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The Seattle IOM Update

• A FREE DIGITAL NEWSLETTER COVERING IOM RADIO SAILING IN THE SEATTLE AREA & PACIFIC NORTHWEST •
September - November 2013



Wily “Cookie” in his new red Trinity River Yacht Club hat jumping the fleet on port at the pin in the 2013 Dallas Blowout. Timing was perfect to catch the lefty in this aggressive A-fleet. David Cook is sailing his custom Porky Pig 4 “Floppy”, here in her earlier pink phase. We have a nice long interview with David later in this newsletter. Bob Wells photo.



IOM Eye Candy: Let's kick-off this newsletter with yet another custom ZOOM design from the BC islands, but this time it is Martin Herbert's work to brother Graham Herbert's design. "Liz" is like all ZOOMs, a fast and forgiving all-rounder in fiberglass – in this case with a faux woodie acrylic paint finish. It took Martin two attempts before he was satisfied with the "planking", and it really plays with your mind it is so convincing. Everything is hand-made by Martin except the electronics, so it is indeed a custom. She is no longer for sale as noted in a previous newsletters. Photo Martin Herbert.

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 (or Bowman Bay) – N. Whidbey Is. - 1 Mi. South of Deception Pass Bridge on SR 20:

The DPMYC (Deception Pass MYC) home is west 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 Seattle MYC see: <http://www.seattleradiosailing.org>

For Deception Pass MYC see: <http://www.dpmysc.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 (3 completed to date), 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 IOM Regatta Reports:



SMYC #3 Regatta: Winds from the dreaded WSW leave us with sailing away from the dock and almost laying the mark on one tack and then broad reaching back – aka reachy reachy. Fortunately this is fairly rare at this venue until this year. Yes, for the record that is Kurt Wells well ahead of Kelly Martin in the battle of Topikos. Bob Wells photo.

2013 Seattle Cup Series: Summary with six of eight regattas completed as of 8/19/13.

J. Warren Brower Scorekeeper:

				3/30	4/27	5/25	6/29	7/27	8/17	9/21	10/26
	Skipper	Home port	Points	Coulon 1	Coulon 2	Coulon 3	Coulon 4	Coulon 5	Coulon 6	7	8
1	Bob Wells	Mercer Is, WA	50	14	Cancelled - Gone to USA Nats at Oracle	9	9**	8	10		
2	J Kelly Martin	Gig Harbor, WA	44			13	10	12	9		
3	Peter Sternberg	Redmond, WA	41	15		10		10	6		
4	Steve Young	Tacoma, WA	40	12		5	7	9	7		
5	Joe D'Amico	Sequim, WA	38	10		11	8	7	2		
6	J Warren Brower	Lake Stevens	32			12	9	11			
7	Larry Stiles	Sedro Wooley	24	9		3	4		8		
8	Byron Pimms	Seattle, WA	24	5		6	5	3	5		
9	Chris Brundage	Portland, OR	21	13		2		6			
10	Kurt Wells	Seattle, WA	19	8		4		4	3		
11	Bill Langjahr	Anacortes, WA	18	11		7					
12	Drew Austin	Sequim, WA	17	4		1	6	5	1		
13	Ron Blackledge	Portland, OR	16	3		8		1	4		
14	Scott Thomas	Seattle, WA	10	7			3				
15	Mike Pearson	Gig Harbor, WA	6	6							
16	Ron, Hornung	Seattle, WA	5	1			2	2			
17	Craig Rantala	Sequim, WA	3	2			1				

One point for each boat you beat plus 1 point for starting a race in the regatta. ** PRO/Scorekeeper for the event gets 2nd place points.

2013 Gig Harbor Cup Series: Summary with six of eight regattas completed as of 8/19/13.

J. Warren Brower Scorekeeper:

				3/9	4/06	5/11	6/15	7/13	8/10	9/07	10/12
	Skipper	Home port	Points	Surprise 1	Surprise 2	Surprise 3	Surprise 4	Surprise 5	Surprise 6	7	8
1	Joe D'Amico	Sequim, WA	55	12	8	6	10	9	10		
2	Larry Stiles	Sedro Wooley	39	10	9		8	6	6		
3	J Warren Brower	Lake Stevens	37	5		9	11	12			
4	Ron Blackledge	Portland, OR	37	8	4	8	7	7	3		
5	J Kelly Martin	Gig Harbor, WA	36				12	13	11		
6	Steve Young	Tacoma, WA	36	6	2	5	5	11	7		
7	Peter Sternberg	Redmond, WA	35	11	11	7	6				
8	Bill Langjahr	Anacortes, WA	30		10		4	8	8		
9	Byron Pimms	Seattle, WA	25	4	7	4	3	5	2		
10	Bob Wells	Mercer Is, WA	18				9		9		
11	Kurt Wells	Seattle, WA	18	7	6	3	2				
12	Drew Austin	Sequim, WA	16			2		10	4		
13	Mike Pearson	Gig Harbor, WA	12	9	3						
14	Ron, Hornung	Seattle, WA	10	2	1	1	1	4	1		

One point for each boat you beat plus 1 point for starting a race in the regatta. ** PRO/Scorekeeper for the event gets 2nd place points.

Gig Harbor MYC's Regatta #4 (6/15/13)**Surprise Lake; Milton, WA**

Larry Stiles Reporting:

Wow - what a day for sailing. The venue certainly lived up to its name. Sun, sun, and sun with winds that ranged from almost calm to almost "B"-rig coming from SW, N or even NE, depending on when you looked. It's interesting how the same sailors keep eventually rising to the top no matter what the conditions. Fantastic! So much to learn about congested starts in variable wind. Kelly consistently pointed a little higher in the light wind and flat water, yet maintained speed. Ron Blackledge and his Fraktal keep getting better and better - need to keep an eye on that boy.

Results after 19 races:

Position	Skipper	Sail #	Club/City	Hull	Score
1	Kelly Martin	77	GHMYC	Topiko	27.0
2	J.W. Brower	42	SMYC	Widget	49.0
3	Joe D'Amico	86	DPMYC	Coyote SE	66.0
4	Bob Wells	7	SMYC	BritPop!	70.0
5	Larry Stiles	131	DPMYC	Pikanto	81.0
6	Ron Blackledge	208	OMYC	Fraktal	88.0
7	Peter Sternberg	18	SMYC	Arrival	91.0
8	Steve Young	87	DPMYC	Lintel	92.0
9	Bill Langjahr	88	Anacortes, WA	Cheinz	106.0
10	Byron Pimms	47	SMYC	Isis II	129.0
11	Kurt Wells	25	SMYC	Topiko	138.0
12	Ron Hornung	78	SMYC	Why-Not	180.0

Deception Pass MYC's Sunday Regatta (6/23/13)

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

Larry Stiles Scorekeeper:

	Skipper	Sail #	Hull	Score	1	2	3	4	5	6	7	8	9	10
1	Larry Stiles	131	Pikanto	20.0	4.0	5.0	2.0	4.0	2.0	1.0	5.0	3.0	1.0	3.0
2	Joe D'Amico	86	Coyote SE	23.0	3.0	4.0	5.0	1.0	4.0	8.0	2.0	4.0	3.0	2.0
3	Bill Langjahr	88	Cheinz	31.0	5.0	2.0	7.0	3.0	6.0	6.0	1.0	10.0	4.0	4.0
4	Dave VanAmberg	71	Errica	35.0	6.0	1.0	4.0	2.0	12.0	12.0	7.0	2.0	8.0	5.0
5	Steve Young	87	Lintel	36.0	2.0	8.0	9.0	6.0	9.0	2.0	8.0	7.0	2.0	1.0
6	Drew Austin	90	Home Built	39.0	1.0	3.0	1.0	12.0	3.0	3.0	11.0	6.0	11.0	13.0
7	Julian Lee	03	Pikanto	49.0	7.0	6.0	3.0	10.0	8.0	9.0	10.0	1.0	9.0	6.0
8	Chris Chesly	95	Ikon	49.0	9.0	7.0	6.0	7.0	1.0	7.0	4.0	11.0	10.0	8.0
9	Ray Fiedler	00	Pikanto	52.0	11.0	9.0	11.0	5.0	7.0	4.0	3.0	8.0	6.0	10.0
10	Vic Childs	98	SC-4	58.0	13.0	13.0	8.0	8.0	5.0	5.0	6.0	12.0	5.0	9.0
11	Craig Rantala	12	Azetone	71.0	8.0	11.0	10.0	9.0	11.0	10.0	13.0	5.0	12.0	7.0
12	Dennis Pittis	25	Prospect	77.0	10.0	10.0	12.0	11.0	10.0	11.0	9.0	9.0	7.0	11.0

Seattle MYC's Regatta #4 (6/29/13)

Gene Coulon Memorial Beach Park; Renton, WA

Larry Stiles Reporting:

Great weather for sun bathing, tough weather for sailing, but we managed. Idiots in power boats and kayaks and beautiful girls in bikinis did their best to distract and disturb our dedicated group, but they failed, for the most part. Twelve grueling races were run in light to sometimes non-existent winds mostly out of the SW. Nothing less that total concentration was required. That and plenty of sunscreen.

Position	Skipper	Sail #	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12
1	Kelly Martin	77	Topiko	13.0	1.0	1.0	1.0	1.0	3.0	1.0	1.0	1.0	1.0	4.0	2.0	6.0
2	Jerry Brower	42	Widget	21.0	2.0	3.0	4.0	2.0	1.0	5.0	2.0	3.0	2.0	1.0	1.0	4.0
3	Joe D'Amico	86	Coyote SE	29.0	4.0	4.0	2.0	4.0	2.0	2.0	4.0	2.0	4.0	3.0	6.0	2.0
4	Steve Young	87	Lintel	38.0	5.0	2.0	3.0	6.0	8.0	7.0	10.0	4.0	3.0	2.0	5.0	1.0
6	Byron Pimms	47	Isis II	53.0	3.0	10.0	9.0	5.0	4.0	4.0	3.0	5.0	5.0	7.0	9.0	8.0
5	Drew Austin	90	Home Built	53.0	6.0	9.0	10.0	3.0	10.0	3.0	5.0	7.0	6.0	6.0	3.0	5.0
7	Larry Stiles	131	Pikanto	60.0	7.0	6.0	5.0	9.0	6.0	10.0	9.0	6.0	11.0	5.0	4.0	3.0
8	Scott Thomas	05	V6	72.0	9.0	7.0	6.0	7.0	7.0	6.0	6.0	9.0	8.0	9.0	7.0	11.0
9	Ron Hornung	777	21 Grams	75.0	8.0	8.0	8.0	8.0	5.0	8.0	8.0	8.0	7.0	8.0	8.0	7.0
10	Craig Rantala	12	Ska	86.0	11.0	5.0	7.0	10.0	9.0	9.0	7.0	10.0	9.0	10.0	10.0	11.0



SMYC Regatta #4 at Coulon Park: Boeing worker J. Warren Brower (with clipboard) recording scores with the very busy Boeing 737 Renton plant in the distant background. At SMYC club races the race winner records the scores and 2nd Place calls the numbers. And the winner also calls the start line before he starts the next race – a necessary yet odious honor. Necessary because our aggro skippers can't believe they are OCS unless they hear their sail number. This is our low maintenance style of club racing because everybody comes to race, not race manage. Bob Wells photo.

Deception Pass MYC's Sunday Regatta (6/30/13)

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

Larry Stiles Reporting:

A clear, bright, warm day and the park jammed to the gills with citizens welcoming summer. The winds were light and contrary, coming out of the NW for the most part. Like a cat in the sun, that leisurely scratches itself and then falls asleep.

We were able to get in 8 races and at 3:00 PM we decided to drop our sails and call it a day. Then like a cat, surfacing from it's snooze, rolled over and stretched itself; the wind seemed to pickup and steady a little. The sailors that had not departed were able to get in 3 more races. But that was it. As quickly as the cat had awakened it went back to sleep and that was the end of that. These last 3 races were just a small gift and were not counted in the final tally. It was that kind of day.

Position	Skipper	Sail #	Club/City	Hull	Score	1	2	3	4	5	6	7	8
1	Kelly Martin	77	GHMYC	Topiko	10.0	2.0	1.0	3.0	2.0	1.0	1.0	3.0	6.0
2	Larry Stiles	131	DPMYC	Pikanto	17.0	3.0	3.0	2.0	1.0	8.0	10.0	5.0	3.0
4	Dave VanAmberg	71	DPMYC	Errica	20.0	7.0	5.0	5.0	3.0	7.0	2.0	1.0	4.0
3	Joe D'Amico	86	DPMYC	Coyote SE	20.0	1.0	7.0	1.0	5.0	3.0	3.0	8.0	7.0
5	Chris Chesley	95	DPMYC	Ikon	25.0	6.0	4.0	4.0	6.0	2.0	7.0	4.0	5.0
6	Steve Young	87	DPMYC	Lintel	28.0	4.0	6.0	6.0	4.0	14.0	6.0	7.0	2.0
7	Drew Austin	90	DPMYC	Home Built	29.0	8.0	12.0	7.0	7.0	14.0	4.0	2.0	1.0
8	Ray Fiedler	98	DPMYC	SC4	40.0	9.0	8.0	9.0	9.0	4.0	5.0	6.0	8.0
9	Julian Lee	142	DPMYC	Glam Rock	52.0	10.0	10.0	10.0	8.0	6.0	9.0	9.0	10.0
10	Dennis Pittis	25	DPMYC	Prospect	54.0	11.0	11.0	8.0	11.0	5.0	11.0	10.0	9.0
11	Ron Hornung	777	SMYC	Disco	60.0	12.0	9.0	11.0	12.0	10.0	8.0	11.0	11.0
12	J.W.Brower	42	SMYC	Widget	63.0	5.0	2.0	14.0	14.0	14.0	14.0	14.0	14.0
13	Rick Cushing	31	DPMYC	S1M	67.0	13.0	13.0	12.0	10.0	9.0	12.0	12.0	12.0

Deception Pass MYC's Sunday Regatta (7/7/13)**West Cranberry Lake in Deception Pass State Park; Whidbey Island, WA**

Larry Stiles Reporting:

It looked like a Claude Monet painting. Sun, sky, clouds water, and people... and more people; a good many of them in canoe's for what looked like was their first time. Winds were light but steady out of the West at about 3 mph. We raced until 4:00 PM, completing 14 two-lap races. A satisfying days effort.

Results after 14 races with three throw-outs:

Position	Skipper	Sail #	Club/City	Hull	Score
1	Larry Stiles	131	DPMYC	Pikanto	26.0
2	Joe D'Amico	86	DPMYC	Coyote SE	29.0
3	Dave VanAmberg	71	DPMYC	Errica	34.0
4	Drew Austin	90	DPMYC	Home Built	35.0
5	Bill Langjahr	88	Anacortes, WA	Cheinz	44.0
6	Ray Fiedler	98	DPMYC	SC4	61.0
7	Dennis Pittis	25	DPMYC	Prospect	78.0

Gig Harbor MYC's Regatta #5 (7/13/13)**Surprise Lake; Milton, WA**

Larry Stiles Reporting:

The weather? Like an old girl friend from a previous life: Beautiful to look at but a challenge to deal with. When we arrived there was no wind at all but at 10:10 it appeared so suddenly you could almost hear the switch being thrown. After oscillating between SW and NW it eventually settled out of the NW and by 2:00 was blowing a very nice 6 to 7 mph. Bliss. After 24 races we were truly ready for some lunch.

This day was marked by Kelly Martin's first regatta sailing his much-anticipated new V8, and Dave Glassow and his colorful Lintel return after a long layoff.

Results after 25 races with four throw-outs:

Position	Skipper	Sail #	Club/City	Hull	Score
1	Kelly Martin	77	GHMYC	V8	51.0
2	J. Warren Brower	42	SMYC	Widget	64.0
3	Steve Young	87	GHMYC	Lintel	73.0
4	Drew Austin	90	DPMYC	Home Built	99.0
5	Joe D'Amico	86	DPMYC	Coyote SE	105.0
6	Bill Langjahr	88	Anacortes, WA	Cheinz	131.0
7	Ron Blackledge	208	OMYC	Fraktal	131.0
8	Larry Stiles	131	DPMYC	Pikanto	131.0
9	Byron Pimms	47	SMYC	Isis II	142.0
10	Ron Hornung	777	SMYC	21 Grams	160.0
11	Craig Rantala	12	DPMYC	Azetone	176.0
12	David Glassow	00	OMYC	Lintel	185.0
13	Jerry Murrige	39	SMYC	Fox	251.0

Seattle MYC's Regatta #5 (7/27/13)**Gene Coulon Memorial Beach Park; Renton, WA**

Jerry Brower Reporting:

Another beautiful sunny day on Lake Washington as the dozen IOM boats gathered for the monthly Seattle Model Yacht Club regatta at Gene Coulon Memorial Beach Park in Renton, WA. Three new boats in the hands of seasoned skippers appeared for the first time to sail in the Seattle Cup series. Kelly Martin launched his Eldred built, Ian Vickers designed, V8 its Lake Washington debut. Also for the first time at Coulon Park we find Chris Brundage sailing his self-assembled Dave Creed Lintel Kit USA 683. Thirdly Joe D'Amico arrived with the Vinaixa BritPOP USA 631 that Gary Boell had extensively campaigned in 2012, but Joe sailed it here at the Seattle Cup for the first time. The day was not too hot; no rain in sight, and not much wind. The wind was light making the chop was brutal, and milfoil snags were a deadly crap

shoot. We quit a little early to ease our suffering and drown your sorrows with suds and stories at the Terrible Beauty. Auh... now that's better.

