0	33.0	30.0	34.0	25.0	22.0	32.0	36.0	37.0	34.0	26.0	32.0
35	Al Finley	CA	Cockatoo	276.0	11.0	47.0	48.0	37.0	41.0	24.0	21.0	24.0	24.0	28.0	33.0	33.0
36	George Pedrick	CA	V8	278.0	8.0	35.0	41.0	44.0	20.0	20.0	18.0	22.0	28.0	42.0	56.0	56.0
37	Bob Wells	WA	britPOP!	294.0	9.0	29.0	42.0	44.0	34.0	43.0	33.0	29.0	27.0	41.0	23.0	27.0
38	Kelly Martin	WA	Topiko	303.0	9.0	31.0	25.0	27.0	39.0	44.0	30.0	38.0	38.0	43.0	34.0	32.0
39	Larry Grant	CA	Pikanto	305.0	3.0	16.0	26.0	32.0	38.0	48.0	47.0	41.0	44.0	33.0	38.0	34.0
40	Bob Smith	CA	britPOP!	325.0	3.0	15.0	31.0	41.0	52.0	35.0	44.0	44.0	35.0	37.0	40.0	56.0
41	Jon Elmaleh	NY	CG1	331.0	10.0	42.0	36.0	29.0	32.0	42.0	44.0	52.0	51.0	26.0	42.0	28.0
42	Thor Larsen	CA	TS-2	336.0	12.0	48.0	46.0	40.0	46.0	37.0	37.0	39.0	17.0	30.0	37.0	41.0
43	Mike Eldred	CA	V8	337.0	10.0	53.0	43.0	39.0	53.0	45.0	48.0	35.0	33.0	36.0	25.0	23.0
44	Andrew Walker	CA	Lintel	373.0	4.0	17.0	20.0	30.0	40.0	38.0	56.0	56.0	56.0	56.0	56.0	56.0
45	Bill Langjahr	WA	CHEINZ	383.0	9.0	37.0	39.0	48.0	43.0	41.0	35.0	42.0	56.0	48.0	44.0	45.0
46	Larry Stiles	WA	Pikanto	401.0	9.0	38.0	45.0	50.0	44.0	50.0	45.0	46.0	41.0	40.0	45.0	48.0
47	Roberto Mesnik	MI	Cockatoo	415.0	11.0	45.0	51.0	46.0	47.0	54.0	51.0	50.0	39.0	50.0	39.0	37.0
48	Jim Wondolleck	CA	V7	424.0	11.0	56.0	44.0	47.0	42.0	40.0	46.0	56.0	56.0	52.0	48.0	38.0
49	Gene Harris	CA	Vapour	425.0	13.0	49.0	50.0	45.0	37.0	52.0	50.0	47.0	46.0	44.0	56.0	44.0
50	Joe D'amico	WA	Coyote	433.0	12.0	52.0	49.0	53.0	48.0	53.0	39.0	45.0	48.0	51.0	46.0	43.0

51	Greg Dawe	CA	Ericca	433.0	13.0	51.0	47.0	56.0	55.0	56.0	40.0	40.0	47.0	47.0	47.0	46.0
52	Al Chernin	CA	Swift	437.0	14.0	50.0	54.0	52.0	49.0	47.0	49.0	49.0	44.0	45.0	41.0	49.0
53	Mark Jurasin	CA	Cockatoo 2	454.0	10.0	43.0	52.0	54.0	50.0	46.0	53.0	48.0	49.0	49.0	56.0	56.0
54	Mike Allen	CA	TS-2	459.0	13.0	44.0	56.0	49.0	51.0	49.0	52.0	51.0	50.0	56.0	50.0	50.0
55	Kurt Wells	WA	Topiko	476.0	10.0	54.0	53.0	51.0	45.0	51.0	54.0	56.0	56.0	56.0	51.0	51.0

The North Bay RC Sailing Club organizer's pulled off such a well-oiled regatta it seemed seamless. It could not have been of course, and days after the event some are still sorting bills, etc. The formidable team that made this event successful:

Matty Mason; Oracle Team USA representative
George Pedrick, John Ebey, Gary Boell; Co-chairs
Fred Rocha, PRO
Del Olsen, Assistant PRO
Lana Butler, Scorekeeper and CYA judge
Tanya Atkinson, Assistant Score keeper
Don Weineke, John Super, Mike Gross; US Sailing Judges
George Georgiadis; Webmaster
Gene Harris; Treasurer
Bob Wells, Daily Reports
Jace Dillard, Oracle Team USA Chef; Food and Beverage
Roy Langbord, Observer Coordinator
Newton Paskin, Heat Coordinator
Ricky Shoos, Jeff Depew, Steve Schneider, Jim Bitter, Mark Mickels, Ron Locke, Jean Lee; Race Committee Assistants
Jess Atkinson, Chris Sullivan, Mark Jurasin; Measurement
Bob Dunlap, Racing marks
Bill Wright, Canopies
Ellen Hoke Photography, Event images
Oracle Team USA helpers; Justin, Julian, Monday, Carlos and Fluminense

Summary of the 2013 US National Championship:
Class: IOM
Date: April 25 – 28, 2013 (four days),
Location: Oracle Team USA facility on Pier 80 in San Francisco, CA
Host Club: North Bay RC Sailing Club
Entries: 55 (from 8 countries: USA, CAN, AUS, BAR, BAH, BRA, GBR, and NZL)
Winds: 4 – 24 knots
Races Completed: 12
Scoring System: 2007 HMS, scoring v2.2t5, Sept. 2009, Promo = 6
Sponsors; American Model Yacht Association, Oracle Team USA, RMG Sailwinch (AUS), BG Sails & Design (UK), Windward RC Covers (USA), Midwest Model Yachts (USA), BBJ Rig Bags & Sails (USA), Power Sails (NZL), Mirage Radio Yachts (AUS), PG Modelisme (FRA), AA Parts (ITA)



A three tiered bucket brigade system efficiently retrieved boats so the next race could commence sooner. Another thoughtful solution by the Race Committee that worked because the volunteers safely held our boats with two hands on the keel with bow to windward. Fortunately there were lots of volunteers to make this work. EllenHoke.com © Photo.

Three sailmakers at US Nats: (L) Dave Potter, UK (Cat Sails); Brad Gibson, UK (BG Sails); and (R) Jeff Byerley, AUS (Mirage Radio Yachts). Seems BG was trimming everybodys sails, including on Dave's pink MMX. Julian Lee, photo.

Seattle Model Yacht Club - Rod Carr's History Section:

Vane sailing at the world class 200' x 800' Golden Gardens Pond at Seattle Model Yacht Club circa 1935-1950s. The Puget Sound background is familiar to many local sailors, but not the forgotten pond in the foreground. Now Golden Gardens beach park, the pond is a treed grass field. This point just north of Shilshole Marina almost always has wind, which is saying something in Seattle. The sad story is that after many years civic do-gooders got it filled in for public baseball fields, and then only to abandon baseball straight away, "because the site is too windy"! Photo is archived in electronic form by Rod Carr, and the originals were incorporated in Mystic Maritime Museum Collection 284 – American Model Yachting.

A History of the Seattle Model Yacht Club

By Roderick A. Carr

In one guise or another, the Seattle Model Yacht Club has been plying the waters of Puget Sound and Pacific Northwest lakes with only a few short interruptions since 1924. This summarizes our history:

SMYC - #1 at Green Lake: Free Sailing: Originally chartered in November of 1924, the original Seattle Model Yacht Club free sailed boats of the American A, B and C classes on Green Lake, located just north of the city center. The last entry in the minutes of the club's business meetings was made on September 1927, when activity dropped off.

SMYC - #2 at Golden Gardens: International A and M Classes: In 1935 a new version of the club was reconstituted as the Seattle Model Yacht Club, and by the time it had gathered momentum, the newly developed M or Marblehead Class was adopted for sailing as was the International A Class under the direction of the International Model Yacht Racing Union. A high level of activity abounded in this second iteration of SMYC, led on all fronts by model yachting luminary Dr. Ted Houk.

Dr. Houk was active in the design, construction and sailing of competitive model yachts, which were "free sailed". That is, sailed without outside control, depending on the action of the wind on a steering vane to maintain the course of the yacht across the pond. He also shouldered more than his fair share of voluntary administrative and promotional activities in support of the hobby. Over the years he single handedly managed the 20+ years run of the second iteration of the Seattle MYC, served in many capacities within the Model Yacht Racing Association of America (MYRAA), the U.S. governing body of the sport.

With all these duties, he still found time to focus on the critical efforts needed to introduce the sport to the next generation of modelers. He introduced sailing programs in cooperation with the Seattle Boys and Girls Club, the YMCA and within the public schools. His early first step was the construction of "Shingle Boats". A common shingle was provided with square sail on a bi-pod mast, with a bendable sheet metal rudder, and the boats could be built and be ready to race downwind in less time than it takes to describe.

Dr. Ted Houk had a passion for model sailing and Seattle Model Yacht Club thrived under his long leadership. Photo is archived in electronic form by Rod Carr, and the originals were incorporated in Mystic Maritime Museum Collection 284 – American Model Yachting.

Dr. Houk's leadership resulted in the establishment of a world class sailing pond on the shores of Puget Sound at Golden Gardens Park. The 200' x 800' freshwater pond was laid out with its long axis almost north and south, coinciding with the predominating wind direction. Many a debate was held during these years as to whether the Seattle or Berkeley, California pond was the better. In 1949, Dr. Ted, who was serving as MYRAA Vice President at the time, visited Portland and spoke to the Portland Industrial Arts Association. Subsequently the Portland group organized at the home of R.B. Strange. Demonstrations of Houk's M-Class yacht HELENE, and radio control by Jim Walker were held at the Westmoreland casting pond.

The culmination of Dr. Ted's efforts in 1951 was a wonderful concept called MODEL YACHTS BY THE FLEET. This program brought together young potential skippers, teamed them up to prefabricate parts for a vane sailed, hard chine STAR-like 36" LOA model, then guided them through construction,

finishing and sailing of the boats at the Golden Gardens Pond on the shores of Puget Sound. Through this program literally hundreds of local youth were introduced to the manual skills of wooden boat construction, and then to the joy of sailing their own creations on local waters. The weekend sailing competitions were dutifully reported in Seattle newspapers of the day, often showing a line of new skippers and their boats lined up along the Golden Gardens pond side as far as the eye could see. Races in excess of 100 boats were not uncommon.

Left is Dr. Ted Houk holding his M-class yacht, center is unknown, and right is Ted Houk Jr. Photo is archived in electronic form by Rod Carr, and the originals were incorporated in Mystic Maritime Museum Collection 284 – American Model Yachting.

MODEL YACHTS BY THE FLEET exists today as a 27-page, mimeographed manual, somewhat yellow with age, but full of the same promise that it had when put together by Dr. Ted almost 50 years ago. It is a concept that somehow fits with our current rediscovery of our connections to the environment and natural materials.

Other areas of Dr. Ted's involvement include:

The first NORTHWEST RACING CIRCUIT (NORC): On Feb. 10, 1950 Pacific Northwest Yacht Racing consisted of Seattle, Everett, and Bellingham in Washington State; the Vancouver, BC Maple Leaf (the 2nd Vancouver Club); Victoria, BC; and Portland, OR. They all applied for membership as a single club under

MYRAA. Remember that MYRAA was an organization of yacht clubs, rather than an organization of individuals. This was the reentry of the northern Pacific Division Clubs into the MYRAA fold. Dr. Ted, MYRAA President at the time, indicated in correspondence that he felt the request was constitutional and should not be opposed. Seattle had bailed out around 1943, for political reasons as yet well described.

