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## The Seattle IOM Update

• A FREE DIGITAL NEWSLETTER COVERING IOM RADIO SAILING IN THE SEATTLE AREA & PACIFIC NORTHWEST •  
**December 2013 – February 2014**



Here Stephen Cohen left the control area to remove a plastic bag from his Britpop, and he did it in time to make his start at the 2013 Worlds. The venue: the beautiful Sdot-Yam Sailing Club in Caesarea, Israel. While this event on the Med did not limit out like a typical Worlds, after seeing the images sailors around the world must have lamented, "I shoulda coulda been there". Our coverage of Worlds is in the form of an interview with our new World Champion, Rob Walsh, later in this newsletter. Hanneke Gillissen © photo.





**IOM Eye Candy:** Let's kick this issue off with this beautiful woodie with exquisite tapered bow planking seen at the 2013 ITA Nationals at Yacht Club Verona on Lake Garda. Local skipper Apostoli Massimo sailed her to a respectable 7th out of 34.

Many more pictures here: <http://babaurhum.jalbum.net/20-21-22-09-2013%20BrenzoneGarda/>. And quality event video worth viewing is here: [http://www.youtube.com/watch?feature=player\\_embedded&v=qIF2iADBzrU](http://www.youtube.com/watch?feature=player_embedded&v=qIF2iADBzrU)

### 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 deflecting away the rain, but not the wind. We habitually comingle our IOMs like one big club at these three venues:

**Seattle MYC's - Gene Coulon Memorial Beach Park:** 1201 Lake Washington Blvd., Renton, WA:

This exceptional Lake Washington park is our home venue for IOMs. We sail on big deep open freshwater. Occasionally we are more of a large "speed" course, but wind shifts, chop, and powerboat waves keep it all interesting enough. It takes a lot more than speed to succeed.

**Gig Harbor MYC's - 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.

**Deception Pass MYC has two venues:** and both are S. of Anacortes, WA:

**W. Cranberry Lake** – N. Whidbey Island and 1 Mi. South of Deception Pass Bridge off SR 20.

**Bowman Bay** – Fidalgo Island and 1 Mi. North of Deception Pass Bridge off SR 20.

Both are 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.dpmysc.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/>

## 2014 Schedules:

**2014 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. 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://wcmysa.ca/coming\\_events\\_2013.htm](http://wcmysa.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>

**2014 COW CanAm Series Regional Schedule:** Four great regattas are planned including Victoria's Beaver Lake for the first time as a CanAm Series event. Go to the last pages of this newsletter for our comprehensive schedule or here: [http://wcmysa.ca/coming\\_events\\_2013.htm](http://wcmysa.ca/coming_events_2013.htm)

**2014 USA Schedule:** For ranking regattas and other multi-day regattas around the USA and Canada go here: <http://www.iomusa.org> and click on the "Calendar" for the year you want. 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.

## COW CanAM Series:

### 2013 COW CanAm Series Wrap-up:

Bob Wells Reporting; Jerry Brower Scoring:

Our third year of our Pacific Northwest series is in the books and once again it is a big success. 2013 included two regattas in British Columbia and one each in Washington and Oregon. Each was a beautiful and friendly place to visit and sail. The COW CanAm Series is Lawrie Neish's idea to bring skippers across borders to play together, and he just had to wait for enough US guys to start sailing IOMs before he implemented his plan. It has been well attended and successful from the get go despite the casual management style of the series managers; Lawrie representing British Columbia, Bob Wells for Washington, and Morgan DeWees for Oregon. The real work is done by the regatta organizers and volunteers.

When we have four regattas there is one throwout, and this year no one sailed all the regattas so each regatta sailed counted. Congratulations to our first-time series champion Gary Boell from Cali. Gary was a close second last year so no surprise that he closed the deal this year sailing his trusty Cheinz. Gary also takes the prize for traveling farthest to compete, even farther than the Hornby Island guys. Graham Herbert finished a close second and just needed a few more skippers to attend his Hornby Regatta and he would have had a chance to repeat as champion. Or he could have found his way to [Seattle Model Yacht Club](#)

DPMYC's Caper Regatta where more skippers provided the potential for more points. The rumor is that Graham chose to go cruising instead, which is certainly important work too.

Thank you to J. Warren Brower, last years COW CanAm champion, for once again providing the scoring. Warren is like The Count on Sesame Street – he likes numbers and we all benefit. The plan is to continue this loosely linked series of regattas and celebrate radio sailing and socializing in the PacNW. To that end the 2014 COW CanAm Series regattas are scheduled for March, June, July, and August: see our schedule in the back of this newsletter.



2013 COW CanAm Champion Gary Boell (R) pitching in to move buoys with Graham Herbert (L) at SMYC's home waters on sunny Lake Washington. While Graham won this event, Gary got the series. Photo Ron Hornung

### 2013 COW CanAm Series Results:

					COW		CAN		HRC		HIR		T/B
pls				total	pls	pts	pls	pts	pls	pts	pls	pts	
1	Gary Boell	USA 71	Richmond, CA	Cheinz	72	2	22	3	31	2	19		2
2	Graham Herbert	CAN 36	Hornby Island, BC	Coyote	70	1	23	2	32		1	15	1
3	J Kelly Martin	USA 77	Gig Harbor, WA	Topiko	61	6	18	8	26	4	17		4
4	J Warren Brower	USA 42	Lake Stevens, WA	Widget	57	3	21	6	28	13	8		3
5	Bob Wells	USA 7	Mercer Island, WA	BritPOP!	55	5	19	13	21	6	15		5
6	Andy Slow	CAN 123	Hornby Island, BC	Coyote	51	8	16	12	22		3	13	3
7	Steve Young	USA 87	Tacoma, WA	Lintel	47	9	15	14	20	9	12		9
8	Julian Laffin	CAN 82	Hornby Island, BC	Zoom	41			7	27		2	14	2
9	Bill Langjahr	USA 188	Anacortes, WA	Cheinz	37	4	20			12	9	8	4
10	Martin Herbert	CAN 99	Saltspring Is, BC	Aero 3	37			9	25		4	12	4
11	Chris Brundege	USA 19	Portland, OR	Widget	35	11	13	22	12	11	10		11
12	P VanRossem	CAN 66	Inverary, ON	BritPOP!	33			1	33				1
13	Brig North	USA 11	Dallas, TX	BritPOP!	30			4	30				4
14	George Pedrick	USA 799	Pt. Richmond, CA	V8	29			5	29				5
15	Joe D'Amico	USA 86	Sequim, WA	Coyote	29	10	14	21	13	19	2		10
16	Larry Stiles	USA 131	Sedro Wooley, WA	Pikanto	29	13	11	16	18				13
17	Bob Lewis	CAN 93	Vancouver, BC	Zoom	28			17	17		5	11	5
18	Peter Sternberg	USA 18	Redmond, WA	Arrival	28	7	17			10	11		7
19	Peter Stevens	CAN 21	North Saanich, BC	Ska	24			20	14		6	10	6
20	Marko Majic	CAN 136	Mississauga, ON	Hoochie K3	24			10	24				10
21	David Cloud	CAN 33	Hornby Island, BC	Cobra	23			18	16		9	7	9
22	Alan Finley	USA 174	Brentwood, CA	Cockatoo	23			11	23				11



23	Eric Arndt	USA 113	Fairfax, CA	Lintel	20					1	20			1
24	Adrian Harrison	CAN 23	Victoria, BC	Ska	19			15	19					15
25	Bruce Andersen	USA 16	Boise, ID	BritPOP!	18					3	18			3
26	John Ebey	USA 93	San Rafael, CA	BritPOP	16					5	16			5
27	Dale Chase	CAN 97	Hornby Island, BC	Leo	16			24	10			10	6	10
28	Roger Kibble	CAN 68	Saltspring Is, BC	Ikona	15			19	15					19
29	Morgan Dewees	USA 98	Portland, OR	MMX	14					7	14			7
30	Kurt Wells	USA 25	Seattle, WA	Topiko	14	16	8			15	6			15
31	David Cook	CAN 93	Saanich, BC	Porky Pig	14	15	9			16	5			16
32	Bob Dunlap	USA 37	San Jose, CA	V8	13					8	13			8
33	Ron Blackledge	USA 217	Portland, OR	BritPop	13	14	10			18	3			14
34	Julian Lee	USA 03	Anacortes, WA	Pikanto	12	12	12							12
35	Gene Harris	USA 199	Pt. Richmond, CA	Pikanto	11			23	11					12
36	Drew Austin	USA 90	Sequim, WA	One Off	11	17	7			17	4			17
37	Ole Anderson		Saltspring Is, BC		9							7	9	7
38	Matt Law	CAN 84	Calgary, AB	Zoom	9			25	9					25
39	Dave Taylor	CAN 30	Saanichton, BC	Trinity	8	21	3	29	5					21
40	Steve Kibble	CAN 168	Calgary, AB	CACA2	8			26	8					26
41	Dave Glassow	USA 00	Vancouver, WA	Lintel	7					14	7			14
42	Stan Schofield	CAN 94	Nanaimo, BC	Zoom	7			27	7					27
43	Barry Fox	CAN 34	Victoria, BC	Reggae	6	20	4					14	2	14
44	Byron Pimms	USA 47	Seattle, WA	Isis	6	18	6							18
45	Bob Copley	CAN 20	Port Alberni, BC	Ska	6			28	6					28
46	Stan Schoefield		Nanaimo, BC		5							11	5	11
47	Scott Thomas	USA 05	Milton, WA	V 6	5	19	5							19
48	Rob Zielinski		Hornby Island, BC		4							12	4	12
49	Andrew Baak	CAN 24	Calgary, AB	Goth	4			30	4					30
50	Don Case		Campbell River		3							13	3	13
51	Robert Seline	CAN 26	Bowser, BC	DC Five	3			31	3					31
52	Craig Rantala	USA 41	Sequim, WA	Ska	2	22	2							22
53	Vic Childs	USA 118	Anacortes, WA	Vektor	2			32	2					32
54	John West		Hornby Island, BC		1							15	1	15
55	Stacey Wilson	USA 198	Bainbridge Is, WA	Widget	1					20	1			20
56	Ron Hornung	USA 777	Seattle, WA	21 Grams	1	23	1							23
57	Gordon Nash	CAN 198	Saltspring Is, BC	Zoom	1			33	1					33
30	Kurt Wells	USA 25	Seattle, WA	Topiko	14	16	8			15	6			15
31	David Cook	CAN 93	Saanich, BC	Porky Pig	14	15	9			16	5			16
32	Bob Dunlap	USA 37	San Jose, CA	V8	13					8	13			8
33	Ron Blackledge	USA 217	Portland, OR	BritPop	13	14	10			18	3			14
34	Julian Lee	USA 03	Anacortes, WA	Pikanto	12	12	12							12
35	Gene Harris	USA 199	Pt. Richmond, CA	Pikanto	11			23	11					12
36	Drew Austin	USA 90	Sequim, WA	One Off	11	17	7			17	4			17
37	Ole Anderson		Saltspring Is, BC		9							7	9	7
38	Matt Law	CAN 84	Calgary, AB	Zoom	9			25	9					25
39	Dave Taylor	CAN 30	Saanichton, BC	Trinity	8	21	3	29	5					21
40	Steve Kibble	CAN 168	Calgary, AB	CACA2	8			26	8					26
41	Dave Glassow	USA 00	Vancouver, WA	Lintel	7					14	7			14
42	Stan Schofield	CAN 94	Nanaimo, BC	Zoom	7			27	7					27
43	Barry Fox	CAN 34	Victoria, BC	Reggae	6	20	4					14	2	14
44	Byron Pimms	USA 47	Seattle, WA	Isis	6	18	6							18
45	Bob Copley	CAN 20	Port Alberni, BC	Ska	6			28	6					28
46	Stan Schoefield		Nanaimo, BC		5							11	5	11
47	Scott Thomas	USA 05	Milton, WA	V 6	5	19	5							19
48	Rob Zielinski		Hornby Island, BC		4							12	4	12
49	Andrew Baak	CAN 24	Calgary, AB	Goth	4			30	4					30
50	Don Case		Campbell River		3							13	3	13
51	Robert Seline	CAN 26	Bowser, BC	DC Five	3			31	3					31
52	Craig Rantala	USA 41	Sequim, WA	Ska	2	22	2							22
53	Vic Childs	USA 118	Anacortes, WA	Vektor	2			32	2					32
54	John West		Hornby Island, BC		1							15	1	15
55	Stacey Wilson	USA 198	Bainbridge Is, WA	Widget	1					20	1			20
56	Ron Hornung	USA 777	Seattle, WA	21 Grams	1	23	1							23
57	Gordon Nash	CAN 198	Saltspring Is, BC	Zoom	1			33	1					33

**Four Regattas with one throw-out:****COW**=Coulon Park May 4-5. **CAN**=Saltspring Island June 7-9. **HRC**=Hood River July 19-21. **HIR**=Hornby Island Oct 19-20.**Scoring** = 1pt for every boat you beat, plus 1pt for finishing a race at the regatta.

**Washington State IOM Regatta Reports:**

The dock on Seattle MYC's home venue at Coulon Park has lots of activity on a sunny day like this. Kelly Martin's straw hat and his #77 Croatian Topiko are in the foreground. His Topiko led our fleet until he received his new V8. Now his #77 V8 leads our fleet with extended range so he performs well in higher winds and waves too. Ron Hornung photo.

**2013 Seattle MYC IOM Championship:**

Bob Wells Reporting and J. Warren Brower Scorekeeper:

We like our starting lines congested, and we accomplished this in every regatta this year. Thanks to our dedicated core, we started 10 – 15 boats in each SMYC regatta. In this our fourth year of sailing IOMs we continue as an active and thriving fleet with the emphasis decidedly in favor of friendly racing with a minimum of other baggage. We start pretty much on time per the schedule that includes eight SMYC regattas over eight months beginning in March, and we finish every regatta at a pub for a late lunch. When we don't have a regatta scheduled we can travel north or south every weekend and find an IOM regatta at the Deception Pass MYC or Gig Harbor MYC. Life is good with our friendly competition, cool boats, great venues, and willing volunteers to run our regattas.

Congratulations to Kelly Martin for becoming the 2013 SMYC Champion, and the only question is what took him so long? He is our best skipper, and finally he attended enough regattas to accumulate enough points to finish on top. Peter Sternberg started 2013 with a win and then pushed Kelly all year long. Now both skippers are sailing new V8s so they have no plans to slow down. Steve Young sails more than most anybody around here, and he moved up in the standings too. More is expected from him next year with his new Cheinz.

Continued thanks to Joe Damico for providing his buoy boat and big buoys despite a long haul. Joe has been a major contributor from the start of our IOM sailing. Ron Hornung continues to pitch in on buoy setting and provide great pictures. Our diligent measurers J. Warren Brower and Larry Stiles continue to also faithfully provide the regatta scores, in addition to being available for measuring. No SMYC changes planned for next year, except for one thing. We inadvertently drifted away from our 2012 habit of stopping during a regatta for a Kelly Martin tuning session on somebody's boat. I want to reinstitute that as a good educational break during our 4-hour club regattas, and try to get everybody sailing faster. As the Merlin (aka Bill Lee – it is Halloween as I write this) has preached, "fast is fun".

**2013 Seattle MYC Championship Results:**

With seven of eight scheduled regattas completed.

	Skipper	Home Port	Pts	#1	#2	#3	#4	#5	#6	#7	#8	With 2 throw-outs		Pts
1	J Kelly Martin	Gig Harbor	68		Cancelled - Gone to USA Nats at Oracle	13	10	12	9	13	11	1	J Kelly Martin	59
2	Steve Young	Tacoma, WA	68	12		9	7	9	7	10	14	2	Peter Sternberg	57
3	Bob Wells	Mercer Is, WA	66	14		9	9**	8	10	9	7	3	Steve Young	54
4	Peter Sternberg	Redmond, WA	63	15		10		10	6	12	10	4	Joe D'Amico	52
5	Joe D'Amico	Sequim, WA	61	10		11	8	7	2	11	12	5	Bob Wells	51
6	J W Brower	Lake Stevens	47			12	9	11			15	6	J Warren Brower	47
7	Larry Stiles	Sedro Wooley	37	9		3	4		8		13	7	Larry Stiles	37
8	Byron Pimms	Seattle, WA	36	5		6	5	3	5	8	4	8	Byron Pimms	29
9	Bill Langjahr	Anacortes,	34	11		7				7	9	9	Ron Blackledge	26
10	Kurt Wells	Seattle, WA	28	8		4		4	3	4	5	10	Bill Langjahr	25
11	Drew Austin	Sequim, WA	27	4		1	6	5	1	2	8	11	Drew Austin	25
12	Ron Blackledge	Portland, OR	27	3		8		1	4	5	6	12	Kurt Wells	25
13	Scott Thomas	Seattle, WA	24	7			3				14**	13	Scott Thomas	24
14	Chris Brundege	Portland, OR	21	13		2		6				14	Chris Brundege	21
15	Ron, Hornung	Seattle, WA	18	1			2	2		12**	1	15	Ron, Hornung	18
16	Craig Rantala	Sequim, WA	12	2			1			6	3	16	Craig Rantala	12
17	Mike Pearson	Gig Harbor,	6	6								17	Mike Pearson	6
18	Rick Shattock	Milton, WA	5							3	2	18	Rick Shattock	5
19	Bob Critchlow	Anacortes, WA	1							1		19	Bob Critchlow	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 pts.

**2013 Gig Harbor MYC IOM Championship:**

Ron Blackledge Reporting and J. Warren Brower Scorekeeper:

The Gig Harbor Model Yacht Club IOM 2013 season has concluded and what a season it was. There were eight regattas, one each month March through October, held at the venerable Surprise Lake just outside Tacoma in the small village of Milton. The regattas are part of the Seattle Saturday Series shared with SMYC's Gene Coulon Marine Park on Washington Lake. Surprise Lake is a small, hidden and tranquil treasure (about three acres) surrounded by homes, the Surprise Lake Apartments and an old camp retreat. A very large and suitable L shaped dock extends well into the lake. It is an excellent site seldom troubled with weeds, chop and unwanted traffic. The wind is on the light side and tricky. Surprise wind shifts every which way but loose. Thus the name is Surprise Lake.

We were blessed with excellent weather the entire season. It never rained on us. The winds were steadier than normal and we were close to B rig conditions several times. It could be argued we had better conditions than big brother, Coulon Park. Turnout was excellent as we saw celebrity skippers from the peninsula as far away as Sequim, from the Seattle area, from as far North as Anacortes and as far South as Portland. Surprise was a haven for EC 12s many years before IOM's took over. The skill and experience of the local skippers is revealed each regatta with closely contested battles and crowded marks. And who came out on top.....our happy Italian, Joe D'Amico. Joe's V6/Coyote/Britpop edged out fabled skipper Kelly Martin's Topiko/V8 for the Grand Title. Joe is the Master of light air and one of Sequim's favorite imported sons. He also may be our most mature skipper. His social security number has only seven digits. Third on the podium was Larry Stiles. Good job Larry, I think you were the most improved skipper in 2013. Don't sell your Pikanto! Peter Sternberg and Steve Young rounded out the top five. And a special thanks goes out to Steve, Kelly, Ron Hornung and the others that set up the course, RD, clean the dock, etc. These guys make it easy. We just show up, throw our boats in the water and race. When it is over we head for an establishment with food and ice cold adult refreshments. It's a wonderful world.





Light air guru Joe D'Amico (center) at Surprise Lake in March on his way to being crowned 2013 fleet champion. Joe used different boats in 2013, and settled on the BRITPOP with the splotchy paint job as his preference. Bob Wells photo.