Position	Skipper	Sail #	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13
1	J Kelly Martin	77	V8	28.0	4.0	4.0	1.0	1.0	1.0	2.0	1.0	2.0	2.0	9.0	1.0	10.0	13.0
2	Jerry Brower	42	Widget	31.0	12.0	2.0	2.0	3.0	6.0	1.0	9.0	3.0	3.0	3.0	2.0	3.0	3.0
3	P. Sternberg	18	Arrival	37.0	8.0	3.0	4.0	6.0	5.0	5.0	4.0	1.0	1.0	2.0	3.0	5.0	4.0
4	Steve Young	87	Lintel	52.0	5.0	10.0	5.0	4.0	2.0	6.0	5.0	5.0	8.0	7.0	6.0	1.0	6.0
5	Bob Wells	7	BritPOP	63.0	3.0	8.0	9.0	2.0	8.0	4.0	12.0	4.0	10.0	6.0	4.0	7.0	8.0
6	Joe D'Amico	86	BritPOP	66.0	10.0	1.0	6.0	9.0	7.0	8.0	10.0	8.0	5.0	4.0	9.0	2.0	7.0
7	Chris Brundage	83	Lintel	66.0	1.0	9.0	10.0	8.0	4.0	7.0	6.0	11.0	4.0	5.0	7.0	6.0	9.0
8	Drew Austin	90	Custom	71.0	9.0	6.0	7.0	7.0	3.0	13.0	3.0	12.0	7.0	8.0	8.0	13.0	1.0
9	Kurt Wells	25	Topiko	73.0	2.0	5.0	3.0	5.0	9.0	13.0	7.0	7.0	11.0	10.0	12.0	9.0	5.0
10	Byron Pimms	47	ISIS II	74.0	11.0	7.0	8.0	10.0	10.0	9.0	2.0	6.0	6.0	1.0	11.0	4.0	11.0
11	Ron Hornung	777	Disco	93.0	6.0	13.0	12.0	12.0	11.0	3.0	8.0	9.0	13.0	12.0	10.0	8.0	2.0
12	R. Blackledge	208	Fraktal	106.0	7.0	13.0	11.0	11.0	12.0	10.0	11.0	10.0	9.0	11.0	5.0	11.0	10.0

Deception Pass State Park's Centennial Regatta (8/3-4/13)

Bob Wells Reporting

This was a very big weekend in Western Washington State with the huge annual summer party called SeaFair that features the unlimited hydro's running on Lake Washington as they have for decades. You have to be of a certain age and from Seattle to understand the historic passion for this event, although the younger kids have the party part figured out. The surprise winner was the Graham Trucking boat, one of the big three that spend enough on kit to win the trophy. Our radio sailing representative, Ron 'Mr. Fabricator' Hornung, works on the Peters & May U-11 boat as a fabricator. After 30 years of traveling the hydro circuit as pit crew now Ron watches on his TV from home, but he is on call in case there's a major mash-up. You see for Ron an all-nighter sniffing glue and paint in the adrenaline rush to patch up another hydro to race 'tomorrow' is great fun. We excuse Ron from radio sailing for his hydro racing passion every year.

For radio sailors the big event was the Deception Pass State Park's first ever Centennial Regatta sponsored by Deception Pass MYC. Saturday we raced Soling 1M's and Sunday IOMs, which are the club's two fleets. Both days had gorgeous weather with light fluky westerly's and friendly mellow competition at the west Cranberry Lake venue. Skipper's came from various parts of Washington and the Victoria area of BC for this fun regatta with quality race management.

To swell the Soling ranks a few IOM skippers borrowed Solings from Sequim and a few Sequim skippers (aka Sequimers) also attended. The Sequim boats were generally faster, and the Deception Pass guys are rethinking their strict adherence to class rules. None of this is or was an issue as the 'Squimers' were invited with full knowledge they do not follow class spec when adding jib counterbalances and the occasional carbon mast (that is cheaper/higher performing than fabricating a wood mast). Bob Wells, Trish Bechtold, and Jean Lee on scoring assisted PRO Steve Young; and the first race started at 10:30 after course adjustments were made to accommodate the wind. Congratulations to "rookie" Jerry Brower, who borrowed Joe Damico's (Sequim) Soling and took a convincing win. Later that weekend an Anacortes skipper purchased Joe's Soling so now at least one DPMYC Soling has a jib counterbalance.

Once again Kelly Martin dominated the IOM fleet sailing his new V8 built by Mike Eldred. Kelly has this knack of starting well and keeping his boat moving in light wind and then generally avoiding trouble. No out-of-spec questions in the tightly run IOM fleet, but then no pre-race measuring either for this fun regatta. Collie Martin, Marc Dejong, and Jean Lee scoring ably assisted PRO Vic Childs. Vic did a nice job as PRO; except for getting photographer Wayne Martin wet when entering the dinghy by stepping on the gunwale.

Julian Lee didn't just organize this regatta, but also hosted the Saturday evening party at this house following the racing. The party included a light dinner on their quintessential Pacific Northwest property, where the Lee's are privileged to live near the edge of the park with elevated southwesterly

views of Bowman Bay and the Straits of Juan de Fuca. In every sense this was a feel-good event, including that entry fees contributed \$700 to the Deception Pass Foundation, of which Julian and Jean Lee are benefactors. Deception Pass State Park is over 4,134 acres and has 120 historic structures, and the Foundation helps maintain these underfunded treasures. Julian thought our donation might fund a reroof on one of the structures. Let's absolutely do this event again in another hundred years.

Summary of the 2013 Deception Pass State Park Centennial Regatta:

Class: IOM

Date: August 3-4, 2013

Location: Cranberry Lake in Deception Pass State Park, Washington State

Host Club: Deception Pass Model Yacht club

Entries: (15) Soling 1Ms & (14) IOMs

Winds: Max 7.0 knots, Avg. 3.5 knots.

Races Completed: (16) Soling 1Ms & (16) IOMs

Scoring System: 2007 HMS, scoring version 2.0

Regatta Committee & Valuable Assistants: Julian Lee – Organizer; Steve Young – Soling 1M PRO, Vic Childs – IOM PRO; Jean Lee – Scorekeeper; Bob Wells, Collie Martin, Trish Beshtold, and Marc Dejong – Race Officers; Julian & Jean Lee – Hosts for party; Collie Martin - registration.

Centennial Regatta: Soling 1M results from Saturday, after 16 races and three throwouts:

Position	Skipper	Sail #	Club/City	Score
1	Brower, Jerry Warren	22	DPMYC	28.0
2	Komendant, Lloyd	15	Sequim	40.0
3	Childs, Victor M II	156	DPMYC	40.0
4	Stiles, Larry	256	DPMYC	41.0
5	VanAmburg, David	56	DPMYC	52.0
6	Lee, Julian	03	DPMYC	61.0
7	Pittis, Dennis	75	DPMYC	81.0
8	Rantala, Craig	40	DPMYC	99.0
9	Bechtold, Steve	29	DPMYC	106.0
10	Martin, Collie	37	DPMYC	107.0
11	Cushing, Rich	31	DPMYC	120.0
12	Delaney, Thomas	79	DPMYC	140.0
13	Gibson, Jack	90	DPMYC	168.0
14	J. Huffman	21	Redmond	193.0
15	Dick Walsh	88	DPMYC	208.0

Centennial Regatta: IOM results from Sunday:

	Skipper	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Martin, Kelly	V8	21.0	4.0	1.0	4.0	1.0	1.0	2.0	1.0	1.0	2.0	2.0	1.0	4.0	1.0	1.0	3.0	8.0
2	Brower, Jerry	Widget	35.0	14.0	4.0	2.0	5.0	2.0	3.0	8.0	2.0	3.0	1.0	3.0	2.0	12.0	2.0	1.0	5.0
3	Stiles, Larry	Pikanto	59.0	5.0	5.0	3.0	3.0	11.0	5.0	7.0	5.0	5.0	4.0	11.0	3.0	4.0	8.0	2.0	9.0
4	Damico, Joe	Britpop	62.0	8.0	3.0	6.0	7.0	8.0	8.0	2.0	8.0	1.0	8.0	13.0	1.0	5.0	4.0	8.0	1.0
5	Lee, Julian	V8	68.0	9.0	6.0	5.0	2.0	4.0	1.0	14.0	4.0	9.0	3.0	4.0	12.0	3.0	12.0	13.0	6.0
6	Wells, Bob	Britpop	70.0	13.0	10.0	9.0	4.0	5.0	4.0	4.0	3.0	6.0	5.0	9.0	7.0	2.0	5.0	7.0	13.0
7	Austin, Drew	Custom	71.0	2.0	12.0	8.0	6.0	3.0	11.0	10.0	6.0	7.0	13.0	2.0	8.0	8.0	3.0	4.0	4.0
8	Herfst, Fred	Ska	81.0	1.0	2.0	7.0	13.0	9.0	13.0	6.0	11.0	4.0	6.0	6.0	5.0	13.0	11.0	10.0	3.0
9	VanAmburg, D.	Errica	96.0	11.0	7.0	1.0	10.0	10.0	7.0	3.0	7.0	11.0	7.0	5.0	11.0	10.0	7.0	11.0	15.0
10	Young, Stephen	Lintel	98.0	6.0	11.0	10.0	11.0	6.0	14.0	9.0	13.0	8.0	10.0	8.0	9.0	7.0	6.0	6.0	2.0
11	Chesley, Chris	Ikon	107.0	3.0	8.0	11.0	9.0	7.0	9.0	5.0	9.0	10.0	9.0	10.0	10.0	9.0	10.0	9.0	10.0
12	Taylor, David	Trinity	109.0	7.0	9.0	12.0	8.0	14.0	6.0	11.0	14.0	12.0	11.0	15.0	6.0	6.0	9.0	5.0	7.0
13	Rantala, Craig	Azetone	147.0	12.0	14.0	13.0	12.0	12.0	10.0	12.0	10.0	13.0	12.0	7.0	13.0	11.0	13.0	12.0	11.0
14	Pittis, Dennis	Custom	167.0	10.0	13.0	14.0	14.0	13.0	12.0	13.0	12.0	14.0	14.0	12.0	14.0	14.0	14.0	14.0	12.0

Gig Harbor MYC's Regatta #6 (8/10/13)**Surprise Lake; Milton, WA**

Larry Stiles Scoring:

	Skipper	Sail #	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13
1	Kelly Martin	77	V8	18.0	3.0	6.0	1.0	2.0	3.0	1.0	1.0	6.0	2.0	2.0	1.0	1.0	1.0
2	Joe D'Amico	86	BritPop!	27.0	6.0	4.0	3.0	1.0	4.0	2.0	2.0	1.0	8.0	1.0	2.0	4.0	3.0
3	Bob Wells	7	BritPop!	42.0	1.0	3.0	10.0	4.0	5.0	3.0	5.0	3.0	5.0	4.0	3.0	8.0	6.0
4	Bill Langjahr	88	Cheinz	46.0	12.0	1.0	8.0	3.0	1.0	4.0	3.0	7.0	3.0	7.0	5.0	9.0	4.0
5	Steve Young	87	Lintel	54.0	4.0	9.0	4.0	10.0	2.0	8.0	6.0	4.0	1.0	5.0	9.0	2.0	10.0
6	Larry Stiles	131	Pikanto	60.0	8.0	5.0	2.0	5.0	7.0	5.0	4.0	9.0	4.0	9.0	4.0	7.0	11.0
7	Jerry Murrige	39	Fox	64.0	5.0	10.0	9.0	7.0	6.0	6.0	11.0	2.0	7.0	3.0	8.0	3.0	8.0
8	Drew Austin	90	Home Built	69.0	2.0	2.0	7.0	6.0	11.0	7.0	7.0	12.0	11.0	8.0	6.0	6.0	7.0
9	Ron Blackledge	208	Fraktal	76.0	7.0	7.0	5.0	8.0	8.0	11.0	10.0	8.0	10.0	6.0	7.0	5.0	5.0
10	Byron Pimms	47	Isis II	86.0	9.0	8.0	6.0	9.0	9.0	9.0	8.0	10.0	6.0	11.0	10.0	11.0	2.0
11	Ron Hornung	777	Disco	104.0	10.0	11.0	11.0	11.0	10.0	10.0	9.0	5.0	9.0	10.0	11.0	10.0	9.0

Seattle MYC's Regatta #6 (8/17/13)**Gene Coulon Memorial Beach Park; Renton, WA**

Larry Stiles Reporting:

One of the things I love about this sport of ours is sailing in different venues. Each has it's own personality, it's own strengths and weaknesses, and each time I sail at any familiar venue the experience is always at least a little different.

My IOM sailing began at Coulon Park with the 1st COW Cup, sailing one of Graham Herbert's Zooms. I was hopelessly hooked. When it comes to sailing venues with personality Coulon Park ranks right up there, and this last Saturday was a perfect example. At 9:00 AM the wind was out of south at 5 - 9 mph. Solid. By 10:00 AM, when racing starts, the wind had clocked to SW with a steady 6 - 8 mph. Bob Wells, having done his homework, set a workable course with enough flexibility to allow for the predicted changes. 11:00 AM and the wind is oscillating between SW and due W at 5 to 8 mph. Gotta stay light on your feet and pay attention because course changes are being called while the tape is running. 12:00 PM and the infamous "chop" is starting to build and the weeds are being blown in from across the lake. 1:00 PM Bob is starting to talk about a "SuperGoose IPA" and by 1:30 PM we've got in 16 races and it's decided that we've had enough.

Fantastic racing. Bob Wells and Kelly Martin went at it like a couple of friendly demons. The conditions make consistency difficult but by the end of racing you could have covered these two with a postage stamp. Typical August at Coulon and not to be missed.

	Skipper	Sail	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Bob Wells	7	Britpop!	26.0	3.0	2.0	1.0	7.0	7.0	10.0	1.0	1.0	2.0	1.0	3.0	1.0	1.0	5.0	4.0	1.0
2	Kelly Martin	77	V8	27.0	4.0	1.0	9.0	1.0	1.0	3.0	4.0	2.0	3.0	2.0	1.0	2.0	3.0	3.0	1.0	7.0
3	Larry Stiles	131	Pikanto	50.0	2.0	4.0	6.0	6.0	6.0	2.0	6.0	6.0	6.0	9.0	5.0	4.0	2.0	1.0	2.0	4.0
4	Steve Young	87	Lintel	54.0	1.0	6.0	8.0	5.0	3.0	4.0	5.0	3.0	1.0	6.0	4.0	3.0	5.0	8.0	9.0	9.0
5	P. Sternberg	18	Arrival	55.0	11.0	3.0	2.0	2.0	2.0	1.0	7.0	7.0	8.0	5.0	6.0	5.0	6.0	6.0	5.0	5.0
6	Byron Pimms	47	Isis II	70.0	8.0	7.0	5.0	4.0	8.0	9.0	9.0	8.0	4.0	3.0	8.0	7.0	4.0	2.0	7.0	3.0
7	R. Blackledge	208	Britpop!	74.0	5.0	8.0	7.0	9.0	4.0	6.0	3.0	10.0	9.0	7.0	2.0	6.0	7.0	7.0	6.0	6.0
8	Kurt Wells	25	Topiko	82.0	11.0	11.0	4.0	3.0	9.0	8.0	10.0	5.0	5.0	8.0	9.0	8.0	8.0	4.0	3.0	8.0
9	Joe D'Amico	86	Britpop!	89.0	6.0	11.0	11.0	10.0	10.0	7.0	2.0	4.0	7.0	4.0	7.0	11.0	11.0	11.0	8.0	2.0
10	Drew Austin	90	Custom	105.0	7.0	5.0	3.0	8.0	5.0	5.0	8.0	9.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0