Looking east at the south end of Golden Gardens pond during an M-class regatta. The pond was spring fed from the hillside, them once a year in winter it was drained and filled with saltwater. After the saltwater killed the weeds it was drained and filled as a fresh water sailing pond for another year – a simple environmentally responsible solution. This high-quality image is likely by the Seattle Times newspaper. Photo is archived in electronic form by Rod Carr, and he thinks the originals were incorporated in Mystic Maritime Museum Collection 284 – American Model Yachting.

One-Designs: Another subject area in which Dr. Ted's involvement was visionary was the concept of one-design model yachts. This concept was totally foreign to the leaders of the free sailing MYRAA, as evidenced by comments in the 1944 MYRAA Annual Meeting report. MYRAA President Charles Farley suggested the following in his letter to the meeting:

"I have another letter from an experienced model yachtsman. He points out that in all our rating classes there is a wide divergence in hull form, all shapes and sizes may be encompassed in any given rating rule. While we all realize this is good, and gives much latitude to individual design, this gentleman believes that a one-design class would do more to get new members than any other thing, claiming that the general public, not being interested in design, would appreciate that owning and sailing a one-design class placed him on equal footing as a racing competitor.

It is suggested that after the war, such hulls could be moulded of plywood or plastic, every hull alike for a reasonable price. Large yacht classes (i.e., full-sized) such as the Star, Interclub, Atlantic, are cited. Their popularity is unquestioned. A designing competition could be held, and some of the better designs built and raced, and winner adopted as the official one-design. Talk this over and let us know what you think about it." The response at the meeting was reported as follows:

"President Farley suggested in his letter (to the meeting) that a one-design class boat be discussed at the meeting. Mr. Arroll thought that this might kill the incentive to design new boats if this proposal was adopted and individual designs should be encouraged. There would be trouble in measuring these boats of the same design but built by different individuals. There might be a tendency to build model yachts commercially so that the boats would be identical in order to meet specifications. Model sailors prefer to make and sail their own yachts."

So much for progress into a one-design kind of competition. But even more devastating to the SMYC, well meaning, but woefully misinformed civic activists, managed to have the Golden Gardens pond filled in the early 1950's so as to provide baseball fields, and then almost immediately canceled the baseball activities when they discovered it was too windy for baseball!!! This effectively killed the organized free sailing of model yachts by the Seattle Club.

1950 - DX Class defined and recognized with a provisional rule as a means of taking advantage of the Jim Walker Trophy given for R/C sailing competition. The Walker Trophy stood for the U.S. National R/C Championship. Won first in 1951 by Francis Reynolds, sailing ARROW an M-Class model outfitted with single channel radio. The event was sailed off the northwest side of Lake Sammamish in Redmond, WA. The boat has been restored and is in the possession of Rod Carr, destined for the Mystic Seaport Model Yachting Collection.

In 1952, and for several years after, the DX National Trophy was won by Ted Houk with an A-Class design and built by Gus Lassell of California. MISS SEATTLE has been restored and is in the possession of Rod Carr, destined for the Mystic Seaport Model Yachting Collection.

This view is looking SE at Golden Gardens pond. Notice the car to the left with roof speakers for a PA system. This high-quality image is likely by the Seattle Times newspaper. Photo is archived in electronic form by Rod Carr, and he thinks the originals were incorporated in Mystic Maritime Museum Collection 284 – American Model Yachting.

SMYC - #3 at Green Lake: Hydroplane Days: With its premier sailing water gone, and the continuing need of skippers of free sailed yachts to have access to the perimeter of their racing water, in the 1950s the club tried Seattle's Green Lake, but again with limited success. The club rather rapidly evolved into a gasoline powered model hydroplane club reflecting the full-sized racing competitions that remain a passion in Seattle.

The racing was done in gasoline powered, tethered hydroplanes which circled a central pylon at the end of a strong line. Performance was measured by lap times, and several categories/classes of boats were built divided generally by the size of the engines that were available and allowed.

The powered hydroplanes required hobbyists with substantial engineering and construction skills, so the available pool of likely participants was substantially smaller than that which had supported the previous sailing activities. By the early 1960's the club had ceased both power and sailing activities. Hydroplane racing continues today in the Seattle area with both gas-powered and battery-powered clubs.

SMYC - #4 at Juanita Beach, Kirkland and Coulon Park, Renton: R/C Sailing of Santa Barbara, EC-12, M-Class, & Victoria: When R/C sailing blossomed in the late 1960's and '70s, a new group formed, no longer constrained by concerns with pond access. In the early 1980's the 4th iteration of the Seattle Model Yacht Club formed, and adopted the logo and burgee of the previous organizations (See burgee on the cover – Ed.). Initial sailing was carried out during 1982 to 1985 with Santa Barbara Class models, but interference from Eurasian Milfoil that had appeared in local waters caused that choice to be reconsidered. The modified fin keel of the Santa Barbara and the separate spade rudder of the production boats did a good job of harvesting the pesky weed to the detriment of sailing performance.

In 1986, the club moved into organized sailing with East Coast 12-meters. The full keeled "12" proved better able to cope with frequent summer light air. As the Seattle area underwent substantial growth and development, weed growth in Lake Washington had less influence on the full keel 12 with the rudder attached to the after end of the keel. Charter member skippers of fleet were club organizers Jim Morin and Robert Reiger, joined by former S/B skippers John Gahagan, Arnie Stapnes, Bert Tamm, and soon Rod Carr, fresh from the east coast. (Rod brought considerable expertise to help the fleet – Ed.) Over the next three years the fleet grew rapidly from 6 boats to 29 who participated in the 1989 Seattle Cup Series.

A sister club, the Gig Harbor Model Yacht Club to the south, also adopted the EC-12 as did Marysville's North Sound MYC, Oregon MYC, Vancouver B.C. MYC and the Victoria Model Shipbuilders. Eager for competition outside of club events, SMYC and Gig Harbor joined with Portland's Oregon Model Yacht Club, Canada's Vancouver MYC and the Victoria Model Shipbuilders to form the second iteration of the NOrthwest Racing Circuit (NORC). Two-day events were sailed at each club each year in EC-12 (on Saturdays) and M-Class boats (on Sundays) during the period from about 1983 through 1997. At the peak of the activity, it was possible to cross the starting line at Club and NORC events for over 500 individual heats in a season.

SMYC was the site of the EC-12 Class National Championship in 1989 at Juanita Beach Park in Kirkland, WA. Then again at Coulon Park in Renton, WA Gig Harbor MYC organized the 1995 EC-12 Nationals with significant support from SMYC skippers. Both events brought skippers from the East Coast and across the nation. After club regattas the fleet connected on a more personal level. Also know as 'repairing to a local watering hole'; where discussions of racing situations, rules and go-fast procedures were supported with cheeseburgers, fries, and lubricated by pitchers of suds. This work resulted in a fleet that was nationally recognized for the level of its racing acumen, and proven at National Championships.

1990 saw the establishment of a "practice sailing" effort that was carried out on Wednesday evenings. This was the beginning of a traditional effort deemed necessary to maintain club populations by slowing the loss of disappointed skippers from the fleet, and has been carried on with the Victoria Fleet in recent years.

SMYC and Gig Harbor provided a pool of one-design sailing and technical talent that resulted in major progress in the understanding of the technological aspects of the East Coast 12 Meter. Top drawer skippers like Kelly Martin, Mike Pearson, and Jerry Brower teamed with others of technical orientation such as Larry Robinson, Bob Wells, and Rod Carr to study and optimize the EC-12 for round the buoys racing. The effort resulted in two major volumes by Robinson and Wells, THE MANUAL FOR THE EAST COAST 12 METER; and OPTIMIZING THE EAST COAST 12 METER, published by Bob from Mercer

Island, WA. Each book totaled almost 300 pages of text, diagrams, measurements and experimental data available to any EC-12 skipper (and many from other classes). Gig Harbor MYC's Kelly Martin stands out as the top skipper, and this included winning ten EC-12 National Championships in an eleven-year period. In fact he is undefeated at EC-12 Nationals. Larry Robinson's prodigious work on the technical side is summarized in OPTIMIZING THE EAST COAST 12 METER, but he was also recognized as a master model builder and sailmaker. What Larry couldn't do was sail competitively because of poor eyesight, but he remained fully involved and came to all the regattas for his EC-12 'research' and camaraderie.

As the century approached, the local EC-12 Meter fleet began to have trouble attracting new members. The size and the expense of the boat contributed to the difficulty along with the typically seen cases of administrative burnout that increasingly afflicted skippers who had been providing the logistic support of fleet activities for almost 15 years. By 1999 the SMYC EC-12 Fleet had withered away, replaced by a second group of new Victoria skippers who carried the SMYC into the 21st Century.

During 1999 – 2000 new fleets of International One Meter (IOM) yachts in Vancouver, B.C. and Victoria caused the existing NORC fleets to consider adding this class to their activities. M-Class activity was decreasing, and it was hoped that the combination of the one-design EC-12 and the formula IOM could provide a reasonable basis for a continuing NORC program. The decline in the EC-12 needed to be turned around, but attempts were never made to revive the NORC under this basis.

By 2001 Craig Mackey and Rod Carr had been designated as IOM Measurers. A float tank was built, sail templates constructed, and all was ready for growth of the new class. A couple boats were built, and the skippers traveled to Vancouver, B.C. to take part in a few events, but little additional activity occurred in the Seattle area.

Though approached by IOM skippers urging its adoption as the replacement for the EC-12 Meter, the Gig Harbor MYC decided to build the ODOM One-Design as a new club class. This decision eventually led to a decline in the size of Surprise Lake fleets, and coupled with the loss of the North Sound Club, further NORC racing quickly died away. By 2001 no regular NORC events were held and the lack of interclub competition continued until 2010.

SMYC - #5 at Green Lake with Victoria & Coulon Park with IOM: In 1994, the first kit Victoria Class yacht arrived in the United States. Rod Carr was asked to write a review of the kit for RC Model Boating Magazine. The complete kit approach and ease of construction coupled with the convenient 30" LOA size provided just the entry-level class of boat that the existing SMYC EC-12 Fleet needed in its search for an entry-level class. By 1995 a small fleet of Victoria's started regularly scheduled sailing events.

Under the leadership of Harry Lyle, the Victoria Group began a slow but steady growth over the years for club races at Green Lake with a 20-boat fleet on the line. The fleet was strong enough by 2010 to sponsor the AMYA Region VI Championship at Coulon Park.

In 2010, Victoria based interclub sailing had engaged the Seattle club and Portland based Oregon MYC. With an active Victoria Club in Kelowna, BC there was some hope that the Victoria might form the basis for a new interclub racing organization and a substantial effort was made during the 2010 Region VI Championship to lay the groundwork Interclub competition, but the general economic situation spoke against the viability of traveling to events, and subsequently this challenge was directly addressed by the development of a new IOM interest in the area.