On another very positive note we grew the fleet. The new skippers include Rick Shattock who actually lives at the Surprise Lake Apartment Complex. And then we have all the new boats. In the last twelve months we have added BritPOPs, Lintels, Cheinz's, V8's and another Fraktal. From humble beginnings we have one of the more state-of-the-art-fleets in the country. However, if I may make an observation, it appears the pecking order is unchanged. Maybe we are sailing better as a group with the newer boats but it is the same guys taking the bullets and podium. If only money could buy me a bullet.

The season was not without incident. Surprise Lake has a dark and mysterious past. Notwithstanding the hidden and dilapidated Camp Crystal Lake sign at the old camp retreat, the April regatta witnessed the disappearance of Steve Young's Arrival. It sank within seconds only thirty feet from the dock. Steve thought it must have been a loose deck patch. Later it was disclosed by one of the skippers (Hornung), after his fifth IPA, a dark hand from the deep grabbed it. Steve hired a scuba diver for multiple dives, dragged the bottom with hooks and enlisted friends with electronic search devices to no avail in the search. The boat has yet to be found in the murky depths. Disappeared? Steve has finally given up and replaced her with his new Cheinz. Residents living along the Lake have reported sporadic sightings of a phantom model yacht sailing at night under the full moon. In fact and the reports over Halloween have the RMG winch squeaking occasionally from lack of oil...

With Season 2013 in the books, what can we expect from Season 2014? You heard the predictions here first:

- We will see twenty boats at the line.
- GHMYC, SMYC, DPMYC and OMYC's joint bid to be Challenger of Record for the America's Cup will be accepted by Oracle Racing.
- Jerry Warren Brower's Fraktal will remain in the box on his couch.
- Perennial Corinthian Sailor of the Year and oh so quiet and reserved Byron Pimms will make his first protest.
- Steve Young... quite the ladies man.... will be incarcerated for stalking the crew of the Volvo 65 Ocean Race Team SCA.
- Scott Thomas will be our Grand Champion by default opting out not to sail and instead being awarded PRO/RD points for each event.
- For prohibiting marijuana use at club regattas, GHMYC and SMYC will be sued by the ACLU (Recreation marijuana is now legal in Washington State!).
- Kurt Wells and Peter Sternberg's camping gear will dry out.
- Joe D'Amico will finally put a finish coat of paint on his splotchy Britpop.
- Ron "No Bullets" Hornung's new IOM design "21 Grams" will be the break out boat of the year, sailed to victory by Brad Gibson at the European Championship and make Playmate of the Month
- Mike Pearson will not sail a loaner
- After snagging weeds nine consecutive races, breaking his standing record of eight, Kelly Martin will snap and spend his remaining days at the State Hospital in Lakewood



- Bob Wells' IOM Newsletter will receive funding from Sailing Anarchy and Mad Magazine to go into print. The popular newsletter's circulation will exceed that of the Pulitzer winning Sequim Gazette.
  - The Cougars and Beavers will play each other in the Skippy's Peanut Butter Bowl in Topeka, KS.
- Thank you all for the good times

### 2013 Gig Harbor MYC Championship Results:

With all eight regattas completed.

	Skipper	Home port	Pts	#1	#2	#3	#4	#5	#6	#7	#8	With 2 throw-outs:		Pts
1	Joe D'Amico	Sequim, WA	78	12	8	6	10	9	10	10	13	1	Joe D'Amico	64
2	J Kelly Martin	Gig Harbor	61				12	13	11	11	14	2	J Kelly Martin	61
3	Larry Stiles	Sedro Wooley	59	10	9		8	6	6	8	12	3	Larry Stiles	53
4	Steve Young	Tacoma, WA	50	6	3	5	5	11	7	4	9	4	Peter Sternberg	46
5	R. Blackledge	Portland, OR	49	8	4	8	7	7	3	5	7	5	Steve Young	43
6	P. Sternberg	Redmond, WA	46	11	11	7	6				11	6	Ron Blackledge	42
7	Bill Langjahr	Anacortes, WA	39		10		4	8	8	9		7	Bill Langjahr	39
8	J W Brower	Lake Stevens	37	5		9	11	12				8	J Warren Brower	37
9	Byron Pimms	Seattle, WA	37	4	7	4	3	5	2	7	5	9	Bob Wells	34
10	Bob Wells	Mercer Is, WA	34				9		9	6	10	10	Byron Pimms	32
11	Drew Austin	Sequim, WA	27			2		10	4	3	8	11	Drew Austin	27
12	Kurt Wells	Seattle, WA	24	7	6	3	2				6	12	Kurt Wells	24
13	Scott Thomas	Seattle, WA	21	3	5						13**	13	Scott Thomas	21
14	Ron Hornung	Seattle, WA	14	2	1	1	1	4	1	1	3	14	Mike Pearson	12
15	Mike Pearson	Gig Harbor	12	9	2						1	15	Ron Hornung	11
16	Jerry Murrige	Tacoma, WA	8					1	5		2	16	Jerry Murrige	8
17	Craig Rantala	Sequim, WA	6	1				3		2		17	Craig Rantala	6
18	Rick Shattock	Milton, WA	4								4	18	Rick Shattock	4
19	Dave Glassow	Vancouver	2					2				19	Dave Glassow	2

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 pts.

### Deception Pass MYC's Sunday Regatta (9/1/13)

Bowman Bay in Deception Pass State Park; Fidalgo Island, WA

Larry Stiles Reporting:

We did not have wind this freaky consistent in Foster City or San Francisco. I've only seen wind like this in my dreams. Humm - let's not go there. Wind direction was steady out of the west with speeds, I'm guessing here, of 2 to 5 MPH. Julian's course was aligned spot on and would have silenced the harshest critique. We even had one successful port tack start.

The racing was so good that we could have used bleachers to handle all the spectators. For this I will learn to deal with the salt. What fun! New skipper Marc DeJong was looking good with his new/used V6 with 2 bullets, as was Dave VanAmberg who was consistently in the top group.

	Skipper	Sail #	Club/City	Hull	Score	1	2	3	4	5	6	7	8	9	10
1	J. Warren Brower	42	SMYC	Widget	11.0	2.0	1.0	3.0	1.0	1.0	1.0	2.0	1.0	2.0	3.0
2	Marc DeJong	05	DPMYC	V6	29.0	1.0	9.0	2.0	3.0	6.0	3.0	5.0	9.0	1.0	8.0
3	Dave VanAmberg	71	DPMYC	Ericca	29.0	4.0	4.0	6.0	4.0	9.0	2.0	1.0	5.0	3.0	6.0
4	Steve Young	87	DPMYC	Lintel	31.0	3.0	3.0	7.0	2.0	3.0	6.0	3.0	4.0	7.0	7.0
5	Joe D'Amico	86	DPMYC	BritPop!	32.0	8.0	5.0	1.0	5.0	2.0	5.0	11.0	7.0	5.0	2.0
6	Chris Chelsey	95	DPMYC	Ikon	35.0	5.0	7.0	4.0	6.0	4.0	4.0	6.0	3.0	4.0	5.0
7	Larry Stiles	131	DPMYC	Pikanto	45.0	6.0	6.0	8.0	10.0	5.0	7.0	11.0	2.0	10.0	1.0
8	Julian Lee	40	DPMYC	V8	45.0	7.0	2.0	5.0	9.0	7.0	8.0	8.0	6.0	6.0	4.0
9	Dennis Pittis	25	DPMYC	Prospect	64.0	10.0	10.0	9.0	8.0	8.0	9.0	4.0	8.0	9.0	9.0
10	Ray Fiedler	98	DPMYC	SC2	69.0	9.0	8.0	10.0	7.0	10.0	11.0	7.0	10.0	8.0	10.0

**Gig Harbor MYC's Regatta #7 (9/7/13)****Surprise Lake; Milton, WA**

Larry Stiles Reporting:

It rained on the long way down from Skagit County, but Bill and I were greeted with sunny skies and Cranberry winds on arrival. That is to say light variable winds coming out of a 90-degree arc from West to North.

In this situation you need to set up a Cranberry course, with 3 possible windward marks and 3 start lines rotating off the inside pin. How can you go wrong? It was a challenge but also a lot of fun. I thought it was interesting that we had 5 points separating the middle 6 boats. I have no idea what it signifies?

	Skipper	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	Kelly Martin	V8	19.0	1.0	1.0	1.0	3.0	1.0	1.0	2.0	1.0	5.0	6.0	1.0	1.0	1.0	2.0	3.0
2	Joe D'Amico	BritPop!	51.0	2.0	5.0	10.0	9.0	6.0	5.0	5.0	7.0	2.0	2.0	10.0	4.0	2.0	1.0	1.0
3	Bill Langjahr	Cheinz	61.0	9.0	10.0	5.0	7.0	7.0	2.0	1.0	5.0	3.0	3.0	8.0	3.0	7.0	4.0	6.0
4	Larry Stiles	Pikanto	73.0	7.0	8.0	4.0	11.0	5.0	8.0	8.0	8.0	10.0	7.0	4.0	5.0	4.0	3.0	2.0
5	Byron Pimms	Isis II	74.0	10.0	7.0	3.0	5.0	8.0	3.0	3.0	2.0	8.0	8.0	2.0	9.0	9.0	7.0	9.0
6	Bob Wells	BritPop!	76.0	12.0	12.0	8.0	1.0	10.0	11.0	10.0	9.0	1.0	5.0	3.0	2.0	3.0	8.0	5.0
7	Ron Blackledge	Fraktal	76.0	6.0	9.0	6.0	2.0	2.0	7.0	6.0	6.0	4.0	9.0	11.0	6.0	8.0	5.0	10.0
8	Steve Young	Lintel	77.0	5.0	6.0	7.0	10.0	4.0	6.0	4.0	10.0	9.0	1.0	9.0	7.0	6.0	6.0	7.0
9	Drew Austin	Home Built	78.0	4.0	2.0	2.0	4.0	3.0	9.0	11.0	3.0	11.0	10.0	7.0	10.0	10.0	10.0	4.0
10	Craig Rantala	V6	85.0	3.0	4.0	11.0	8.0	9.0	10.0	9.0	4.0	6.0	4.0	6.0	8.0	5.0	9.0	11.0
11	Ron Hornung	Disco	101.0	8.0	3.0	9.0	6.0	11.0	4.0	7.0	11.0	7.0	11.0	5.0	11.0	11.0	11.0	8.0

**Deception Pass MYC's Sunday Regatta (9/8/13)****Bowman Bay in Deception Pass State Park; Fidalgo Island, WA**

Julian Lee Reporting:

This was another spectacular sunny fall sailing day at the big elevated Bowman Bay pier. And again with remarkable steady light wind from the west providing excellent racing. Kelly showed us the way, and otherwise we were a very closely competitive group of sailors. It would be nice if the Soling guys would join this Sunday fun.

Position	Skipper	Sail #	Club/City	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12
1	Martin Kelly	77	DPMYC	V8	10.0	1.0	1.0	1.0	3.0	1.0	5.0	1.0	1.0	1.0	1.0	1.0	1.0
2	Van Amburg David	71	DPMYC	Errica	35.0	5.0	4.0	5.0	5.0	2.0	2.0	7.0	2.0	3.0	3.0	6.0	4.0
3	De Jong Marc	5	DPMYC	V6	39.0	7.0	3.0	4.0	9.0	4.0	3.0	6.0	4.0	2.0	4.0	4.0	5.0
4	Langhjar Bill	88	Anacortes	Chinze	40.0	4.0	2.0	8.0	2.0	7.0	1.0	8.0	5.0	6.0	7.0	3.0	3.0
5	Lee Julian	40	DPMYC	V8	42.0	2.0	6.0	6.0	6.0	5.0	7.0	2.0	3.0	5.0	5.0	2.0	10.0
6	D'Amico Joe	86	DPMYC	Britpop	44.0	8.0	9.0	2.0	1.0	3.0	6.0	4.0	9.0	4.0	9.0	5.0	2.0
7	Young Steve	87	DPMYC	Lintle	44.0	3.0	5.0	3.0	4.0	6.0	4.0	3.0	8.0	7.0	2.0	9.0	7.0
8	Fiedler Ray	0	DPMYC	Pikanto	72.0	6.0	8.0	10.0	8.0	8.0	8.0	9.0	6.0	8.0	6.0	8.0	6.0
9	Critchlow Bob	85	DPMYC	Cockatoo 11	75.0	9.0	7.0	7.0	7.0	9.0	9.0	5.0	7.0	9.0	8.0	7.0	10.0

**Seattle MYC's Regatta #7 (9/21/13)****Gene Coulon Memorial Beach Park; Renton, WA**

Bob Wells Reporting / J Warren Brower Scoring:

Last day of summer and it was a sunny one at times without the forecasted rain or possible thunderstorms. Rain will come tonight and it is supposed to blow big-time tomorrow as fall rushes in. Our variable light winds started from the SSW and clocked to the SW and then later WSW, an unwelcome familiar pattern this year. We had a few hours of quality sailing until the wind went westerly and eventually blew in weed. We know this story so we quickly agreed to quit an hour early to retire to our favorite Irish pub. Pulling in the buoys I was amazing how much weed had suddenly drifted onto our course – so it was a good decision.

Our newest skipper, Rick Shattuk, got to experience first hand the Coulon chop with lighter air on his first outing in his new/used gray PIKANTO, formerly owned by Nick Wilson in Anacortes. Rick had some good moments. Peter Sternberg sailed his pristine white Vickers-built V8 for the first time, and often



at the front of the fleet. Peter was the proverbial 'fast-out-of-the-box'. Soon we'll see Chris Brundage's and Mikey Pearson's V8s for a total of 5 in our region by my count.

Ron Hornung served as line judge and recording scores, and it enhances our sailing when somebody volunteers to do that. In Ron's case he broke a shroud during setup, so not sailing was a second choice. For his trouble Ron receives 2nd place points for this regatta, our little bit of social engineering to encourage folks to step forward and do this.

#### Ron Horning PRO:

Pls	Skipper	Design-Designer/Builder	Score	1	2	3	4	5	6	7	8	9	10	11
1	J Kelly Martin	V8-Vickers/Eldred	12.0	1.0	3.0	1.0	1.0	3.0	1.0	8.0	2.0	1.0	1.0	1.0
2	Peter Sternberg	V8-Vickers/Vickers	24.0	3.0	1.0	3.0	2.0	2.0	6.0	2.0	8.0	2.0	3.0	14.0
3	Joe D'Amico	BritPOP-BG/Vinaixa	30.0	2.0	5.0	2.0	8.0	14.0	4.0	5.0	1.0	5.0	4.0	2.0
4	Steve Young	Lintel-Creed Kit	31.0	8.0	2.0	4.0	7.0	1.0	2.0	3.0	10.0	6.0	2.0	4.0
5	Bob Wells	BritPOP-BG/Vinaixa	35.0	5.0	4.0	5.0	3.0	4.0	7.0	1.0	5.0	3.0	5.0	5.0
6	Byron Pimms	ISIS II-B Chisam	51.0	4.0	8.0	8.0	4.0	5.0	5.0	7.0	3.0	9.0	8.0	7.0
7	Bill Langjahr	Cheinz-Byerley/Byerley	61.0	10.0	6.0	6.0	9.0	10.0	10.0	4.0	4.0	4.0	9.0	9.0
8	Craig Rantala	V6-Vickers'Damico	65.0	6.0	11.0	9.0	5.0	7.0	3.0	14.0	6.0	10.0	12.0	8.0
9	Ron Blackledge	BritPOP-BG/Astbury	69.0	14.0	10.0	12.0	6.0	8.0	9.0	6.0	7.0	7.0	6.0	10.0
10	Kurt Wells	Topiko-Bantock/Landau	77.0	7.0	7.0	11.0	10.0	14.0	12.0	9.0	9.0	11.0	7.0	6.0
11	Rick Shattuck	Pikanto-Bantock/DeJoop	86.0	11.0	14.0	10.0	12.0	9.0	14.0	11.0	11.0	8.0	11.0	3.0
12	Drew Austin	Home Built-Own	89.0	9.0	9.0	7.0	11.0	6.0	11.0	14.0	14.0	12.0	10.0	14.0
13	Bob Critchlow	Cockatoo II-Byerley/Byerley	104.0	12.0	12.0	13.0	13.0	11.0	8.0	10.0	12.0	13.0	13.0	14.0



See the weather mark beyond USA 86? The photographer calls this image "follow-the-leader", as Kelly Martin's V8 leads the pack just short of the mark – all of them! This is at the end of SMYC #7 regatta when the wind veered so westerly the mark was almost 90° from our dock. It is an undesirable mark placement for a number of reasons, including being difficult to judge distance and boats blocking view of the mark. Ron Hornung photo.

**Caper Regatta (9/27-29/13)****Cranberry Lake at Deception Pass State Park; Whidbey Island, WA**

Ron Blackledge Reporting / Julian Lee Scorekeeper:

(This was a good sports weekend in Seattle as the Huskies won, the Seahawks won, and the Mariners finally and mercifully ended another pitiful season. For radio sailors we didn't see any of it, as we were too busy having a great time in the big winds and rolling waves at West Cranberry Lake at the third annual Caper Regatta – Editor.)

I would like to thank Julian Lee for putting together another great regatta at scenic Deception Pass State Park. His efforts along with the able guidance of our NCS, Freddie Rocha, and the all important support team of DPMYC members and their spouses made it a wonderful experience for the eighteen skippers. A special thanks goes out to Jean Lee and Cathy Casey that stuck it out both days in the strong winds, cool temperatures and sometimes wet skies. And what can you say about Collie, and Jack Casey, who manned the chase boat in high winds and surf. They spent more time rescuing boats than we spent racing. And I would like to thank the generosity of Performance R/C Hobbies in Burlington. I won one of their gift certificates. Also dinner at the Lee's home perched high overlooking Deception Pass was special.



Big winds and rolling waves at West Cranberry Lake at the third annual Caper Regatta. Jack Casey Photo

We opened with eighteen boats at the start, and I emphasize eighteen boats. We didn't close with eighteen boats. The wind, averaging 20 and sometimes gusting in the upper 30's took its toll. By late Sunday seven skippers had retired early due to rig and boat failures and one toothache. And there were many collisions with the distant weather marks and challenging conditions. These were not normal bang, tap or pop collisions. They were measured on the Richter scale. Unrelated to any collision Bob Wells' BritPOP sank, and 9-year-old Mallory Boell said she saw the blue deck patch fly off? Whatever happened she went down quickly like a submarine with bow down about 30°. The boat was not yet recovered but scuba divers will return this week and Bob is confident of a recovery because Julian Lee has taken this on as another project. He took it in stride though and finished the regatta sailing a loaner boat (Brad Gibson's "Glamrock") graciously offered by Julian.

The locals were okay with the robust weather. But Freddie, a San Diego resident, was wrapped up



in fourteen layers of clothing from head to toe. His arms were so bundled up he couldn't move them far enough forward to reach his whistle. So he boomed, "Boatsa ina wata, boatsa ina wata." Interestingly, both days he received calls from America's Cup RD Iain Murray advising we must abandon racing due to winds exceeding the 20-knot limit. He ignored Iain of course and did a great job moving things along. Skippers who made it to the end sailed 27 exciting races despite the delay searching for Bob's boat and arranging the loaner.