2013 COW CanAm Regional Series: Summary with one regatta remaining

J. Warren Brower Scorekeeper:

place					total	COW		CAN		HRC		HIR	
						pls	pts	pls	pts	pls	pts	pls	pts
1	Gary Boell	USA 71	Richmond, CA	Cheinz	72	2	22	3	31	2	19		
2	J Kelly Martin	USA 77	Gig Harbor, WA	Topiko & V8	61	6	18	8	26	4	17		
3	J Warren Brower	USA 42	Lake Stevens, WA	Widget	57	3	21	6	28	13	8		
4	Bob Wells	USA 7	Mercer Island, WA	BritPOP!	55	5	19	13	21	6	15		
5	Graham Herbert	CAN 36	Hornby Island, BC	Coyote	55	1	23	2	32				
6	Steve Young	USA 87	Tacoma, WA	Lintel	47	9	15	14	20	9	12		
7	Andy Slow	CAN 123	Hornby Island, BC	Coyote	38	8	16	12	22				
8	Chris Brundage	USA 19	Portland, OR	Widget	35	11	13	22	12	11	10		
9	Peter VanRossem	CAN 66	Inverary, ON	BritPOP!	33			1	33				
10	Brig North	USA 11	Dallas, TX	BritPOP!	30			4	30				
11	Bill Langjahr	USA 188	Anacortes, WA	Cheinz	29	4	20			12	9		
12	George Pedrick	USA 799	Pt. Richmond, CA	V8	29			5	29				
13	Joe D'Amico	USA 86	Sequim, WA	Coyote & BP	29	10	14	21	13	19	2		
14	Larry Stiles	USA 131	Sedro Wooley, WA	Pikanto	29	13	11	16	18				
15	Peter Sternberg	USA 18	Redmond, WA	Arrival	28	7	17			10	11		
16	Julian Laffin	CAN 82	Hornby Island, BC	Zoom	27			7	27				
17	Martin Herbert	CAN 99	Saltspring Is, BC	Aero 3	25			9	25				
18	Marko Majic	CAN 136	Mississauga, ON	Hoochie K3	24			10	24				
19	Alan Finley	USA 174	Brentwood, CA	Cockatoo	23			11	23				
20	Eric Arndt	USA 113	Fairfax, CA	Lintel	20					1	20		
21	Adrian Harrison	CAN 23	Victoria, BC	Ska	19			15	19				
22	Bruce Andersen	USA 16	Boise, ID	BritPOP!	18					3	18		
23	Bob Lewis	CAN 93	Vancouver, BC	Zoom	17			17	17				
24	John Ebey	USA 93	San Rafael, CA	BritPOP	16					5	16		
25	David Cloud	CAN 33	Hornby Island, BC	Cobra	16			18	16				
26	Roger Kibble	CAN 68	Saltspring Is, BC	Ikona	15			19	15				
27	Morgan Dewees	USA 98	Portland, OR	MMX	14					7	14		
28	Kurt Wells	USA 25	Seattle, WA	Topiko	14	16	8			15	6		
29	David Cook	CAN 93	Saanich, BC	Porky Pig	14	15	9			16	5		
30	Peter Stevens	CAN 21	North Saanich, BC	Ska	14			20	14				
31	Bob Dunlap	USA 37	San Jose, CA	V8	13					8	13		
32	Ron Blackledge	USA 217	Portland, OR	BritPop	13	14	10			18	3		
33	Julian Lee	USA 03	Anacortes, WA	Pikanto	12	12	12						
34	Gene Harris	USA 199	Pt. Richmond, CA	Pikanto	11			23	11				
35	Drew Austin	USA 90	Sequim, WA	One Off	11	17	7			17	4		
36	Dale Chase	CAN 97	Hornby Island, BC	Leo	10			24	10				
37	Matt Law	CAN 84	Calgary, AB	Zoom	9			25	9				
38	Dave Taylor	CAN 30	Saanich, BC	Trinity	8	21	3	29	5				
39	Steve Kibble	CAN 168	Calgary, AB	CACA2	8			26	8				
40	Dave Glassow	USA 00	Vancouver, WA	Lintel	7					14	7		
41	Stan Schofield	CAN 94	Nanaimo, BC	Zoom	7			27	7				
42	Byron Pimms	USA 47	Seattle, WA	Isis	6	18	6						
43	Bob Copley	CAN 20	Port Alberni, BC	Ska	6			28	6				
44	Scott Thomas	USA 05	Milton, WA	V 6	5	19	5						
45	Barry Fox	CAN 34	Victoria, BC	Reggae	4	20	4						
46	Andrew Baak	CAN 24	Calgary, AB	Goth	4			30	4				
47	Robert Seline	CAN 26	Bowser, BC	DC Five	3			31	3				
48	Craig Rantala	USA 41	Sequim, WA	Ska	2	22	2						
49	Vic Childs	USA 118	Anacortes, WA	Vektor	2			32	2				
50	Stacey Wilson	USA 198	Bainbridge Is, WA	Widget	1					20	1		
51	Ron Hornung	USA 777	Seattle, WA	21 Grams	1	23	1						
52	Gordon Nash	CAN 198	Saltspring Is, BC	Zoom	1			33	1				

1 point for every boat you beat plus 1point for finishing a race at the regatta. One throwout.

Other Regattas – a random selection:



Scottish District IOM Championships prize giving (l to r) Race Officer Gordon Allison, John Owens, Ian Dundas, Councilor Gilmour, and Steve Taylor. Photo © Richard Ennos.

Scottish District IOM Championships 2013 (5/11-12/13)

From Gordon Allison of Paisley Model Yacht Club:

Paisley Model Yacht Club was the host of the event and an entry of 25 was expected. Boat failures and the prospect of getting truly soaked due to the horrible weather meant a few skippers called off. The skippers arrived for registration / measuring early on Saturday morning only to be greeted with a strong breeze and heavy rain. Not the weather expected in May! Race Officer Gordon Allison gathered skippers for briefing and set a windward, leeward course with a leeward gate. The skippers were divided into two seeding fleets to establish A & B fleet racing throughout the day.

There were big decisions to be made for the skippers whether to sail with the number 1 rig or change down to number 2 rig. Most stayed with the number 1 rig which proved to be fruitful for Steve Taylor from Aberdeen who won the first 2 races sailing a Britpop, John Owens and 2012 champion Ian Dundas, both also sailing Britpops were close behind in the first few races. Brian Summers, sailing a completely self-built Buzz design soon found form and started to challenge the popular Britpop's. This all provided very close racing. Good starts, tactics and studying the wind shifts were paramount in order for skippers to maintain fleet position. Other skippers doing well were Richard Ennos, Pat Johnston, Richard Rowan and Bruce Davidson.

Half way through the morning session the race team had to contend with moving marks. The water level at the loch had obviously risen due to the rain downpour and began drifting from their position. A couple of races had to be shortened due to this but the boatmen sorted it out without too much disruption. Lunchtime gave everyone a well-deserved break from the rain and everyone dried out as much as they could. After lunch it was proving very difficult for skippers to stay in the A fleet as competition was proving

very hard indeed. Skippers with hard chine boats had the advantage as they could stay with the number 1 rig while others changed down to number 2.

Almost all B fleet skippers managed to get up to A fleet at some point in the afternoon which showed there was plenty of competition. There were no formal protests at all during the day, which meant that racing flowed very well. This was of great credit to the skippers. Racing finished at 16.30 by which time the weather improved a little.

Sunday morning saw the arrival of Irish entries Brian O'Neil and Gilbert Louis. These two skippers had travelled over from Belfast on the early morning ferry and began a 2-hour drive from Stranraer and arrived at Castle Semple at 4.00am! Sunday racing would also include the Travellers 2 event. The skippers were gathered for a short race briefing at 09.15am and were subjected to more rain and a strengthening wind from the southwest, which provided a suitable course, which the race team hoped, would last throughout the day. As on Saturday, two seeding races were constructed to provide A and B fleets.

Ali Law sailing a Britpop won the first 2 races convincingly followed by Brian Summers. Brian's self built boat was proving to be more than a match to the Britpop design which showed everyone what can be achieved in this class. However, it was clear early on that the boats who could sustain the number 1 rig would reap the rewards as most other skippers found it very frustrating to change down and find the wind lessened and vice versa. The Irish skippers were having mixed fortunes, from bad starts and rig failures to finishing high up the A fleet and winning B fleets.

Nick Cowern, sailing his newly delivered Kantun which he had only just rigged, found it hard to find the best set up but did seem to perform on certain legs. David Stewart sailing his Viper performed better on Sunday, as did Ralph Knowles, Hugh Shields, and Gordon Neil who managed to get his TS2 going. Again, during Sunday racing, there were no protests at all and all skippers showed impeccable discipline by taking their turns without fuss, although there were a many recalls at the start due to the close competition.

Prizes were presented by the manager of Castle Semple – Charles Woodward and local Councillor Gilmour. The Scottish district chairman, race team and skippers also thanked the Centre for use of the facility and the wonderful staff they have who provided fantastic assistance throughout the two day event.

Results after 20 races with 20 Competitors: Scottish District IOM Championship 2013

Pos	Skipper	Club	Hull design	Points
1	Ian Dundas	Aberdeen MYC	BritPOP!	31
2	Steve Taylor	Aberdeen MYC	BritPOP!	41
3	John Owens	Aberdeen MYC	BritPOP!	45
4	Brian Summers	Brechin Castle MBC	Buzz	51
5	Richard Ennos	Levenhall RYC	Stanza	77
6	Richard Rowan	Greenock MYC	Italiko	80

Check out the annual 2013 Scottish Wooden IOM Championship here:

<http://myaukracing.files.wordpress.com/2013/06/scottish-district-wooden-boat-2013.pdf>

8º Campeonato Brasileiro da Classe IOM (2013 BRA IOM Nationals 5/30-6/2/2013):

Roberto Mesnik reporting:

Denis Astbury won the Brazilian Nationals, and with a new scratch built boat no less. The four-day Nats was held at the south of Brazil, in a city called Gaspar, at Santa Catarina State. It was sponsored by the model club called Clube de Modelismo Asas do Vale and organized by the local model sailing club called Flotilha do Clube Asas do Vale.

Aerial view from of the model club: http://velarc.net/8_brasileiro_iom/raia.htm

More info about this fantastic model club founded in 1986: <http://www.asasdovale.com.br/index.php>

And here are the images:

<https://plus.google.com/photos/116770883270763383261/albums/5883949182679477009#photos/116770883270763383261/albums/5883949182679477009>

Seattle Model Yacht Club



Denis Astbury's recently completed MERLO proto is BRA 11 with inside overlap here in the Brazilian IOM Nationals. This is a special rural venue made for model planes, heli, cars, and radio sailing. The zoom lens brings those trees much closer than in reality. The rumor is that Dennis' MERLO is optimized towards lighter wind, the prevailing BRA condition. And she is a significant modification of his woodie MERLO that is now cared for in Seattle. Fernando Campello photo.

8º Campeonato Brasileiro da Classe IOM - Resultado Final

Sailed: 36, Discards: 5, To count: 31, Entries: 21, Scoring system: Appendix A

Posição	Nº	Timoneiro	Modelo	Total	Nett
1st	11	Denis Astbury	Merlot	113.0	65.0
2nd	57	Daniel Mueller	Britpop	146.0	98.0
3rd	53	Wilson R. Radtke Jr.	Britpop	188.0	124.0
4th	29	Alexandre Marien	Fraktal	207.0	148.0
5th	02	Roberto Alvarenga Assis	Bronco	225.3	154.3
6th	16	Jorge Bercht	Pikanto	257.0	183.0
7th	45	Fernando Dantas Campello	Topiko	260.0	189.0
8th	28	João de Deus Assis Filho	Bronco	306.0	211.0
9th	13	Rolf Stange	Pikanto	336.5	262.0
10th	44	Michael John Causer	Pikanto	352.5	274.5
11th	157	Pedro Loureiro	Vektor	389.0	296.0
12th	58	Gabriel Mueller	Pikanto	395.5	311.5
13th	48	Paulo Krinke	Extreme	450.0	350.0
14th	80	Francisco Noeli	Arrival	456.0	362.0
15th	60	Roberto Mittelvtatt	Widget	471.0	375.0
16th	25	Paulo Henrique Stier	The Best	547.0	448.0
17th	83	Eduardo D. Schultz	Cacetete	554.0	451.0
18th	47	Armando O. Ramos	Pikanto	556.5	462.5
19th	74	Andrea Bacchini	V7	573.5	476.5
20th	73	Ricardo Mauzer	Vektor	661.5	556.5
21st	3	John Fernandes Astbury	The Best	722.0	612.0

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2013 Canadian IOM Championships & COW CanAM Series #2 (6/7-9/13)

by Barry Fox



The Canadian IOM National's colorful fleet and generally less colorful skippers posing in front of the wonderful Salt Spring Island Sailing Club. The organizer and PRO, Lawrie Neish, is sitting on the left. Lawrie was highly involved in the formation of SISC many decades ago. Maggie Miller photo.

by Barry Fox,

My view of the event might vary a little from the participants, as I enjoyed the luxury of watching every heat and making mental notes about what went on. This is my view from Scorekeeper's perch:

Our normal practice is that the Canadian Nationals come to the west in odd number years and coordinates well with our early June date when we try to have (and have had since 2007) an annual IOM event at the wonderful Salt Spring Island Sailing Club (SISC) facility. This year was no exception. Thursday travelers from near and far trickled in all day long. We were very fortunate to have boats from all over North America here this year. Our long distance travelers came from Dallas, TX; Kingston, and Toronto. We had a few from California and our neighbours from Washington and Oregon, plus a small group from our newest growing fleet in Calgary, AB. And our "local" group spread out all over Vancouver Island and the surrounding Gulf Islands, plus even one entry from the west coast of that big island called Mainland Canada.

Every boat was measured and checked in on Thursday, which left Friday morning to just get set up for racing. Not a lot of surprises at measurement. Now more of the competitors have now been through a few sessions and are prepared. This year we used the US and CAN Ranking classifications to set the seeding races, thanks to Fred Rocha in the US and John Ball here in Canada for providing me with the latest info.

Friday we had offshore winds most all day, which pushed the ability to have a proper start line. The saving grace was that they were strong enough that the boats were all able to get going and we were able to use Lawrie's favorite box style course. It really works quite well at this location as it keeps the boats apart on the legs to reduce the crossing traffic. The blustery wind was a challenge for everyone at one

point or another, and a continuing challenge for some of the newer folks. Everyone had their boat pressed hard numerous times throughout the day. A few souls felt the need to drop down to #2 rigs for a while and regained some sense of control of their boats. Most of the fleet stayed on #1 rigs because of the lulls and tried to manage the times when they were distinctly over-powered. It was quite a sight to see boats hit by strong gusts while on a run, dive into and under a wave, get blown right over, and then pop back up pointing toward where they had just come from. A large number of people got a very clear view of their keels. As is usually the case the people who handled the adverse conditions are those with the most experience and those are the ones that were at the top of the score sheets all day long. The end of day top 5 looked like this:

1 Peter van Rossem	66	Inverary, ON	BritPOP!	14.0
2 Graham Herbert	36	Hornby Island, BC	Coyote	19.0
3 Brig North	11	Dallas, TX	BritPOP!	24.0
4 Jerry Brower	42	Lake Stevens, WA	Widget	27.0
5 Julian Laffin	82	Hornby Island, BC	Zoom	31.0

For some a pattern was developing. A nice night out at the Saltspring Inn for most of the group (followed by some further libation across the street) and we were ready to rest up for the next day. Saturday brought winds from the more “normal” direction and a more proper set of courses (still the box) was used all day. A more conventional day of sailing for everyone and for, those who had been a bit rattled by the Friday blow, a chance to settle into a bit of a rhythm. We did see a bit of weed show up. The fantastic new weed net that was stretched out from one end of the dock mostly did a great job of controlling the big weed but a small flaw (now rectified) with how the net floats were attached allowed some weed to float over top and it caught a few people a few times. At the end of the day the order was now:

1 Peter van Rossem	66	Inverary, ON	BritPOP!	32.0
2 Brig North	11	Dallas, TX	BritPOP!	41.0
3 Graham Herbert	36	Hornby Island, BC	Coyote	47.0
4 Gary Boell	71	Richmond, CA	Cheinz	47.3
5 George Pedrick	799	Pt. Richmond, CA	V8	52.0

There’s that damned pattern again!! But a couple of new folks popped into the top set. If you have seen the results posted previously then you will have seen that there were a lot of places throughout the field where there were some close scores that changed back and forth as the day(s) went by. Saturday night we were treated to the traditional BBQ Salmon and just everything you could ask for to complement it. The crew that handles feeding the sailors does a fabulous job. Never a shortage of food and all presented with a smile and an invitation to take some more. More about this later. And the club perch with elevated views of Ganges Harbour are a special dining setting.

Sunday was to be a short day to allow everyone to make ferry connections and get home. We were treated with a bit lighter winds but still enough to get a full 5 races in. We were close to pulling off 6 until the winds lightened. The top 6 boats received a terrific, unique trophy in the form of a hand carved and engraved Emu (I think) egg that were crafted by Jenny Taylor for the second year now. These are special keepsakes.

A few observations:

- Increasingly (not perfect yet) people take their penalties and get on with racing.
- There is no use in moaning about being called OCS. I have yet to see one of those calls overturned.
- If something is happening that negatively affects your sailing, talk to someone. Often there is too much going on to observe everything and it is usually easy to change a bit to accommodate.
- If you are in difficulty (broken parts, no spares, etc.) make sure you get the word out. It is sometimes surprising what everyone carries with them to a regatta.
- Overall the fleets keep getting better and most boats finish most races in a reasonable time. Not that many occasions where somebody sailing needs to be called as finish-in-place to speed things up.
- Not many need to call the 5-minute wait. Maybe just once for a B fleet boat to have time to change rigs.

The Saturday BBQ was outstanding, again overseen by Roger Kibble with a number of good helpers. He had his friend help with most of the cooking this year so that he could concentrate more on his

sailing, and mostly that worked for him. All the lunches are the result of Lawrie's better half, Aileen. Aileen has gathered together the supplies needed for our daily lunches for years now. She has some very good volunteer help, but these things need someone strong at the leading edge and I can assure you she is a strong leader.



Another close finish. When you sail in BC the IOMs are mostly custom built. #21 is an Adrian Harrison built SKA (one of 12!) that is now owned by Peter Stevens. You can see construction details of this very boat in our Adrian Harrison interview in our March 2012 issue (http://omyc.org/site2010/wp-content/uploads/pages/Seattle%20IOM%20Update%20-%20MAR_2012.pdf). #94 is yet another distinctive ZOOM designed and built by Graham Herbert, and now owned by Stan Schofield. We have reported that Graham never sells his boats, and we think that is still accurate. Here Gloria Herbert sold #94 to Stan's wife for a present – but we haven't confirmed this rumor. Jerry Brower photo.

On race management, the people doing that work are doing their jobs best if you don't see them too much. I hope everyone saw that. Lawrie was, again, very good at getting the races to the line as quickly as possible so that we got the maximum sailing in because (as I am reminded quite often) that is what everyone came to do. We had some good help from Jenny Taylor and Lana Butler over the three days in keeping the scoring spreadsheet up to date and also quickly resolve the very few questions we had after any race.

In the end, it is the support and participation of everyone who comes to sail that makes these events successful. Not just the top 10 that get all the attention but everyone throughout the list. If we don't get entries at this level then these kinds of events aren't possible. So my last thanks is to everyone that made the journey to attend and we hope to see all of you again in future years.