Fall 2009, EC-12 author and luminary Bob Wells was approaching retirement and contemplating a return to active model yacht racing. Not a beginner, he had no interest in the Victoria and instead began a search for a class that would allow for blending both RC racing and traveling that his new schedule would allow. He fastened onto the IOM as meeting his requirements, and began a comprehensive research into the state of the class, its suppliers, and distribution throughout the United States and the world. Now supported by the communication power of the Internet, it did not take Bob long to establish communication with the active group of IOM skippers from of the Western Canada Model Yachting Association in B.C. Based on his early responses from the British Columbia group, he began making contact among the previously active EC-12 skippers who had staffed the NORC events in the past. Since many of these skippers were also on the brink of retirement, it provided a reservoir of potential experienced skippers with some time for sailing. Many were eager to reenter the hobby. And compared to the EC-12 the IOM proved easier to purchase preassembled in decent used condition and much easier to transport and plop in the water than the EC-12.

On November 2009 the SMYC fleet consisted of Bob's just purchased used V6, and a borrowed Florida homebrew, named COCO, that Rod Carr had been offered by George Georgiadis of Portland. While Wells was drumming up interest in the Seattle area; independently Lawrie Neish, a tireless IOM promoter in BC, wanted to encourage IOMs in Oregon and hopefully also the Seattle area if he could find somebody. Lawrie and Bob connected and threw together the first annual regatta named the COW Cup (short for Canada – Oregon – Washington) on March 13 – 14, 2010 at Coulon Park in Renton, WA. When the final race was in the book 20 skippers (10 from British Columbia, 5 from Oregon, and 5 from Washington) had participated in the event, which would prove to be the catalyst for the revitalized IOM activity in Washington. A few months' later seven inexperienced IOM skippers from Washington State returned the favor and traveled to Saltspring Island to sail in the Western Canadian Championship that Lawrie organized. That sealed the deal and the COW CanAm Series was born. The series is the third reincarnation of NORC with a different name. It was a big competitive and social success from the beginning that includes annual events in beautiful venues in British Columbia, Washington, and Oregon. The Oregon event is at the Hood River Gorge, proving the versatility of the IOM to sail in 30 – 40 knot wind as well as the more typical lighter wind in Seattle.

SMYC's IOM fleet now sails at Gene Coulon Memorial Beach Park in Renton on vast Lake Washington off a 300' long walkway ideal for the purpose. This is fundamentally the same as earlier eras in that we sail in a park shared with the public. Except now we radio control our yachts and we happily share the lake with people boats. While our lake is much bigger and deeper, and certainly will not find our results in the Seattle Times as in the Houk era. Ron Hornung photo.

In Washington, Steve Young led the organization of an IOM fleet at Gig Harbor MYC almost right after the first COW Cup regatta, and this has revitalized the club with many new skippers travelling to sail at their venerable venue, Surprise Lake in Milton, WA. The Anacortes Radio Control Sailors (recently renamed Deception Pass MYC and led by Julian Lee) were already an active club of retirees with bi-weekly sailing on Cranberry Lake on Whidbey Island, and they also gradually added the IOM as an advanced alternate to the club's SOLING One Meter entry-level fleet. Between these Washington State clubs you can now sail an IOM in a scored regatta each weekend year round, and often there are options both Saturday and Sunday if you travel between clubs. The Seattle and Gig Harbor MYCs sail from March through October, and shut down for winter. Deception Pass MYC sails the IOM every weekend year round, benefitting from the Olympic Mountain rain shadow to moderate the wet weather, but not the wind. The Seattle IOM Fleet and the region is supported by a world class quarterly Newsletter, The Seattle IOM Update, edited by Bob Wells. This has become a focus of Pacific Northwest IOM coordinated regatta activity. Like the EC-12 era previously noted there is a nice class synergy between the clubs, and skipper's sail at each other's venues as if one big fleet. And at the end of every regatta there is a post-race

gathering with adult beverages (now often coffee), and this remains a key part of the racing program. More information here: http://www.seattleradiosailing.org/?page_id=29.

Meanwhile the Victoria One Design Fleet continues independently sailing at Green Lake maintaining a lower cost competitive sailing local option, and a few skippers' sail in both fleets. Almost twenty years later Harry Lyle still organizes the regattas that typically take place on the fourth Sunday of the month at Green Lake in Seattle. More information here: SeattleMYC@yahoogroups.com.

(In keepng with the historical theme of this article, the SMYC logo on the cover page is a digital reproduction from a hand painted plywood sign from the Houk era. Rod Carr displayed it for years as he promoted SMYC and model sailing from our booth at model expos and wooden boat celebtations on Lake Union – Editor)

USA NCA – Fred's Section:

Class News

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

I am so happy and proud of the quality of our USA Nationals on Pier 80 in San Francisco. From the generous support we received from Oracle Team USA to the incredible race management effort by North Bay Remote Control Sailing Club - it was first class. Also first class was the sailing, which was so competitive yet played respectfully per the rules. Well done all-around. Do read the report in this newsletter and enjoy the links with the images. Notice the incredibly long list of volunteers and sponsors on page 17. I am so happy and proud. And keep visiting IOMUSA.org to stay current.

Getting your paperwork current: Like it or not, racing in the IOM Class requires paperwork to compete. Sure we are casual about this at club events, but the USA NCA (USA National Class Association) is not casual at ranking events. With ranking events always just around the corner a quick review is in order for some newcomers.

Qualify the Skipper: To be eligible to race you must be registered and in good standing with your National Authority. You need to prove it by sending a copy of your valid registration with your entry, and this is a USA NCA requirement. In the USA this is the AMYA (theAMYA.org). Just pay the fee and fill out the form – this is an easy annual process. Bring your National Authority card to regattas in case it is requested during the pre-race measurement process. The best practice is to keep your card somewhere in your regatta kit protected in a plastic bag. Even for the penny pinchers among us joining the AMYA is a no-brainer because you get a great support and a nice and well-done Model Yachting quarterly magazine in return. The requirement for this is officially found on the AMYA web site (AMYA by Laws), iomusa.org and on NOR for any ranking event.

Qualify the Boat: To be eligible to race your boat must have a valid IOM Class Certificate. And you must prove it by emailing a copy in with your registration (for 2013 US Nats anyway). This simple requirement is officially covered in Section B.1 of the Class rules and on the NOR. Bring a copy of your Certificate with you to any regatta in case it is requested.

How do you get your boat certified? This will take some effort, but you will find working with your NCA-approved measurer the process is not as daunting as it might appear. It is a detailed process though. If you didn't pay attention to the class rules when say you assembled your rigs, then you will have some things to fix. Sail Numbers, Class Insignia, Hull Numbers. If you travel to ranking events part of the "game" is simply to be eligible to race. It should be pretty obvious you don't want to wait until the last minute for this.

How do you find a Measurer: viewtopic.php?f=8&t=206

• The link to 2013 IOM Class Rules, Interpretations and Certification Measurement Forms are here: http://www.iomclass.org/class-rules/

Racing Rules of Sailing: John Ball's Section

RRS 2013 – 2016 Appendix E4.3; Significant Advantage is Clarified:

By John Ball

In `big' boat racing, R 44 says that if you broke a rule of Part 2 (the Right of way rules) or R 31 (hit a mark) and as a result, gained a significant advantage, then your penalty is to retire from the race. That same version used to apply to RC racing too. *R 44.1.(b) if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.*

The new RRS 2013 – 2016 Appendix E4.3 for RC sailing modifies R 44, to become:

(b If the boat gained a significant advantage in the heat or race by her breach despite taking a penalty, her penalty shall be an additional One-Turn Penalty;

The penalty for significant advantage in big boat racing is both clear and severe – you retire; however the wording in Appendix E is not as clear – do you take one additional penalty and you are exonerated? Or should you take additional penalty turns, until the significant advantage is eliminated. (My own interpretation of the new rule, was that only a single additional penalty turn was required).

The working group behind Appendix E intended that that there be multiple penalty turns until `significant advantage' is eliminated. However the wording that appeared in the Rule Book may have failed to provide the clarity of the intent. (My own interpretation of the new rule as written, was that only a single additional penalty turn was required).

To gain clarification of the intent of the wording, the MYA (the UK RC Sailing body) submitted a question on this issue to the ISAF Racing Rules Question and Answer Service – a rapid response system that provides advice on rules interpretations.

The Finding of the Q&A process is that there should be multiple penalty turns until the significant advantage is eliminated. They say that the wording is to be processed like a program loop, where you do a penalty turn and test for `significant advantage'. If the advantage still exists, do another turn and test for significant advantage again . . . and so on. This raises the penalty severity yet allows a skipper to continue to race.

The full Q&A booklet can be downloaded for free from the ISAF web site:
http://www.sailing.org/tools/documents/QABookletMay202013-%5B15037%5D.pdf
The Penalty Turn item is labeled as J005 on page 39, and I've listed it blow:

ISAF Racing Rules Question and Answer Service
J 005 Q&A 2013-022
Published: 14 May 2013

Situation
Radio Sailing under Appendix E.

Question
When a boat has gained a significant advantage in a race or heat after taking a One-Turn Penalty in accordance with rule 44.2, will a single additional One-Turn Penalty under rule E4.3(b) exonerate the boat irrespective of the 'size' of the advantage gained?

Answer
No. The first part of rule E4.3(b) states 'if the boat gained a significant advantage….. by her breach despite taking a penalty'. This condition must be applied after each One-Turn Penalty taken. If, after taking a One-Turn Penalty, the boat has still gained a significant advantage as a result of her breach, another One-Turn Penalty is required before she is exonerated. Therefore, it is possible that a boat will need to complete multiple turns in order to exonerate herself from a breach of a rule of Part 2 or rule 31 if she had gained a significant advantage by her breach.

However, some breaches through which a boat gained a significant advantage cannot be exonerated by turns. Under rule E4.3(c), when a boat causes serious damage or, by breaking a rule of Part 2 she causes another boat to become disabled (as defined in rule E1.1) and retire, her penalty shall be to retire.

Rule E4.3 applies to all radio sailing racing, not only to umpired races.

IOMs for Sale:

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.

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, etc. The listings are here: http://wcmya.ca/boats_for_sale.htm

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 'white' Britpop! – Editor.)

Cockatoo by Mirage Radio Yachts (AUS): ~~$1,500US~~ $1,300 with all three rigs. It was stripped down and re-painted with a sweet chameleon green/purple automotive paint (done at a body shop) in 2011. The Editor can vouch this is a very clean example of a used Cockatoo, because I saw her at Nats. Includes:
- A Rig (brand new Power Sails; no jack-wire. "Bendy" mast, like the big champ recommends)
- B Rig (still plenty of use out if; also Power Sails; no jack-wire)
- Sail box (epoxy white painted; it has ready-to-use C Rig attachments)
- RMG winch (D), clean wiring and no on-off switch
- Futaba servo
- Spektrum receiver

Contact – Roberto Mesnik: robertomesnik at yahoo dot com (Reason for sale is Roberto received a new 'orange' Astbury Britpop after USA Nats! Boat is currently in San Francisco. Custom cradle not part of sale – Editor.)