Congratulations go to Gary Boell and his Cheinz. He sailed a brilliant regatta and won by a large margin. He controlled the committee end mark at the start and avoided the flak at the first windward mark. It was the perfect formula. In the final race, when the wind was in the 30's throughout, he pulled off a port start from the pin end and waived good-bye to the bewildered starboard fleet. HOWEVER, Gary did pull in immediately after one start complaining, "I am dragging a weed." It wasn't a weed. Gary forgot to remove the foam bulb sock!!! Yikes, and this guy is representing the US in the World Championships in Israel in a couple of weeks! Morgan Dewees, sailing an MMX, finished a solid second. His boat was impossible to catch in the surf after he dialed in the trim for his C rig. And I say this with all due respect; Julian surprised everyone making the podium with third place. A result everyone cheered heartily. Yes, it appears he likes his new/used V8 (Ian Vickers's proto #1 - Editor) a lot. His sailing Sunday in C-rig was simply fantastic.

Good luck to Gary and Jerry at the Worlds. (As we were leaving the park was shutting down with high-wind warnings in the evening. Can't have the tall firs falling on the campers – Editor.)

### Summary of the 2013 Caper Regatta:

Class: IOM

Date: September 27-29, 2013

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

Host Club: Deception Pass Model Yacht club

Entries: 18

Winds: Max 31knots Sat.; Max 35 knots Sun. (anemometer was is protected location)

Races Completed: 27

Scoring System: 2007 HMS, scoring version 2.0

Regatta Committee & Valuable Assistants: Julian Lee – Organizer; Fred Rocha, PRO; Cathy Casey, Jean Lee, Jack Casey – Race Officers; Julian & Jean Lee – Hosts for party; Collie Martin – registration/rescue boat.

Unedited Video by Marc DeJong here: <https://www.youtube.com/watch?v=5zezv8kjXAq>

Photos by Jack Casey: <http://www.dpmyc.org/Photos.php>

### Caper Regatta Results after 27 races with 4 throw outs:

Pls	Skipper	Sail	Home Port	Design-Designer	Score
1	Gary Boell	71	Richmond, CA	Cheinz-J Byerley	42.0
2	Morgan Dewees	98	Portland, OR	MMX-Dave Creed	67.0
3	Julian Lee	40	Whidbey Is, WA	V8-I Vickers, Proto	130.0
4	J Warren Brower	42	Lk Stevens, WA	Widget-Chris Dicks	130.0
5	Bob Wells	7	Mercer Is, WA	BritPOP-BG Vinaixa	146.4
6	J Kelly Martin	77	Gig Harbor, WA	V8-I Vickers, Eldred	148.0
7	Chris Brundage	83	Portland, OR	V8-Ian Vickers	154.0
8	Joe D'Amico	86	Sequim, WA	BritPOP-BG Vinaixa	160.0
9	Bill Langjahr	88	Anacortes, WA	Cheinz-Jeff Byerley	184.0
10	Larry Stiles	131	Sedro Woolley	Pikanto-G Bantock	186.0
11	Kurt Wells	25	Seattle, WA	Topiko-G Bantock	200.0
12	Steve Young	87	Tacoma, WA	Lintel-Dave Creed	201.6
13	Ron Blackledge	208	Portland, OR	Fraktal-G Bantock	262.0
14	Robert Critchlow	85	Anacortes, WA	Cockatoo II-Byerley	309.0
15	Chris Chesley	95	Anacortes, WA	Ikon-G Bantock	318.0
16	Peter Sternberg	18	Redmond, WA	Arrival-Hollom	318.6
17	Craig Rantala	180	Sequim, WA	V6-I Vickers, Turbo	359.0
18	Dave VanAmburg	171	Anacortes, WA	Ericca-Firebrace	433.0

**Gig Harbor MYC's Regatta #8 (10/12/13)****Surprise Lake; Milton, WA**

Larry Stiles Reporting:

The wind finally arrived, a little late, heralded by dark rolling clouds from the North and a drop of about 10 degrees in temperature. But it was a wind we could work with, out of the NW, probably about 5 mph, and it fueled a spirited day of racing.

Two brand new V8's were introduced, new to me anyway. There was a white one built by Ian Vickers for Peter Sternberg, and a red one for Mikey Person that was built by Mike Eldred in San Diego. Beautiful boats both. This was a maiden voyage for Mikey. Also Bob Wells sailed his Britpop for the 1st time after storing her at the bottom of Cranberry Lake for 7 days – no worse for wear with fresh electronics.

This regatta concludes the 2013 season for GHMYC. See you next March at this great venue.

	Skipper	Sail	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13
1	Kelly Martin	77	V8	23.0	3.0	1.0	2.0	1.0	1.0	1.0	5.0	1.0	9.0	5.0	4.0	2.0	2.0
2	Joe D'Amico	86	BritPop!	23.0	12.0	4.0	1.0	3.0	3.0	2.0	1.0	2.0	4.0	7.0	1.0	1.0	1.0
3	Larry Stiles	131	Pikanto	50.0	1.0	2.0	10.0	13.0	2.0	4.0	12.0	3.0	1.0	1.0	6.0	10.0	10.0
4	P. Sternberg	18	V8	51.0	4.0	6.0	4.0	5.0	14.0	8.0	7.0	7.0	5.0	2.0	3.0	4.0	4.0
5	Bob Wells	7	BritPop!	52.0	2.0	3.0	11.0	8.0	5.0	3.0	2.0	8.0	3.0	6.0	10.0	7.0	5.0
6	Steve Young	87	Lintel	66.0	6.0	7.0	6.0	7.0	7.0	14.0	4.0	12.0	10.0	4.0	2.0	5.0	8.0
7	Drew Austin	90	Home Built	70.0	11.0	15.0	3.0	2.0	12.0	5.0	8.0	4.0	12.0	8.0	8.0	3.0	6.0
8	R. Blackledge	208	Fraktal	73.0	8.0	5.0	7.0	11.0	4.0	9.0	11.0	9.0	2.0	9.0	7.0	6.0	7.0
9	Kurt Wells	25	Topiko	80.0	7.0	8.0	5.0	10.0	6.0	12.0	3.0	6.0	7.0	10.0	11.0	9.0	9.0
11	Rick Shattock	00	Pikanto	90.0	10.0	9.0	9.0	6.0	8.0	7.0	9.0	5.0	11.0	11.0	5.0	15.0	13.0
10	Byron Pimms	47	Isis II	90.0	5.0	15.0	13.0	4.0	11.0	10.0	6.0	11.0	8.0	3.0	13.0	8.0	11.0
12	Ron Hornung	777	Disco	97.0	9.0	10.0	8.0	12.0	10.0	11.0	10.0	10.0	6.0	12.0	9.0	11.0	3.0
13	Jerry Murrige	39	Mystery Boat	138.0	14.0	11.0	12.0	14.0	13.0	13.0	15.0	13.0	13.0	13.0	12.0	12.0	12.0
14	Mike Person	82	V8	142.0	13.0	15.0	15.0	9.0	9.0	6.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0

**Deception Pass MYC's Sunday Regatta (10/20/13)****Bowman Bay in Deception Pass State Park; Fidalgo Island, WA**

Larry Stiles Reporting:

When I published the results for last Wednesdays Soling Regatta I mentioned that we could have used a little more wind and a little less weed. Well this Sundays IOM regatta had a little less wind and a little more weed and we still had a good day of fine tactical racing.

The view from the Bowman Bay pier, some 15 odd feet above the water, allows you to see the whole course, all the boats and to a lesser extent the wind. Even the effects of the current are very evident. Things about racing strategy that I had been told of or read about are starting to make sense. Sailing at Bowman Bay has been quite a learning experience for me and I recommend it without qualification.

Position	Skipper	Sail #	Club/City	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12
1	Larry Stiles	131	DPMYC	Pikanto	16.0	1.0	3.0	2.0	2.0	1.0	2.0	1.0	2.0	3.0	1.0	1.0	6.0
2	Julian Lee	40	DPMYC	V8	23.0	3.0	1.0	5.0	6.0	4.0	1.0	2.0	1.0	1.0	3.0	4.0	3.0
3	Steve Young	87	DPMYC	Lintel	28.0	2.0	2.0	4.0	1.0	3.0	3.0	3.0	4.0	4.0	4.0	2.0	5.0
4	Chris Chesley	95	DPMYC	Ikon	32.0	5.0	4.0	1.0	4.0	2.0	4.0	5.0	5.0	6.0	2.0	3.0	2.0
5	Bob Critchlow	85	DPMYC	Cockatoo	36.0	4.0	7.0	3.0	3.0	5.0	5.0	7.0	3.0	2.0	5.0	5.0	1.0
6	Dennis Pittis	25	DPMYC	Prospect	54.0	6.0	7.0	6.0	5.0	6.0	7.0	4.0	6.0	5.0	6.0	6.0	4.0

**Seattle MYC's Regatta #8 (10/26/13)****Gene Coulon Memorial Beach Park; Renton, WA**

Bob Wells Reporting / J. Warren Brower Scoring:

For the first time that I can recall we had a persistent turbulent easterly trying to come through all day. This led to the wind often veering to coming from over our shoulder. Mostly from the right shoulder, but occasionally backing to left shoulder? It meant paying close attention to telltales because we were in highly variable wind. And we had some weed, so all in all a particularly difficult but still fun day. The good



news was no infamous Coulon chop to deal with! We then retired to the pub to celebrate the day. It was too funny when Ron H awarded Ron B a #1 driver for "traveling the farthest and hitting the most buoys". (For you non-golfers the joke is a #1 is no longer used or manufactured.)

Steve Young sailed his new Phil Playle built Cheinz that he received a couple of days before this regatta, and it looked gorgeous. Steve looked a little rough though after two late nights putting it all together. Somebody loan him some scissors so he can trim the loose string ends on his rig...

This wraps up the 2013 season for SMYC and completes our 4th year sailing IOMs, but we can continue to sail every Sunday with Deception Pass MYC until our season starts in March 2014. Thank you to Scott Thomas, who volunteered to be Race Director, and he learned some things from this different perspective. No question our events are better with an assigned RD. Once again Joe Damico towed his nice little RIB with his excellent buoys, as he has for every regatta this year. And thanks to our scorekeepers (and measurers) Larry Stiles and J. Warren Brower.

Pls	Skipper	Sail	Home Port	Hull	Score	1	2	3	4	5	6	7	8	9	10
1	J. Warren Brower	42	Lk Stevens, WA	Widget	24.0	3.0	6.0	2.0	1.0	5.0	5.0	5.0	7.0	1.0	2.0
2	Steve Young	73	Tacoma, WA	Cheinz	30.0	5.0	2.0	13.0	6.0	4.0	3.0	3.0	16.0	4.0	3.0
3	Larry Stiles	131	Sedro Woolley	Pikanto	34.0	2.0	4.0	9.0	14.0	1.0	11.0	2.0	6.0	2.0	8.0
4	Joe D'Amico	86	Sequim, WA	BritPOP	38.0	4.0	7.0	5.0	2.0	11.0	2.0	6.0	11.0	12.0	1.0
5	J. Kelly Martin	77	Gig Harbor, WA	V8	40.0	6.0	1.0	1.0	10.0	2.0	4.0	15.0	16.0	3.0	13.0
6	Peter Sternberg	18	Redmond, WA	V8	46.0	1.0	8.0	16.0	11.0	3.0	8.0	4.0	5.0	10.0	7.0
7	Bill Langjahr	88	Anacortes, WA	Cheinz	49.0	8.0	9.0	4.0	7.0	9.0	1.0	12.0	4.0	7.0	12.0
8	Drew Austin	90	Sequim, WA	Home Built	51.0	14.0	3.0	6.0	9.0	16.0	7.0	1.0	2.0	13.0	10.0
9	Bob Wells	7	Mercer Is, WA	BritPOP	51.0	7.0	10.0	7.0	15.0	8.0	9.0	13.0	1.0	5.0	4.0
10	Ron Blackledge	208	Portland, OR	Fraktal	59.0	9.0	5.0	8.0	3.0	7.0	10.0	14.0	8.0	9.0	11.0
11	Kurt Wells	25	Seattle, WA	Topiko	62.0	11.0	11.0	3.0	8.0	13.0	6.0	7.0	10.0	11.0	6.0
12	Byron Pimms	47	Seattle, WA	ISIS	73.0	13.0	12.0	12.0	13.0	6.0	13.0	9.0	3.0	14.0	5.0
13	Craig Rantala	180	Sequim, WA	V6	78.0	16.0	16.0	11.0	4.0	12.0	12.0	8.0	9.0	6.0	16.0
14	Rick Shattock	00	Milton, WA	Pikanto	82.0	10.0	13.0	10.0	12.0	10.0	16.0	11.0	12.0	8.0	9.0
15	Ron, Hornung	777	Seattle, WA	Disco	96.0	12.0	14.0	14.0	5.0	14.0	14.0	10.0	13.0	16.0	16.0

## Deception Pass MYC's Sunday Regatta (11/3/13)

Bowman Bay in Deception Pass State Park; Fidalgo Island, WA

Larry Stiles Reporting:

*(Editor: To confirm which venue we're sailing at, Julian Lee or Larry Stiles sends out an advanced email in the morning of the race. Below we'll show you the directive and then the report. If you are planning to sail and are not on the list to get the directive, let Julian or Larry know.)*

**Venue Email:** Looks like a Bowman Bay day and if the forecast has any weight at all then it should be great. I'll be ready to race by noon: [http://www.windfinder.com/weatherforecast/oak\\_harbor\\_whidbey\\_island](http://www.windfinder.com/weatherforecast/oak_harbor_whidbey_island)

**Report:** The weather Gods foretold a day of steady breezes out of the west clear skies and warm temperatures and the first hour and a half showed real promise. Then it went a bit strange. The wind clocked around to the North and picked up a bit and it got really challenging with wind sweeping along the shore and getting very confused with gusts that seem to come straight down with considerable force but hardly any drive to it at all. Very demanding, you really had to pay attention. But once again, Joe, the wizard of the weird wind showed us how it is done.

Position	Skipper	Sail #	Club/City	Hull	Score	1	2	3	4	5	6	7	8	9	10
1	Joe D'Amico	86	DPMYC	BritPop!	10.0	1.0	2.0	1.0	3.0	1.0	3.0	1.0	1.0	1.0	2.0
2	Steve Young	73	DPMYC	Cheinz	16.0	5.0	1.0	2.0	2.0	2.0	1.0	2.0	3.0	3.0	3.0
3	Larry Stiles	131	DPMYC	Pikanto	19.0	4.0	3.0	3.0	1.0	3.0	4.0	6.0	2.0	2.0	1.0
4	Drew Austin	90	DPMYC	Home Built	28.0	2.0	6.0	4.0	4.0	4.0	2.0	4.0	4.0	4.0	4.0
5	Craig Rantala	180	DPMYC	V6	41.0	7.0	5.0	5.0	6.0	6.0	5.0	3.0	6.0	5.0	6.0
6	Bob Critchlow	85	DPMYC	Cockatoo	44.0	6.0	4.0	6.0	5.0	5.0	7.0	5.0	9.0	6.0	7.0
7	Marc De Jong	05	DPMYC	V6	47.0	3.0	7.0	7.0	7.0	7.0	6.0	8.0	5.0	7.0	5.0
8	Dennis Pittis	25	DPMYC	Prospect	67.0	9.0	9.0	9.0	9.0	8.0	8.0	7.0	9.0	9.0	8.0

**Other Regattas – a random selection:****Canadian Eastern & Region 1 Championship (Sept. 6-8)**  
**Kingston Harbour, Kingston, Ontario**

There's a reason they place wind turbines here – lots of serious wind. Mix in big open water wave action, some weed, and a gnarly riprap shore edge and we have another challenging IOM venue. All these attributes and the great hosts and regatta management of Kingston Yacht Club should place this annual regatta on your bucket list. Mary Wilson © photo.

Mary Wilson's photo link: <http://www.flickr.com/photos/31358316@N05/sets/72157635486157251/with/9727618281/>

Chris Walmsley's photo link: <http://www.flickr.com/photos/wombom/sets/72157635693834566/with/9840349293/>

Results: <http://old.kingstonyachtclub.com/racing/results/2013/regatta/IOM%20Eastern%20Region%201.htm>

**Canadian Western Championship & COW CanAm Series #4 (Oct. 19-20)****Ford Cove on Hornby Island, BC****Graham Herbert reporting – the Organizer's View:**

The Western Canadian Championship was held on Hornby Island this year and it was a really fun event. Friday was practice racing and 9 people participated in very light wind and fog. There were a few weeds so it wasn't the best conditions. Most of the competitors had arrived by suppertime and we gathered at the dive lodge for a great meal and a social evening. Saturday the wind was up, the weeds were gone and the fog was much thinner so we had a great morning of sailing in about 8 knots of wind with a few shifts and a few light spots to shake things up a bit. We were sailing on the outside of the breakwater so it was pretty choppy and quite challenging to keep the boats moving. In the afternoon the tide started flooding and flowing upwind over the course, which made starting tricky. Most sailors got the hang of it and were able to avoid being pushed over early but we did have one general recall. We tried a couple of races inside the breakwater to get out of the current but it proved to be impossible to set a proper starting line so we moved back out into the tide, which had diminished enough to let us get in a bunch more races. By the end of the day we had 22 races completed. We raced from the floating breakwater, which is not connected to the shore so part of the fun was ferrying everyone out there and

back. Saturday evening was spent at the dive lodge eating, drinking and reliving the day's events. Sunday started much like Saturday but after we had a couple of races the wind started dying and moving around from NW to W which made it difficult to set a starting line as the wind was at 90 degrees to the breakwater. We ended up getting only 5 races in before the wind died completely and we decided to quit early and have a nice leisurely lunch and prize giving.



Words to live by provided for us on the Hornby buoy boat tied to the floating breakwater. It was unusually foggy in October this year in the PacNW, and we can see that it extended up to Hornby Island too. Fortunately this was on the Friday practice day, and conditions improved greatly for the weekend regatta. SMYC's Bill Langjahr and Jerry Brower both will tell you that Hornby Island is a beautiful place to visit and that this a fun regatta well worth your trouble to attend. Darith Langjahr photo.

There were two things that I tried for this event and I think they were a success. First I wanted to eliminate the use of paper so I had people just e-mail their entry to me. This worked very well. I e-mailed everyone back as soon as I got the entry to confirm they were entered. I also e-mailed out the sailing instructions. Next I wanted to keep the entry fee really low so I made the prizes myself and I dispensed with any event memento so we only charged \$5 payable at the event. I felt this was important as the ferries to get here are expensive and I didn't want to add to that.

The races were expertly run by Lawrie Neish with the help of Gloria Herbert and Eleanora Laffin. Rob and Amanda Zielinski provided all the meals and accommodation at their dive lodge and Julian Laffin used his runabout to help ferry everyone back and forth. It was a lot of fun for all the Hornby group to put on this event and have all our friends come over to sail with us.

#### **Bill Langjahr Reporting, from a Participants View:**

Darith and I had a great time on Hornby and we want to share our experience with you. Graham Herbert made all the arrangements at the Hornby Island Diving facility for rooms and meals, and that worked out very well. Another option was cabins available at the adjacent Fords Cove General store at reasonable prices in the off-season, and for privacy we stayed at one of the cabins overlooking the water





It may be grey this practice day on at Westerns on Hornby Island, but the Hornby fleet on Graham Herbert's custom trailer brightens everything considerably. Left to right beginning at the top we have: Scorpio 95, Zoom 67, Coyote 23, Jive 36, and bottom left is Leo 97, Cobra 33, Calypso 37, and finally Zorro. The oldest boats are the Zooms: CAN 267 and Zorro, which are take-offs from the Topiko hull form with taller bows and rounder bottoms. Next came Leo, which is Graham's interpretation of a Britpop hullform from early photos. Then came Scorpio. And I believe the most current boats are the skinny chined "Coyote" family individually named: Coyote, Cobra, Jive, and Calypso. Sailboxes are stored below. My favorite paint jobs are the early highly detailed ones - the Zooms and Leo. Darith Langjahr photo.

and then walked to the diving facility for meals. The sailing control area is from a floating breakwater about 18 to 20 feet wide and very stable. They even constructed a temporary toilet on the breakwater. To get there the Hornby guys ferried us from the Ford Cove dock about 25 yards.