Summary of the 2013 Canadian IOM Championship:

Class: IOM

Date: June 7-9, 2013

Location: Saltspring Island Sailing Club

Host Club: SISC and West Coast Model Yacht Association

Entries: 34

Winds: 1-25 knots

Races Completed: 19

Scoring System: 2007 HMS, scoring version 2.0

Regatta Committee & Valuable Assistants: Lawrie Neish – Organizer and PRO, Barry Fox – Scorekeeper, and a whole lot more including Aileen Neish on food (only three lunches and one dinner) and Roger Kibble on the salmon barbeque.

Martin Herbert's take on IOM sailing in the local SISC newsletter is here: <http://saltspringsailing.ca/intl-one-metre/> (Editor – Martin wants you to know that this, “was written for the club hence the local bias and that it was edited by a cruising sailor and thus the incredible adventures of whoever is reading it were reported but ended helpless on the cutting room floor. This should in no way affect their self image and let it be known that their glorious efforts are fondly remembered by the reporter.)

2013 Canadian IOM Championship Results after 19 races with 3 throw-outs:

Position	Skipper	Sail #	Club/City	Hull	Score
1	Peter van Rossem	66	Inverary, ON	BritPOP!	45.0
2	Graham Herbert	36	Hornby Island, BC	Coyote	56.0
3	Gary Boell	71	Richmond, CA	Cheinz	59.3
4	Brig North	11	Dallas, TX	BritPOP!	64.0
5	George Pedrick	799	Pt. Richmond, CA	V8	66.0
6	Jerry Brower	42	Lake Stevens, WA	Widget	88.0
7	Julian Laffin	82	Hornby Island, BC	Zoom	101.0
8	Kelly Martin	77	Gig Harbor, WA	Topiko	131.0
9	Martin Herbert	99	Saltspring Island, BC	Aero 3	133.0
10	Marko Majic	136	Mississauga, ON	Hoochie Koo 3	155.0
11	Alan Finley	174	Brentwood, CA	Cockatoo	156.0
12	Andy Slow	123	Hornby Island, BC	Coyote	181.0
13	Bob Wells	7	Mercer Island, WA	BritPOP!	212.0
14	Steve Young	87	Tacoma, WA	Lintel	217.0
15	Adrian Harrison	23	Victoria, BC	Ska	224.0
16	Larry Stiles	131	Sedro Wooley, WA	Pikanto	243.0
17	Bob Lewis	93	Vancouver, BC	Zoom	246.0
18	David Cloud	33	Hornby Island, BC	Cobra	249.0
19	Roger Kibble	68	Saltspring Island, BC	Ikon	252.0
20	Peter Stevens	21	North Saanich, BC	Ska	263.0
21	Joe D'Amico	86	Sequim, WA	Coyote	264.0
22	Chris Brundege	19	Portland, OR	Widget	276.0
23	Gene Harris	199	Pt. Richmond, CA	Pikanto	289.0
24	Dale Chase	97	Hornby Island, BC	Leo	293.0
25	Matt Law	84	Calgary, AB	Zoom	363.0
26	Steve Kibble	168	Calgary, AB	CACA2	384.0
27	Stan Schofield	94	Nanaimo, BC	Zoom	384.0
28	Bob Copley	20	Port Alberni, BC	Ska	397.0
29	Dave Taylor	30	Saanichton, BC	Trinity	413.0
30	Andrew Baak	24	Calgary, AB	Goth	422.0
31	Robert Seline	26	Bowser, BC	DC Five	438.0
32	Vic Childs	118	Anacortes, WA	Vektor	449.0
33	Gordon Nash	198	Saltspring Island, BC	Zoom	463.0
34	David Cook	193	Victoria, BC	PP4	543.0

2013 Hood River Carnage & COW CanAm Series #3 (July 19-21, 2013)

Bob Wells reporting:

Hood River Gorge provides generous wind as all windsurfers and kite boarders know worldwide. At the end of day two I found myself parked next to a very fit young wind surfer who was also putting away his gear. He had impressed me earlier with his skill with his big sail in big winds. We agreed it was a little puffy, but otherwise a great day. Turns out he was an Aussie from Melbourne who had been windsurfing here 15 of the last 16 days, and he had sailed Ms in his early teens. I showed him what an IOM was and he was particularly impressed with my tensionometer as I was noting my 'fast' settings. The whole discussion was perfect, until he said he wants to do radio sailing again – maybe in his 70s?

Oregon MYC pulled off another great regatta in the best IOM venue in the Pacific Northwest, where this year we sailed in solid #2 or #3 rig conditions for all but the very last race. The Hood River Marina venue offers long courses; the control area is on an elevated spit nearly parallel to the course, easy launch area, convenient parking, and a gorgeous hip little tourist town to hang in. You just have to accept a little sand during the day – well more accurately a lot of dirty sand and volcanic grit in everything.

The regatta lived up to its 'Carnage' moniker, as I've never seen so many repairs in one regatta. Pounding through the short waves loosened everything on my rigs to where bowsies and boom rings wouldn't stay put. I finally added enough string and tape to keep things in place and gave up the idea of adjusting anything but the vang. I certainly wasn't the only one. I saw shrouds, forestays, and backstays break as well as hooks straighten. My 3-rig metal jib swivel separated while I had a nice lead for another DNF – this one I was stuck with. Joe Damico finally acknowledged that his big HiTec servos with his preferred fast swing arm action couldn't take this wind after burning up two. Joe is switching to an RMG winch on his new boat (a used BritPOP just received). Also most everybody had to drain their so-called dry boats after each race – the decks spent a lot of time under water.



Hood River Marina as seen from the elevated control area. Steve Young leads the inside boats (bottom of page) taking full advantage of a righty on the first leg not too far from the start. Mostly the safe bet was to go out seeking lefties, but when you can catch that occasional righty to come off the dependable shore lefty there's a huge gain. Russ Caul photo.

For a number of us the racing day starts at Egg River restaurant for three years now. The real social highlight was again dinner at Divots, the restaurant at the Indian Creek Golf Course with Mount

Hood looming in the background. It is such a pleasant break from the dust to this luscious green setting with not a sand trap in sight. Food was terrific again and most of us cleaned up pretty well.

The venue is a sailor's course in that you have to pick the shifts as well as be fast, and first place was shared among many skippers. After 29 single-heat races Eric Arndt was easily the best and most consistent sailor in conditions perfect for his trusty Lintel. Gary Boell was the next most consistent, and is looking solid for Worlds later this year despite a peculiar dangle in his bulb. My shop buddy Bruce Andersen had his best regatta performance I've seen, and was all smiles. Kelly Martin is still figuring out his recently received V8 yet already he is posting good results. For example Kelly changed to a smaller 32mm drum on his RMG winch after a few days where the larger one proved to be over-powered. On day 2 it was heating up and refusing to gybe, and the smaller drum seems to resolve it. Kelly was certainly happy to not sail his Topiko here again.

Thank you to OMYC organizers Morgan Dewees and George Georgiadis for this memorable regatta. George is credited with most of the pre-race 'heavy-lifting', and then he missed all of the actual racing to meet more important 'Dad' obligations. A hallmark of IOM USA is quality race management. Once again our PRO, Fred Rocha, traveled from San Diego and ran a great ranking regatta. Again Lawrie Neish made the long trek from Saltspring Island in BC to provide the scoring and measuring. I want to give special acknowledgement to Joe Damico for towing his back-up buoy boat for 7+ hours each way. Joe even brought our boat operators JC and Geoff, which required two family cars make the trip. Joe was prescient in proactively doing this as we got in nine races on Friday thanks to having his back-up boat!

Hood River Carnage results after 29 races and four throw-outs:

Position	Skipper	Sail #	Club/City	Hull	Score
1	Eric Arndt	13	Fairfax, CA	Lintel	54.0
2	Gary Boell	71	Richmond, CA	Cheinz	82.7
3	Bruce Andersen	16	Boise, ID	BritPop!	110.0
4	Kelly Martin	77	Gig Harbor, WA	V-8	116.0
5	John Ebey	93	San Francisco, CA	BritPop!	132.0
6	Bob Wells	7	Mercer Island, WA	BritPop!	137.0
7	Morgan Dewees	98	Portland, OR	Lintel MMX	182.0
8	Bob Dunlap	37	San Jose, CA	V-8	190.0
9	Steve Young	87	Tacoma, WA	Lintel	194.0
10	Peter Sternberg	18	Redmond, WA	Arrival	212.0
11	Chris Brundege	83	Portland, OR	Lintel	249.0
12	Bill Langjahr	88	Anacortes, WA	Cheinz	257.0
13	J. Warren Brower	42	Lake Stevens, WA	Widget	265.0
14	Dave Glassow	00	Portland, OR	Lintel	335.0
15	Kurt Wells	25	Seattle, WA	Topiko	336.0
16	David Cook	19	Victoria, BC	Widget	395.0
17	Drew Austin	90	Sequim, WA	One Off	437.0
18	Ron Blackledge	208	Portland, OR	Fraktal	443.0
18	Joe D'Amico	86	Sequim, WA	Coyote	443.0
20	Stacy Wilson	198	Bainbridge Island, WA	Widget	450.0

Summary of the 2013 Hood River Carnage & COW CanAm Series #3:

Class: IOM

Date: July 19-21, 2013

Location: Hood River Marina at Hood River Gorge, Oregon

Host Club: Oregon Model Yacht Club

Entries: 20

Winds: 14-33 knots with gusts to 42; 3-7 knots race #29.

Races Completed: 29

Scoring System: 2009 HMS

Seattle IOM Update

Sept. – Nov. 2013

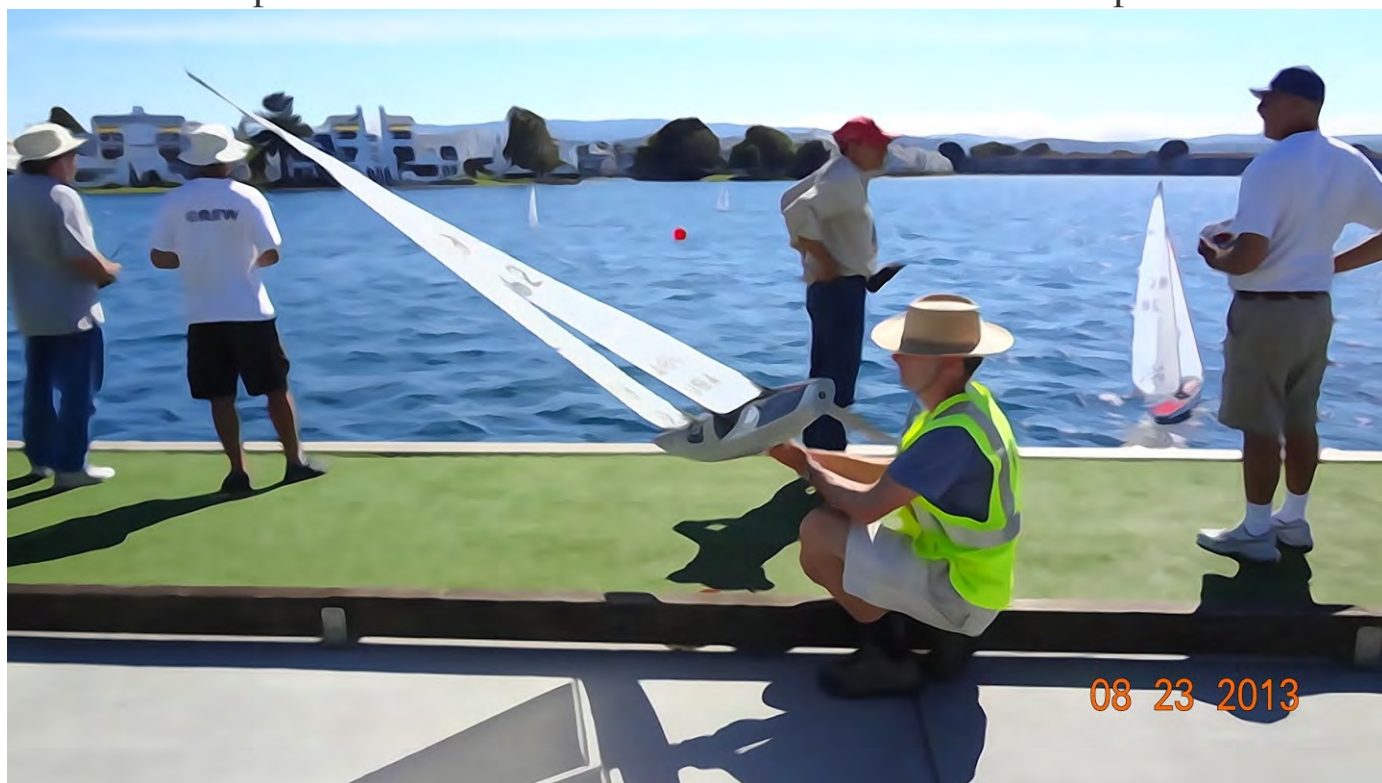
Regatta Committee & Valuable Assistants: Morgan Dewees & George Georgiadis – Organizers; Fred Rocha – PRO; Lawrie Neish – Scorekeeper and Measuring; JC and Geoff Mollinet from Sequim, WA – Rescue/Buoy boat operators.



Draining the hulls between races in the excellent launch area, which is something most of us had to do after each race. With a single fleet of twenty PRO Fred Rocha ran three races consecutively then allowed a break. Russ Caul photo.



The Columbia River is in the background in our group photo after prizes were passed out. Women once again surround PRO Fred Rocha. Scorekeeper Lawrie Neish (left) would win the 'farthest drive' award if we had one. Eric Arndt jumped in front for the photo, pretty much as he jumped in front of the fleet all weekend long.



Sully tuning before the start at Region 6 Championships on Central Lake in Foster City, CA. This abstracted image reminds me of Edward Hopper style and comes from the lens of Keith Farrell, who was with us all three racing days shooting stills and video. At the Saturday dinner party the entertainment was Keith's video projected on the wall as we hooted at our foolishness with gusto. Keith Farrell © Photo. (Many more images at the links blow.)

2013 Region 6 Championships (August 23-25, 2013)

Bob Dunlap and Bob Wells reporting:

Central Lake in Foster City is a premier venue for radio sailing. Unfortunately it is also one of the premier event locations in the San Francisco Bay area for weddings, fund raising walks, soccer tournaments - the list goes on. Our issue is that only seven coveted non-resident events are allowed each year and selecting these events is a difficult bureaucratic process. Event submittals are one year in advance and no later than February 2012 - or 18 months in advance for this Regatta. Needless to say R6 organizer Bob Dunlap was thrilled the day the permit arrived. This venue is so special that it almost justifies the hoops you jump through – thank you Bob.

Day one began under a heavy marine layer for the 9:00 am registration and weigh-in smoothly headed by PRO Fred Rocha. Per schedule the marine layer burned off, temperatures warmed up, and the breeze filled from the NE at 10 mph and occasionally gusting to 16 with 20 - 45 degree shifts. Excellent sailing requiring you to remain focused. Seven races (14 heats) were completed Friday, where the wind eventual shifted to the west later in the day to 15 mph gusting to 20. Seven races were completed Friday (14 heats). Ian Vickers and his white V8 "Jump'n Jack Flash" No. 171 ended the day with 6 points after one throw-out (six bullets!). Second belonged to Craig Mackey with 24 points, third was George Pedrick with 32 points. Lunch was served on the fly, in-between heats. An observer system of competitors was in place for calling contacts. Two protests were heard by the protest committee, which was ably headed by USA Sailing Judge Mike Gross.

Saturday the wind and weather were much the same, and the shifts continued. You had to have speed to keep up with this fleet, but to be in top of fleet you also had to call the shifts correctly. Big gains or losses were had pending where you were on this big briny lagoon. Day two ended with 14 heats completed. Ian increased his lead over second place Craig Mackey at 41 points and George Pedrick 44.7 points behind the leader. Our crew dinner at Harry's Hofbrau was well attended, where the entertainment was videos by SBMYC member Keith Farrell projected on the wall. It was great fun to hoot and holler with

a hyper critical eye at our sailing. Gary Boell led the prize giving by drawing numbers from a hat, which included a nice soft sail bag by Tanya Atkinson.

Sunday started with an unfortunate light offshore breeze, making it impossible to set a fair course and postponing the start. Moving the course to the North side of Central Lake was considered, but PRO Fred Rocha correctly determined it was a phantom wind and racing started after an hours delay. Six heats (3 races) were completed by the 3:30 NOR deadline.

USA IOM Nationals winner Vickers never let off the gas; winning the final three A-fleet heats and this championship in dominate fashion. You can't have a more successful regatta than Ian's; where he also regularly assisted with setting marks, passed along tuning tips, and was an all-around pleasant bloke. He will be missed when he moves back to New Zealand.

Also on the podium for a trophy included: 2nd Craig Mackey at 61 points, 3rd George Pedrick at 65 points, 4th Gary Boell at 68 points, and in 5th Jess Atkinson with his new V-8 at 70 points. Yes it was very close for finishers 2-5, as it was pretty much through the entire score sheet.

This excellent regatta stands out for the competitive sailing and friendly goodwill from all the volunteers and competitors in a pleasantly warm California sun. Regatta management was relatively lean on bodies yet everything was well covered and enhanced our whole experience. After US Nats earlier in the year and now this R6, what can San Francisco area possibly do for an encore? I can't wait to find out?



While most of us fight unsuccessfully for the pin end, Ian Vickers in sail no. 171 hits the line in the middle at speed and on time – part of his regatta winning strategy. Keith Farrell © Photo.