Letters to the Editor:

(4/3/13) Hi Bob,

Your Newsletter, or should I say "Newsvolume", is absolutely fantastic!! One read didn't do it for me... I have doubled-back several times. So informative, so professional and the interview section is "over-the-top" great!! Fabulous info from interviewees that really know their "stuff" and are willing to share all of their "secrets". Can't wait for the next issue.
Hap (McGill, USA)

(4/3/13) Bob,

This is an excellent issue! I always like your newsletters, but I especially enjoyed reading this one. In part, it was the Q&A with Dave Creed that made it special. I am a fairly prolific builder in the RG65 class, and like Dave have been working to produce high-quality parts at relatively low prices in an effort to help build the class. Hearing Dave talk about the time it takes to fully develop a new design, as well as all the manufacturing experimentation, really strikes a chord with me. Thanks again,
Eric (Rosenbaum, USA)

(4/4/13) Bob,

Attached is result of your "hint" (See the "SMYC History" article in this issue.) Will provide a subsequent e-mail with a few photos of the old days. Congrats on your IOM Newsletter. Nice presentation and full of meat!!
Rod (Carr, USA)

(4/4/13) Hi Bob,

Once again congrats on a great newsletter. The photo of Larry's office was jaw dropping. Really liked your rig building piece and Playmate of the Month. More thought may go into building an IOM than building a space ship.
Ron (Blackledge, USA)

(4/17/13) Hi Bob,

Attached is a picture of the Critchloe's, as they passed our house about 10:00 AM this morning, on their way to Alaska. They will return sometime in September. Bob's wife Jo, looks ecstatic and I know Bob feels the same. No picture of Bob because he is a busy boy in the pilothouse.
Bill (Langjahr, USA)

Bob Critchloe taking his home to Alaska to eat fresh caught seafood until his return in September. Nice trawler, but you should see his other yacht - a white Cockatoo II once owned by Federico Rocha. Bill Langjahr photo.

(4/4/13) Hello – my name is Ian; I am a Brit living in Australia. Once again I have enjoyed your Seattle ION Update, especially the article on Dave Creed. I have been working with Dave since 2009 when I built my first Mini40 trimaran. Dave is a great fan of this class as it offers a lot of opportunities for fast creative sailing, and has helped me with the foils, especially the T-foil on the bottom of the rudder, which stops the boat cart wheeling. You can see a video of my trimaran hydrofoiling at this link, where the hydrofoiling starts about 33 seconds into the video:
http://www.youtube.com/watch?v=tvrJF41KSsk&list=UU0Olp6vZzdP4D2yPJ85jS1A&index=9&feature=plcp

I also have a Creed 10rater, and recently put together the attached update on 10rater class here in Australia – there are quite a few photos of Dave's 10s in the article (editor's prerogative!). If you go to page 29 of the article you will see photos of my Creed hull – looks very similar to a Lintel doesn't it! Purely for your curiosity! Best wishes

Ian (Holt, AUS)

Ian's excellent 10-Rater link, which I highly recommend. Very cool boats:
http://www.frankrusselldesign.com/10R%20Nationals%20and%20news%20-%20Australia%2022-03-13.pdf

(5/2/13) Bob - The newsletter looks great! And I have to say that 1957 - with Tom Slingsby "at the helm" - fresh off his win at the America's Cup World Series in Naples - is a nice photo (if I do say so myself.) If you need any photos of that... I was there (was the photographer for the China Team). Actually flew back on the first leg of my return with Mr. Slingsby!

Please send me a copy of the final edition of the newsletter. Very excited to see the final product. And if you need any additional photos, just let me know.

Ellen (Ellen Hoke Photography, USA)

Tom Slingsby "at the helm" - fresh off his recent win at the America's Cup World Series in Naples. And it is a very good thing that he put his RC transmitter down long enough to win this one in a 'people' boat. Thank you again Ellen for this and all the IOM US Nats photos – what a great job you have! Go ORACLE Team USA. EllenHoke.com © Photo.

(5/5/13) Dear Bob,

Just finished reading Dave Creed's article (see Seattle IOM Update, March Issue, pages 32-55). Whilst I find much to agree with there are one or two point I would take issue with.

To describe "Arrival" as a more politically correct boat than a "Lintel" requires a huge stretch of the imagination. I don't think anybody could describe me, or my boats, as being politically correct, whatever that means. I like to think that they are groundbreakers, avant-garde and at the leading edge of technology, and are thus usually very different in looks to other contemporary boats. Like Dave I don't run with the crowd. I plough my own furrow. However, that can make life difficult as people in general like to

sail boats that look much the same as everyone else's. My boats appeal to the individualist, which possibly limits their market.

The reason John (Tushingham) decided to sail an "Arrival" was not that it was a more politically correct boat, but that over a large number of back-to-back tests, against a "Lintel", the "Arrival" proved faster in all conditions. Not much faster in a breeze but nevertheless a worthwhile advantage, but a great deal faster in medium to light airs which was perceived to be the "Lintels" Achilles heel.

Derek (Priestly), on the other hand, is a very old friend. When, in my younger days, I went to Fleetwood to sail my vane 10 Raters he was one of a group of young lads who greeted you on your arrival to offer their services, as a mate and indeed Derek became my regular mate when visiting Fleetwood. Over the years he has successfully sailed a number of my boats, principally my "RA" boats, with which he has won a Worlds and many National Championships. When offered an "Arrival" to sail, as and when there was a spare boat available, he was only too pleased to accept and still does.

The reason they both sailed an "Arrival" is nothing to do with it being a more politically correct boat, but just that it is faster.

Recently John has fancied a change and last year purchased a "Britpop". It was checked over and set up by Brad and sailed in a number of events but the results were not too promising, with him finishing behind people he would normally expect to beat. Who knows? Maybe it was a bad example, but he returned to his "Arrival" and immediately enjoyed a far greater degree of success.

John is still looking for that elusive edge and is now sailing a "Cheinz". It is so similar in shape to a "Britpop" that I think he will find the performance much the same, but some things you have to prove to yourself. I hope he will return to the fold, as he is a much-admired sailor at the very top of the tree.

It is interesting that Dave is now installing his radio gear in a removable "Chunk". As he says this is not a new idea. Many years ago when I sailed competitively all my boats had a removable radio box, which, as Dave mentions, can then be used in a variety of boats so that you don't end up owning hundreds of winches and servos etc. I believe the idea came from Dave Andrews, he of the Andrews winch, which was a bit of an own goal, as he must have sold fewer winches. Barry Jackson and Squire Kay I think stuck with radios permanently installed. The concept reached its zenith in my RA "Nijinski" which had a main winch, a jib winch, a rudder servo, a trim tab servo, a main kicking strap a jib kicker and a backstay adjustment, all in a removable box. It was great to sail because you could trim the sails on the water and also as conditions changed. None of this launching the boat and then wishing you had a bit more kicker or a wider slot or a bit more backstay tension but no time before the start to bring the boat in for a re-trim. You just did it there and then and noted the effect and re-trimmed accordingly. Not allowed on a One Metre though.

Dave is correct in saying that almost no matter what boat they sail the top skippers will still win. As the man said (I believe it was Starling Burgess) the art of yacht design is in choosing fast owners. However, I think he is wrong in saying that the speed differential between boats is small. In it's day his own "Lintel" represented a large step forward in everything other than light airs and the latest generation of boats represent another leap forward, but this time, over a wider range of conditions.

It does, of course, depend on what you mean by speed differential. The actual physical speed differential will never be huge but if it is sufficient to allow you to cross a starboard tacker, rather than having to tack or duck, it allows you to go where you want to go and leaves you free to exploit the shifts and the favoured side of the course. It allows you to get to the right part of the course more quickly and thus exploit it sooner. Also, to an extent, the boats behind are working in your dirty air or alternatively have to put in extra tacks to clear their air, all of which slows them down. Properly used it represents a winning margin much greater than the actual physical speed difference. On the other hand, to a poor sailor it just takes you to the wrong place on the course more quickly and your progress to the back of the fleet is thus more rapid. Perhaps this is why we see fast designs book-ending the fleet with boats right at the front but also right at the back.

Moving on to velocity prediction programs (VPP's), Dave seems to have the idea that they do not work at our scale because they are designed to work on full size boats. This is not true. The laws of physics work at all scales thus a good VPP that uses those laws properly, will work on any size of boat. We use the same in house VPP, apparently to good effect, whether it be a model or a full size boat.

A VPP is no more than an equilibrium program. It balances the aerodynamic and hydrodynamic forces to provide an equilibrium condition and then works out what boat speed satisfies that equilibrium

condition for that course relative to the true wind and at that wind speed. Of course there will be many equilibrium conditions for that course and wind speed so it sifts through every possible solution in a systematic way until it finds the best solution, which in our case is the fastest solution.

It works in the same way as a good helmsman works. On a given course, at a particular wind speed, there is only really one variable and that is how powered up the rig should be so, just like a good helmsman, it trims the sails to find the fastest solution. In technical terms how powered up a rig is, is represented by the rigs lift coefficient (Cl) so it looks at the effect on speed of varying the rigs Cl at that windspeed. If the question asked could be answered on a number of courses, such as what course represents the fastest course directly into or away from the true wind (VMG), it works out the best sail trim (Cl), at that wind speed, for a variety of courses relative to the true wind and then chooses the course and Cl that gives the best VMG, either upwind or downwind.

The effects of powering up or de-powering the rig, on the performance of the boat, are complex. If we de-power the rig (a lower rig Cl) the rig forces, including the driving force will reduce but because the heeling force also reduces, the boat will heel less and so the sails will be more efficient. Also aerodynamic induced drag will reduce (induced drag varies as the square of lift so a small reduction in rig force equates to a large reduction in drag) as also will rig profile drag and so, with smaller drag, the total rig force vector, although smaller, is angled more forwards giving a greater percentage of driving force and a smaller percentage of heeling force. Because heeling force reduces so also does hydrodynamic side force. If side force reduces, hydrodynamic induced drag is also reduced (by the square) so that total hydrodynamic drag reduces. Also, some hulls become more efficient when they heel and others become less efficient.

Obviously, powering up the rig (a higher Cl) has the opposite effect. There will, however, be a Cl that will give the best speed and that ideal Cl will alter depending upon the design of the boat, the wind strength and the course relative to the true wind. Generally, in light airs, when available power is limited and heel is not a problem, the Cl will be high and in higher wind speeds, when we have more than enough power and we are trying to limit heel, it will be lower. Also, because drag becomes less important the further off-wind we sail, the further off wind the higher the Cl no matter what the wind speed. Additionally, a more powerful boat will operate, to advantage, at a higher Cl than a less powerful design but, unfortunately, in a mono-hull, everything we do to increase power also increases drag.

A good helmsman doesn't need to know what Cl his rig is working at. He instinctively feels the right solution when he sails the boat because he feels the effects on boat speed, of powering up or de-powering the rig. However, a designer, pondering on whether to make his next design more powerful or not, needs to know more exactly the trade between power and drag, or alternatively, the pros and cons of any other trade he is considering, and to do that the VPP needs to know what Cl will give the best performance in a range of wind speeds for that particular boat. By searching and comparing all the possible solutions the VPP will find the best Cl and course to reach a particular position for any particular design in any particular wind speed and more importantly the time taken to achieve it and thus the Vmg. By comparing the relative performance of candidate designs the designer is then in a much better position to make a good decision.

To do all this, the VPP must be able to calculate both the aerodynamic and hydrodynamic forces. The aerodynamic forces can be calculated relatively easily by using simple aerodynamic theory or by using sail coefficients derived from sailing boats under controlled conditions. The hydrodynamic wave drag can either be obtained from a CFD program, a potential flow program or from a regression analysis of a great number of tank tests of a very wide variety of boat types. Hydrodynamic viscous drag can be obtained from either a boundary layer program or by the ITTC method and hydrodynamic induced drag by aerodynamic theory. However, none of these methods give a 100% accurate answer, as in predicting the exact speed, but as it happens, that is not of the greatest importance. What is important is that the program correctly weighs the effects on performance of changing various design parameters. What the designer is after is the effect of different, very often-conflicting trades, on performance.