Friday about 1:00 PM practice started. The wind was light and fog diffused the sun to a silver cast. There was a large sea lion patrolling just outside the marks that added to the drama. We sailed for about 3 hours then retired to the diving facility for social time with coffee, beer, wine and delicious crusty chicken dinner.

Saturday we met for full hot breakfast and at 8:00 AM and at 9:00 AM headed to the dock for the short ride to the breakwater. The marks were set and racing started about 10:30 AM. The wind varied in strength, never exceeding the #1 rig. There was a break at noon for a hot soup and sandwich lunch at the dive facility, then back to the breakwater for sailing till 4:00 PM. There were 15 participants and we sailed over 20 races the first day. We gathered at the diving facility for more social time and a roast beef dinner. Sunday, again we met for breakfast, then back to sailing. The wind Sunday was very light and the sailing wound up about 11:00 AM for pictures, then back to the diving facility for hot soup, salad and open faced roast beef & cheese sandwiches and the awards. A total of 27 races were sailed.

Lawrie Neish was the PRO and kept the races moving along, with virtually no delays. Grahams wife and Julian Laffin's Mother scored the finishes and Barry Fox kept the results up to date as the regatta progressed. I was impressed how Graham stayed out of Lawrie's way, but then jumped when he needed something.

The Hornby sailors are nice story. Graham as well as being a talented artist, outstanding craftsman and experienced sailmaker, has sailed full size boats all his life. About 4 years ago he wanted to sail model boats, so he built a fleet of IOM's. He made the complete boats including the sails, fittings and started a model yacht club on Hornby Island. The story, as I understand it, Graham leases or charters the boats to the other Hornby sailors for a nominal fee to cover some of the maintenance of the boats. Over time he then taught them how to sail and race model boats. The Hornby sailors swept the first three places, a testimony to Grahams talent as a model boat builder, teacher and coach.

Graham & Gloria were gracious hosts for the event. Gloria told me Graham organized and put this regatta together himself, as well as making the trophies. You would never know that, because Graham was constantly giving credit to others for how well everything was going. I communicated with Gary Boell, who has previously attended this event along with Jerry Brower. Gary said that last year's Hornby regatta mirrored my experience, although Gary and Jerry missed this year's event for World's. This time I was the only US sailor, so I am spreading the word. This was one of the more enjoyable regattas that I attended this year that is in a unique rural setting with the very friendly camaraderie and a quality level of competition. Yes it is a little out of the way, but it is on my calendar to attend again next year.

#### Canadian Westerns Results after 27 races and 4 throw-outs:

Position	Skipper	Sail #	Club/City	Hull	Score
1	Graham Herbert	37	Hornby Island, BC	Calypso	40.0
2	Jullian Laffin	36	Hornby Island, BC	Jive	60.0
3	Andy Slow	33	Hornby Island, BC	Cobra	70.0
4	Martin Herbert	99	Saltspring Island, BC	Aero 2	97.0
5	Bob Lewis	93	Vancouver, BC	Zoom	137.0
6	Peter Stevens	21	North Saanich, BC	Ska	137.0
7	Ole Anderson	281	Saltspring Island, BC	Zoom	174.0
8	Bill Langjahr	88	Anacortes, WA	Cheinz	180.0
9	David Cloud	92	Hornby Island, BC	Coyote	187.0
10	Dale Chase	97	Hornby Island, BC	Leo	201.0
11	Stan Schoefield	94	Nanaimo, BC	Zoom	206.0
12	Rob Zielinski	67	Hornby Island, BC	Zoom	211.0
13	Don Case	41	Campbell River, BC	DC6	216.0
14	Barry Fox	34	Victoria, BC	Reggae	251.0
15	John West	95	Hornby Island, BC	Scorpio	335.0



**Campeonato de Espana VRC – Clase IOM (ESP IOM Nats; 10/31 – 11/3/13)**Hosted by Club de Mar de Almeria (Much more at IOM Espana: <http://velarc.es/>)

Results with top 16 of 39 skippers after 16 races with 3 throw-outs:

Position	Skipper	Sail #	Club	Fed.	Barco	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Guillermo BELTRI FERNANDEZ	47	R.C.N. Torrevieja	VAL	Britpop	19,0	1,0	1,0	1,0	3,0	8,0	3,0	2,0	1,0	5,0	1,0	2,0	5,0	1,0	1,0	1,0	1,0
2	Juan M. EGEEA CASTEJON	90	Madrid Vela RC	MAD	Topiko	41,0	4,0	2,0	10,0	5,0	4,0	1,0	15,0	2,0	1,0	3,0	6,0	3,0	7,0	2,0	3,0	5,0
3	Miguel SALVADOR IRIARTE	15	C.V. Pto. Andratx	BAL	Britpop	47,0	7,0	5,0	6,0	2,0	1,0	12,0	13,0	7,0	2,0	2,0	7,0	1,0	2,0	3,0	5,0	4,0
4	José VALVERDE ALCARAZ	48	C.M. Almeria	AND	Cheinz	59,0	14,0	3,0	2,0	1,0	7,0	8,0	1,0	8,0	6,0	7,0	9,0	7,0	3,0	4,0	2,0	18,0
5	José RICO MUÑOZ	28	R.C.M. Málaga	AND	Britpop	61,1	2,0	9,0	12,0	4,0	2,0	9,0	4,0	4,0	11,0	4,0	4,0	2,0	4,0	9,0	6,1	7,0
6	José VINAIXA GARCIA	14	Valencia S.C.	VAL	Britpop	76,0	5,0	21,0	4,0	8,0	10,0	2,0	3,0	3,0	7,0	12,0	13,0	8,0	5,0	8,0	7,0	6,0
7	John CLEAVE	0	Ryde Model Y.C.	GBR	Britpop	102,0	1,0	6,0	5,0	18,0	22,0	6,0	7,0	16,0	3,0	5,0	14,0	13,0	20,0	22,0	6,0	2,0
8	Xavi CUNAT YUSTE	35	Valencia S.C.	VAL	Britpop	112,0	5,0	20,0	21,0	13,0	29,0	7,0	11,0	5,0	8,0	8,0	1,0	6,0	10,0	5,0	13,0	22,0
9	Alfonso BUENDIA CANDELA	69	C.N.A. Costa Balnca	VAL	Britpop	128,6	6,0	8,0	8,0	15,0	11,0	14,0	5,0	13,0	19,0	14,0	5,0	9,0	13,0	17,0	11,6	11,0
10	Francisco MARTINEZ BERZAGAY	116	C.M. Almeria	AND	Britpop	136,0	2,0	4,0	17,0	24,0	16,0	23,0	31,0	10,0	12,0	6,0	3,0	10,0	6,0	14,0	25,0	13,0
11	Javier CAYUELA CASTILLEJO	174	C.N. Altea	VAL	Isis 2	136,0	8,0	24,0	14,0	28,0	20,0	27,0	9,0	14,0	4,0	9,0	10,0	14,0	15,0	6,0	10,0	3,0
12	Oriol FORN OSSORIO	53	C.N. Garraf	CAT	AK Pomi	139,0	5,0	29,0	22,0	16,0	5,0	4,0	10,0	6,0	13,0	17,0	11,0	17,0	17,0	7,0	14,0	14,0
13	Pedro GOMEZ CALVACHE	18	C.M. Almeria	AND	Britpop	140,0	9,0	10,0	3,0	9,0	14,0	16,0	6,0	9,0	14,0	19,0	8,0	11,0	16,0	15,0	18,0	18,0
14	Victor IZQUIERDO RODRIGUEZ	17	Valencia S.C.	VAL	Fraktal	159,0	3,0	7,0	7,0	6,0	13,0	11,0	18,0	20,0	23,0	18,0	12,0	25,0	29,0	24,0	11,0	10,0
15	Alexandre MARIEN	29	APVRC	BRA	Britpop	171,0	4,0	14,0	13,0	18,0	23,0	33,0	18,0	12,0	16,0	29,0	22,0	15,0	8,0	10,0	9,0	12,0
16	Derek PRIESTLEY	67	Fleetwood	GBR	Lintel	174,0	3,0	11,0	9,0	7,0	3,0	5,0	14,0	22,0	9,0	11,0	18,0	29,0	40,0	40,0	33,0	33,0

**USA NCA - Fred Rocha's Section****Class News 9/26/13**

By Fred Rocha, National Class Secretary:

[iom@TheAMYA.org](mailto:iom@TheAMYA.org) (This article will be in the Winter issue of the AMYA's Model Yachting)

As I write this it is the day after Oracle's big day winning the 34th America's Cup in historic come-from-behind fashion, and I arrived in time to see it in person! It was so thrilling to be there and join the celebrations. I'm so happy for our friends like Matty Mason, who are part of the Oracle Team that hosted our 2013 US Nats at their Pier 80 compound. Hopefully this win means Oracle will continue their AC Cup operations there and IOMs might get invited back again. Now I am in Seattle on the second leg of this trip to be the PRO at Deception Pass Model Yacht Club's annual Caper Regatta. I am honored to support this growing IOM club in one of the prettiest of settings, Deception Pass State Park. They race locally with scored regattas twice a week year round, and do a great job promoting our sport.

Our final two ranking 2013 events are in the books. Congratulations to Ian Vickers for winning the R6 Championships in Foster City, and Tony Gonsalves for winning the AMYA R1 on the wild and woolly venue at Kingston, Ontario. Both are great champions and ambassadors for our sport. Our 2013 USA overall ranking event points winner is once again Craig Mackey from Oceanside, CA. Our 2013 ranking results are here: <https://sites.google.com/site/iomusevents2013/company-calendar>. Craig is consistently at the top of our competitive fleet year after year, and his travel partner Dennis Rogers placed third. When you look at the ranking results you will see 69 skippers participated and how close our racing results are, which is the way we like it. A big thank you to Stephen Cohen in Los Angeles who manages our ranking system, and it steadily improves through his efforts. And another thank you to young Tea Cohen for checking her Dad's math so we have accurate ranking results. We are currently scheduling the 2014 ranking events and that will be published soon on our calendar at IOMUSA.org.

This year we have enjoyed US Sailing Senior Judge Mike Gross managing protests at Nats and R6. Mike and his US Sailing team add another layer of professionalism as well as being fun to just have around. It is greatly appreciated and we think this collaboration will continue going forward.

The IOM World Championships in October at Sdot-Yam, Israel will be complete when you read this. USA skippers representing us are Craig Mackey, Brig North, Jerry Brower, Stephen Cohen, and Gary Boell. This will be Craig's 6th Worlds and Gary is our rookie. Read all about it at the event website here: <http://www.iomwc2013.com>.

Thank you for reelecting me as your AMYA Class Secretary for another term. It only works because of my team, which provides so much support for our class: Ted Flack as Treasurer and Registrar; George Georgiadis as Website manager; Stephen (and Tea Cohen) as Ranking System manager(s); Bob Wells on Publicity; and John Ebey as my general purpose go-to guy. For IOM USA it has been a pretty good year so far. Ted Flack reports that we have registered or transferred 60 boats, of which 34 are new



2013 registrations. George Georgiadis continues to manage our excellent website IOMUSA.org and I can't thank him enough. This site is our main means of communications on class matters. His innovations this year include online registration with PayPal, which is much more convenient than snail mail and hand-written checks. For submittals to our website contact George here: gbg-at-mykga-dot-com.

A big thank you goes to all the organizers and volunteers of our club and ranking regattas. Organizers invest time and too often their own money so we can enjoy our sport. Be sure and thank them and get your entries in early so they can more effectively plan the event.

There was a time in the past when our class operated relatively independent of the AMYA. I'm happy to say those days are long gone, and the AMYA has been fantastic in their support of our class. Thank you Dave Brawner and the AMYA.



Our hardworking USA NCS, Fred Rocha, is layered up and fully disguised here while again working as PRO at DPMYC's Caper Regatta. The rain jacket a loaner from Bob Wells; the work rain pants a loaner from Morgan Dewees, the sock hat free from Julian Lee; and this image of a nearly frozen Freddy in the PacNW is not staged! Folks, it wasn't all that cold as Ron Blackledge was comfortable in shorts and wet legs from launching both days. But it was a high wind deluge Saturday and just high wind on Sunday. Actually September set a record for rainfall – 4 times the average of 1.5". Collie Martin photo.

**2013 AMYA Election Results: Class Secretary for IOM:**

24 Yes votes Received (for Fred Rocha).

38 Eligible Ballots Received.

169 Current IOM Class Members in AMYA (Includes some Canadian Members).

Source is Model Yachting - 2013 Winter Issue.

(So less than 25% of our IOM members in AMYA voted. – Editor.)

**A USA World Championship in 2015?:**

Bob Wells Reporting:

Fred Rocha, NCS, advised that the USA IOM NCA has submitted an application to host the 2015 IOM World Championship, and IOMICA announced on November 7th: "IOMICA Events SC has received a bid from USA (San Francisco/Foster city) for WC 2015. We ask all others countries, which may be interested to formalize a bid by sending IOMICA questionnaire before January 15th 2014."

I've raced at Central Lake in Foster City, also the location for the 2014 USA Nats in May, and this is an excellent urban venue for a major regatta. Of course the San Francisco area is worth a visit too. Some of you serious overseas competitors might consider a trial run at the 2014 USA Nats. Do your due diligence though, and verify the USA actually gets the WC bid before booking for this May regatta.

**Racing Rules of Sailing:** by John Ball, CAN NCS

Seattle IOM Update is very happy to have John as a regular contributor adding clarity to our rights and responsibilities under the Racing Rules of Sailing - Editor.

**Starts**

Unfortunately, for most skippers, most races are lost on the starting line! You may have good boat speed, but getting buried at the start, leaves you scrambling to avoid other boats to get clear air and fighting with them at every mark rounding, while two or three boats sail off into the horizon. A good start does not just happen, it requires planning.

**What is a Good Start?**

There are several possible answers. Many will say some combination of "Being on the line, at the favoured end, at the gun, with good boat speed". But how about, going in the right direction, with clear air and with the ability to tack on the first shift? Or a start that gets me to the first mark in a good position? All have important elements of a good start, and sometimes one of those elements may be more important than the others. Basically then we need to understand the factors to choose where on the start line we want be at the gun, and then look at techniques that will help us with boat handling and finally, look at the rules and how they come into play at the starting line.

**Big Picture factors****Strategy vs Tactics?**

What is the difference between Strategy and Tactics? These two terms are often used interchangeably, but that would be incorrect and if you mix them up, or apply one at the wrong moment, you may lose valuable places in a race. Strategy is how you would plan to sail the course in the shortest time, if no other boats were on the course. Tactics are how you use and apply the rules when you are close to another boat.

**Strategy**

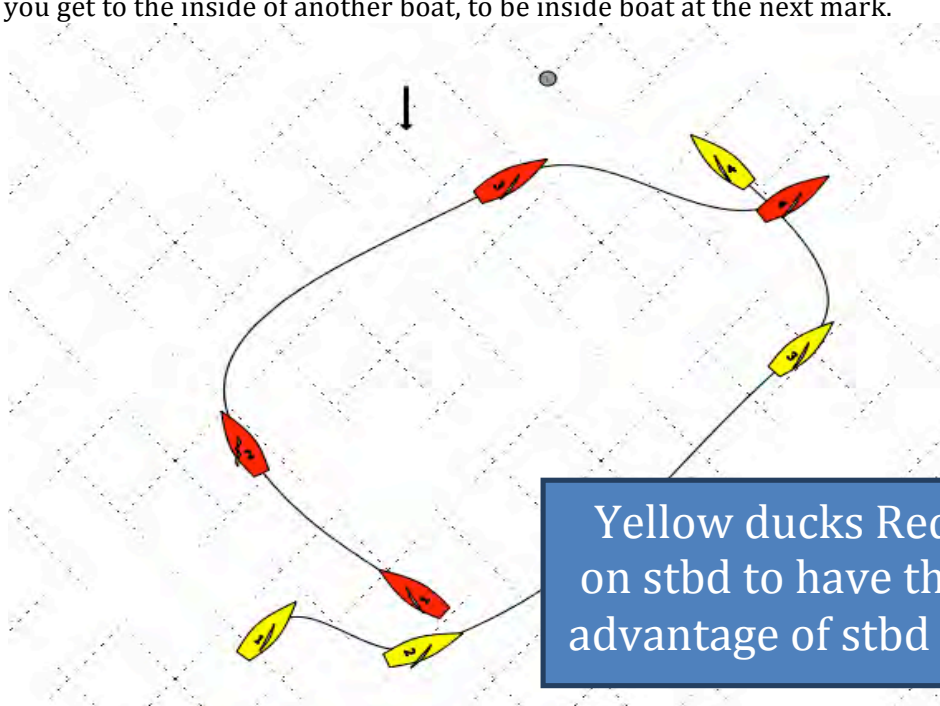
Strategy is the 'big picture'. For example if the current is stronger on one side of the course than the other, then you should plan to sail in the current when you are going in the same direction, and get out of the current when sailing against it. So your strategy for a race may be to sail out to the far side on the beat and sail the run on the near shore. The trick is to recognise that there is a current and where it is stronger and weaker. Or maybe there is more pressure further out on the course, so you want to favour that side in both directions. Or there are more waves further out that you want to avoid on the beat, but can exploit on the run as they help your boat to get on a plane. To check for current and wind pressure differences on the course, sail up the beat with a sailing buddy. Sail off on opposite tacks for a good distance, then tack back and cross – then carry on and tack back. Who gained and on which tack? Repeat occasionally during the day, or watch other boats during the races to see the big picture.

### Tactics

Tactics rely on using the rules to help you choose how to manoeuvre relative to another boat when you meet. For example, approaching the top of the beat, duck the stbd boat so that the next time you come together on the lay line, you will be on stbd and he will be on port and has to duck you.

Or running downwind, make sure you get to the inside of another boat, to be inside boat at the next mark.

But tacking to avoid going behind another boat and that takes you to the wrong side of the course, part way up the beat would be a mistake. You have just let tactics overrule strategy. Better to duck, and let the other guy go to the wrong side, while you go to the better side. And even more subtle, encourage him to cross you so that he does not tack and carries on to the less favoured side. Using tactics to get ahead of one boat, may lose you many positions in the fleet, if it takes you away from the strategy that you so carefully prepared before the race.



### Choosing your spot on the line

#### Strategy – go left or right?

In establishing your strategy, you need to look for any special conditions affecting the racecourse. Examples are current, wind strength and waves, but there may be other factors too, such as a tree or building causing a wind shadow that indicates an area to avoid. Fleet size can also play a part in deciding strategy. In a big fleet after you all start on stbd and go off to the left side of the course, it becomes much harder to tack onto port and back get across the course. So in a big fleet, you need to be more conservative and be prepared to play the middle of the course, to keep your options open. Going out to one corner of the course and tacking on the lay line may win big, but if you choose the wrong side, you can lose big too!



So special conditions may determine a strategy and that may lead you to choose to start at one end of the line over the other, but if there are no special strategic issues, then we can consider other factors to help decide which end of the line to start.

### Analysing the start line

You can consider a starting line as having three parts (facing up the course) – the right end, near the right hand pin, the left end, near the left pin, and the bit in the middle.