Summary of the 2013 Region 6 IOM Championship Regatta:

Class: IOM

Date: August 23, 24, 25

Location: Center Lake in the Foster City Lagoon system; Foster City, CA

Host Club: South Bay Model Yacht Club

Entries: 27

Winds: 3 – 15 mph with gusts in 20s

Races Completed: 17

Scoring System: 2007 HMS

Regatta Committee & Valuable Assistants: **Bob Dunlap** - Organizer; **Fred Rocha** - PRO, scorekeeper, weigh-in manager; US Sailing Judge **Mike Gross** – Protests Manager; **Ron Locke** – Observer Manager; **Bob Dunlap, Ian Vickers** and others – Rescue/Buoy boat operators; **Tanya Atkinson** – scorekeeper assistant; **Melodee Dunlap** – Lunches; **Jess Atkinson** for supplying the “Spill Response Kit” (Not kidding – we’re in Cali.)

Photos: SBMYC member Keith Farrell's images after three long days of shooting are here: <https://picasaweb.google.com/118433985610587861977/IOMRegion6Championship2013?feat=email>

Video: 30 videos from R6 by Keith Farrell – High def, RAW, and unedited. Keith then uploaded to J. Warren Brower's website so we can see them here: <http://www.youtube.com/user/IBEXtrax>



R6 champion Ian Vickers was often seen checking his twist as he is here, where he is powered up with probably the fullest sail trim in the fleet. Whatever he is doing I want some, as his V8 was clearly the fastest IOM in this fleet allowing him to sail conservatively in the middle of the course and letting his speed do the work. Keith Farrell © Photo.

I found it interesting that my tensionometer had Ian's rig as: 14 lbs. shrouds, 5 lbs. backstay, 1 lb. topping lift. Ian wants a tight/stable base at his forestay/shroud triangle and he is getting it with the highest shroud tension I've seen in an IOM. Interestingly sailmaker Jess Atkinson's fast V8 (built by Mike Eldred under license) was the virtually same rig tension, except with 1 lb. less backstay. Jess noted his V8 balances better with his jib boom moved in from Ian's wider preference. Ian is using a PG mast and Power Sails. My previous highest measured shroud tension was Graham Herbert's at 10.5 lbs. with a serious 7 lb. bksty – the highest backstay I've seen. At the time Graham had a tent pole mast, but now he uses the lighter PG mast. Brad Gibson measured 8 lbs. shrouds with 2 lb. backstay in San Francisco earlier this year proving once again there is more than one way to successfully tune an IOM. Nobody has denied me permission to measure their rig tension, an example of how the top IOM guys share info - Editor.

2013 Region 6 Championship Results after 17 races with 3 throw-outs:

Position	Skipper	Sail #	Club/City	Hull	Score
1	Ian Vickers	171	San Francisco/NZL	V8	15.0
2	Craig Mackey	29	Oceanside, CA	britPOP!	61.0
3	George Pedrick	99	Pt. Richmond, CA	V8	64.7
4	Gary Boell	71	Pt. Richmond, CA	CHEINZ	68.0
5	Jess Atkinson	56	Alameda, CA	V8	70.0
6	Brig North	11	Dallas, TX	britPOP!	79.0
7	Dennis Rogers	43	San Diego, CA	britPOP!	105.0
8	Stephan Cohen	28	Los Angeles, CA	britPOP!	106.0
9	Chris Sullivan	62	Albany, CA	britPOP!	122.0
10	Jeff Weiss	30	Costa Mesa, CA	britPOP!	138.0
11	Bill Wright	82	Alameda, CA	Pikanto	144.0
12	Bruce Andersen	16	Boise, ID	britPOP!	146.0
13	Steve Toschi	94	Grover Beach, CA	Micro Brew 4	152.0
14	Jerry Brower	42	Lake Stevens, CA	Widget	156.0
15	Glen Murray	59	Danville, CA	CHEINZ	164.0
16	Bob Wells	7	Mercer Island, WA	britPOP!	179.0
17	Al Finley	174	Brentwood, CA	Cockatoo	185.0
18	Joe D'Amico	86	Sequim, WA	britPOP!	213.0
19	Chuck LeMahieu	63	Richardson, TX	Lintel	241.0
20	Mike Eldred	39	Alpine, CA	V8	246.0
21	Gene Harris	199	Pt. Richmond, CA	Pikanto	253.0
22	Larry Stiles	131	Sedro Wooley, WA	Pikanto	254.0
23	David Cook	143	Victoria, BC	Ericca	261.0
24	Dick Carver	22	La Habra, CA	britPOP!	264.0
25	John Ebey	55	San Raphael, CA	V8	289.0
26	Mark Jurasin	36	San Mateo, CA	Cockatoo	296.0
27	Jim Wondolleck	46	San Raphael, CA	V7	348.0

USA NCA – Fred Rocha's Section:**Class News 6/26/13**

By Fred Rocha, National Class Secretary; and Bob Wells:

iom@TheAMYA.org (Portions of this article will be in the Fall issue of the AMYA's Model Yachting)

Odd years bring IOM World Championships – and it is coming soon in October at Sdot-Yam, Israel. USA skippers representing us are Craig Mackey, Brig North, Jerry Brower, Stephen Cohen, and Gary Boell. This will be Craig's 5th Worlds and Gary is our rookie. Fred Rocha is attending as part of race management, and this is his second time. As IOMICA Secretary, Brig North probably has some business to attend and connections to make also. The event website:

<http://www.iomwc2013.com>.

Congratulations to Lawrie Neish, the seemingly tireless organizer and PRO, and his large volunteer staff at the Saltspring Island Sailing Club for providing another highly successful CAN Nats. This picturesque location on Ganges Harbor is always well attended and eleven of the 34 skippers hailed from the USA. Partially this is because it continues to be a USA ranking event, but mostly it is one of the most social of all our ranking events and the competition is good. Getting there is not particularly convenient, but riding those BC ferries is special and suddenly you arrive and slow down to island time. This time Peter Van Rossem dominated to become champion, and just like last year it was a dogfight for second

among a number of boats. Peter is a Canadian from Ontario and has been USA champion 4 of our total 16 events, which is the most of anybody. In 2014 CAN Nationals switches to the east coast.



2013 US Nats awards ceremony with PRO and NCS Fred Rocha (L) and Event Co-Chair George Pedrick (R). In the center Bob Wells is receiving the Sportsmanship Award – his second in three years. Bob is evidently becoming a favorite for this award, but he would much prefer some higher finishes. EllenHoke.com © Image.

Ranking events keep coming up, and they are listed at our class website at: IOMUSA.org, and find them here: <https://sites.google.com/site/iomusevents2013/company-calendar>. Remaining 2013 ranking events include the Hood River Carnage at the Gorge in July. August has the Ray Davidson Memorial in eastern Canada and then the R6 in Foster City, CA. Foster City is a very special radio sailing venue near San Francisco that I encourage you to visit. September has the Eastern Canadians/R1 in Kingston, ONT. And this is just the ranking events. Regional non-ranking regattas like the Cranberry Caper in Washington State in September and the Western CAN on Hornby Island, BC in October have the look and feel of a ranking event and bring you to special places worth a visit. And if you are visiting somewhere, it makes perfect sense to coordinate your visit with an IOM regatta, which many of us do. Check out this fun video promoting the Ray Davidson Memorial:

<https://sites.google.com/site/iomusevents2013/regattas/raydavidson>.

Thank you to all the organizers and volunteers that make our club and ranking events so special. And if you haven't volunteered yet, ask if you can help some time. Our class is blessed with many volunteers, but more volunteers shares the load and is the right thing to do. Sure IOMs are a great all-round boat, but volunteers are the key to keep our clubs and events thriving.

The 2013 AMYA ballots are out and Class Secretary Fred Rocha is up for reelection running unopposed. No doubt this will be a landslide approval because of all he does to elevate the quality of USA IOM sailing. He has such a passion for IOM sailing. Take a moment and fill out your ballot - Editor.

Racing Rules of Sailing: John Ball's Section

Tactical rounding at a downwind mark and the new definition of Mark Room

By John Ball

Part 1- Tactical mark roundings

Someone asked the question “May I do a tactical rounding at a downwind mark under the new 2013-2016 RRS?” Unfortunately, the simple answer is “It depends!” The good news is that for a downwind mark, there are no major rule changes from the previous version of The Racing Rules of Sailing (the RRS). The main difference is the new wording on the definition of Mark room.

The rules for who has to give room and who is entitled to room at a mark, is contained in R 18 of the RRS. When you read the rule, you will notice that a number of words, like *overlap* and *room* and *mark-room* appear in italics.

In the RRS, when a word appears in *italics*, it has a definition in the Definition section of the rule book. In the prior versions of the Rule book, the definitions were stuck away at the back – sort of an afterthought. But in the RRS 2013 – 2016 version, the Definitions have been moved up to the front of the book! Here is an extract of the new definitions of *Mark-room* and *Room*. Note that the use of the word *room* within the definition of *Mark-room* is also in italics and refers to the definition of *room*.

Definitions

Mark-Room - *Room* for a boat to leave a mark on the required side. Also,
(a) *room* to sail to the mark when her proper course is to sail close to it, and
(b) *room* to round the mark as necessary to sail the course.

However, *mark-room* for a boat does not include *room* to tack unless she is overlapped inside and to windward of the boat required to give *mark-room* and she would be fetching the mark after her tack.

Room -The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while manoeuvring promptly in a seamanlike way.

Now back to the question about tactical rounding, and to answer it, we need to look at several items.

1. What is a tactical rounding?
2. The definitions that may apply – especially ‘Mark room’ and ‘Clear ahead/Clear astern/Overlapped’
3. The right of way rules that apply, usually Port/Stbd (R 10) windward/leeward (R 11), in conjunction with or modified by R 18.

Also we need to look at the various combinations that can arise as this can change the answer:

1. Marks to port, or marks to stbd?
2. clear ahead/clear astern or overlapped?
3. If overlapped, is the inside boat on stbd or port, and is the outside boat on stbd or port?

What is a tactical rounding?

This term is usually used to describe the ‘wide in- close out’ method of rounding the leeward mark. It is the course you would like to sail, in the absence of other boats to go into the mark fast, and come out close hauled, with minimum distance lost to leeward. Hence the underlying question of this article – how does the presence of other boats affect my ability to make the perfect tactical rounding?

The definitions and Mark Room

The only significant change in the new RRS 2013 - 2016 as they relate to downwind (leeward) marks is the new wording in the definition of Mark Room. Basically, the old version said, “room to sail to the mark and while at the mark, room to sail your proper course”. The new version removes some

awkward interpretations that had to be made about what was 'at the mark'. The key piece of the new version basically says 'Room to sail to the mark if your proper course would be to sail close to the mark. What that means to me, is that if a boat has mark room, they have the right to sail as close to the mark as their proper course allows. So once they are in the zone, don't get between them and the mark – or you may be guilty of denying them mark room and thereby, break some part of R 18.

Tactical Rounding and the Rules

The answer to the question of tactical rounding is that you MAY do a tactical rounding if you are the Right of Way (ROW) boat and the rules do not place a restriction on your course (see **Part 2** below). You MAY NOT do be able to do a tactical rounding if you have mark room but the other boat has ROW.

It is important to note that while the defined term 'overlap' does not apply to boats on opposite tacks at a weather mark, it does apply to boats on opposite tacks at a leeward mark. This is contained in the definition of Clear Ahead/clear astern/Overlapped which says in part:

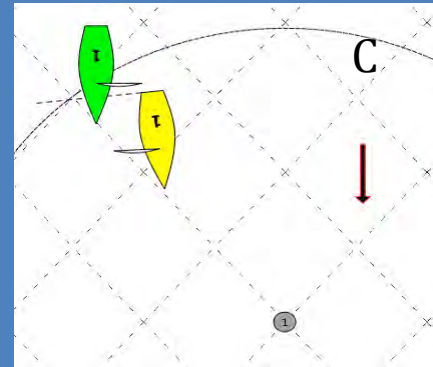
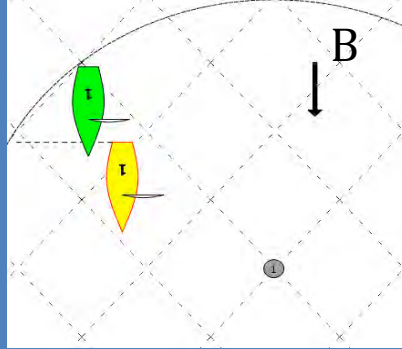
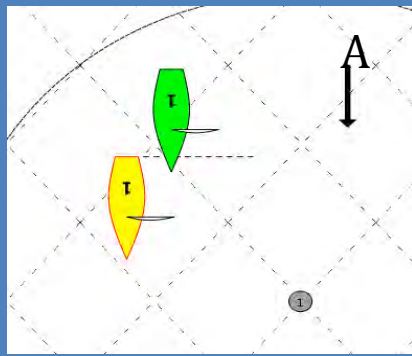
These terms always apply to boats on the same tack. They do not apply to boats on opposite tacks unless rule 18 applies or both boats are sailing more than ninety degrees from the true wind.

If you are clear ahead approaching the zone and at the zone, then you can choose how wide you want to sail, approaching the mark, and the other boats will have to give you mark room even if an overlap is obtained later. R 18.2.b.

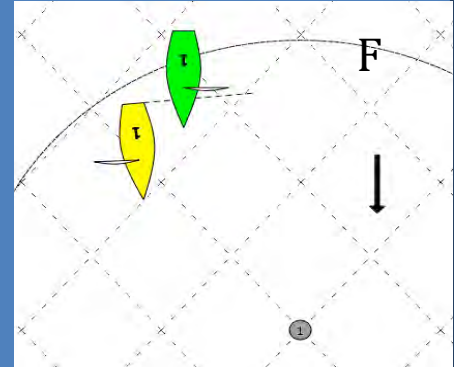
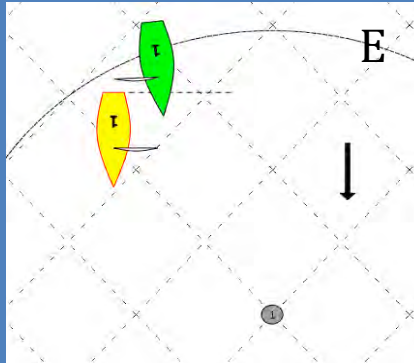
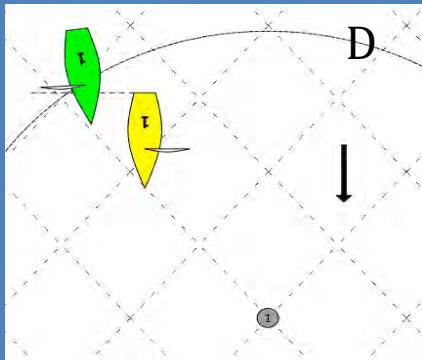
If you are inside overlapped boat at the zone and are entitled to mark room but the other boat is ROW then they can push you close to the mark (preventing the wide in – close out), so long as they give you mark room. For example if you are on port and they are on stbd, or you are windward and they are leeward, then they control how wide (or close) they will allow you to sail as you approach the mark.

So now a brief quiz. For each diagram, may Yellow make a tactical rounding, and if not, why not and under which rule?

Marks to Port



13



My answers –

- A. No. Both boats are on Stbd and overlapped at the zone. Yellow does not have mark room – Green has mark room as inside overlapped boat. R 18.2.b (Green may do a tactical rounding and Yellow has to allow room for Green, including room to gybe).
- B. Yes. Both boats are on Stbd and overlapped at the zone Yellow is inside boat and has mark room. R 18.2.b. Yellow is also ROW boat under R 11.
- C. No. Green is on Stbd, Yellow is on Port. R10. Yellow has mark room. R 18.2.b. Green can force Yellow close to the mark.
- D. Yes. Yellow is on Stbd, Green is on Port. R10. Yellow has mark room, R 18.2.b.
- E. No. Yellow is on stbd, Green is on Port, R10, but Green is inside overlapped boat at the zone and has mark room. R 18.2.b.
- F. No. Yellow is on Port, Green is on Stbd, R10, but Green is inside overlapped boat at the zone and has mark room. R 18.2.b. (Green may do a tactical rounding and Yellow has to allow room for Green, including room to gybe).

Part 2 - Downwind Mark Roundings and Proper Course.

There is a subtle but important change in the definition of Mark Room in the new 2013 – 2016 rules compared to the prior version. As a reminder, the RRS 2009 - 2012 version said in essence that with Mark Room, you had the right to sail to the mark, and the right to sail your proper course while at the mark. The new version says that with Mark Room, you have the right to sail to the mark when your proper course is to sail close to the mark.

To see the effect of this change, take a look at the two diagrams below. Diagram A shows two boats sailing to a downwind mark, and the next mark is back up to windward. In Diagram B the same two boats are sailing to a downwind mark and then to an offset mark, before sailing back up wind.

In both diagrams, Yellow is clear ahead when she reaches the zone (Position 1). Yellow sails a bit deep, past the mark and turns at position three, creating an overlap with Green. Yellow luffs up to close hauled towards the mark, 'closing the door' on Green – Position 4.

Question 1 – In diagram A, under the new RRS 2013-2016, who has right of way and who should keep clear? Which boat would be DSQ in a protest hearing and under which rule(s)?