The example of increasing power also increasing drag is typical. Does the increase in power overcome the increase in drag or does the additional drag negate the additional power? Another example is given by Dave. He postulated that volume in a fin detracted from righting moment and thus a thin less buoyant fin is best and he is quite correct in his thinking, if indeed that was the only factor to consider. However, less volume in the fin, for a given displacement, means more volume in the canoe body so that a thinner fin has the effect of moving volume nearer the water surface where it will have more effect on wave drag, so wave drag will increase. Against this the thinner fin will have less viscous drag, less

interference drag and, as already mentioned, the boat will have greater righting moment. A thicker fin will obviously have the reverse effect.

It isn't, therefore, immediately obvious which is the best path to take. You can take a guess at the combined effect but, whilst a good VPP may not predict the exact speed, because it will weigh the effect of a change in righting moment and thus a change in driving force against a change in drag, it should predict which of these two choices is faster. Certainly it will usually be better than an educated guess.

The fact that the actual hydrodynamic and aerodynamic force figures are not 100% correct should not be too great a worry. It would be great if such a thing was possible but remember that every time we go sailing the conditions and thus the forces are different. There may be a different wind gradient or the wind may be more twisted so the aerodynamic forces will change from tack to tack. Also, the amount of underlying turbulence in the water, which will change, will alter the amount of laminar flow present and this will alter the amount of viscous drag, and of course the density of the water we sail in changes so even in reality there is no such thing as a single100% correct answer. What is more important, as already mentioned, is that the program correctly weighs the effects of various trades on performance.

A VPP will not design the boat for you but it will aid in the decision making process. It is not the complete answer and you rely totally on it at your own risk. However, it does answer a lot of questions you would like to ask of it and a good knowledge of just how your VPP works, allows you to make an educated guess as to just how much you should rely on the answers.

Finally, a funny story about VPP's related to me by Graham Bantock. At a symposium run by a vendor of a particular VPP, a famous designer, who will be nameless, offered the observation that the VPP was not very accurate because his boats could never reach the numbers predicted by it. Too late he realised his mistake as back came the obvious reply, quick as flash and amid hoots of laughter, that maybe it was his boats that were too slow not the VPP too fast.

Dave Hollom (UK)

(Dave Hollum is seen here speaking on the 'Marvelous Marbleheads' DVD. Thank you to Henry Farley [below] for pointing this out for me. Dave Hollum didn't bother to mention this - Editor: http://www.youtube.com/watch?v=WcGtuhvh0Uc.)

Scorekeepers note this one:

(5/26/13) Hi Bob,

A club mate drew my attention to your newsletter, which I must say is a credit to you as editor and all those that make the effort to provide material for it. A couple of things in particular caught my eye.

First the use of the HMS Scoring software, which you may know I have been maintaining and developing since 1998 and since 2004 in collaboration with Herman van Beek of Dallas. It's good to see it used so widely. Your readers may be interested to know that it has been updated for 2013 and can be downloaded from the MYA website at http://www.mya-uk-members.org.uk/library/section_index.asp?AC=RU1&Action=Race_Management It's under Scoring at the bottom of the page. RAF has been replaced by RET which is the only change needed to bring it in line with the latest RRS and another option has been added to the Program Options. It will now produce a tidy copy of the Score sheet as a pdf if Excel 2007 or later is used by taking advantage of the pdf generator built into those applications. If you simply use the built in facility on the Score sheet you get the buttons and other untidy items in your pdf. If you are running an earlier version then you are advised to use the 'Display Score sheet for Print' option and use one of the many applications that mimic a printer to produce the pdf.

On page 37 there's a link to a video (http://www.youtube.com/watch?v=WcGtuhvh0Uc) where it is said that it is not Graham Bantock speaking and that is certainly true. It is in fact David Hollom who has a long history of designing model and full size yachts over here in the UK and wrote a long bit in your September - December 2012 edition on canoe body lift.

Cheers

Henry Farley (UK)

PLAYMATE(S) OF THE MONTH... Tim Brown's *PIKANTOs & FRAKTALs*

A Tim Brown built FRAKTAL #50 (with "mustache") skippered by Mark Paterson is luffing up a Tim Brown built PIKANTO #87 at 2013 the AUS Nats, both with Mark Paterson sails. Photo by Bruce Mathers.

I've been following the FRAKTAL development with interest because any new IOM design departure from the legend Graham Bantock is notable. Most of us know a lot about Graham and SAILSetc, but I know little about Australian FRAKTAL builder Tim Brown beyond his Radio Race Yachts company from his nice website. Tim's boats project refinement and high-quality in the images that I have seen. So I decided we should all learn about the FRAKTAL through a Q&A with Tim Brown of Radio Race Yachts. And why would we limit the discussion to the FRAKTAL when the skiff deck PIKANTO that he also builds keeps winning Aussie National titles?

Sailmaker Mark Paterson joins the interview at Tim's request because; "I work closely with Mark Paterson who has developed the sails and rigs for my boats. Mark's input has attributed a lot to the success and point of difference in the boats that I produce." After the interview Graham Bantock follows with his candid comments on the design side of these IOMs:

SMYC: Tim, why is Michael Grieve's nickname "Knuckles"? Is he some kind of enforcer? (Grieve is the Aussie IOM 2012 & 2013 National Champion sailing his Tim Brown built PIKANTO.)
Tim Brown: When Michael was a little tacker he gained the name "Knuckles" from his brothers. To quote him, "Cross me on port and you'll find out!"

SMYC: Too funny, so I guess Micheal has been a kind of enforcer from early on. My other burning question is what do you call that "mustache" on the FRAKTAL bow that turns into a chine?
Tim Brown: I first saw the "mustache" reference on the Italian Mainboom blog site. I call it a "spray rail". It first appeared on the SAILSetc RG65 Argon. I see that Graham has continued the concept in his latest Marblehead design. (Graham Bantock calls it a knuckle – Editor.)

SMYC: Tim, Tell us about yourself and your sailing exploits before model yachts.
Tim Brown: I started sailing a Sabot when 8 years old, learning the fundamentals under the guidance of sailing guru Frank Bethwaite. I progressed through the ranks of the Cherub, N.S.14 & Laser dinghy & off the beach Catermarans. Big boat experience came firstly with trailerable yachts followed by IMS & IRC Racing up & down the East Coast of Australia and more relaxed multihull cruising. I currently sail an 18' sports boat for a bit of fun.

For those wondering what the profile of a FRAKTAL looks like, here is Tim Brown with his FRAKTAL 001 just released from the mold - June 2012. The mold on the table came from SAILSetc. Photo Elaine Brown.

SMYC: Have you got a 'learning to sail from Frank Bethwaite' story for us?
Tim Brown: Frank was the Sail Training officer at Northbridge Sailing Club on the northern reachers of

Sydney Harbour. He was always there to offer advice and encouragement. It was a good group of sailors there at the time including his children Mark,Niki & Julian. Also in the ranks were Jamie Wilmont, Bruce Hewish and Ian Murray. It was Frank who encouraged my boatbuilding aspirations.

SMYC: I like your company name; Radio Race Yachts. It says is all elegantly. How long have you been in the small boat manufacturing business? How many PIKANTOs and how many FRAKTALs have you sold? And roughly what percentage do sell outside AUS.
Tim Brown: I purchased the PIKANTO moulds mid 2010 and spent some time developing my drop in cockpit and other specialized mouldings. My first hull for Mark Paterson was finished in July 2010. That boat won it's first regatta against a very hot fleet and went on to gain 3rd in the following National Championships. I have built 30 PIKANTOs and 8 FRAKTALs to date. Most boats have been sold to Australian customers with 2 going to New Zealand.

SMYC: Tim, I can see from results you are an active radio sailor. How did you get into radio sailing and then make the leap to being a manufacturer.
Tim Brown: I first discovered Radio Sailing while a spectator at the 2005 IOM World Titles at Mooloolaba Queensland. My first IOM was a Jeff Byerley designed Extreme which gave me an insight into the class. I was then fortunate enough to purchase the one & only Brad Gibson designed PUNK!, a boat I sailed for a number of years with great (for me) success. I then took on the challenge of building my first IOM, the Reggae again designed by Brad Gibson. Being a qualified shipwright in traditional & composite construction. I did for a time run my own boat building business. A work related injury forced early retirement but presented time to exploit my new-found hobby. **(**A qualified shipwright who races big boats and small boats, that's what I want to be when I grow up - Editor.).

SMYC: Have you traveled outside Australia for radio sailing events?
Tim Brown: Yes, I was a member of the Australian team at the 2011 World Championships sailed at West Kirby UK. It was a fantastic event and I was very happy finishing mid fleet in an event boasting all my RC Sailing idols. I'm returning to the UK in a few months to compete in their Nationals with the Fraktal.

Radio Race Yachts skiff deck PIKANTO (L) and skiff deck FRAKTAL (R). The FRAKTAL has the noticeably fuller bow. Photo by Bruce Mathers.

SMYC: Tim, how did you happen to choose Graham Bantock's designs for your licensed manufacturing?
Tim Brown: It was by chance that a set of PIKANTO moulds became available in Australia. My initial thought was to build a boat for myself and a couple of mates. Due to the global success of the PIKANTO, no sooner had the word got out that I had the moulds, there was a year-long waiting list. From the start, Graham & Lorna have been very supportive & have encouraged my development of the PIKANTO & FRAKTAL.

SMYC: Tim, from the photos on your website it appears that your Radio Race Yachts shop is part of your home garage in New South Wales?

Tim Brown: My shop has not only taken over our very large garage, but the Pool Room & under the house.

SMYC: How far is your nearest good Gold Coast surf beach? Are you still a surfer? What's your home radio sail club?
Tim Brown: We live in the hinterland up behind the Gold Coast. Nearest surf beach is Snapper Rocks & Kiera where Mick Flemming, Joel Parkinson & Stephanie Gilmore hang out. I sail with Paradise Radio Yacht Club on the Gold Coast Queensland, site of the 2013 Nationals.

The Radio Race Yachts' PIKANTO is more than a skiff deck version of the SAILSetc spec PIKANTO. It includes a shorter chord Craig Smith fin positioned aft. The rig is reconfigured to allow more tension also. The same refinements that Tim & Mark made on their PIKANTO they extended to their version of the FRAKTAL. Elaine Brown photo.