In choosing which part of the start line to start, we need to consider if one end of the line is favoured. A start line is almost never exactly at right angles to the wind and so we may want to choose the end that is closer to the wind – the favoured end. But so does everyone else. And that may make that end very crowded, with the possibility of fouling another boat, and making it harder to get clear air. Many top sailors will choose to start in the middle of the line, where it is less crowded. That way they are clear to accelerate to full speed at the gun, and have clear air.

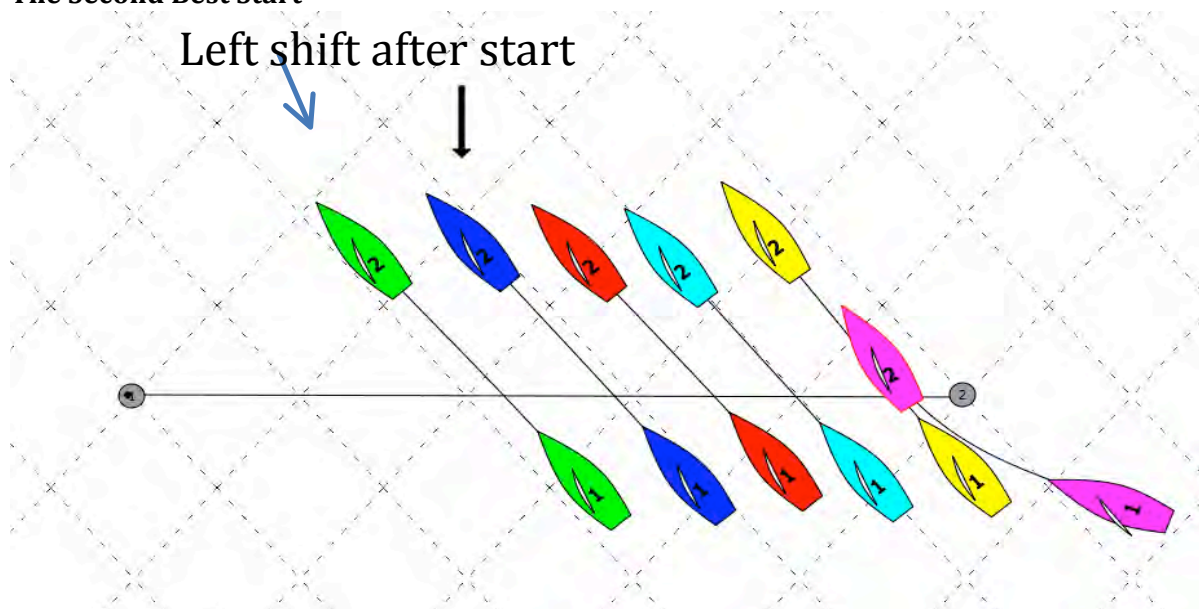
If the wind is shifting frequently, and if the wind is in the right hand phase (stbd tack is lifted), you need to be at the right pin end so that you are clear to tack on the next shift which should be a header, when the wind goes back to the left. If the wind is in a left phase, the port end of the line may be quite favoured, and many skippers may not notice (most skippers are right end focused) – this may be a great chance to port tack the fleet! But that can be risky too. In a left end favoured situation, starting on stbd and heading for the left pin is much safer than a port tack approach, and usually allows you a couple of boat lengths to build speed, just before the gun. A real killer to a good start at the port end of the line is to come in on port, and be forced to tack by a converging stbd tack boat, as that will kill your speed and quickly bury you in the fleet.

### Short leg

One special case to watch out for is if the first leg, from the start line to the first mark is short. In this case, you need to decide in advance, how you want to approach the mark. If the fleet is small, you may want to be inside boat at the mark (late port tack approach). You may want to start at the port end, so you are inside the fleet. But in a big fleet, it may be a much safer strategy to choose the stbd end of the line and play the right side of the course and be prepared to go around the outside of boats at the mark.



Big Fleet – short first leg - congestion at the first mark – plan to come in from the right and sail around the mess.  
(Picture by Jean Paul Faure – Cup of Spain 2013)

**The Second Best Start**

A plan that can work well if you want to get to the right hand side of the course, is the 'Second Best' start. Only one boat (Yellow) can get the 'best' start – at the pin, with speed, but if you can start right behind Yellow, with the fleet to leeward, then you have the freedom to tack over to the right and get clear air. In the diagram, Magenta gets second best start, right behind Yellow and is able to tack on the next header, whereas Green, Blue, Red, Turquoise are prevented from tacking by a windward boat. One benefit of planning for a 'second best' start, is that frequently, the other boats as a group will 'creep' along the line in the last two or three seconds, and that opens a nice hole right at the pin for you to accelerate into and get the 'best start'!

The following videos are from Malcolm Donald, taken at the 2011 IOM World Championship regatta, West Kirby, England.

Second best start. Crowded at the right end. World Champion-to-be Orange boat, #39 Peter Stollery starts just behind 'best start' #73

<https://www.youtube.com/watch?v=CwZA46SxgFM>

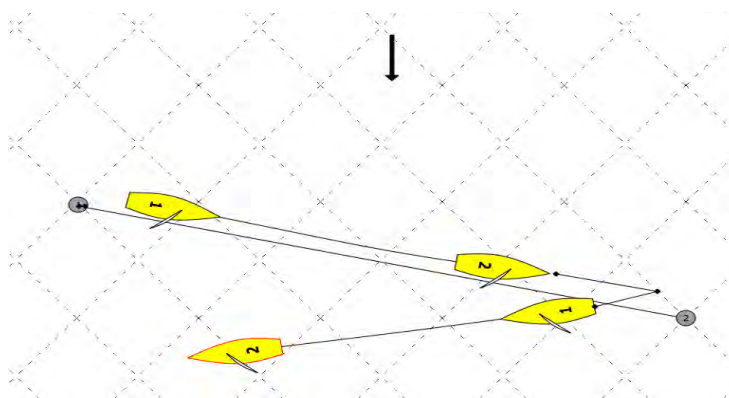
(Unfortunately, it looks like he may have touched the mark, as he takes tacks and takes a penalty just afterwards – but is still in a good position because of the freedom to manoeuvre)

**How to find the favoured end.**

There are several ways to check the wind direction relative to the angle of the starting line to establish if one end is favoured (closer to the wind).

First and quickest, is to sail to the line and luff up, head to wind (jib boom fluttering on center line). Now look to see if the boat is slightly pointing towards one end of the line rather than the other – that is the favoured end.

A second technique is to reach along the line and then tack or gybe back – without altering the sail trim – and reach back towards the other pin. One of those reaches will cause you to sail further away from the line or your sails will luff – the other end is favoured. In this example, the port end is favoured.



## Techniques

### Approaching the line

We have a 2 minute countdown to the start, so use the time to help decide where you want to start. Sail near the line on close hauled on each tack to get a feel for any wind shift and confirm the favoured end. If you can cross the line easily on stbd, but it is harder on port, then you are in a right shift phase – plan to start at the right end. If it is easier to cross the line on port, and harder on stbd, then you are in a left shift, so plan to be at the left end.

Reach along the line to see how little time it takes – this will surprise you as it may take only a few seconds. This is important as it allows you to decide how long to delay and make a late decision if you want to bail out and go to the other end. Look at where the other boats are grouping, as that usually signals where they intend to start and therefore which part of the line may get very crowded. Many boats collect near the right end, so a good technique is to come in from the left on port with about 20 seconds to go, and tack over to pick your spot on the line.

### Boat Handling Skills

In anything except light air, an IOM accelerates from stop to full speed in a blink! So using a timed run with speed to the line is not necessary as would be with a heavy displacement, slow accelerating boat. The most popular technique amongst top sailors is pick their spot and get into position with about 20 seconds remaining and sit stationary, just below the line, pointing just below close hauled, with the sails luffing. Then at about 2 seconds, they begin to sheet in and accelerate, and at one second start to come up to close hauled and hit the line with the gun, travelling at full speed. Practice this technique at every opportunity and in different wind/wave conditions. Use the rudder to head up and slow down – and create space to leeward to foot off for the burst of acceleration – Trim the sails a touch if you need a bit of speed or control to move away from another boat, then luff up again to burn off the speed.

This video clip shows the technique in action. At the 1.00 minute time stamp, boats line up with about 20 seconds remaining - Watch World Champion Brad Gibson, Red boat #42 holding position and then sheets in and accelerates at the gun.

<https://www.youtube.com/watch?v=UzWSEa42RF0>

First minute of video – good example of holding position and accelerating just before the gun. Peter Stollery, Orange boat #39 and Brad Gibson, Red boat #42 right next to each other.

<https://www.youtube.com/watch?v=UIBMw4oL73I>

This next video shows an example of quick acceleration and maneuverability - Brad sees a group of boats coming up behind him, threatening to push him over early, so he bails out of position and moves further down the line and then luffs to slow down and regain position just below the line

<https://www.youtube.com/watch?v=YaIglbsdaPk>

### Rules and the Start

#### Where exactly is the Start Line?

*RRS Appendix E3.4b*

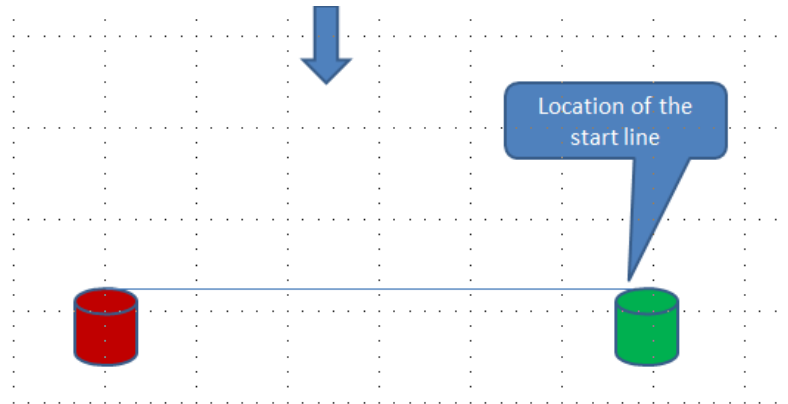
*(b) The starting and finishing lines shall be between the course sides of the starting and finishing marks.*



The Sailing Instructions or the Skippers Meeting should describe the start marks. Unless they state something different like –“the start line is between the flagstuffs on the marks”, then default is that the line is placed on the course side of the edges of the marks – not the centreline of the marks.

### Starting Signals

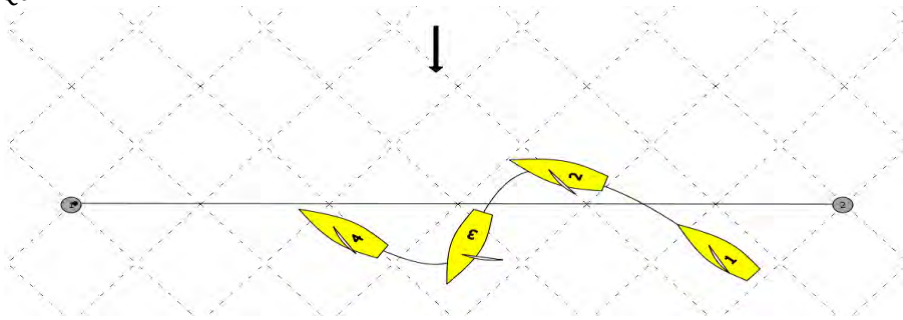
One of the most important piece of information contained in the Sailing Instructions states which starting signals will apply. The new RRS Appendix E3.5 to E3.7 modify R29 starting signals, and R 30 Starting Penalties, and by default provides three starting options for the RC (Normal start, I flag, Black flag).



From the RRS Definitions.

*Start.* A boat starts when, having been entirely on the pre-start side of the starting line at or after her starting signal, and having complied with rule 30.1 if it applies, any part of her hull, crew or equipment crosses the starting line in the direction of the first mark.

Quiz.



In this diagram, the boat is at position # 1 with 20 seconds to go. The start signal is made when the boat is in Position #4.

- Q1. Is this a legal start if no parts of R 30 are in effect?
  - Q2. Is this a legal start if R30.1 is in effect? What should happen next?
  - Q3. Is this a legal start if R30.3 is in effect? What should happen next?
- (See below for my answers)

Notice that RRS R30 is titled Starting Penalties. These penalties apply if the appropriate signal is invoked. But the absence of any of these signals means that none of those penalties are in effect. So the first option (absence of R 30 signals) is a normal start. In this case, the rule does not care where you are just prior to the start, so long as you cross from the prestart side of the line after the gun. So you can be above the line during the countdown, or dip, if forced over early and get back to the prestart side of the line, just so long as you cross the line in the right direction after the gun.

The second option is when the RC invokes R 30.1 (The I flag – Round the ends rule).

#### 30 STARTING PENALTIES

##### 30.1 I Flag Rule

*If flag I has been displayed, and any part of a boat's hull, crew or equipment is on the course side of the starting line or one of its extensions during the last minute before her starting signal, she shall thereafter sail from the course side across an extension to the prestart side before starting*

Watch this video and listen for the recall of #05. She did not appear to be over the line at the gun, so why was she recalled?

<https://www.youtube.com/watch?v=WsPSveCvQ-c>

Did you spot the Flags I flag flying (R 30.1 in effect) right at the beginning of the clip? Look at time stamp 37 seconds. 05 drifts across the line and dips back. She crossed the line during the last minute but failed to come around one of the ends of the line before starting. So she now has to go around the end to start correctly.

The third option is when the RC invokes 30.3 (The black flag rule). The rule says in part -

*30.3 Black Flag Rule*

*If a black flag has been displayed, no part of a boat's hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing,*

Now look at the previous video again – if the RC had been signaling the Black Flag, instead of the “I” flag, then #05 would have been DSQ and asked to leave the course immediately. There is more to R30.3 to do with restarts and abandoned races, but that is beyond the scope of this discussion.

The option under 30.2 (The Z flag, the forward triangle formed by the start marks and the first mark) is deleted in Appendix E by default – but check the SI in case the race committee has reinserted it or made any other changes to the starting procedure (e.g. Sometimes the SI will say 30.1, the I flag, is automatically in effect for any restart following a General Recall).

Now my answers to the quiz:

In Q1, there was no indication of I flag or Black flag, so Yellow makes a normal start at the gun that fits the definition of *Start*. The fact that she went above the line and dipped back is immaterial.

Q2. R 30.1 (the I flag) is in effect. So Yellow by crossing the line during the last minute needs to sail around the end of the line and come back to the prestart side in order to start. If she does not go round the end, she will be subject to recall – just like #05 in the video.

Q3. R 30.3 (the Black flag) is in effect. Yellow crosses the line into the forward triangle, so she is DSQ and must leave the racing area immediately.

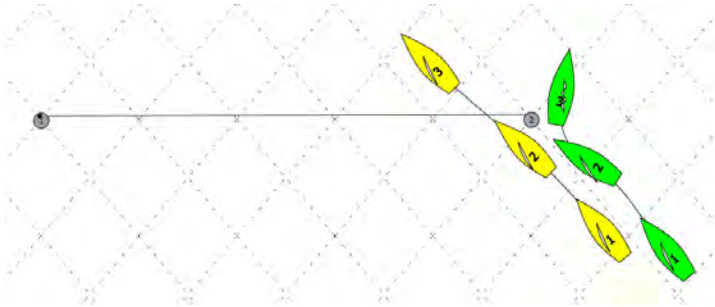
### **The Rules and Definitions at the start**

The first item of major note is that the rules of Section C which includes R 18 Mark Room, R 19 Obstructions and R 20 do not apply to Start marks surrounded by navigable water. So you cannot call for mark room at a start mark. The preamble to Section C says

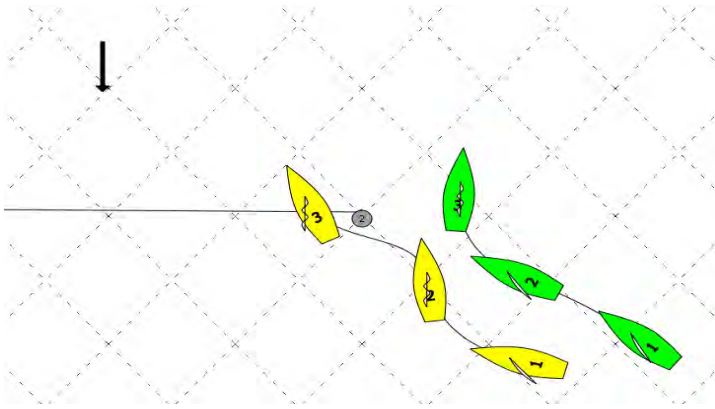
*AT MARKS AND OBSTRUCTIONS*

*Section C rules do not apply at a starting mark surrounded by navigable water or at its anchor line from the time boats are approaching them to start until they have passed them.*

Even though R 18 mark room does not apply, all the Right Of Way (ROW) rules still apply between boats. So approaching a start line, an overlapped windward boat must keep clear of a leeward boat (R11 Windward/Leeward) and cannot ask for room to squeeze in at the start mark – we used to call it barging.

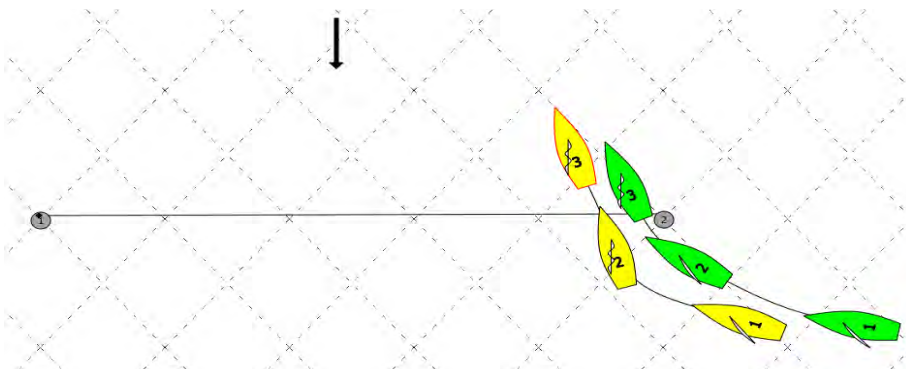


In the above diagram, Yellow does not alter course and Green must keep clear.



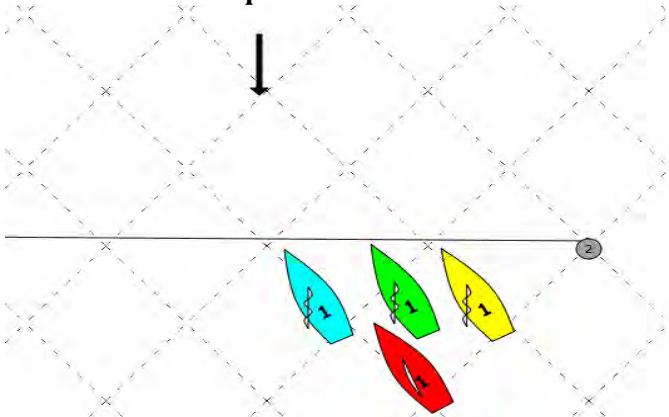
In this diagram, Yellow luffs and forces Green above the mark. This is allowed under the rules and Green has to keep clear under R 11 (Windward/Leeward)

However if Yellow delays the luff until Green is alongside the mark, Yellow cannot luff Green into the mark. The windward boat (Green) has an obligation to stay clear of the Start mark (R31) and so she is protected under the definition of *room* and R 16.1 if the leeward boat, Yellow alters course such that Green is forced into the mark.