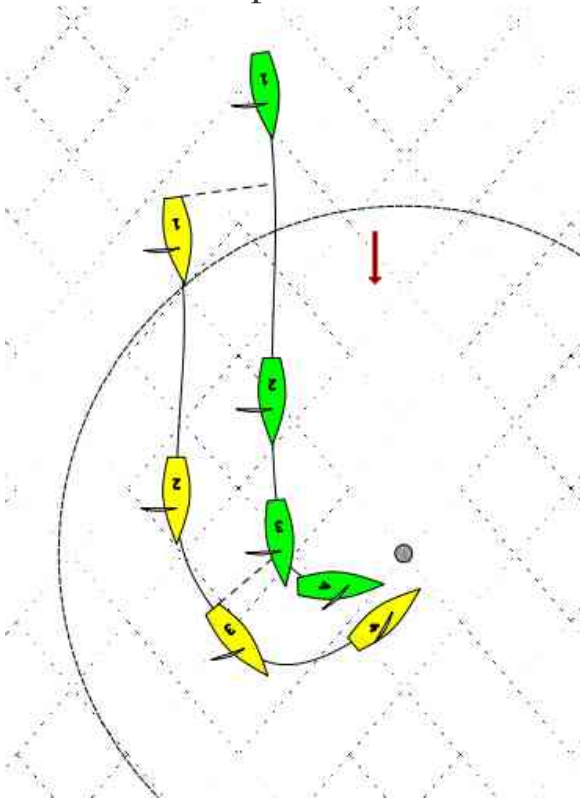


Diagram A. Downwind Mark and next mark is up wind.

Question 2 – In diagram B, under the new RRS 2013-2016, who has right of way and who should keep clear? Which boat would be DSQ in a protest hearing and under which rule(s)?

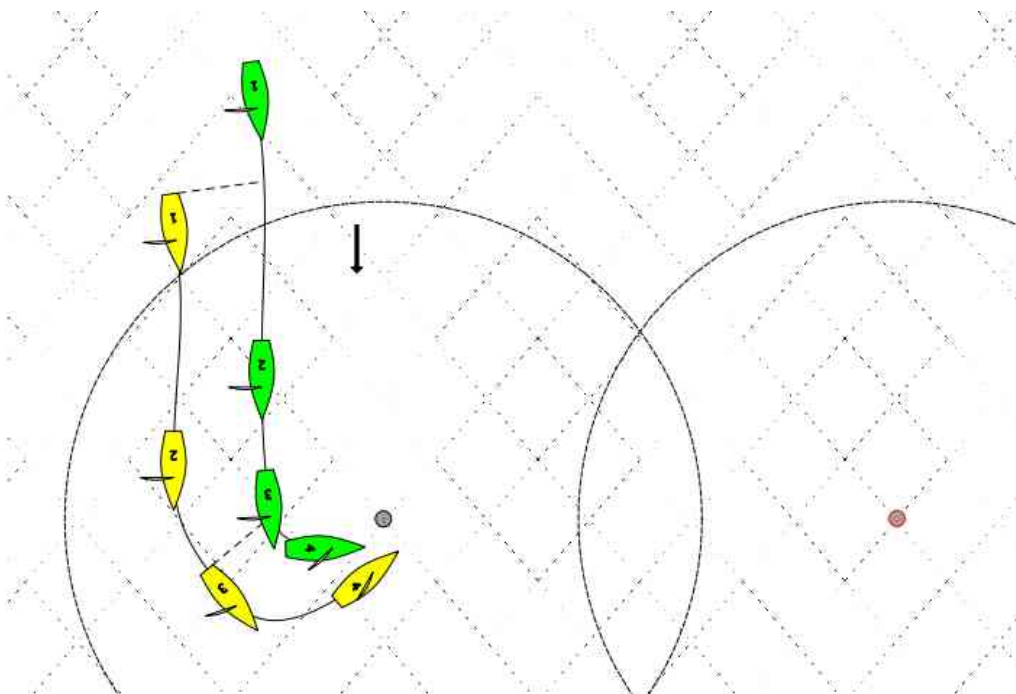


Diagram B. Downwind mark with offset mark

Both diagrams involve questions relating to RRS R 18.2 and the definition of *Mark-room*.

In Diagram A, the boats have to sail around a downwind mark and then sail back up wind to the weather mark. Under both the old rulebook and the new version, Yellow has mark room under R 18.2.b. and Green risks DSQ for getting between Yellow and the mark. This is because it is clear that a 'proper course' for Yellow is to sail close-hauled and as close to the mark as possible. When Yellow turns up at position 3, an overlap is created inside the zone and Green is obligated to keep clear of Yellow. So if Green prevents Yellow from sailing close to the mark, then Green will be DSQ under R 18.2.c.2. If there were contact then Yellow would be exonerated under (the new) R 21 (That replaced the old R 18.5) However, now look at Diagram B. In this diagram, there is a downwind offset mark. As Yellow is clear ahead at the zone, she is entitled to *Mark-room* from Green under R 18.2.b. When Yellow turns up at position 3, an overlap is created inside the zone and Green is obligated to give Yellow mark room under R 18.2.c.2.

Now for the difference - Under the old rules, at position 3, Yellow would have the right to sail to the downwind mark (closing the door on Green), and then sail to the offset mark. However under the new rules, the proper course for Yellow at position 3 now is to sail towards the offset mark. Now it gets more complicated. Yellow's rights under proper course are limited to sailing towards the offset mark, but Yellow is still leeward boat to Green and right of way boat under R 11. So Yellow is allowed to luff up but if she wants to luff up above her proper course, she is subject to R 16. (Changing course). When Yellow luffs up (position 4), she has to give Green room to keep clear. So, why not penalize Green under rule 11? Well, rule 16.1 says, "When a right-of-way boat changes course, she shall give the other boat *room* to keep clear. Now we look at the definition *Room* which says that room includes "**space to comply with her obligations under the rules of Part 2 and rule 31 ...**". Because Yellow's change of course forces Green to hit the mark, Yellow did not give Green room to comply with her obligations under rule 31. Therefore Yellow breaks rule 16.1 and is DSQ and Green is exonerated for breaking rules 11 and 31 because Yellow's illegal change of course caused her to do so.

IOMs for Sale:

Note there is no fee for listing your boat here – it is free like the wind and this newsletter. You have to email me your information and have an IOM for sale that I'd like to see sailing in the Pacific NW. Other sources for pre-owned IOMs:

- The USA National site has a number of offerings currently: <http://www.iomusa.org/forum/viewforum.php?f=12>
- This WCMYA (CAN) Internet site has a "for sale" section: http://wcmya.ca/boats_for_sale.htm

Editor.

Vickers V6 IOM, USA 405 for sale: Asking \$1500. **SOLD To Anacortes area.** Designed by Ian Vickers: Built in 2007 by Pepe @ Vinaixa Yachts for Brig North. Includes RMG 280EF Smart Winch, Futaba 3004 rudder servo, (4) LiFe batteries, Spectrum DX6i transmitter and charger, A and B-rigs from SAILSetc, assembled by Bob Wells, Mylar sails from Blackmajik in NZL, Jean Lee sail bag for A, B, and C rigs, labeled USA 405, and Radio Glove for transmitter. Contact Scott Thomas 253-307-0325. (Scott is taking a brief break from IOM sailing to complete some projects, but he has a new Cheinz on order from Oz.)

COCKATOO Hull Number 288 - \$1,350 with two rigs: New RMG winch, 280ES with a self tensioning drum, New HiTec rudder servo, New Bantock booms and fitting, Hull has been faired and new paint, touch up paint included, A rig with two sets of sails - one set is new; B rig - one set of sails and one extra jib; Sail Bag Carrier, Three - LiFe 1100 mAh batteries; Boat Stand included, Boat is about 100 grams light, ready to sail & located in Anacortes, WA.

Call Bob: 360-202-0099 (Bill Langjahr's old boat that is seriously refreshed and was always fast – Editor.)



WIDGET by Elliot Yachts for sale - \$1,750US with 3 rigs: Lightly used & in great shape; BG 1-2-3 sails - 1 season old & in great shape; ball raced (main & jib) rigs - hi tensile spars with Sails Etc fittings (Bruce makes quality rigs – Editor); RMG sailwinch & JR digital rudder servo; Creed fin/rudder; can deliver to Seattle area. Contact: Bruce Andersen - [andersen8 at mindspring dot com](mailto:andersen8@mindspring.com). (Very high quality boat, rigs, and foils/bulb. Reason for sale is Bruce campaigns his new Britpop now. This offering differs from the Weiss' Widget below in that it uses the RMG sailwinch and includes all three rigs.)





WIDGET by Elliot Yachts: ~~\$1,200US~~ \$1,000 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 campaigns a 'white' Britpop! – Editor.)



COCKATOO by Mirage Radio Yachts (AUS): ~~\$1,500US~~ \$1,300 \$1,100 with two rigs. She 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 admired 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@yahoo.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:

Comments on our June Issue:

(5/27/13) Bob,

WOW. What a good read on the Radio Race Yachts interview! The background story on Tim (Brown) and Mark (Patterson) is excellent – from that I would buy a boat from them in a heartbeat. Also I have to applaud Deception Pass MYC for being so proactive in working with the Park Rangers. To think the Park might construct a special dock for them at Cranberry Lake. It could become one of the best sailing sites around. And DPMYC plans to stage an annual regatta at their "wind annex" pond in Ellensburg in Central Washington - you got to like it.

Ron Blackledge (USA)

(5/27/13) Gosh, Bob, I don't know how you keep outdoing yourself, but you do! I am very thankful that you're getting the top of the tree guys to let the rest of us know what they're thinking on the technical aspects of model sailing. As a banker, all I had to do was add, subtract, multiply and divide; I never even began to contemplate all of the things that Bantock and Holum discuss, although it's interesting. Who's next?!

BTW, it's always nice to see the Texas flag contained in the symbol of our little sailing club here, sported by so many on their wind shirts. The wind jacket from the 2010 Nats designed by Chuck LeMahieu is seen being worn by Gibbo in just about every picture in which he accepts his trophy for this regatta or that, and to see Jerry wearing one, too, in this quarter's newsletter was great. That wind shirt really does count as IOM haute couture. I will have to take a pass on Graham's leggings, however.

See you shortly!!

Brig (North, USA)

Correction: (5/27/13) Bob,

Great newsletter as always...thanks! A slight correction, if I read the article correctly, *"From the cover photo caption - 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."* By moving the jib swivel closer to the front end of the boom, the leverage for the topping lift is reduced and that is what requires the higher (probably much higher) rig tension. As the swivel point is moved aft, more tension is transferred to the topping lift, reducing the "dynamic leach" part of the equation. To prove this, slide your jib swivel forward and measure the tension to lift the aft end of the boom, and then do the same with the swivel farther aft and I'm sure that you'll find that when the swivel is aft, there is a higher tension to lift the aft end of the boom.

Steve (Young), USA (*Editor – Thank you Steve, I goofed as you correctly noted.*)

Correction: (6/4/12) Dear Bob,

In my recent letter to you I mentioned that Brad (Gibson) had set up John (Tushingham's) "Britpop". Although it was my information that Brad had set the boat up I understand from Brad that this was a misunderstanding and that in no way did he set the boat up. I fully accept this and apologise for this misinformation. Kind regards,

Dave Hollom (UK)

(6/28/12) Dear Bob,

Thank you for producing the Seattle IOM Update. It is the best RC sailing publication I have ever seen and contains some inspirational content. You are putting a lot of fun into RC sailing. Many thanks,

Chris Spalding (Keighley MYC, UK)

Our 'Bonus' Section:**Hanneke's Photos:**

I think it is news that Hanneke (who doesn't need to use her last name in IOM circles) has a new site for displaying her wonderful radio sailing images of IOM championships from her travels around Europe and even Oz here: <https://plus.google.com/116701581080999681496/posts>.



Here is just one of many intriguing action images from four days at the French National Championship IOM Valenciennes 2013. This is from day 3 and ISR#37 lost at least a few boat lengths nose-diving into this wave – just the opposite of the acceleration that you want on a start. There are lots more from other major regattas too, and it certainly isn't limited to action images. Photo © Hanneke Gillissen.

IOM Class Intro Video – We give it a "Thumbs Up":

From the "RC Groups / RC Sailing IOM General Discussions" Forum 9/2/13:

IOM Espana Chairman Miguel Salvador and the board of IOM Espana had some professionals produce a very nice 5-minute YouTube video introducing the IOM Class to other RC enthusiast and sailors. The film was made during the Copa de Espana 2013 race weekend at the Canal Olympic in Barcelona and arranged by the Club Nautico Garraf. Includes English subtitles, and we are encouraged to share the film, which is what I'm doing with this article. I particularly enjoyed seeing my V6 and Britpop builder, Pepe, as one of the featured speakers:

<http://www.rcgroups.com/forums/showthread.php?t=1155891&page=317>

The Boell “Belt & Suspenders” Shipping Method:

By Bob Wells:

I don't think that Gary Boell would be caught dead wearing a belt and suspenders no matter how comfortable, but when it comes to shipping his precious IOM he takes this cautious approach. Transporting your IOM with an SKB case intended for golf bags is de rigueur, but combining this case with individual tubes for the boat and the keel bulb is the 'belt and suspenders' twist that impresses me. If the SKB bag is somehow damaged, the boat and bulb still are seriously protected inside of tubes. Jerry Brower employs this concept too, but Gary gave me the step-by-step guidance on the details that I successfully and easily employed. Not only is it an extraordinarily safe system, it is quick to assemble too. It is also a plus that the airlines and shippers are familiar with handling the highly resolved and protective SKB bags. This is a first class way to package your IOM for commercial transport.



Gary Boell's gear ready for pickup and shipping after the COW Regatta this year. The golf case is the subject of this article, but the aluminum plate sleeve (built by Bruce Andersen for traveling to 2009 worlds) that the wooden sailbox slips into is another example of Gary's 'belt and suspenders' approach to shipping his IOM equipment. That alum sleeve is an awkward heavy sucker though – just as it looks. Cradle goes in his luggage by the way, and has since been replaced with one that breaks down smaller. Bob Wells photo.

The components:

- **SKB ATA Staff Golf Travel Case:** Gary's recommends this one because it is a little bigger and has TSA locks if flying. Cost is probably a little less than \$200 if you shop around.
 - If you want to ship two boats at the same time – get a double SKB Travel Case. Sometimes Gary does that too. No it is not because he can't decide which of his many IOMs to bring as some may conjecture, it is a cost effective way he can bring a friends boat too.
- **The Boat Tube** (see image below): These are nominal 8" diameter x 48" long concrete forming tubes, and more like 7.75" diameter actual. Note the tubes ship inside each other for cost reasons, so select the larger diameter one for this. Sonotube is the most known manufacturer of these, but brand doesn't matter. Gary and I purchased them from Home Depot and their brand was Sakrete, and it was called - 8" Form Tube. You don't have to, but I suggest that you trim about 4" off the tube length to provide more room in the SKB bag for gear. Cost was less than \$10.
 - **Boat Bag:** Gary and I protect our boats inside the tube with Windward RC Boat Bags (the blue bag in photo from Chuck LeMahieu). A boat bag is very convenient, but you could wrap your boat with a towel, foam blanket, etc.
 - **End caps for Tube:** These are the lid of cylindrical paper-mache boxes from JoAnn Fabric & Craft stores (<http://www.joann.com>) - they look like hat boxes. Use the lid and discard the box. It is uncanny how well mine fit, but I suggest you take your form tube to the craft store to confirm the fit before purchasing. How Gary connected these lids as fitting concrete forming tubes I have no idea?
 - **Dense Foam:** The green foam in the picture below is also from JoAnn Fabric & Craft stores and simply known as 'dense foam'. Cuts easily with a serrated knife. Looks durable too.



The inexpensive tubes that go inside the SKB case and further protect the boat and bulb:

- The sailboat is ready for the tube with the fin and rudder in simple protective sheaths and taped to the boat.
- The boat goes into the custom blue boat bag with fleece lining.
- The 8" concrete form tube is obvious, and I've noted which end to open for convenience.
- The inexpensive paper-mache end caps and green "dense" foam seal both ends of the tube. That is 4" of foam that I plan to reduce to 2" when I shorten the tube for more gear room. End cap is attached with packing tape in this case, but Gary uses a shock cord arrangement.
- The bulb tube is plastic pipe. My bulb is wrapped in a towel, and I've taped on some protection for the pointy end plus lots of dense foam cushion in the tube ends. Packing tape secures the open ends for now, until I source a tube with screw-on end caps...



Gary Boell has everything but his rigs and cradle packed in his SKB bag:

- The boat with foils are secure in the big white tube, which fits snugly enough no straps are needed to keep in place. Gary painted his white and he added a note so the TSA has a clue that what is inside is not a bomb (see picture above with Gary kneeling).
- The keel bulb is in a separate plastic tube (top – right in the picture above) attached to the hull with three industrial strength zip ties. Note this requires holes in the SKB case. I prefer to not have holes in the SKB case so I chose to connect the keel tube to the boat tube with cord and snap shackle. Of course the bulb needs foam protection inside the tube.
- Four padded lunch boxes store radio transmitters, chargers, batteries, and parts alongside the boat tube on the bottom. Who knew that padded lunch boxes are the in things for kids going to school?
- The 2.5" diameter clear plastic tubes with orange end caps store tools and parts and are the right size and shape to fit as shown between the boat tube and lunch box storage. And clear works to show what is inside.
- On the right Gary can store a few more bits and sunscreen because he chopped 3-4" off his boat tube.
- Coat, boat towel, and rain gear (if needed) can fit loosely over everything and provide the needed filler so all fits snugly in place.

Bob Wells photo.

If traveling on US airlines you go through TSA screening and you most likely will not be present to explain what you have in your 'golf' case. They are not your friends when it comes to protecting your IOM cargo. Gary shows them with pictures and descriptions as you can partially see in the picture above. It is a good idea to add the words 'sports equipment'. Some of us ship via FedEx to specifically avoid TSA, even though it is more expensive (In 2013 I paid \$170 one-way from Seattle to Dallas for example for the SKB case).