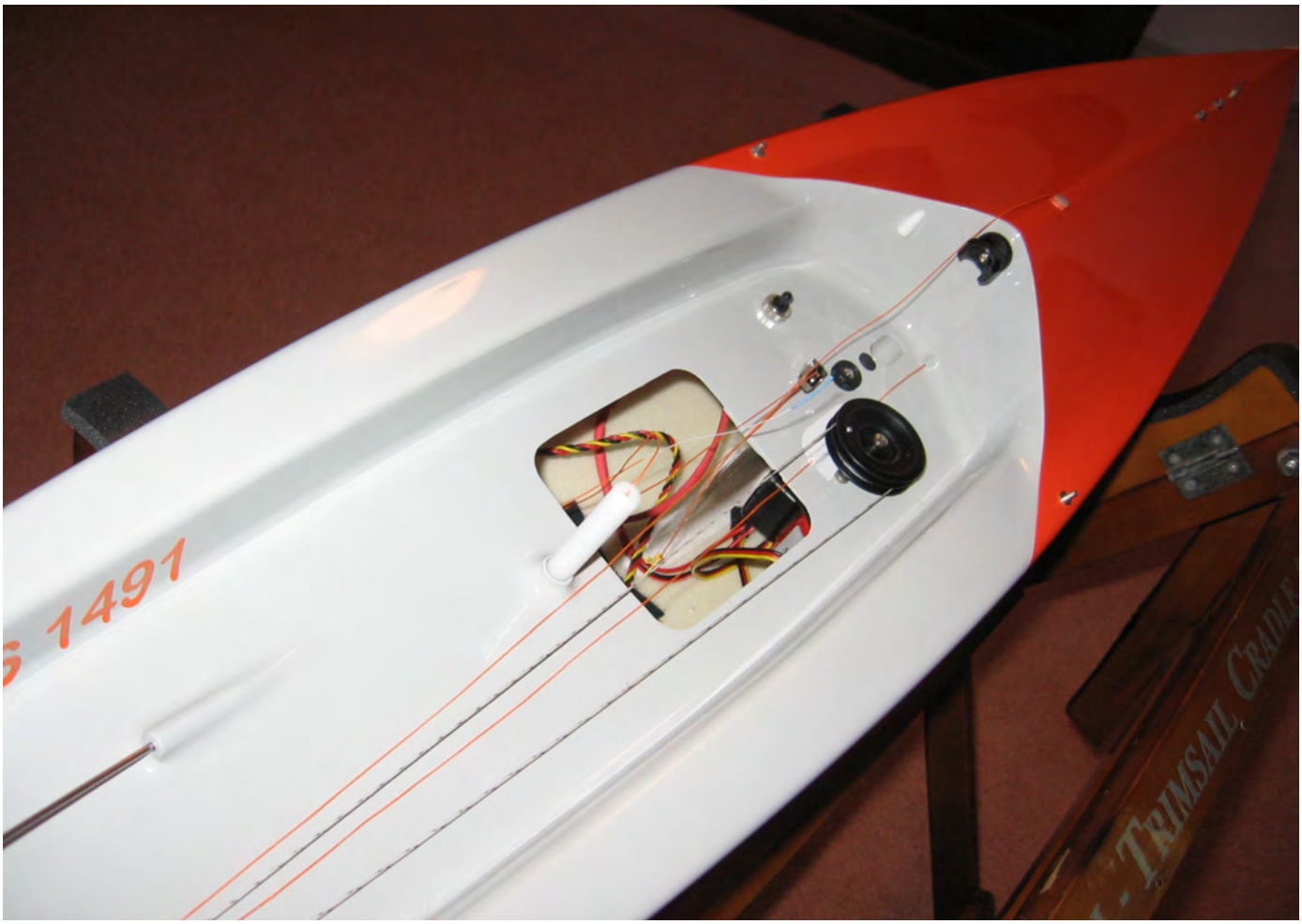
SMYC: On your PIKANTO and FRAKTAL you offer the option of either the 'Aussie' skiff deck with on-deck winch drum placement or the SAILSetc spec flush deck with the underdeck winch placement. I also note that Mark's and your FRAKTALs racing at 2013 Nats have the skiff deck. What's going on here?
Tim Brown: The main aim of the skiff-style deck is to eliminate water ingress into the hull. There is only one cut-out for access to the Winch/Servo/Battery etc. This style of deck also allows above deck mounting of the RMG winch drum & sheet lines enabling quick access should the need arise. Through deck jib sheeting is led by a tube from the cockpit floor also eliminating water ingress. While I have built some flat deck FRAKTALs, I prefer the skiff-style if only for my point of difference from other builders.

SMYC: How does a Tim Brown PIKANTO differ from a SAILSetc PIKANTO – in addition to the deck mod?

Tim Brown: When Craig Smith heard I had the PIKANTO moulds, he very generously volunteered information gained through his modifications of the PIKANTO from other builders. Mark & I knew the PIKANTO was a fast hull but lacked a little top of A Rig downwind. To counteract this we saw the need to have the rig as low in the boat as possible, with aft rake to help the bow from burying when pressed. To make this work, we moved the fin 10 m.m. further aft of Craigs position and set the rake and sails to give some bite when sailing to windward.

We chose Craig's parallel fin as our standard due to its low wetted surface area. I have fitted boats with the SAILSetc & Tony O. (Oudshorm of Ultralight Radio Yachting, NZL) fin, all with good results. I frankly feel that there is more to be gained in proper rig & sails setup.

I also use the Craig Smith rudder, set in the boat so that the head follows the rocker. While the rudder looks large compared to others, it provides security in testing conditions. We have our jib take-offs further forward to allow lighter clews. Shroud attachments are further aft with extra reinforcement inside the hull to handle the high rig tension.



The Radio Race Yachts' PIKANTO showing the electronics in closer detail.. The rudder servo Futaba S3001. The pot for the battery fills the opening, see the previous PIKANTO image for that. The receiver is Futaba 6J. Elaine Brown photo.

SMYC: This sounds a lot like what the Croatians, Zvonko Jelacic and Robert Grubisa, as they optomized their PikantoRG for stronger wind than the SAILSetc setup. It appears how Grubisa/Jelacic work together has similarity to the Brown/Paterson relationship. To over simplify - Grubisa and Brown both mold the hulls and the other guys refine the rigs.

Tim Brown: That is true, although I also supply the hull only to those who choose another sailmaker or rig set-up.

This compares the two FRAKTAL options offered by Radio Race Yachts. Above is the white skiff deck and below is the blue SAILSetc spec with flush deck. Notice how differently the fin meets the bulb. Elaine Brown photo.

SMYC: How does a Tim Brown FRAKTAL differ from a SAILSetc FRAKTAL – in addition to the deck mod?
Tim Brown: With our configeration, we found the PIKANTO very sweet to sail, so decided to replicate that with the FRAKTAL. Hence the mast/fin/rudder positions are the same as our PIKANTO. The fin/bulb position is the only difference, moved aft so that we achieved the desired centre of boyancy balance. With the FRAKTAL we have opted for the tapered Tony O. fin - light and very stiff.

Tim's personal FRAKTAL AUS 07 as seen from astern. He is obviously no big fan of deck patch. This is like every image that I see of Tim's boats; highly resolved and high quality and always a georgeous paint coating. Note the backstay adjustment stays with the boat, and you pull down you tighten – as it should be. I like that there is no backstay hook on the rig to catch on things when the rig is out of the boat. Elaine Brown photo.

SMYC: I'm curious why "Knuckles" chose the PIKANTO instead of the newer FRAKTAL for Nats this year. I have perused some results and I can see Michael has at least sailed a FRAKTAL in a regatta.
Tim Brown: Leading up to the 2013 Nationals, Michael had only a limited amount of sailing with the FRAKTAL. It was purely a case of familiarity that he chose to sail the PIKANTO. I built him a new PIKANTO for the Nationals, while Mark built the rigs and sails. That boat was fast out of the box.

SMYC: Mark Paterson, tell us something about yourself and your sailing before model yachts.
Mark Paterson: I started sailing local junior classes back in the 70's on Sydney's Botany Bay. With a carpentry background, I began building boats, rigs, and foils in the 80's. Composite construction was new to us, but quickly overtook traditional methods opening scope for lighter stiffer and more importantly creative designs. By the mid 90's we had built and campaigned two Skate class boats and three 16ft

Skiffs, winning five National Championships. Work took me overseas for a decade, and during this period I found multihulls in the form of a 30ft catamaran. That was something else, Great fun! My current Boat is a Tornado, which is a bit more versatile and much cheaper!

Michael Grieve's PIKANTO #10 on his way to becoming the 2013 AUS Nats Champion. Tim Brown built her for this event and Mark Paterson prepared the rigs and sails. Tim said, "she was fast out-of-the-box". This result is no surprise as the same "team" captured the 2012 AUS Nats with an older PIKANTO. Hanneke Gillissen © photo.

SMYC: Sounds like a hands-on big-boat background. I see you became the 2012 AUS Marblehead Champion recently, congratulations. Tell us about your model yacht background and your sailmaking business. You don't have a website that I'm aware of?
Mark Paterson: 2013 Marblehead Nats was a lot of fun. I nicked a boat from Knuckles, and put in a new keel and headsail attachment points, rebuilt the masts with my "active forestay" rig dynamic (same as my IOM set up) and all new sails.

Model sailing began five or so years ago when I was looking for a hobby. After crashing a few model planes I came across a fleet of 10 Raters and IOMs near home. I bought a 10R the same day and immediately started playing with sails and rigs. I've thoroughly enjoyed learning what makes these boats tick and the scope for innovation greatly interested me.

Sailmaking started with that 10-Rater, but after a couple of seasons on the pond at Gold Coast RYC I was looking for more. Paradise RYC boasted some good competition with the likes of Jeff Byerley and Bill Clancey to mention only a few, and sailing IOM's seemed like a good way to go. Fortunately for me Bill had just replaced his COCKATOO with a MAD MAX, and he had sailed that COCKATOO to 7th in the Worlds at Kawana. That COCKATOO was a great first IOM. I had some ideas on setup and made some changes. While the COCKATOO was competitive from the start, the MAD MAX showed more promise so I took delivery of my first new IOM in November 2009. This provided my first attempt to build a complete rig set up, and I developed all positions a little differently to the norm with quite noticeably flatter mainsails. After my MAD MAX finished 3rd in the Nationals some other some local skippers started asking me for sails and rigs, and its gone on from there. It was during those championships Tim spoke to me about the PIKANTO moulds.

This led to my moving to our local PIKANTO in late 2010, where Tim provided an opportunity to develop the keel, mast, and rigging positions. I finish 3rd in Nationals following Brad Gibson and Paul Jones in 2011. From there Knuckles has lead the way winning the 2012 and 2013 Nats with Tim's PIKANTO using my same rigs and sail setup with just a few tweaks to seam shape.

I am in the process of setting up a sailmaking web site.

SMYC: Mark, for your IOM rigs what mast and boom sections do you prefer. Can I assume Aussie style shroud placement? How much prebend?

Mark Paterson: The French (aka: Pierre Gonnet) 11.1mm thin wall high-tensile mast is easily the best for my set up. Booms are SAILSetc rectangular sections that are simple and reliable. Prebend in each mast is in the top 30% only:

- A rig: 7mm overall the spar
- B rig: 3mm overall the spar
- C rig: reversed 1.5mm overall the spar.

My sidestays and spreaders are around 50mm higher than the Aussie norm. Mast is set up to work fore and aft in the top 1/3rd, and to be stiff sideways. Jib luff is acting to automatically adjust upper mast shape, by attaching the jib well forward on the spar this lever will move up and return. Set up and tuned correctly for different conditions, the upper mainsail and headsail leeches twist open, then close and in unison for gust response. It was theory till Knuckles and I placed a video camera above and forward of the mast, where we saw was the two leeches perfectly synchronized, opening and closing together.

Mark Paterson of Paterson RC Yachts posing in his shop (because the editor wanted his picture). Mark is the 2013 AUS Marblehead champion and Tim Brown credits Mark as the 'difference maker' in his Radio Race Yachts products. I met Jeff Byerley recently at US Nats and he said (in words to the effect) that, "Mark is very good, and knows how to make a boat go". Elaine Brown photo.