In this diagram, Yellow waits too long to close the door, as she is forcing Green into the mark. Yellow is at fault.



**Is there room to squeeze in?**

In this diagram, three boats are luffing just below the line with about 5 seconds to the start. Red tries to come in between Blue and Green. While Red is clear astern of Green, Green is ROW (definition of Clear ahead/Clear Astern/Overlap). As soon as Red overlaps Green, there is a change and Red becomes ROW over Green under R 11, so Green now has to begin to keep clear of Red, but Green has to be given room to keep clear (R 15) and that includes room for Yellow to keep clear of Green as Green alters course (R 16.1). So if there is contact Red will be at fault. Note that R17 does not apply to this situation, as there is no proper course before the start.

**When are boats Racing?**

From the Definitions

*Racing A boat is racing from her preparatory signal until she finishes and clears the finishing line and marks or retires, or until the race committee signals a general recall, postponement or abandonment.*

From Appendix E

*E3.4 Starting and Finishing*

*(a) Rule 26 is changed to: Heats shall be started using warning, preparatory and starting signals at one-minute intervals.*

From these two items, we use a two-minute start sequence, with the two-minute signal being the Warning, and we are racing from the one-minute Preparatory signal. So we become subject to the ROW rules from the one-minute signal.

**Penalty during the pre-start**

*E4.3 Taking a Penalty*

*Rule 44.1 is changed to: A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2, or rule 31, in an incident while racing.*

If you foul another boat during the final minute before the start, then you must take a penalty as you are 'racing'. An older version of the rules used to require you to wait until after the start to take your penalty, but now we are allowed to take the penalty straight away (just get clear). As I understand the background, it was to make the penalty commensurate with the crime. So a foul before the start may not have much or any effect on the ROW boat, and so you may discharge your penalty straight away and also have minimum impact on you.

**Rule – no more!**

If you handle your boat after the one-minute signal, then you must hold your boat and only release it after the starting signal. This rule has been deleted from Appendix E and no longer applies. But be sure to check the SI, in case this restriction has been reinserted.

**Over Early**

If you are not over early occasionally – you are not trying hard enough! It happens – you are trying your best to get a great start and you misjudge your acceleration to the line and get called over. If you are at one end of the line, it is easy to tack or bare away and come around the end and restart. But if you are in a group of boats, getting back to restart is more of a challenge. The usual technique is to ease your sails and begin to luff up to lose speed and allow the boats around you to go ahead – then you can turn back and restart correctly. The good news is that while you are easing sheets and heading up, you are still racing and have all the rights and obligations of any racing boat. Only after you bare away and are clearly returning to the prestart side of the line do you have to stay clear of boats still racing.

*22 STARTING ERRORS; TAKING PENALTIES; MOVING ASTERN*

*22.1 A boat sailing towards the pre-start side of the starting line or one of its extensions after her starting signal to start or to comply with rule 30.1 shall keep clear of a boat not doing so until she is completely on the pre-start side.*

**Practice, Practice, Practice**

At our weekly sailing, we usually practice starts. To speed things up we use a short version (from the one minute signal) and a short weather leg. Start, round the mark and return, then repeat. We may do 10 starts in short order. And most important – we critique each other – what was your plan? Where did you want to be on the line? Were you close to the line with speed at the start signal? This analysis and feedback quickly tightens up the fleet and everyone's starts improve dramatically. Give it a try.

**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](http://wcmya.ca/boats_for_sale.htm)

No new listings, but as of this writing still available are the two boats (Widget & Cockatoo) on page 33 of the Sept. 2013 issue of this newsletter here: <https://sites.google.com/site/iomusevents2013/library/seattle-iom-update>

**Letters to the Editor:****Comments on our September Issue:**

(9/4/13) Hi Bob, I have just been forwarded your recent newsletter. This is the 3rd Seattle newsletter I have seen and I feel I must respond to you directly. FANTASTIC! The newsletters you compile are very good reading and have an abundance of features that I keep reading over and over.

I have circulated them among the members of our club and I have had nothing but positive feedback. I wish other clubs and associations made even half the effort you do. Please keep going with them! If any of your skippers are ever over in Scotland, then please urge them to visit our club where they will be made most welcome.

I just love the feature on David Cook. It has made me realise what life is all about and how much we all take for granted. He is a star in my mind. Brilliant!

Also, just to let you guys know, my brother and I have been designing a new sail winch. You can read all about it here... <http://www.titan-winch.com/>. Pre-launch orders are being taken now.

Kind regards,

Gordon Allison, Sec. (Paisley Model Yacht Club, Scotland)

(9/16/13) Hi Bob, What a great news letter... I hang for every new edition and read from front to back a couple of times. We don't have anything like it here in Australia that compares! Great job.

I have just got into IOM's a little while ago and purchased a V8 (I have an EC12 and Micro Magic as well). I noticed that a Kelly Martin up your way has been having great success with his. I was wondering if you could put him in touch with me by email. I would love to hear from him – how he tunes his boat to get the best out of it.

I'm a back end of the fleet sailor, not complaining though... loving every minute out there. My background is Maritime Law Enforcement so I currently only understand large horsepower figures, with a motto of "drive it like you stole it"!

I will understand if he wants to keep it a secret! Keep up the good work! Some more tuning articles would be great... more, more, pics! Cheers

Ed (Mian, AUS)

*(I passed this message on to Kelly. Note that he was just as dominant locally with his used TOPIKO. The V8 allows him to do well in the higher wind ranges now too though. – Editor.)*

(11/14/13) Bob, while goofing off at work recently I again perused the June-August 2013 newsletter, and I think I found a factual oversight. The picture with Byerley, Gibson and Potter links Potter with Cat Sails. Nigel Brown does Catsass Sails, and Potter's sails have the Ullman Sails logos on them. Search Ullman Sails, UK and look for the radio sailing link. They offer complete rigs, sails and David Potter fittings, which sadly, seem never to be in stock.

Steve (Young, USA)

*(Thank you Steve, that is a good catch and I'm glad this is clarified. That was a typo/brain fart because I know better from the nice visit I had with David Potter at US Nats while waiting to measure in. I not only saw his Ullman logo on his sails and boat bag, but we talked about his envious job playing with toy boats almost full time now. – Editor.)*



## Our 'Bonus' Section:

### SA's Interview of a World Champion: USA's Bora Gulari at Moth Worlds

This Sailing Anarchy video interview provides some clues on what it takes to be world champion in the incredible foiling International Moth class. It helps to be a pro sailor focused on sailing everyday of course, but the effort is much more than that. Here it included manufacturing custom 3-D aero parts in your basement! Interview here: <http://vimeo.com/77381897>

Haven't been following this developmental class lately? This is a brief summary of the last day at Worlds and Gulari is USA 6 with the yellow vest. Check out the maneuverings at the mark beginning at 1:38: <http://vimeo.com/77291035>. Again from Sailing Anarchy, "What's the secret to these most Gucci of dinghies selling like hotcakes and attracting some of the biggest numbers of any class? It's simple: SPEED. Here are the important numbers: 15-18 knots upwind (and getting higher and faster all the time). 25-30 knots downwind. 10-15 grand used. Nothing else even comes close, and the Mothies tell us that a top Moth is faster than pretty much anything on the water until you get to about 45 feet...the AC45, specifically..."

### SMYC's Interview of a World Champion: UK's Rob Walsh at IOM Worlds

No big surprise that Rob Walsh is our 2013 IOM World Champion because he has been consistently close to the top in major regattas leading up to it for years now. At the 2009 Barbados Worlds Rob was 4th and the highest GBR finisher sailing a Lintel. Then he was 4th at 2010 Euros in Pierrelatte. At the 2011 West Kirby Worlds he finished 5th with a Lintel MMX, while missing the last few races to attend his sister's wedding. At the 2012 UK Nationals he was 6th sailing a Lintel MMX. And at the 2013 UK Nationals he was 3rd at his Fleetwood home waters sailing a Britpop.

I also know his personal sail number is 25 and I read somewhere he likes to use the elegant little Whirlwind sail winches that are no longer manufactured. So with little prior knowledge of Rob besides results, lets get to the interview and get to know this World Champion a little better:



The family snapshot on the left is 11-year-old Rob at Fleetwood, his home club. Clearly he started radio sailing very young. On the right Rob is at his first IOM Worlds, 2007 Marseilles. Rob is now 21 and hanging with World Champions, Martin Roberts (ctr) and Brad Gibson (l).

**SMYC:** Rob Walsh, IOM World Champion. How's that feel?

**Rob Walsh:** Its pretty amazing, it's been a dream of mine for years. I have seen three of my friends win the worlds, which has driven me on to achieve what they have done.

**SMYC:** Rob, what's your nickname among your sailing mates?

**Rob Walsh:** I have a few nicknames Robbie and Walshy.

**SMYC:** Not so imaginative on the nicknames... You look young for having so many good results sailing IOMs. How old are you?

**Rob Walsh:** 27.

**SMYC:** Tell us about yourself and your sailing background.

**Rob Walsh:** I live in Cleveleys, which is a neighboring town to Fleetwood. Fleetwood is my main sailing club but I also sail at Birkenhead. I'm a toolmaker for BAE Systems working on military jets, and have been working for them for 9 years.

I first started sailing model yachts at the age of 8 when I followed my Dad down to the lake. He was sailing vane Marblehead's and I got hooked. I started mating for my Dad and a few others at weekends. Then Derek Priestley gave me a go of his IOM one day, he then loaned me a boat and my dad would help me sail it. Christmas 1996 I received my first IOM, a Karangi design by David Creed as a Christmas present from my parents. I then sailed my first nationals at the round pond in 1997 and was the top junior sailor. I use to have a good rivalry with Derek's son Shaun, and then later with Robbie MacIntosh (Martin Robert's protégé at the time). Since my first nationals I was completely hooked and have always wanted to get better. Needless to say I didn't do very well in my first nationals.



A 23 year old Rob Walsh (l) with his LINTEL finished 4th at the 2009 Barbados Worlds. Brad Gibson (r) with his WIDGET, *Mr. Brightside*. I'd choose to wear sunglasses and a hat myself with long sleeves, but these guys are young, dumb, and solar invincible – and very good sailors. Photographer unknown.



**SMYC:** Do I recall correctly that you missed a few races on the last day of the 2011 Worlds to attend your sister's wedding? In fact you showed up in a tux on the last day? Obviously the right decision for family relations, but why would anybody schedule a wedding during Worlds?

**Rob Walsh:** Yes it's true and yes I turned up in my suit hoping to sail the first race of the day, but unfortunately that didn't happen. Originally the two events were not going to clash but unfortunately my sister could not get the venue and church booked for any other date in that month. I even told her any week but that one. So I agreed I would be there unless I had a chance of winning.

**SMYC:** Who are your radio sailing mentors?

**Rob Walsh:** I have a few mentors: Derek Priestley, Martin Roberts and more recently Brad Gibson.

**SMYC:** Good job picking mentors. So in summary you are mature in quality radio sailing years, but at 27 you are young in "life" years - brilliant. Lets get into your kit for Worlds. Tell us about your Britpop, which I understand is a Pepe boat like mine. Is it stock or have you changed anything? What foils/bulb? What sailwinch and rudder servo? Give us some detail on your sails/rigs too. Give us lots of detail please, that's what a lot of readers want.

**Rob Walsh:** Yes, my Britpop is a Pepe boat. There are no modifications to it and the foils are also standard supply by Pepe. The boat has a RMG winch I believe it's the latest 280ES. I'm rather new to the RMG winch, as I have previously always used Whirlwind winches. The rudder servo is a HiTec 625 I have always used these as find them very reliable.

The rigs are built to BGs rigging drawing and I have also used BGs sails for the first time as traditionally I have used Housemartin Sails.



Rob Walsh with sunglasses this time is enjoying working on his BRITPOP at Sdot Yam, Israel during Worlds. It all came together for him at this regatta to where Rob is the 2013 World Champion. Photo © Hanneke Gillissen.



**SMYC:** Brad Gibson noted in his website news recently that you are sailing a used Britpop. How did you happen to score a rare used one?

**Rob Walsh:** After Cres (Euros in Croatia) last year I was without a boat. I couldn't purchase a boat in time so I borrowed a Britpop off John Tushingham of Graphite sails, the one that he purchased from Jorge Camillo. John had been sailing it during the winter and failed to fall in love with it, and he wanted to sail his recently delivered Chienz. So I borrowed the BP for the first ranking race and then agreed to buy the boat off of him. It's all about being in the right place at the right time I guess

**SMYC:** Why the change from a Lintel MMX, which obviously was working for you, to the Britpop. What were you looking for?

**Rob Walsh:** It was somewhat forced, due to some difference in opinions with Dave Creed. I knew I needed to find a fast boat and was lucky to find this Britpop.

**SMYC:** When you prepare your Britpop gelcoat hull bottom and the painted foils and bulb for a major competition, what do you do? How fine would you go on the sandpaper when the hull/foils were new?

**Rob Walsh:** I try not to use wet and dry once the spares have been finished, however if I must I would go as far as 2000 wet and dry. Normally before a major event I would just give the hull and spares a good polish with Auto Glean.



Rob Walsh's #25 BRITPOP going to windward in B-rig against some consistently well sailed Croatian KANTUN designs. Marko Matic in #4 placed second, and former World Champion Zvonko Jelacic in #35 was 5th. If you blow this image up it appears that Rob's BG sails are flatter and otherwise in a nice trim with the main twisted and the jib slot slightly open. J. Warren Brower photo.

**SMYC:** When you travel to a major saltwater competition what spares do you take?

**Rob Walsh:** Spare winch, servo, receiver, rudder, and occasionally fin too. I also take a selection of fittings and cords.

**SMYC:** I'm curious how much sailing you do to maintain your edge? How much time would you spend

sailing in say a week or month? Do you just practice sometimes in preparation for a regatta, and if so whom would you practice with and what kind of drills.

**Rob Walsh:** I have been doing most of my sailing at Birkenhead recently, which is probably the hardest club race in the world. Due to having Martin Roberts, Brad Gibson, Graham Elliott, Dave Potter and Victoria Gibson all sailing at the club. Then we may have Darin Ballington and the Kings visit too and the standard of all the guys at the club is really good. So you never get an easy race. I would go down and sail with them every two weeks then we have open races and ranking races we can go to.

**SMYC:** At your level you can't afford any breakdowns. Do you prepare your boats yourself? What would you typically do before a big regatta? Do you use a checklist?

**Rob Walsh:** As Martin taught me you have to do the 6p's, Prior Preparation Prevents Piss Poor Performance. So I would sit down and go over all my rigs check for and frayed sheets shrunk sail ties etc and make sure it's all in good working order. Not that you can guarantee nothing will brake as I proved in the last race of the worlds when my shroud broke on the last leg.



Rob Walsh's #25 (L) going wide around trouble at this congested windward mark on the Med. J. Warren Brower photo.

**SMYC:** What are your typical procedures to clean your boat after a regatta in salt water?

**Rob Walsh:** In Israel the water was very salty so I made sure I washed the boat down after every heat. This meant everything got sprayed with fresh water including squirting water down the inside of the booms.

**SMYC:** When Worlds was over I assume you strip the boat and wash it down? Do you stick with water or do you use something in addition to remove salt residue? And how to you protect electronics for saltwater?

**Rob Walsh:** After the racing ended all the patches were removed and I swilled a small amount of fresh water around inside the hull. I then ran my micro fibre cloth inside of the hull to remove the left over water. Best prevention method is not to get the electrics wet. However the only thing you can do is to make sure the plug contacts are clean. Some use contact cleaner, but I use an old toothbrush and a small amount of WD40.



**SMYC:** How often do you purchase new sails? Have you reached a point where sailmakers give you sails to be seen sailing their brand?

**Rob Walsh:** I try to not purchase sails too often, normally just before a championship. The key is to look after the ones you have. The nice people at Housemartin Sails have given me sails in the past. However it was back in the days of when I was a lot younger and not earning much. They have supported me for many years for which I am very grateful.

**SMYC:** OK, tell us about Worlds. Was 2009 your first Worlds? How would you compare the sailing venues between Barbados, the UK's West Kirby, and Sdot-Yam in Caesarea, Israel?

**Rob Walsh:** My first worlds were in Marseille in 2007, but I had done Europeans before that. Every sailing venue is different and has its good points and bad points. I think Sdot Yam is probably the most challenging place I have sailed due to the shifting wind, waves and current. Yes the others had waves too, but not long rolling ones.

**SMYC:** Did you do anything to prepare mentally for six days of racing at Worlds?

**Rob Walsh:** I listened to lots of music keeps your mind off the sailing it's not good to get too caught up in it all.



You don't see white water like this often radio sailing, but the Med was roiling outside the breakwater and partially into the harbor on this day at the 2013 WC. Rod in #25 is chasing Huub Gillissen from NED. J. Warren Brower photo.

**SMYC:** It looked to me like the Sdot-Yam sailing venue was especially challenging with waves and current coupled with a relatively light wind at water level? It appeared to me that the wind that straightened the flags didn't consistently get down to water level.

**Rob Walsh:** There was generally a good wind at water level, but it did drop off towards the end of the day. The waves and current on the final day was really tough. It caused mayhem at the starts and made the windward end of the line the only place to start. However you have to adapt to the conditions and get on with it. I'm convinced Sdot Yam is the most challenging venue I have sailed at to date.

**SMYC:** At Sdot-Yam you placed near the top from the beginning and on day two you took the lead and then held it. Which meant then day after day the pack is chasing you. What's that like? Is it just great fun holding them off or do you get a little paranoid at times of crisis.

**Rob Walsh:** We have a golden rule that you can't look at the scores until the night before the lay day. In my case I didn't look until Thursday night despite people trying to tell me. I knew I was doing well and



when you are sailing well the scores look after themselves.

**SMYC:** What do you try to do in waves to keep your speed up?

**Rob Walsh:** Keep the boat speed up sacrifice a bit of height if needs be. Make sure the sails are not trying to stall. The key is to keep the boat moving.

**SMYC:** What was your windward strategy at Sdot-Yam in the on-shore breeze with the short leg and lots of waves, current, and modest breeze? Did you sail long wide legs to sail faster in clear air or go more up the middle? In any case I assume in those waves you need to maintain enough leeward space to occasionally power-up by footing.

**Rob Walsh:** It varied. Sometimes you just have to see what the conditions at the time were like. So sometimes I would go out wide then go down the middle. I like the middle as it allows you the chance to respond easier to the shifts and limit the possible gains to either side of the course. You may not be in the lead but it allows you to at least stay with the leaders.

**SMYC:** Why was my local buddy Jerry Brower so slow downwind with his Widget, *Mr. Brightside*, at Sdot-Yam. Did you notice anything, because typically that is not an issue for him locally?

**Rob Walsh:** I did notice his jib waving at him a few times, I wonder if he waved back.



Rob is sailing his Vane A class, a VC2 design, in the Yachting Monthly Cup (YM Cup) at Gosport in 2010. Rob eventually was knocked out this competition in the semi finals. Malcolm McDonald photo.

**SMYC:** What other classes do you compete in besides IOM and Vane A?

**Rob Walsh:** In addition to the above mentioned I sail vane and radio Marblehead's and occasionally I borrow an RA to do the Nationals. I also own a Bottle Boat and a Chopper, but these two don't get sailed much nowadays.

**SMYC:** What is the story on you using Whirlwind winches up until the Britpop? I know from sailing EC12s in the '90s that this elegant jewel of a sail winch had issues dissipating heat in the higher voltages we needed at least. In my Seattle area they were abandoned in frustration after a few years of use. I sure liked how compact and light this unit was though. I even have a new Whirlwind Olympic 7.2v model from that era that I haven't used yet.