Caution: The 'boat' tube described here fits the newer narrow boats like Britpop, Cheinz, Fraktal, V8 and the like. Your earlier generation Cockatoo or Pikanto hull forms are way to wide to fit in these concrete-forming tubes. Frankly you have to ditch the cheap concrete tube. Still plenty of folks have traveled for years successfully using SKB golf cases without having your boat in a tube. The key is to keep the bulb from getting loose to cause damage. Many chose to travel with the bulb in separate luggage.



When it is time to exit a regatta, it would be hard to package your equipment faster and safer than the well-practiced Gary Boell. Here he is at the Cowboy Up Regatta slipping the cardboard-protected fin into boat tube. Bob Wells photo.



Another handy use for these tubes is when you car travel with a bunch of radio sailing gear. Here we are waiting for Jerry Brower's sailbox, boat in a tube, and other gear after R6 in Foster City. We find slipping your boat into these inexpensive tubes is so much more secure. I also learned that Gary Boell stores his extensive fleet of radio sailing boats in these tubes in the space between overhead joists. If you are clever about it your wife won't even know how many you have! Bob Wells photo.

PLAYMATE(S) OF THE MONTH... David Cook's *Porky Pig 4* and soon... *PP5* & *PP6*!

David and trusty black lab cross Rufus in his boat shop with his SKA and PP2 in the background. Photo Russ Cozens.

I've been sailing with Canadian David "Cookie" Cook for almost four years now at our regional and national races, and nobody I know overcomes more obstacles to compete in radio sailing. He does it with such great verve, grace, tenacity, and candid humor that you can't help but pull for him. When David finishes in front of me he really earns it because he designs and builds his own boats, where I conservatively purchase my proven IOM from well-known designers and builders and then try to follow their setup and trim guides. On to the interview of my friend who is one of the most respected guys in radio sailing:

SMYC: Tell us about yourself and your sailing exploits before model yachts.

David Cook: I started sailing late at the age of 18. My first boat was a Cal 20. My proudest moment was singlehanded around San Juan Island from Oak Bay. Jury rigged the spinnaker sheets and helm to the foredeck to see if I could do it or not. In retrospect it was a pretty stupid thing to do. Next boat was a Spencer 28, a full keel cruising slug. Next was a Kirby 25. Most embarrassing moment was t-boning the Commodore's brand new Choey Lee 43 on Opening Day. Then I restored an old wooden Thunderbird 26, hull 293, where my proudest moment was placing 11 out of 44 at the Internationals and beating the previous owner in his new flashy fibreglass one. Next was my Hotfoot 27 *Horizon*, which I owned for 13 years and won everything from Whidbey Island Race Week, Swiftsure's Juan de Fuca Race and the Hotfoot 27 Integalatics (you're not allowed to use the word 'Worlds') beating 4-time champion and sailmaker Rick McBride.

In 1992 I did my first disabled sailing regatta. At first I was concerned that I was too good for them and didn't want to rain on their parade. It didn't take me very long to realize how wrong I was. My proudest moment was leading Canada to a Silver Medal at the 1996 Paralympics in. We choked big time losing the Gold by 18" after having 5 boats between us and GBR half way through the last race. I gave it my best and have no regrets. You learn more from your mistakes than you do from your victories.

In 2000 I wanted to give back to the sport and founded the Victoria Sailing Foundation, a registered charity that assists youth at risk and people with disabilities build their self-esteem. My greatest accomplishment in life came just a few months ago when a former member informed me I had a huge impact on guiding them through a difficult time in their life. It took 13 years to find this out but I'm one happy camper.



Cookie's SKUD 18 *Yang* planing downwind in Tampa Bay, Florida - until his toque (Canuck for hat) fell over his eyes. Note the wake. Photo Brian Todd

SMYC: I assume that you had a job to fund your sailing habit?

David Cook: Sailing has long been my main focus and financial priority. I'm far from being rich but I've always managed to find the money to cover my sailing habit. I worked for 20 years with the Canadian Military as a civilian doing a wide variety jobs with Base Supply...refinishing furniture, forklift operator,

warehouse labourer and supervisor. My last position was Projects Officer leading a revolutionary accounting project which saved the government over \$4 million in its first year. This was very satisfying for me as only a few years earlier they wanted to get rid of me. I retired in 1997 and have a modest disability pension. When I represented Canada in Paralympic sailing I was on Canada's National Sailing Team, which has some great financial perks. If you've ever noticed my clothes, I don't spend a lot on my wardrobe. I feel very fortunate to be able to do what I love (sailing) and live a fulfilling and independent life.



Cookie's Hotfoot 27 *Horizon* sailing at another Whidbey Island Race Week, where he finished 1st in Class in 1995. David is on the helm with the red jacket and dark hair! From his spinnaker design I see David has had a tendency for outrageous color on boats even before radio sailing. Photo Kelly O'Neil (R.I.P.)

SMYC: Tell us about this disease of yours and how you are coping.

David Cook: My doctors tell me I have either Spinal Muscular Atrophy or a very rare form of ALS. I was first diagnosed when I was 17 (now 54). When I was in my early 30s, 20 years ago they told me I had ALS and I thought I had 1 or 2 years left since my sister-in-law's Dad had just died 1 year after being diagnosed. My doctor and good friend Charlie Simpson told me "it's just a name and the only way to predict the future is to look at the past. There's nothing to indicate it's going to progress any faster than

what it has so just keep on doing what you've been doing." Those words of advice and my positive attitude have got me through some tough situations.

For the longest time I didn't accept my disabilities (I also stutter for those who haven't met me). I pretended to be 'normal'. In 1997 I had a Thunderbird 26 which I named SSSockeye. This was a personal joke to myself but deep down it was me finally accepting me for who I am.



Cook helming from the leeward side-on his Hotfoot 27 Horizon on an unusually cold and blustery SEer (for mid July) during a Whidbey Island Race Week. Photo: Kelly O'Neil (R.I.P.)

My family and friends have helped me through a roller coaster of physical and mental challenges. Top on that list is my darling wife Raewyn. She has accepted me for who I am and has taken the bad with the good. I love her dearly! My brothers Alan and Bob are next. We're much closer since our parents both tragically died within months of each other 23 years ago. Next are my close friends Bob Haines, Russ Cozens and Barry Fox. They have been there for me helping me in my workshop for, get this, over 4 years. It's incredible to have such close and giving family and friends. Before they started coming over I used to get frustrated not being able to do the things I could do before. Now I just put a task aside and work on another project until someone comes over again. They enjoy chucking a little abuse in my direction but it's all in fun. If you want to know what they get out of it, you'll have to ask them.

For many years I was stubborn. I wouldn't accept any help and I'd struggle on my own. For many years now I've realized it's alright to ask and accept help. Recently a friend corrected me when I told him I was stubborn. He said 'no you're not, you're tennaceous'. I think he's right. When you have to ask someone else to help you on a toilet to do a poo in an icecream bucket, you're no longer stubborn! I think I've got a lot of determination. I'm highly driven, and enjoy the challenge and the tougher the better.

When people tell you you are an inspiration it makes me feel happy and proud. When someone so well respected like Bruce Kirby tells you you're their hero, it makes you evaluate yourself and think, gee maybe I really do have a story that should be told.

My final mental-related goal in life is completing my autobiography which is called 'The Glass IS Half Full...the power of a positive attitude'. I've been writing it since 1997 but life is too darn busy. Long ago I realized it was more important to live today than write about yesterday. I'm so glad I did. Stay tuned.

For the last 4 years I've been going through the toughest challenge of my life. I'm losing the strength and function of my arms. In November 2009 I thought I had 6 more months of arm use. That was 4 years ago. I know it's going to happen but I don't know exactly when. It's getting close. In March 2013 I decided to take the bull by the horns and design and build my own robotic arm. The first person I called was my good friend Barry Fox. The second was another good friend John Neilson. The university turned me down telling me it was too complicated. I accepted that but needed a robo arm. I want to be able to feed myself. I enjoy eating. In just over 5 months we have an operational shoulder and elbow joint. In another month we'll have an operational hand. In another 1 or 2 months we'll have it programmed to

remember movements and speeds. Despite my body never being so bad, I've never felt so good. If I can pass one message on to your readers – you only have one chance in life and you have no control on when it's going to end – live life to its fullest.

I think it's my positive attitude, desire and commitment to be the very best I can be at whatever I do and the self-satisfaction of a job well done that makes me tick.

SMYC: How did Raewyn, a Kiwi, come into your life?

David Cook: In 2002 we met at the Royal Victoria Yacht Club during THRASH Regatta. I noticed an unfamiliar babe talking to the bar manager so I went up, introduced myself and invited her outside on the lawn for a post racing drink. I was short on crew for the next day so she took my offer. She didn't like the intensity of racing but we became friends and went cruising together. A year later we got married. A few months ago we celebrated our 10th Wedding Anniversary. At the beginning I honestly didn't think I'd live that long. Raewyn assures me I'll be around for many more years to pester her!



Raewyn in big white hat and reddish dress is David's Kiwi wife. Here she is watching the action at the 2011 CAN Nats on Saltspring Island, which is just a short ferry ride from their home in Victoria, British Columbia. Maggie Argio photo.

SMYC: Tell us more about your mechanical arm project and the latest update.

David Cook: Currently the project has 3 active components... the main and most complicated part is with Colin who is doing the computer programming. We found an inexpensive off-the-shelf circuit board controller, which will be the 'brains' of the arm. Colin recently built a small control box to house 18 tiny

micro switches (3 per servo). I'm sure it was a nightmare to solder. It controls high torque/low speed servomotors to work separately or together. For the hand and wrist we're using HiTec HS225MG, the same mini servo I use to steer my IOM.

The second part and last piece of the puzzle is the hand or gripper. I called Brian Mackie, an old disabled sailing friend who builds prosthetic limbs for the local health authority. Brian came to my rescue big time! He lent me a high tech bionic arm to look at to use as a creative comparison. The problem was these devices cost at least \$7,000.

I then tasked John Neilson to design our own gripper which had to be functional, easy to build and inexpensive. It uses a pair of parallelogram links as fingers, which are controlled by 3 gears, powered by a rudder servo. This part of the arm I've been building myself over the past 2 months. Most of my time has been making a drilling jig to ensure the holes have the exact same spacing. With Barry's guidance we bought a few different styles of inexpensive grippers to evaluate and compare ours to.

The plan is to have 2 versions of the robotic arm – the first one to be mounted to a table or counter used strictly for feeding myself; the other will be mounted to my wheelchair and will be used to open doors, pick up things as well as feeding myself. The main design constraints are to make it compact and lightweight enough to fit inside my home elevator. My power wheelchair and me together weighs just over 500 lb. and there is only an inch or two of clearance either side.

I've recently roped in Don Case, another friend and IOM sailor, who is helping me finish prototype no. 3 which John designed himself. It operates with thin cables moving each arm section independently or together. We'll compare each version with the other and use whichever one works the best. Stay tuned.

If you want a laugh, check out the below video link. It's Colin Bussanich, my latest victim in helping me build the Cookie Robo (robotic) Arm. The movements are a bit jerky and Colin gets the direction wrong at first but it's actually a HUGE STEP FORWARD for the project. The robo arm is now being controlled by its own computerized control board. In the past we were just using one of my radio-controlled radios and receivers. As time progresses Colin will mount a gripper (the hand) to the wrist to complete the bits and pieces. I've bought 3 types of hobby grade grippers to test and evaluate. For the past 2 months and concurrently with my model boat projects, I'm building the gripper John Neilson designed.

<http://vimeo.com/71872724>



At the top on David's list of design mentors is the late Kiwi sailing legend Geoff Smale. Here he is showing David all his IOM designs at his home in NZL. Photo: Keith Taylor

SMYC: Tell us how radio sailing came into your life.

David Cook: In 2008 Raewyn and I were walking our black lab cross Rufus around Beaver and Elk Lakes (in Victoria) when I saw VMSS sailing their IOMs. Jan Schmidt saw me watching them and handed me his radio. He then introduced me to Barry Fox. He introduced me to Lawrie Neish and they convinced me I should get an IOM instead of a Victoria. My first design was a Cook 66 (66 cm) and its criteria was it had to fit through a doorway on my lap so I could bus to and from the lake. Barry enjoys making fun of the fact the tiny keel is held on by a 5/16" bolt and the boat is way overbuilt and has no where near enough volume forward. She hangs proudly on my workshop wall to remind me where I started.



David waiting for the wind to settle in from a proper direction at our recent R6 regatta in Foster City, CA. This is his bed when on the road. I remember his first visit to Seattle for the Cow Cup where sleeping in a hotel bed was the hardest challenge of the whole trip. Since he figured out his wheelchair is a better sleeping option he travels to a lot more regattas – six this year! Bob Wells photo.

SMYC: You seem to make at least one big radio sailing trip a year, including the Dallas Blowout for the last two years. That seems to be a logistic nightmare. How do you do it?

David Cook: I do it because I've got a very loving and giving wife, family and close friends! Actually this year I've done 6 major IOM travelling events... Dallas Blowout in March, Nanaimo in April, Renton COW in May, Saltspring Nats in June, Hood River Gorge in July, and now San Francisco (Region 6 Championship) in August. My thinking is to do as much as I can when I can.

SMYC: What's the hardest part for you traveling that maybe the rest of us don't appreciate.

David Cook: You're right; travelling is very challenging and hard on my body. When I fly I get lifted on and off hard and uncomfortable aisle chairs. Wheelchair taxis are expensive. I try to find accommodation within wheeling distance (up to 5 miles each way). I sleep in my wheelchair instead of a bed to allow me to adjust my position to prevent pressure sores. The joy I get racing against and becoming friends with so many great IOM sailors makes it all worthwhile!



Cookie's first IOM design (PP1) is 'Nemo' (orange and white) and is now helping little OPTI sailors in Calgary to learn how to sail and race. Photo Chris Lemke



Cook's admitted design diaster PP3 (on left) is beside PP2, which is his favorite personal design creation to date. David Cook photo.

SMYC: Why do you choose to design and build to your own radio sailing designs instead of purchasing or building a proven design and focusing more on sailing and maintenance – like me.

David Cook: I have the time and I enjoy and want to be challenged. Creating my own designs and builds (with a whole lot of help from friends) gives me a lot of self-satisfaction. I need to be busy so I don't

become sad and depressed. I thought and still think that if I'm going to lose my arms, I'm going to do it while doing something I enjoy and love. It's mental therapy.

SMYC: Give us a summary on your earlier IOMs, including PP1 through 3, before we get into your more recent 'bacon' boats. Who influenced your design choices and what were you trying to accomplish with them. Note that PP1 is already covered in our earlier David Cook interview in the July 2011 issue of this newsletter beginning on page 29, and you can find this issue here: [http://www.seattleradiosailing.org/wp-content/uploads/pages/Seattle%20IOM%20Update%20-%20JULY_2011\(email\).pdf](http://www.seattleradiosailing.org/wp-content/uploads/pages/Seattle%20IOM%20Update%20-%20JULY_2011(email).pdf).

David Cook: The goals for my first designed and built IOM were to handcraft as much as I could and create a competitive boat against other home-built professional designs. The design name was HAMNF BECK DOG, the first letter of the last name of each designer who inspired me...Graham Herbert, Nigel Ashman, Don Martin, Lawrie Neish, Barry and Alex Fox, Graham Bantock, Ken Ensor, Don Case, Bruce Kirby, Chris Dicks, Todd Olson and Brad Gibson. The boat name was 'Therapy & Friendships' which explains exactly what the boat meant to me. This boat, which I painted to look like Finding Nemo, now she helps young Opti sailors learn about sailing and racing in Calgary, Alberta.

A couple of years ago I assembled a Brad Gibson designed SKA built by Don Case and Adrian Harrison. In the Victoria and surrounding area there are a lot of SKAs and it's fun racing a one-design within the IOM Class. You know if you beat or lose to someone, it's the sailor's skill, not one boat's favourable conditions over another.



Cookie's sailing his SKA CAN 80 that he and friends built at the 2012 Cranberry Caper just in front of *Mr. Brightside*. Peter Van Rossem appropriately dubbed her the 'LifeSavers' boat. Ron Hornung photo.

I came up with the design name of Porky Pig named after my childhood cartoon idol. We both stutter and have fat heads. I live in a light air region and usually sail at small lakes or protected marinas so a good light air performer was a must. I think Graham Bantock's TOPIKO is the best light air boat around, which was my inspiration for PP1 and 2. Both boats suffered from maiden voyage leaks but did well against top designs. The lesson learned here was thoroughly test a new boat **before** a major event.

PP3 was a takeoff of the Mini Transat 650 with the scow-like blunt bow but my version was simply a design disaster. On the bright side I learnt a lot on what not to do.

When I raced keel boats I was nervous about the threat of heavy air because of my limited mobility and arm strength – I didn't want to T-bone anybody. Once I was submerged underwater during an accidental gybe. The running backstay caught the boom and pinned the boat down. I held my breath for about a minute which seemed like hours. I actually considered letting go, but knew that was a stupid idea. In BC or the Pacific Northwest when it's heavy air, it's usually frigg'n cold. My body doesn't like the cold because I've got terrible blood circulation and not much natural insulation.

On the contrary sailing the IOM in heavy air and big waves is a real blast! Preparation and

technique are everything. There's a huge learning curve. My first experience of heavy air in the IOM happened in 2010 when I sailed 'Nemo' at the Canadian Nationals in Kingston, Ontario. We had over 30 knots of wind and huge waves. In 2011 I went to Hood River and got my first taste of strong and warm downward gusts. In 2012 and 2013 I went to Dallas, Texas to experience the famous Blowout Regatta. Both times it lived up to its reputation... heavy air, warm temperatures, great food and friendships. If you've never been, put it on your bucket list. In one word... awesome!