SMYC: I am trying to understand your gust response setup so let me review in my words. The French mast must have the right flex, and you are using modest prebend. Your hounds are up around the forestay like Graham Bantock prefers, and this better resists lateral mast bend. This combination allows the upper

mast to be dynamic fore and aft in gusts. From the cover photo I see your jib tie-down or swivel is about 10% back from the tack, which is more forward than the norm and leads to a tighter topping lift and jib leech control. And you are raked back a bit. And with proper tune we have the elusive gust response or "leeches perfectly synchronized together". Frank Bethwaite would approve.

Mark Paterson: Well any of the masts will work, but I prefer the French masts because they are lighter. I haven't really looked at Graham Bantock's hounds, but developed my own preference for attachment location as described above, which are well below the hounds. Otherwise that's pretty well it.

Mark Paterson's FRAKTAL as seen from the underside. Fin is from Tony O. (Ultralight Radio Yachting, NZL), Bantock designed bulb by Tim Brown, and Craig Smith rudder. Photo by Bruce Mathers.

Tim Brown's FRAKTAL viewed from the side and showing the reverse sheer line and knuckle. Photo by Bruce Mathers

SMYC: Tim noted earlier that rake increased a bit on the PIKANTO to help keep the bow up. How much rake on your PIKANTO and does it vary from light to heavy on the A rig?

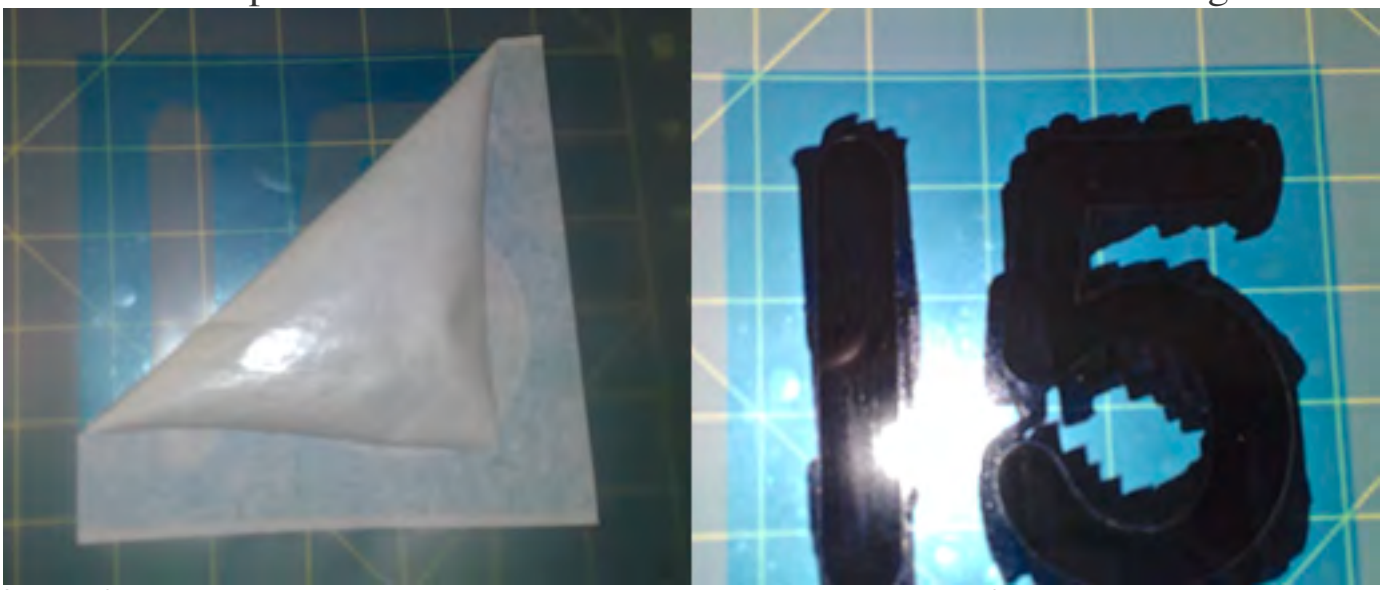
Mark Paterson: As an old 'skiffy' I like a little rake going upwind. With the keel slightly aft it was simply a matter of balancing the sail plan via rake. I like the boat to climb when pressured. The first boat was pretty good straight out of the box. All the boats are set to that rake which stays the same through the wind range of the individual rigs. I don't have rake in degrees so when I setup a boat it comes with rake, mid-mast, twist, width and depth measurements

SMYC: Tim noted that the rigs you developed for his boats carry higher tension. I use a tension gauge and I'm curious how much tension you have on your shrouds and backstays?
Mark Paterson: I don't have a tension gauge. I find the spars do vary in stiffness so the tension can vary slightly. Using high sidestay tension, forward deflection of spreaders, and ram to setup quite straight lower mast is what I'm looking for.

Michael "Knuckles" Grieves in Tim's former pool room showing off the FRAKTAL molds supplied by SAILSetc to Radio Race Yachts. Tim said, "Knuckles is in nearby Queensland and he was one of the original instigators of my skiff deck on the PIKANTO. He understands the concepts and theory behind Mark's rig & sail combination and puts them into practice." That's an understatement, because repeating as a National Champion is difficult. Elaine Brown photo.

SMYC: So what does the helm feel like on your obviously dialed-in PIKANTO as you go from light to top-of-A-rig on the wind. And how does that "feel" compare when sailing a SAILSetc spec PIKANTO.
Mark Paterson: Bottom is neutral, as I don't believe any boat will have a helm of any kind in the light. I couldn't compare with a SAILSetc PIKANTO, but once the wind pressures the sails to generate a little heel my setup will want to climb (have a little weather helm – Ed.) and that persists through to the top of rig.

SMYC: What does the helm feel like on your FRAKTAL compared to your PIKANTO?
Mark Paterson: From top of the rig down to light they are very similar upwind, except on the bottom end where I find the straighter FRAKTAL more directional than the rounder PIKANTO. The FRAKTAL may be a bit slipperier downwind.



On the left is the sign writer's stencil being placed and on the right is the inked sail before the stencil is removed. Looks like Mark Paterson's sail numbering is an easy and foolproof system thanks to Knuckles. Photo Mark Paterson.

SMYC: Mark, I like your rounded style sail numbers because they are distinctive. I prefer the blue color over black too. Are they made from conventional sticky-back dacron or what? No issue with stick-back Dacron affecting sail shape?
Mark Paterson: I use the Airline 100 markers (www.artline.com.au). Unfortunately the blue doesn't last in the sun as well as the black. Knuckles, who is in the sign business, provides me sign writer's stencils that I stick on the sails and fill-in with marker.

SMYC: Thank you Tim and Mark, I am thoroughly impressed with what you are doing and how you collaborate. Maybe because of this interview I caught myself dreaming of traveling to sail with you guys on the Gold Coast this winter. I see there is a QLD State Championship coming up in November 2013. My wife, Jackie, wants to travel and maybe I could arrange a charter through Tim or Jeff Byerley? Hmmm…

Fraktal (Comments on the development and design process.)

by Graham Bantock of SAILSetc

Thanks for the opportunity to describe the development of the FRAKTAL design and some of the steps we have taken as part of that design process. As usual this new design has not come out of the blue but is a result of the various development threads that are perpetually under review here to see if they offer enough advantage to incentivise us to invest the large amount of time and effort necessary to bring any new design into production.

The dominant run of the TOPIKO/PIKANTO hull form from 2004 through to 2010 (three wins at European level, a win and a 2nd at World level) made it difficult to see where an improvement might be found. When the top sailors using the designs were asked what they wanted to change to make the boat better there was little forthcoming from them. Maybe that is not surprising – they are the sailors and sailors just want boats that sail faster and point higher. It is the designer's task to discover how.

The wake up call came at the 2011 World championship signalled by the superb performance of the relatively narrow BRITPOP design.

Whereas our in house explorations into that territory using the VPP had shown such narrow boats would not be superior to the current fleet, it was hard to reconcile that conclusion with practical results. All the indications were that hulls as narrow as BRITPOP and its close sisters could not be expected to give best performance across a wide range of conditions. However it was difficult, and possibly foolhardy, to ignore the results these boats were giving even allowing for the high level of ability of the sailors involved.

More VPP comparisons were made with the same conclusions. It was suspected that the usual procedure of comparing candidate designs assuming no added drag from surface waves might be the

reason that narrow boats did not show up as well as practical results seemed to show. Refinements to the VPP to cope with the added drag of surface waves were made and the comparisons repeated. However, this did not shift the original conclusion. Since 1998 the VPP has proved to be a really useful tool giving faultless guidance to our own progression of designs in all the classes where it has been used. This made the dilemma worse. It is hard to discover that the advice of a well-trusted friend is not the best! Additionally, it is not my natural reaction to make a 'fashion' copy of something that appears to be successful – it is more important to discover what is the reason for that success and then to exploit that reason to maximise the benefit. Indeed that approach worked well to provide the IKON design after the impressive performance of the amazingly wide TS2. Ever since then the trend has been towards narrower designs. Indeed 300 mm to 160 mm in fourteen years!

A Croatian flush deck FRAKTAL that was well sailed by Marko Matic to a top ten finish at 2012 Euros in Cres. It has since been sold, where it was described as molded by SAILSetc & finished by Zvonko Jelacic. SAILSetc offers FRAKTAL componts for assemble by owner. Note the plastic lid access to electronics, Zvonko's preferred access as seen on his new KANTUN's. Terrific action photo by Dean Miculinic.

So, what exactly is going on? There is a possibility that the data and assumptions on which the VPP bases its calculations overvalues the contribution of stability and/or overestimates the added drag of narrow hull forms in surface waves. Looking at the stability issue first; if the effect of stability on performance is fundamentally overestimated (and experience with big boat rating rules that use a VPP as a basis have tended to confirm this consistently over the years) then narrower boats will be more competitive in real life than the VPP predicts. Then, considering the effect of surface waves, imagine a wide boat sailing to windward though large surface waves with associated pitching and heaving motions induced as the boat makes its passage through those waves. There is more drag associated with that motion compared with the drag in flat water as the hull and appendages are constantly changing their attitude. Additionally there will probably be less forward force generated by the rig as it will only rarely be trimmed to suit any instantaneous condition well. It is not hard to imagine that a hull half as wide will experience less disturbing force from the encountered waves, less added drag, and less degradation of the forward force produced by the rig. If the added drag experienced by a boat when sailing to windward through surface waves (and reduced forward force produced by the rig) is not properly modelled by the VPP it seems likely narrower hulls will become more competitive in practice than equally fast wide hulls (all else being equal) where there are surface waves.

A third possibility is that hard working and inventive RC sailors have learned how to make rigs on narrow and over canvassed boats work well enough to get them to the windward mark quickly enough for them to do their devastating work downwind. This is a new variation on an older discovery.... Martin Roberts learned a long time ago that the way to beat a TS2 with a WIDGET in a breeze was by changing down a rig rather than by attempting to match rigs. In the meantime some have learned how to de-power the rig in a breeze to the point where it will get the boat to windward without losing too much to more stable designs. Providing the narrower, less stable, boat is somewhere near the leader at the windward mark it then has a long running leg to establish a lead by the leeward mark. From there it may be possible to control the race. This may be the key.