**Rob Walsh:** I got my first whirlwind winch when I was 12 from Graham Butler he was selling it off cheap. It turned out it was an Andrews's original. From this point I never looked back from whirlwind until I got the Britpop. When Whirlwind deceased trading Martin Roberts and I made a habit of acquiring them when available. We were motivated by the limited space in the Gadget and the RMG was just taking off at the time. Since then I just felt it was best to stick to what we knew.

**SMYC:** Any last thoughts?

**Rob Walsh:** I owe a lot of thanks to many people, as without them I would not have gotten to this level. To my parents Diane and Robert, Uncle Derek and Auntie Maureen Priestley, and Martin and Andrea Roberts, I owe you all so much for supporting me over the years. You have taken me here, there, and everywhere; and helped me with whatever I have needed. I didn't get the chance to thank you at the Worlds as you were not there, but you all have been so good to me and I am truly grateful and thankful. I also owe big thanks to Brad and Victoria Gibson who convinced me to buy the Britpop' and who have also supported me over the years.

The list continues; Uncle Keith and Auntie Meg Partington, Dave Creed, Roger and Peter Stollery, Chris Harris, Graham Butler, and the Kings. All of you have done loads for me over the years and have never asked for anything back so thank you, you have all been big parts of my life and have helped me get to this point of winning the Worlds.

Then there are the organizers of the worlds at Sdot Yam. They organized a great event in what were challenging sailing conditions. For a country that is new to IOM sailing to volunteer to host an event so early on and to be so successful is an amazing accomplishment. Their hospitality was second to none. I can safely say everyone had a great time. Those who didn't go missed out.

**2013 WC Event Website:** <http://www.iomwc2013.com>

**Jerry Brower's 2013 WC images:** <http://www.ibextrax.com/RC2013/1013WC/>

## The Sinking and Recovery of USA 7:

By Bob Wells, USA 7

If you're going to sink your boat, I have learned that it's good to do it at Deception Pass Model Yacht Club because regatta organizer Julian Lee will fully take on the recovery responsibility too. When my boat sank on Day 2 of his Caper Regatta I thought my regatta was over. Then Julian asked me what I wanted to sail to finish the regatta - his newish Pikanto or BG's GlamRock? Both were available at his nearby shop on Fidalgo Island. I knew the Pikanto was better sorted and GlamRock was being repaired, yet I couldn't turn down a chance to sail GlamRock. Thanks to Julian I almost finished the regatta (a wet RMG became erratic for the last race), and satisfied an old itch to sail the beautiful GlamRock. Her construction is so refined and distinctive she is a favorite IOM of mine, and it was special to see her sailing again. Trying to make this quirky proto go just reinforced for me what a good sailor former owner Jerry Brower is. There were times when she locked on and was so fast, but I could find no consistency in the short time I sailed her. It was getting better though as I bladed out the main and powered up the jib between races for beating. But lee helm was always present to windward – I just lessened it significantly with tuning. And now Julian knows there is some more work to do on GlamRock to solve the leaks in extreme conditions.

With the regatta over and a busy next couple of weeks already scheduled I'm thinking I'll have to hire a service to recover it. Instead Julian tells me without any prompting, "Don't worry, Bob, we'll get your boat. You go back to work." I knew my boat's recovery was in good hands. And for the next week I received daily evening reports on Julian's progress until on the seventh day my Pepe Britpop is pulled



from the bottom. First they tried various grapple hooks for a few days, then a fish finder, and finally found success using a borrowed infrared system from the Park's maintenance department. It was only in 10' – 12' of water, but according to Julian the pitch black water allows the human eye to see only about 12" with a facemask. Much better with infrared, and once the boat was located (seeing the #7 on the sails confirmed my boat) they added a hook on an 18" cord then the infrared guided the careful snagging of my boat's vang. A good thing for radio sailing on Cranberry Lake is this "dark" water eliminates weed growth everywhere but where it shallows near shore.



Julian Lee holding the just recovered USA 7 after a week of sitting on the bottom of Cranberry Lake. Yes the offending "blue" deck patch is still barely attached. And the patch was still sticky? A DPMYC Sunday regatta is in the background. Collie Martin photo.

During the recovery I worked overtime getting a project out at the office and then left a day late to visit my Mom in Idaho. For my part I made a donation to Deception Pass MYC to partially offset the cost of their newly purchased infrared sensor with 100' of cable. And thank you also to Julian's recovery assistants that included my friends Collie Martin, Jean Lee, Larry Stiles, and Steve Young. As I said, if you're foolish enough to sink your boat, Deception Pass Model Yacht Club is a good place to do it.

My Britpop is fine after a week in fresh water. The RMG sailwinch just needs to have the potentiometer replaced and Larry Stiles did that for me. I replaced my inexpensive rudder servo and receiver as a good practice. The LiPo battery was a little puffy so I've disposed of that. The B-rig had a bent vang wire and had become disconnected from the mast - minor repairs. The only other thing is the soaking seems to have raised little bumps on the foils in a regular diamond pattern that needs to be faired unless I want small turbulators.

What did I do to sink my boat? The large rear deck patch opened up, but was partially stuck to the boat as the photo shows. That morning I installed a new "blue" deck patch (sticky-back Dacron) with a little soapy water about three hours before the first start. For the record I don't think there is any issue with this particular deck patch from a major supplier - it was still sticky after a week under water. I have often added a new deck patch the morning of a regatta, but usually I would add heat from a hair dryer to help it dry



sooner. This time I was rushed and skipped the heat, as a hair dryer/heat gun wasn't handy. The edges appeared stuck when I tested them with my fingernail, but I won't trust that test anymore. My take-away and my new protocol in my typical Seattle damp environs will be to expedite the dry-out with heat when adding a patch in the morning before a regatta.



Proactive Deception Pass MYC's new camera for recovering boats in dark water, an investment of a bit under \$1,000. Many of these are sold to crab fisherman to check their pots without pulling them up from the deep. The custom hook in front was on an 18" tether and the camera was used as a guide to hook the boat safely. Julian Lee photo.

Events like this motivate you to think a little deeper on the problem and solicit opinions. One well-known IOM'er explained to me that in the big wave and wind conditions that my boat sank in, the hull receives significant torque from the keel bulb and rig as they slam through the water, and the hull can actually pant as a result. In other words it sucks in air and then expels air, and exiting air pressure will push out on a deck patch. Really? Well if that was a significant factor, wouldn't a vent hole be standard? This thought prompted me to direct the vent hole question to a few respected manufacturers who include deck patch all over their designs, the SAILSetc and KANTUN folks:

**Graham Bantock** of SAILSetc emailed in part, "Occasionally in strong sunshine I do see the deck patches on my boat blowing up and I guess this may mean water is sucked in on launching. But it is a rare problem here. We had a couple of boats back in the workshop that had been supplied to French owners (south end) and both had drilled a vent hole in mid transom. So maybe it is a good idea. I should try it. We do vent the fins to stop them blowing. In any case I cannot see the pressure in the hull likely to push off a deck patch unless it is a really poor stick in the first place."

**Robert Grubisa**, molder of the KANTUN in Croatia, emailed in part, “All boats which I have moulded and that were finished by Zvonko have no purposely built vent hole to equalize air pressure inside an IOM. Some manufacturers are making holes on the bottom of the mainsail sheet post tube to allow easier moving of the post inside the tube. Mainsail sheet post tubes on our boats have no openings at all. Some sticky back Dacron is better than others. I have found that black coloured sticky back Dacron is more waterproof than many fancy coloured ones. Sticking the Dacron patch on wet deck (as described in your draft article) is likely cause of the sinking.”

So I’m not going to worry about vent holes, and I’m back to my new protocol to expedite the dry-out with heat when adding a deck patch in the morning before a regatta.

**Hot Weather Venting:** Now this article is drifting to something I have little experience with, but in hot weather venting seems to have a place as Graham Bantock just alluded to. In fact **Jeff Byerley** of Mirage Radio Yachts has just started fitting a very small diameter stainless vent tube below the mast ram. Jeff emailed, “Yes we have very hot weather and if the boat is left in the sun and then dropped straight in the water it can suck water up the rudder post, etc”. I observed recently that **Ian Vickers** opens up his V8 between heats in the Foster City R6, my first experience in hot weather sailing. While most everybody else stored his boat in shade, Ian’s boat was in sun lying on the grass with his big plastic deck lid removed to vent the inside. He also detaches his battery that was Velcro attached to the hull bottom, and that was on the grass too. I’m motivated to follow Ian’s example because at the end of this R6 regatta my oiled electronic connectors were beginning to corrode, and the pot and hull were damp inside with some salty water. My boat was leaking a little and drained between heats, but not much ever entered. I imagine now that things steamed up pretty good inside my Britpop, and that is particularly bad in the extra briny Central Lake lagoon in Foster City. For now I’ll follow Ian’s (and Rob Walsh’s) lead in my rare hot weather adventures, and remove my pot lid between heats.



Look closely and our World Champion Rob Walsh is waiting between heats with his pot lid off. Rob emailed, “I leave my pot lid off when I’m not on the water in hot countries to allow the boat to cool and to breath”. Niv Rosenblat photo.

While I didn’t ask Denis Astbury of **Nautae.com.br** about venting, he added this interesting idea for consideration, “For safety on my boats I’m using those plastic air filled bags used for inner packing protection. It works really well and weight almost nothing”. I’ll close this article with a link to deck patch instructions from Bantock’s SAILSetc: <http://www.sailsetc.com/faqs.htm#Construction>.



**PLAYMATE(S) OF THE MONTH...**

Steve Toschi's custom 'MicroBrew' line of IOMs

Steve Toschi is one relaxed candid old sailmaker having a ball designing, building, and sailing his custom MicroBrew IOMs. He has a solid all-around sailing background and is building his custom IOMs for himself or a few buddies for fun, and definitely not for profit. I think you home builders out there will find a few nuggets and inspiration. And with Steve it will be easy fun too. On to the interview:



Steve Toschi (r) and Bob Wells, your Editor, are relaxing properly after sailing at the recent R6 Championship in Foster City, CA. Steve is one easy guy to talk with, and it doesn't require beer. We discussed many things including, what an addictive fun class IOMs are... How differently today's young digital sailmakers approach the problem compared to Steve's old days. And finally we digressed to acknowledge that we're not 29 anymore – we're not taking any young ladies home tonight. What the hell happened? Gary Boell photo.

**SMYC:** What is your old San Francisco connection with my IOM buddies Graham and Martin Herbert, who are now living on the islands west of Vancouver, BC?

**Steve Toschi:** In the dinghy world before the Laser, OK Dinghies, and the like: Fireballs roamed all over much of North America. One of the more famous Fireballs was named "Trout Fishing in America". I remember the artistry on the sails and the two brothers who pretty much dominated the fleet for several years. They and their boat were unconventional, as in ahead of its time. Has anything changed?

**SMYC:** Any juicy old Graham or Martin stories from San Fran days?

**Steve Toschi:** "If you remember the 70's, you weren't there" (author unknown). I was there and what remains of those memories have been rewritten several times. Regarding Graham, Martin, and especially Rose (Martin Herbert's wife); I will remain silent, but only if you will too. I will state for the record, their behavior was better than my own. Or was it?





Steve's current custom designed and built IOM is MB-4, the 4th iteration of his MicroBrew series. All Steve's IOMs are high quality with obvious attention to detail and care in execution, including his simple cradle. And the color is always "white", including white corner patches on sails. Notice the mast ram is placed in a hump above the deck for a little more leverage, but more importantly it is sealed from the interior to eliminate a leak source - clever. Bob Wells photo.

**SMYC:** Did you and Rose Harbecht once work at North Sails together in San Francisco? I recall Martin proudly saying that his wife, Rose, was a better sailor back then than he was? And Graham easily acknowledges that Martin was the better Fireball sailor between the brothers.

**Steve Toschi:** Rose was a better sailor and sailmaker than many. We worked together in Sausalito at Mitchell/North sails. I did the white sails (Dacron) while Rose headed the spinnaker department. She was instrumental in the "Starcut" which later developed into the TriRadial we still see today. She won the Fireball Nationals as crew. Rose was also a great I-14 crew, sailing on many of the best boats. I really enjoyed the time spent working and sailing with Rose. Two other great friends during that time we both worked for Mitchell Sails are Karen and Steve Schneider (Pikanto USA 84), who hosted a wonderful party last year at their home in Novato during regionals.

**SMYC:** I remember the Starcut. Tell us about yourself and your sailing background as a kid.

**Steve Toschi:** Started sailing young at Inverness on Tomales Bay, just north of San Francisco in El Toros. Small Boat Racing Association opened my eyes to the big world of Sailboat racing. After someone mentioned that a sail is the motor of a sailboat my future was decided. Started working for Alan Mitchell in Sausalito at age 15, sweeping the floor and pounding grommets. Mitchell Sails became North Sails in the early 70's. People have said that was the Golden age of sailing on SF Bay. Hank Easom, Myron Spaulding, Ron Anderson, Commodore Tompkins, Gary Mull and Alan Mitchell contributed to many new boats and new sail design. In one way or another they all helped shape my generation of sailing. In my opinion Alan Mitchell was the greatest.



Steve Toschi in action at his day job at San Luis Sails and Canvas. Fortunately his day job is part-time to save some energy to devote to his IOM development.

**SMYC:** I'm jealous of your day job as a professional sailmaker. Tell me more.

**Steve Toschi:** I started my own sail loft, Leading Edge Sails, in 1978 and ran it for seventeen years. The industry was changing, going off shore, getting computers, many lofts closed. Everything changed. I was very fortunate to sell the business beforehand. Just before. A smart accountant got me into residential property and I spent a decade remodeling houses and apartments. You know, things that don't have to 'float', never lose a 'race', and it doesn't matter how much it 'weighs'. And people pay rent every month afterwards.

That easy life changed last June when Karl Deardorf at San Luis Sails and Canvas (or SLO Sails & Seattle Model Yacht Club



Canvas) offered me a part time job. He is 36, the oldest of the other 15 or so employees. (I am 64 and really stick out as the old guy) When I park my Volvo station wagon in the company lot I have to be careful not to run over the bikes and skateboards. A large number of my co-workers are Cal Poly Engineering grads. They are young and very bright. The company is seriously computerized, both with sails, covers and catamaran trampolines. Almost all of the orders are from the Internet and shipped all around the world. A lot of product gets shipped out the door every night.

We have two different programs to design sails. During the design stage we can see it in 3D from all angles; and change the draft, twist, exit and entry angles. When satisfied you push a button, put it on a flash drive which when put into the cutting machine, all the panels, patches and windows et all are cut in seconds. A new cutting table is due to arrive next month that will be accurate to one in one thousandth. No more crawling around the floor. Well almost. About 1 in 20 sail orders don't fit into the computer. Get the old guy to do it the old fashioned way. With awls, sticks and push pins. I get to use terms like "that looks about right" when sighting down a luff curve. It is especially fun to see a growing company that manufactures things in the USA that is automated and successful. At first I thought I could show them a lot, but fortunately for me, the reverse is very true.

The industry has changed and is still changing; and I am very fortunate to see it over a span of close to 50 years now. And very thankful Karl has given me a chance to continue my education.



Far right is Steve Toschi's MB-3 #94 mixing it up at US Nats on San Francisco Bay. Notice he has a main leech telltale on his upper batten to indicate when over sheeted and/or vang'd. <http://www.ellenhoke.com/>

**SMYC:** I assume when an order for a gaff sail comes that design goes to "the old guy"?

**Steve Toschi:** We just built a Gaff main and a miter cut jib for an Atkins design. Very fun. Designed, cut and sewn without computer help. And it was all much to the amusement of my co-workers. Like every sail loft through out history the rock music doesn't stop. But Frank Sinatra and Barry Manilow were blasting it out that day. Like I said before, I'm learning way more than teaching.

**SMYC:** Where are you living and sailing now.

**Steve Toschi:** My beautiful wife, Janie and I live in a wonderful, small home in Grover Beach. We have a  
Seattle Model Yacht Club



great view of the Pacific Ocean. The weather is always perfect here during cocktail hour. No kidding! Janie tends a small, but flawless garden and grows a mean carrot. She is often seen driving her Vespa around town. As a retired middle school teacher, I often hear the lecture about humility after winning the occasional race. Life is good.

**SMYC:** You designed, built and sailed I-14s? Woodyies?

**Steve Toschi:** Gosh, There isn't enough paper. International 14's were the love of my life for years. Designed 2 and built 3 boats. The first, "Home Brew" was triple chine plywood with one of the first daggerboards. Won the Nationals right out of the box. It had flat run aft and it was seriously fast downwind - and OK upwind. There were several of that design built in Seattle and a couple in Japan. The second design "Bounty Hunter" was a humbling experience. I found out what happens when there isn't enough rocker. This is very similar to the results with the current "Oracle" AC72. Fast in a straight line and no chop but doesn't like to turn or accelerate. Only I couldn't avoid the issue by getting up on a wing. The older 14s were a great time. Good competition. Good people. In my opinion the class changed for the worse in the 80's with the addition of wings and extra sail area. They look cool and go faster, but the result was many fleets died because they cannot be sailed tactically in a decent breeze and the cost went through the roof, which kills development.



How different the hull form is between Thor Larsen's super wide TS-2 and Steve Toschi's MB-3 #94 at US Nats on San Francisco Bay. Thor is now sailing an MB-3 and is Steve's local trial sailing buddy. <http://www.ellenhoke.com/>

**SMYC:** How did you get into IOMs?

**Steve Toschi:** There is a great fleet of CR 914s here in San Luis Obispo. We are all friends first and competitors next. We sail twice a week on Laguna Lake Park. The city lets us keep the marks in permanently. So, we just show up and sail. If we get a visitor with a different boat, no matter, just go race. Google Laguna Lake Model Yacht Club for our website. We have no dues, no officers, just casual racing and lot of joking around. There are a couple ODOMs, but after reading the IOM rules and seeing how similar to the old I-14 they were, I just had to give it a try. Designing, building, and successfully sailing an IOM is huge project. With each one of my boats, I hope, I'm getting closer and closer to that goal. But still it is a ways off. Fortunately it is all about the journey, not the destination. And the journey has been life

enhancing, including my getting reacquainted with childhood friends and meeting many more fun people. It was so great to find I wasn't the only one who never grew up. We have grown old and out, but not up.

I like the way an IOM sails. Its nature is way closer to a heavy displacement IOR boat than a dinghy. I love the three rigs, which allow sailing in all conditions. I recognize that it is a bit unusual to design and build your own boat. Ian Vickers, David Cook, Graham Herbert, Martin Herbert, and myself in North America are the only ones I can recall. (Yes, we recognize Ian Vickers is from NZL – Editor.) But, I can't imagine buying a boat in this class, and especially from overseas. In the 14s, the best boats were either sailed by the builder or his buddy who was a better sailor and assured winning ways. Everybody else sailed a production version of that. Improvements were kept "in house" until after the next major regatta. The US has some talented sailors and great competitors and I wish them the best of luck at the upcoming worlds, but I think they are facing an uphill battle. To put the US or Canada where it would like to be we need to develop our own boats and sails. Look how Ian Vickers has raised the level of the entire Western states by what he has done in the last year. I am sad that he is planning on returning to New Zealand. He is a great guy and a great sailor. At one point, I was struggling over a dimension on my design. I didn't think it was fair game to just put a tape measure on this boat, so I asked him for the dimension, he didn't tell me the measurement I was after, but he told me the method and way he got the dimension. I was disappointed at first, but as I worked through what he said it turned out to be far more valuable. That knowledge can now be transferred from boat to boat and now my MicroBrews are a little bit faster. California will miss Ian.