After Brad Gibson's BritPOP! domination at the 2011 Worlds in England, it became obvious hard chine boats were good in moderate and heavy air. If hard chine designs have one weakness – it is light air. Living in a light air region but enjoying heavy air sailing created an interesting design dilemma for me - I could have designed a boat for each but I think that's almost like cheating. Was it possible to design a hard chine IOM that could do well in light wind? I asked my good friend Bruce Kirby, one of my design mentors, was it possible and he said no - there's too much hull wetted surface area and drag.

Over the past couple of years there are more and more people buying expensive professionally designed and built hard chine boats. I want to compete against the best and I enjoy a good challenge. The self-satisfaction I get when I beat someone who sails one of these boats is priceless.



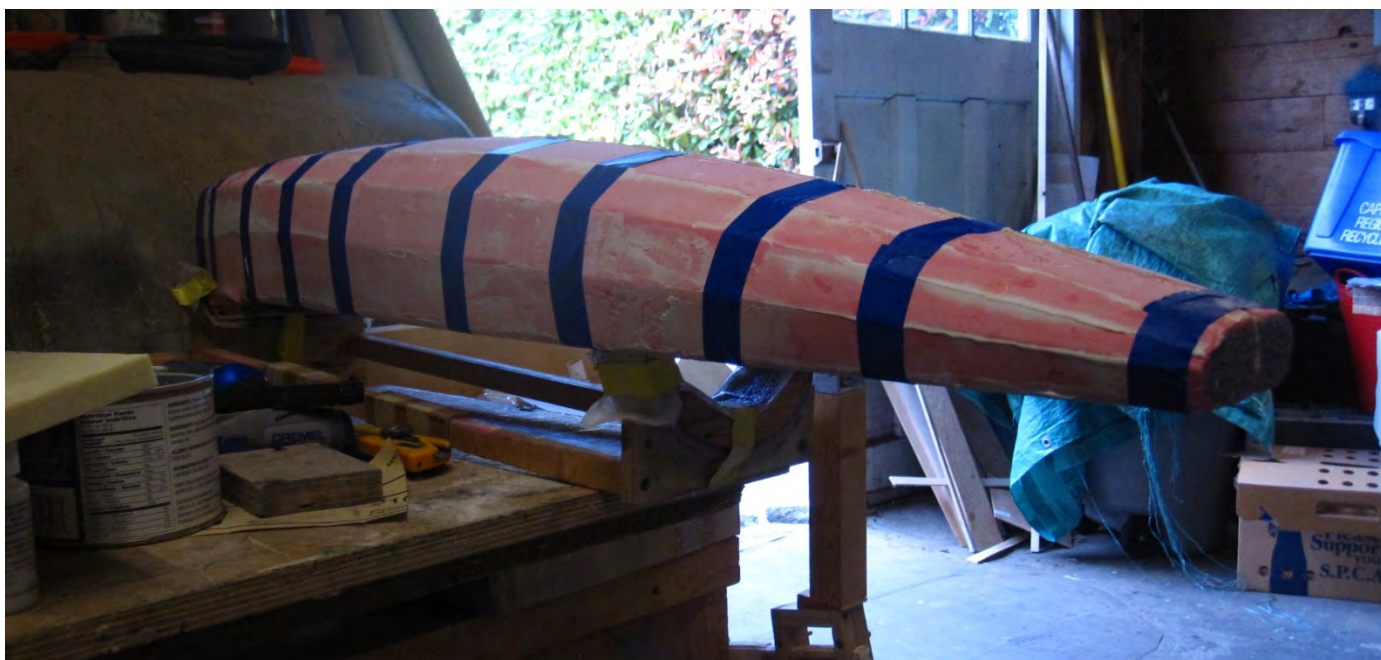
Some of the fruits of the last 12 months of David's labor (with help from friends of course), here is PP4-2 with her nice new pretty purple paint job and new larger Cook IOM rudder - resting on David's RG65 Goth plug. Photo: David Cook



PP5 in raw CNC plug form before final foredeck shaping and surface smoothing. Note the low transom to reduce windage and weight in end. Photo David Cook.

SMYC: Tell us about your latest IOM designs – PP4, PP5, and PP6. I saw the raw PP5 hull that Eric Arndt molded and gave to you at Hood River recently, and it does look good to my eye. It fits in nicely with the current crop of narrower chined designs. Eric told me that he liked its shape too.

David Cook: About a year ago I approached Eric Arndt and asked him if he'd test sail one of my designs. In my opinion San Francisco has the highest standard of top international professionally designed IOMs and the largest number of good IOM sailors anywhere in North America. If I'm going to make it as an IOM designer, I needed one of my boats to compete against the best. Last December Eric worked non-stop to assemble my first PP4 in just over a week which he nicknamed 'Flimsy' referring to its hull stiffness. On the boat's first outing it must have really impressed Eric because he told Jake Leo about it. Eric gave me some awesome feedback... the boat was fast in medium and heavy air but was a dog in light air and didn't track well at all.



Cook's foam CNC milled PP6 plug after gluing the 2 halves together – with his my old pink paint as undercoat. Photo David Cook.

On PP5 some may think I'm trying to emulate the latest top international designs. Truth be known, I'm trying to surpass them. PP5 has evolved from PP4 thanks to Eric's awesome feedback. PP5 has a

slightly narrower beam and transom, a lower and sharper hard chine, lower freeboard and more tumblehome forward. In addition, it has a more radical idea...a second and duller chine, just below the hard one. The theory is to increase the displacement without increasing the prismatic coefficient (fullness in the ends). When you narrow the beam, you still need the necessary displacement to have the boat sail without getting bow bumper too wet. Time will tell if it was a good or bad idea.

PP6 is a turning point for my IOM design career - I'm becoming a professional. PP6 is being created for my first paying customer. The design logic is, "if 1 hard chine is better than none, 2 is better than 1, then 3 must be better than 2 (PP5)". The rocker and profile are identical to PP5 but the body plan is out of this world. My guess is this boat will track really well but might not turn so well. As of mid-August the 2 halves have been glued together and I'm in the process of final fairing.



Cookie in his Core Builder's t-shirt picked up from NZL is with Stacey and Jean Wilson at the 2013 Hood River Carnage. Now *Floppy* is looking good in an upgraded paint finish, but a devilish electronic issue eventually forced him to use a loaner Widget the last two days. Bob Wells photo.

SMYC: While PP5 & PP6 are being built you are sailing PP4. I've sailed against her a few times now and "*Floppy*" seems fast enough, but snake bit at times after this year's COW regatta. What broke at CAN Nats this year? You were on the dock with your gorgeous fresh purple metal fleck hull paint and your boat ready to go, and then you never sailed. Greatly improved boat color by the way.

David Cook: The keel fin delaminated along the leading edge because I didn't reinforce it well enough after I notched it out. It was totally my fault, not the keel builder and I take full responsibility. I learnt if you have a gut feeling that something isn't quite right, you should react and take action to correct. I also learnt I should bring a spare to major events. On the bright side I had the full weekend to spend with my darling wife and energetic dog. Again you learn more from your mistakes. One day I'll be really, really smart!

SMYC: At Hood River "*Floppy*" had some devilish electronic gremlin that awoke whenever you placed her in the water and sailed a little, but otherwise worked on shore. Has that been resolved?

David Cook: No, the boat is still in transit at this writing. I thought about bringing the radio home with me on the plane but decided against it with the risk of confiscation at the airport. When I got home I phoned Futaba's Service Centre and they think the antenna or ground wire may have come loose inside the transmitter. It was awesome how IOM sailors help each other out in a time of need. During the event I

can't thank Bruce Anderson and Chris Brundage enough for their efforts to help me resolve my problems during the heat of the battle, and then both offered me their spare boats!



Porky Pig 4 "Floppy" at 2013 Dallas Blowout. Bob Wells photo.

SMYC: You purposely push the envelope on building IOMs light on at least some of your boats. How do you respond to emails like this from your bud Martin Herbert. He is not the only one to suggest that your hull layup schedule may have less material than optimum among other issues? *"Whoa David, let's be fair, PP3 hardly got razzed at all, certainly not as much as she deserved anyway. And no more really than any other of the 'bacon' boats. Some of them had some good ideas but the persistence in keeping the bad ideas just makes them hard to shine. I know that you are attached to the concept but I think you just have to give up on the "internal saltwater flush idea". I just can't see how it helps the speed especially as the saltwater is retained internally until after the race and is only ejected on the dock by holding the bacon at a funny angle.*

Now refresh my memory, was it pp4 or pp5 that was called 'Flimsy' or was it 'Flopsy'. Which one are you sailing at the Nationals? Just over two weeks mate, I can hardly wait."

David Cook: One of my goals when building PP4 was to match the amount of corrector weights the top international builders do. Another goal was to determine the perfect fibreglass layup schedule. I believe you don't get to what's what's perfect until you push the envelop too far. Before the latest paint job PP4 had 325 grams of corrector weights with an RMG winch. I now know what's too light. Both goals achieved.

Regarding Martin's smart-ass comments, I'll get the last laugh. It may take a while but I will. It doesn't happen very often but occassioanly Pigs do eat Aeros for lunch. As you know, she was supposed to be light! I love you Martin!

When Adrian Harrison my building mentor and high-school woodworking teacher tells me when I beat him "the only reason you beat me is because you're the better sailor", it motivates me to prove to him I can do both; build a faster boat AND beat the pants off him on the race course.

SMYC: You are producing new designs at a fast clip. Who do you have lined up to test and optimize them, because you can't do it all yourself? Dave Creed pointed out that this refinement/optimization phase is so key if the design is going to be successful.

David Cook: I will share a little secret with you and your readers, which I guess is no longer much of a secret. My master plan and goal is for a Porky Pig to win a major regatta against some top level designs. I'm not a good enough sailor myself and have added physical limitations so I'm looking elsewhere. As I mentioned earlier, I want to be the best at whatever I do. Having sailors like Eric Arndt sail my boats, that goal becomes realistic and obtainable. Eric and other top sailors could probably win sailing a 2 x 4 so the

true test of a top level design is when anyone can improve their game over a wide range of conditions.

SMYC: Who has influenced your recent IOM design thinking?

David Cook: Since the hard chine/narrow beam trend started certainly designers Brad Gibson, Graham Bantock, Ian Vickers and Jeff Byerley have all had influence on my design thinking. My ultimate goal is to try to design a better all-round hard chine boat that can excel in light winds too



PP4 "Flimsey" was built and trialed briefly by Eric Arndt in San Francisco. Eric's inputs led to the PP5 design, which has not been completed or trialed at the time of this newsletter. Photo Eric Arndt.

SMYC: Who has been involved with your design and build processes?

David Cook: Meeting and working with Eric Arndt has had a huge impact on my recent designs. Working with Jake Leo in foil and bulb development has been a big help too. Jake introduced me to Craig Smith (TS2 & Obsession fame) who makes an awesome rudder. I would be remiss if I didn't mention my local friends of Don Case and Graham and Martin Herbert who have shared some tidbits with me.

A couple of months ago David Balsdon of Windsor, Ontario CNC milled his own PP5 plug and is going like wildfire to build his own boat. Eric plans on building his own PP5 if his day jobs ever give him enough spare time. We're phasing me and my helpers out of boat building. If my IOM designs or the RG65 Goth I'm building take off, I'll be asking Dave Hrycun of Envision 3D Studio to do the building. Dave has done my CNC work on both PP5 and PP6.

SMYC: Have you come up with any original ideas of your own?

David Cook: A couple of years ago I thought I had a brilliant idea to combine hard chines with bow strakes like the Volvo 70s do when I designed "PP With Wings". I couldn't get the bow strakes to end correctly so I never completed the boat. A year later Graham Bantock comes out with the Fraktal and it made me think great minds think alike. I think it's awesome the way Graham has got a fine entry down low for upwind and lots of volume up high to minimize nose-diving downwind at the rigs' top end.

SMYC: Cookie, I have to give you credit. I've never heard of you running over a fellow skipper on the dock. And many times I've seen (or nervously heard!) you get that thing moving quickly in very tight quarters with one hand for the wheel chair toggle and one for the transmitter. How do you manage your transmitter one-handed?

David Cook: It's all about trying to get your boat to sail in a straight line for as long as possible without touching the controls. This is hard for me because that requires hauling your boat out often for fine tune sail and rig adjustments. I don't like bothering my competitors to adjust my boat as it takes away from their game. Barry Fox helped me by suggesting I move both the sheets and rudder to the same joystick. This

has its downfall because you sometimes accidentally move both when you only want to adjust one. At the start I try to position my chair just windward of the start line to minimize moving the chair at a critical time.

I also took some advice from Peter Van Rossem on having 2 steering modes – one that limits rudder movement when you're on a tack for a longer period of time. This has its downside too as I found out first hand at the Cow Cup in Renton last year. I was leading A Fleet with an inside overlap on Graham Herbert. I forgot to turn the switch back to regular mode and I accidentally fouled him. I had to exonerate myself and lost a few boats in doing so. I learnt you need a visual reminder so that's why there's a red ribbon tied to my radio transmitter. To be fair to PVR he did warn me of the potential problem.



Cookie at 2011 CAN Nats at Salt Spring Island Sailing club. One hand for the wheel chair and one for the transmitter with both the rudder and sail trim on the same joy stick. The rest of us have two hands on the transmitter with separate levers for rudder and sail trim, a much easier way to control an IOM. Maggie Argio photo.

SMYC: It is amazing how your wheel chair performs because I've seen you run it hard and fearlessly on city streets and highways not intended for WC's as you travel to and from regattas. I'm told for a regatta at Beaver Lake you put 20 miles on the WC. I've heard that you submerged it in a lake by accident when radio sailing. Who is harder on your WC – you or the airline handlers? And how long does a wheel chair last for you?

David Cook: I've never wheeled off a dock (yet) but it's in the back of my mind. Once competing in a disabled sailing regatta in Australia they would not let me down the gangway until I undid my seatbelt. I go through wheelchairs in about 5 years. Barry says I would make a good test pilot for the wheelchair manufacturer. I put them through their paces. My current chair is a year old and looks like it's 10 years old. A set of tires usually last about 3 months. I'm on gravel paths a lot. I take our dog Rufus everywhere. He doesn't have a an ounce of fat on him.

I've had bad luck with the airlines damaging my chairs. There's rarely a trip that goes by where there isn't some degree of damage. Once coming back from New Zealand there was a much longer delay than usual for them to bring me my chair. After about a half an hour a very apologetic man informs me there's been some damage to my chair. He told me it fell out of the airplane. By the look of it, it was from 30,000 feet. It turns out someone forgot to lock the brakes and properly close the latch on the lifting device.

When I wheeled to and from the Cranberry Caper in Anacortes I admit I was a little nervous wheeling on Highway 20. Some of the inside turns with no shoulder were a bit scary but the spectacular views from Deception Pass Bridge made it all the risks worthwhile.



Of the many fun awards at the 2012 Cranberry Caper, the best was Park Ranger Jack Trapp presenting David this safety vest for travelling the decidedly wheel chair unfriendly highway edge to Cranberry Lake for miles – for three days. It was a startling sight to see David bundled up and putting along solo at a good clip in his electric chair on a narrow paved edge while cars whiz right next to him at 60mph on this scenic highway. Well-done David, but frankly I'd feel safer heli-skiing than in your wheel chair along that highway. Wayne Martin photo.

SMYC: What do you see for the future?

David Cook: The future is going to be exciting. There are several PP5s in the works. I'm in the process of turning pro. PP6 is in response to a customer wanting a multi-hard chine boat. I'm hoping it will be as fast as or faster than the top international designs. Stay tuned as things progress.

My arms are almost done. I struggle with day-to-day life. At some point in the near future I'll need a full time caregiver. I've accepted this fact of life but it's going to be hard needing more help and having someone around in my space all the time. As I've learnt through life, the transitions are always the worst and after I move on to the next phase, it's nowhere near as bad as I imagined.

When my body can no longer keep up to my mind I'm going to finish writing my autobiography and get back into motivational speaking. In recent years people have shared my advice with their children, which makes me feel proud that I can impact others in a positive way. I'm also in the process of creating a website to share my story with others. It's not active yet but the URL will be www.DIYORBUY.ca. Stay tuned on this too.

Thanks Bob for taking an interest in my sailing and me. I hope your readers have enjoyed the reading. If anyone wants a copy of my book or wants to know when my website is up and running, drop me an email at porkyiom@telus.net.



David and Rufus on Deception Pass Bridge headed for another days racing at the Cranberry Caper in morning light. In the afternoon when this historic bridge is full of tourists admiring the view, you wonder how he got through on this long narrow walkway? Julian Lee photo.



Now he's got the safety vest on, so he must be going back to the cabin after racing has ended. Enjoy the spectacular view off Deception Pass Bridge (the water is way down) because you certainly earned it. Photo: stranger walking by

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 Andersen	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
9/18	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

Seattle IOM Update

Sept. – Nov. 2013

10/12	10AM – 2PM	GMYC – 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)	Honby 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.**

(Red) denotes events in our COW CanAm Series.

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 @ W. Cranberry Lake – N. Whidbey Is. - 1 Mi. South of Deception Pass Bridge off SR 20

Deception Pass MYC @ Bowman Bay – S. of Anacortes and 1 Mi. North of Deception Pass Bridge off SR 20

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 others can be found at:

SeattleRadioSailing.org (USA)

OMYC.org (USA)

WMYA.ca (CAN)

IOMUSA.org (USA)

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

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