After considering these factors and time spent checking some of the input to the VPP it was concluded that there was indeed good reason to expect that narrow hull forms may well be superior in spite of the VPP indications to the contrary.

The distintive reverse sheer and knuckle (or 'moustache' if you like) are pronounced in this SAILSetc built FRAKTAL owned by Peter Kampe. The foredeck patches are the giveaway that she is SAILSetc spec. Hanneke Gillissen © photo.

Where did this leave us? If the VPP was wrong, and the new breed of narrow hulls was indeed faster, then the VPP could still be useful as a tool to discriminate between a batch of narrow hulls to find the most promising. If the VPP was right and choosing a narrow hull with low stability was the wrong course of action then, if all the top sailors were choosing such boats, there was not much danger in doing the same especially if we had a better narrow design. So, with some trepidation, we chose to make a design for production that the VPP rated less well than previous SAILSetc designs but, importantly, it would be the best narrow design we could make.

The design process was therefore one of making refinements to a narrow hull form to suit the particular requirements for the IOM class. Whereas sailing on large open waters, the sea or large lakes, generally means large waves and steady winds, sailing on small waters with hard edges typical of radio yachting venues in Great Britain often leads to choppy conditions and sharp gusts generated by trees, houses, and other close-by obstructions. The ability of a boat to resist nose-diving and remain in control for longer is often a crucial factor in those conditions and I wanted to strengthen that ability for the new design too. This led directly to a variation in the rocker line, retention of the highly cambered deck at the bow and addition of a distinct knuckle rising from just above the waterline forward of the mast to the top of the extreme bow. The knuckle is quite effective in preventing water from flowing over the forward surface of the hull when hard pressed and provides some useful lift.

With all this in mind the starting point for FRAKTAL was, in fact, the hull form we had developed for the RG65 class ARGON that won the RG65 'Gold Cup' in France last year. This was itself effectively a half size Marblehead but with more emphasis placed on the ability to resist nose-diving. That is particularly important in that class as it is also permitted only three rigs, a factor which leads to relatively frequent over-canvassing just as in the IOM class. Many variations in detail were tested using the VPP and eventually we were happy with the hull form that is FRAKTAL.

Experience with design development in the IOM and other classes has helped gain some insight into the effect of variations in overall hull proportions and shape on two important aspect of a boat's ability - on the one hand to maintain a course smoothly through waves, gusts, and changing apparent wind angles in chaotic wind and, on the other hand, to be easy to manoeuver and tack crisply. Unfortunately these are opposite sides of the same coin. It would be easy to make a design very directionally stable but it would be a liability to sail when trying to break cover or to cover another boat intent on breaking it. Likewise choosing a rocker line with less depth at the bow and stern to give fast tacking ability tends to push the hull towards a form not best suited for low wave drag except at lower speeds. Over the years we have developed in-house methods of evaluating the candidate designs' maneuverability, which can be plotted against their straight-line speed. It then becomes easier to pick the 'best' compromise design.

The distinctive FRAKTAL bow/foredeck shown here sailing at the 2012 Euros in Cres. Dean Miculinic photo.

Incidentally, experience gained with two Marblehead designs in the late 80's provided a good illustration of the value of manoeuvrability to a good sailor over straight line speed in the rough and tumble of competitive round the cans racing. Our 1988 Marblehead HUSH HUSH could give good results (2nd at the world championship that year and national championship wins) but the intuitively chosen development of it, ENIGMA, was recognised by all those who moved to it as being far easier to sail well and fast. In 1991 the lines of ENIGMA were scaled to 70% of the width and 143% of the depth to give the lines of PARADOX which went on to win 3 World championships and a Europeans. The waterline length of HUSH HUSH was almost the full 50" whereas ENIGMA's and PARADOX's waterline length was only about 46" with fairly equal overhangs at each end. ENIGMA was beamier and had relatively wide forward sections. The net result was a hull form that spun easily in a tack without losing speed yet had good directional stability when hard pressed. Even when scaled to give narrower and deeper sections this boat retained reasonable ability to tack. Recent comparison of the speed potential of these older designs using the VPP and their ability to be manoeuvred gave an excellent illustration of the sort of trade-offs that can be taken with advantage. All these designs had emerging chines at the stern……

On the subject of chines, many of my designs in several classes have utilised emerging chines at the stern. What reasoning has guided us on this? Generally, chines in the fair hull surface will add to the form drag of the hull by decreasing the boundary layer thickness locally and thereby increasing the skin friction. Think of the higher wind speeds associated with ridges in contrast to calmer conditions in valleys. This will be the case whether the chine is on the centreline (V sections) or outboard towards the waterline. Generally, well designed chines will reduce drag by providing a clean break for water flow to exit from the hull when it is moving fast enough (either at the bow when breaking through waves or at the stern when

planing). Generally too, if a hull has chines the former negative effect always will be present whereas the latter positive effect only sometimes will be present.

On this basis then we have tended to use chines only on the centreline near the junction of the fin and hull and emerging towards the transom near and above the waterline. There are several positive effects associated with the former feature, which are sufficient to out balance any negative impact. Junction drag, the drag associated with the junction between the fin and the hull, is reduced by adding to the length of the junction and by increasing the included angle between the fin and the hull. Also, for a given fin length, stability is increased, or for a fixed draught, fin drag is reduced. At the stern the boundary layer is well developed and the added drag associated with a chine will therefore be minimal. My own experience is that possibly the chines help to promote high speed sailing downwind but, more likely, they have a really useful effect on the balance of the boat when sailing to windward.

Keeping the manoeuvrability high tends to drive the design away from high prismatic coefficients, which are sometimes seen as ultra desirable for any high speed hull form. If the design will be sailed hard-pressed all the time that may be true subject to the need to go round corners from time to time. But at all other times, including the time spent accelerating to top speed; a more moderate prismatic coefficient will give lower drag. Again it is a matter of the best compromise. Craig Smiths's super stable TS2 design (300 mm max beam) had a low prismatic coefficient, which partly explains the relatively good light airs performance the boat enjoyed in spite of having far more wetted surface than other designs.

Another in house tool we have developed over the years is a balance model, which can be used to home in on the best position for fin and rig in any new design as well as to test for tacking ability and directional stability. Based on a simple spreadsheet this tool takes hydrodynamic and aerodynamic output data from the VPP and balances out the forces and moments using the geometry of the boat. The final balancing input, as in real life, is the rudder angle and it is possible to test any candidate design to see if the predicted range of rudder angles is in the right area when using practical geometries for the fin and rig positions. Whereas it may be attractive from a wave-making drag point of view to go for an LCB that is a long way aft (ideal for high speed blasting) this may lead to a fin position that is too far aft to give a good geometry for the ballast, fin, and rig. A large fore and aft distance between the ballast LCG and the load point on the fin that gives no twist to the fin as the boat heels will induce a large twist in the fin (one way or the other) and this will, not surprisingly, have an impact on the rudder angles to be expected. The bow-down trim (stern-down is rare) that the hull adopts as it heels over is taken into account along with a good number of other factors including the rocker line and hull form. As ever, this is a work in progress, and constant correlation with successful and unsuccessful configurations is necessary to check that it is making sense. In spite of it's shortcomings it remains a useful tool and is far more reliable than the traditional method of balancing profiles of the underwater profile and the rig in order to estimate rig position.

Because of the large market area we are fortunate enough to reach we have to build boats that work well in a wide range of wind and wave conditions. The fin position we try to arrive at should allow our boats to be tuned satisfactorily both for flat water and high pointing angle as well as for large waves where wider sheeting and pointing angles are more appropriate. This, combined with hull and foil geometry that promotes manoeuvrability when needed and the ability to track sweetly through chaotic conditions will provide a boat that is easy to extract good performance from and forgiving enough to compensate for pilot error. That's the ideal end point that can be described in traditional terms as a 'well balanced' boat. Interestingly there is little, if anything, of value on the subject of how to achieve this happy state of affairs in the major texts on yacht design. When questioned about how 'good balance' in a boat is achieved a long serving and successful yacht designer thoughtfully told the author that it was a 'gut feeling'. Yet he was unable to say how it might be designed in from the outset even though one could fairly readily recognise its presence or absence once on the water.

The opportunity to 'mode' the boat by moving the fin forward or aft to suit specific conditions exists. If one fin only is provided, however, this can lead to disappointing performance in the off design condition. Something to take into account when going to extremes.

For some time our IOM designs have been moulded successfully by builders in other countries and most have added their own trade mark variations. These may be cosmetic or structural variations or they may be more fundamental variations in foil and mast position. Our view is that this provides useful Darwinian style evolution of an already good design and is likely to provide further refinement providing

the weak strains are eliminated through competition. An obvious danger is where a large part of a dominant fleet uses one particular variation without systematic testing against alternative designs and configurations. The possibility that the new 'weaker' strain continues to provide top performance locally is a real one. The inherent danger is that this is not discovered until the boat is put to the test against higher-level competition.

Currently FRAKTAL moulds have been sold to Australia, Germany, Italy and Spain. The Australian Tim Brown has been innovative in his treatment of the deck which is understandable bearing in mind the Australian preference for cockpit style decks from the mast aft. The SAILSetc in house style since 1998 has been to use a raised foredeck and flat aft deck with a local recess for the kicking strap. We have retained this format for FRAKTAL as it helps keep construction weight low and eases access to the interior of the boat for building and repair. The other builders will no doubt introduce their own variations.

Graham Bantock sailing his FRAKTAL at the 2012 Malta IOM National Championship. Look closely and it appears that the bow knuckle is functioning well here to provide, "a clean break for water flow to exit from the hull". Hanneke Gillissen © photo.

2013 Regional IOM Regatta Schedule

Deception Pass Model Yacht Club • 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	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
1/13	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
1/20	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
1/27	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
2/3	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
2/10	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
2'17	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
2/24	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
3/3	Noon – 4PM	DPMYC – 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	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
3/17	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
3/24	Noon – 4PM	DPMYC – 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	DPMYC – 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	DPMYC – 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	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
4/25-4/28	**See NOR**	**US Nats at San Francisco**	SF Bay on Pier 80	Freddy Rocha	www.iomusa.org
~~**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	DPMYC – 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	DPMYC – 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	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
6/2	Noon – 4PM	DPMYC – 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	DPMYC – 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	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
7/7	Noon – 4PM	DPMYC – 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	DPMYC – 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	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
8/4	See NOR	DPMYC – Centennial 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	DPMYC – 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	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
8/25	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
9/1	Noon – 4PM	DPMYC – 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	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
9/15	1PM – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
8/18	Noon – 4PM	DPMYC – 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	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
9/23	Noon – 4PM	DPMYC – 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	DPMYC – 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	DPMYC – 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	DPMYC – 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	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
11/3	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
11/10	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
11/17	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
11/24	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
12/1	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
12/8	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
12/15	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
12/22	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
12/29	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900

** **Canceled due to US Nationals schedule change.**

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).
Deception Pass MYC @ 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.

5/15/13 – Multi-day events highlighted

This digital newsletter is published quarterly at the editor's whim and amusement to promote IOM sailing at Seattle Model Yacht Club and in the Pacific NW in general. I'm also 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 previous ones can be found at:

Jerry Brower has created this useful link with all our cover page thumbnails (USA): http://www.ibextrax.com/Update/
SeattleRadioSailing.org (USA)
Oregon MYC.org (USA)
Western Canadian MYA.ca (CAN)
IOMUSA.org (USA)
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