**SMYC:** Where does the MICRO BREW name come from?

**Steve Toschi:** "HomeBrew" was my favorite I-14. It just fit. Oh yeah, I still drink beer.



Steve Toschi's MB-3 #94 again at US Nats on San Francisco Bay, and this time in A-fleet. Notice the MB-3 chine arcs noticeably lower at mid-section than the Britpop boats #74, 70, and 31. Steve said, "The chine is located so that it is



above the water line when the boat is level. I didn't want it dragging through the water off the wind, but at the same time, if it does some sort of magic up wind, then it needs to be really in the water when heeled". <http://www.ellenhoke.com/>

**SMYC:** Who makes your sails, I don't recall seeing a sailmaker logo?

**Steve Toschi:** Jess Atkinson was one of the childhood friends that I got reacquainted with. When I saw him after 40 or so years, he reminded me that I gave him his first beers at age 15 or 16. He got home "slightly buzzed" and his Mom is still mad at me. Jess is another great guy. He lets me test his ideas on IOM sails and will build sails if I have an idea. His sails started off good and are getting better and better. It is great fun to have him build my sails and an honor to be his friend. But, it also makes my boat faster. I dream about some sort of relationship between Jess and the new CAD program-cutting table at work then testing on the next MB project.



Steve's first IOM, MB-1 (L) and MB-2 (R). Steve said, "MB-1 was what I would call a dartboard boat. Looked pretty on paper, a lot like my second I-14 design (with more rocker)... But it did established a base line to develop from". "MB-2 was just a thinned down version of MB-1. A chine was in the last one third and pretty U-shaped sections. It was fine in the front one third, majority of the buoyancy in the middle. It was an improvement, but again the chop and top of wind ranges were a weakness". Steve Toschi photo.



**SMYC:** In doing photo research for this article I noticed a main leech telltale on your upper batten at US Nats in San Francisco. It was also on your sailmakers (Jess Atkinson) main too. What are you guys hoping to learn with this, as they are uncommon on IOMs?

**Steve Toschi:** Jess's idea. Too much vang or an over sheeted main will result in stall of the tell tale. And it doesn't seem to get tangled on the backstay.

**SMYC:** Tell us about your MICROBREW design evolution from MB-1 thru MB-3. As I recall MB-1 had short hard chines at the stern, and it showed a high build quality.

**Steve Toschi:** When I told Jess that I wanted to do an IOM, he sent me a TS-2 to use as a baseline. Damn that boat was fast. We passed it around our local fleet and it ended up in the capable hands of Thor Larsen. Thor did us all proud at the Oracle Nationals, fighting his way to the A fleet and showing he can be a true competitor. Thor is now sailing one of the MicroBrew 3s. Thor is young and techie. He has a deep knowledge of computers and electronics. I am hopeful he will design and build an improved electrical system for future MBs.

MB-1 was what I would call a dartboard boat. Looked pretty on paper, a lot like my second I-14 design (with more rocker) But it did established a base line to develop from. It was a solid B fleeter at the San Diego Nationals 2 years ago. Chop was its downfall.

**SMYC:** I was at that same San Diego Nats you mentioned, and I recall that you were awarded, "Best New Skipper". Tell us about your MICROBREW design evolution from MB-2 to MB-4.

**Steve Toschi:** MB-2 was just a thinned down version of MB-1. A chine was in the last one third and pretty U-shaped sections. It was fine in the front one third, majority of the buoyancy in the middle. It was an improvement, but again, the chop and top of wind ranges were its weakness. MB-3 was result of seeing and racing against boats like the BritPop, Cheinz and V-8. The consistent thing of those boats is buoyancy is pushed way forward, narrow and circular midsections, and on some an effort was made to reduce windage. In others, buoyancy was reduced aft to help nose-diving and windage. Keel positions, which determine rig location, are all over the place.

I still think MB3 is a good boat. In a broad statement, it is in between the Cheinz and V8. I built the MB-4 off the same mold, but thinned it up because I thought that the MB3 floated a touch high, also lowered the deck aft. Those two things make the MB-4 look smaller in the back. I also added a bit of fullness along the rocker line to get the sections more circular and less U shaped. All are very subtle changes. Thor and I have been beating each other up pretty good with the two boats and so far it has been down to rig tuning and who is more focused on that day. Because I wanted improved top wind range performance, I had to look at keel fin construction and also hull construction. Which resulted in changing epoxy to one that needed a post cure. So, built an oven and now post cure at 140 degrees for 6 hours. The fins and hulls are much stiffer and the hulls require less material. Big improvement. Plus eliminates the hot car warping problems.

Now that I made the slightly negative comments about North Americans not developing our own boats, I need to point out how lucky the customers are to have people like Ian (Vickers, NZL), Brad (Gibson, GBR) and Jeff (Byerley, AUS) giving them all the necessary tuning tips and measurements to make their boats as competitive as they are. Once I made a hull that was "modern" I was 10% there. There was still float testing to get it to float on its lines. That was a factor in location and bulb position. Bulb cant was another. I must have tried 10 or so locations on the MB-2 only to find out that none of that information worked on the MB-3 so another 10 locations, then again on the MB-4. Although MB-4 only took 3 or 4 tests to get it right. I use an arm winch, which also took forever to develop. I consider all this fun. I enjoy garage time and time at the lake equally, and am fortunate to have both. But, you can see why I rely on Jess for rigs and sails and Thor for my milliamp count and tuning partner. I hope I have helped their game. I don't think that a winning boat can be developed by just one person who is working solo. It takes a good competitive fleet to tune against and the efforts of several dedicated people.



MB-3 is painted and MB-4 is unfinished. I can discern little difference other than a wider bumper on MB-4 allows a little more fullness forward. Steve Toschi photo.



Differences are much more apparent at the aft sections. MB-3 (r) is painted and with segmented U-shaped sections. MB-4 is unfinished here and with much more rounded sections. Steve also said that MB-3 was a little thinner and had a lower aft deck, making it appear smaller aft. Steve Toschi photo.





Steve's MB-4 at R6 in Foster City, which has a shorter and rounder bulb than a current Bantock or Creed. Topsides above the chine are vertical and the chine and deck edge are a sharp corner only slightly eased. Bob Wells photo.



MB-4 is very clean and purposeful on the deck, which has changed little in appearance from MB1. Bob Wells photo.

**SMYC:** When you design your hulls do you use software or hand draw and calculate?

**Steve Toschi:** MB 1 and 2 were both hand drawn, even the buoyancy and prismatic co-efficient were done by counting the squares on graph paper. It is the only way I knew how to do it, other than relying on a computer program. On MB 3 and 4 I used MaxSurf (they have a free downloadable trial program). It worked well for the chine and buoyancy graphs and saved a lot of time.



**SMYC:** In the picture above your #94 chine arcs down noticeably compared to the straighter chine of the BRITPOPs #74, 70, and 31. Is this because you prefer your hull to be is less rounded just below the chine, as I think you are about the same beam at the chine?

**Steve Toschi:** The boat in the picture is an MB 3, which has more freeboard than the MB 4. This higher freeboard makes the chine appear lower. The chine is located so that it is above the water line when the boat is level. I didn't want it dragging through the water off the wind, but at the same time, if it does some sort of magic up wind, then it needs to be really in the water when heeled.



MB-4's clever mast ram housing is located above deck and sealed from the interior so no water can migrate inside via the ram. Jib fairleads are on top, where the forward one is identified for the "A" with marker and the "B" is aft. Steve is clearly a quality builder and the rig is well executed too. Bob Wells photo.

**SMYC:** What layup have you settled on for your parts?

**Steve Toschi:** I'll use 12 ounce per sq yd. average for the hull. There is more than that around the keel box, shroud attachments and mast step area and less near the ends. The first layer is a 1.5 oz to help reduce pinholes, then 4oz E glass with some 6oz for the higher load areas. Decks are a lighter layup, 8 to 9 oz per sq yard. MB 1 and 2 were done in a female mold, 3 and 4 were on a male mold. I prefer a male mold for a much easier layup, and it will be lighter and stronger. But there is extra time in sanding and fairing. It also requires additional jigs to hold its shape once it comes off the mold.

**SMYC:** Tell us what goes on in your initial float test.

**Steve Toschi:** The last thing to do on a new design boat is to attach the bulb. With corrector weights, batteries, and rig in the boat, I put it in a tank (or lake on a windless day) and move the bulb fore or aft to get it to float on its design water line. You can fine-tune it with corrector weights later, but they should end up near or just behind the keel box. This should only need to be done once, all the many sailing trials were with bulb cant.

**SMYC:** When you were trial sailing these 10 or so bulb cant locations how much did you move it between trials? Did you adjust bulb location on the keel too? How did it sail or feel when you found your sweet spot?

**Steve Toschi:** When it was really wrong I changed it 1 degree at a time, as it got closer half degree.

**SMYC:** What were the indicators if the bulb cant was off? Was it just slow compared to a trial boat? Or if solo was it slow out of a tack? Or is this the finely tuned sense that a sailmaker develops over time that mortals like me just don't have a feel for?

**Steve Toschi:** I can't say what it feels like to be a mere mortal, but when the cant is correct the boat will maintain sailing on its DWL at different speeds. I believe that due to the size, shape and density of the water the bulb will go through the water at the same angle, regardless of the cant. It will overpower the hull and force it to go through the water either bow up or down. Too much cant (nose of the bulb up) keeps the bow down and transom out of the water, which is good in light wind and off wind. But it might nose dive early. Too little cant and the transom drags, slow down wind. Good acceleration is also an indication that things are right.



Some of Steve's MB-3 keel and bulb experiments. By this stage of development he was no longer trying the longer thinner bulbs. Steve Toschi photo.

**SMYC:** Have you settled on a bulb design? Tell us about your IOM bulbs and your processes to design, build, and test them.

**Steve Toschi:** I started with the TS-2 design, which was shorter and rounder than what was being used at the time. After reading about Graham Bantock's success with long thin ones I tried a couple of those with no success. So I went back to the TS-2 type and was happy to see it is very similar to the V-8 bulb.

As you can see, I do a lot of my testing either sailing with another trial boat or sailing on my own. The difficulty with this method is repeatable results. I could be having an off day. Thor could be having an off day. And there are endless variables. But I know of no other way.

**SMYC:** Sounds like your testing process is very similar to Graham Herbert's, which is no surprise as you are of similar age and background. Have you settled on a foil design for your MBs? Tell us about them and your processes to design, build, and test them.

**Steve Toschi:** Again I started with the TS-2 fin. It is untapered and thin. I tried a couple thicker ones as it is the easiest way to get more stiffness, but thicker just felt slow and max draft beyond one third felt cranky - like it didn't want to flow around the fin. She was side slipping after tacks. So now I'm at max draft at 25 to 30% aft and as thin as possible. Mine are solid carbon and not light. With keel fins shape is most important, then stiffness, weight is a distant third. For rudders: shape, profile and post location are most important. Then it is weight, then stiffness.





Some of Steve's rudder experiments in profile. Steve Toschi photo.



MB-4's rudder profile - note that it is moved well forward from the transom. Notice the foredeck hatch has a small tab forward, another nice little extra touch to lock it in place. Bob Wells photo.

**SMYC:** Maybe a stupid question, but intuitively I would expect rudders to be as far aft as possible to measure in – like feathers are aft on an arrow for control. Most IOMs have the rudder's trailing edge short of the stern.



**Steve Toschi:** For straight line sailing, you are correct. But, for quicker turns moving the rudder forward is like a shorter wheelbase on a car. This is helpful when tacking and at the leeward mark to get inside. The sweep of the rudder is to allow the post (pivot point) to be in the thickest part of the rudder and the area to be well aft to give some feel to the helm. As keel positions move forward, so does rudder to maintain that sweet spot between the two.

**SMYC:** What paint do you use? Why are all your boats white?

**Steve Toschi:** I hate painting. When I get to that stage of building I want to go sailing. The paint I use is Krylon primer. It dries quickly, is easy to wet sand, it takes a polish, and best of all - it is easy to repair.

**SMYC:** Your paint finish looks great up close. I know of one other fellow who liked to use rattle-can white primer with success as you do, but in another class. It is softer than the 2-pack paint typically used in the class though. How often do you have to touch it up or refresh the polish? Is that also grey primer on the foils and bulb?

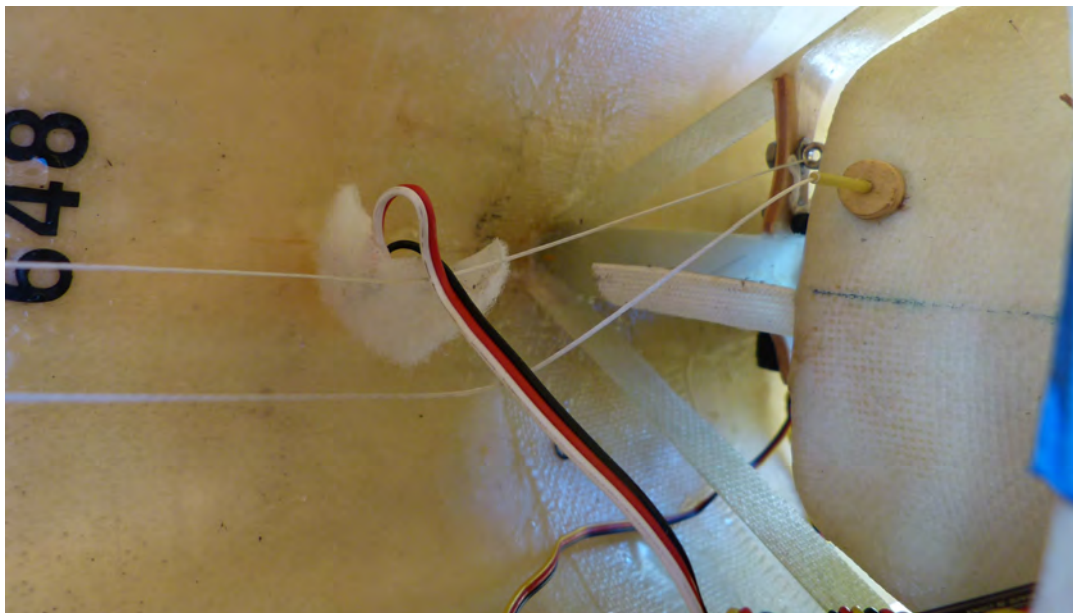
**Steve Toschi:** Yes, it is softer and I do get complaints from people with whom I come in contact with, as it has been known to leave white marks on other boats. I will touch it up a couple times a year, more for changes in fitting locations and such than racing damage. Yes, the keel and rudder are also just primer. Good painters will tell you that it is all in knowing the product; and I think I know Krylon primer. For very small dings you can spray some in a cup and brush it on, for larger areas masking it off and recoat. 1500 wet sand paper to feather the edge and rubbing compound, good to go.

**SMYC:** How fine of a sand/polish do you use to finish your hull and appendages? Between regattas what do you do to clean and maintain the bottom finish.

**Steve Toschi:** 800 then 1500 wet sand. Rubbing compound, no wax. I don't think wax is fast and it must be removed before recoating.

**SMYC:** What do you think of North's 3Di technology?

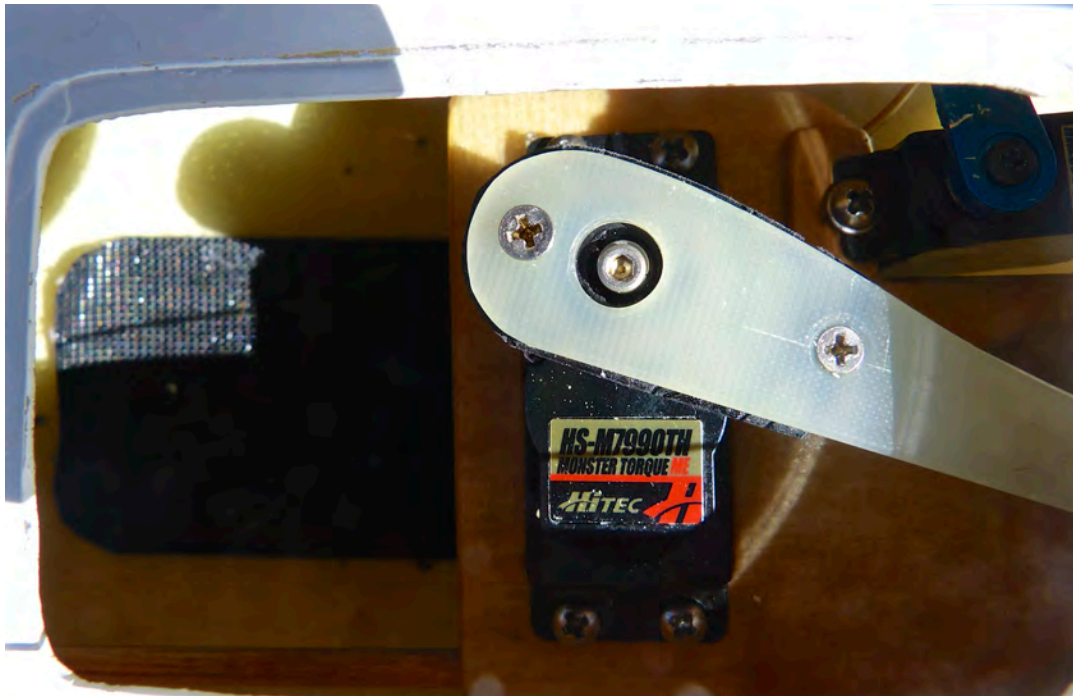
**Steve Toschi:** If the soft sail industry continues to prosper, for sure it is the way of the future. It is the same situation for molded sails in IOMs. The difficulty is molding the right shape and getting the sails adjustable enough to suit the conditions. I hope time will show that allowing molded sails doesn't result in fewer sailmakers and increased cost.



This view (rotated right 90°) is looking from the fore hatch aft showing the mast well and internal shroud supports. It also shows an extra strip of fiberglass reinforcing the hull. The white fuzzy is Velcro attached to the battery connector,



and when connected it attaches to the underside of the foredeck, staying dry and away from the sheet lines. The battery is Velcro attached to the side of the keel trunk. Bob Wells photo.



This internal view is from the aft deck hatch behind keel trunking. A swing arm winch obviously. Servos mount on 1/8" Lite Ply plywood, and Steve adds a layer of 4 oz fiberglass cloth on top. A sponge attaches to the black Velcro at the hull bottom to soak up any bilge water. Bob Wells photo.

**SMYC:** Do you have an urge to build an IOM in wood with a high finish?

**Steve Toschi:** No, My urge is win more races. Nor do I have any commercial interests with IOM. To be honest, building the second MB3 got to be a chore. I agreed to build Jess an identical boat to my own and in the process I found out doing things the same way over again is a little tiresome. Everything should be a learning experience.

**SMYC:** When are we going to see you sailing in the Pacific NW? For your first visit I'll recommend Hood River Carnage, as it is the closest drive for you and a wonderful town to visit. My wife looks forward to visiting and socializing at Hood River each year, and who knows - maybe this year she might even watch a race? The Gorge guarantees strong wind and the Hood River Marina configuration provides a nice long course with elevated viewing.

**Steve Toschi:** I am sure that I would have a great time at Hood River and we shall see. The Mid Winters in San Diego is a go.

**2014 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
12/1/13	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
12/8/13	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
12/15/13	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
12/22/13	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
12/29/13	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
1/5/14	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
1/12	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
1/19	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
1/26	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
2/2	See NOR	DPMYC – Farrell Frozen Fingers	Cranberry Lake	Julian Lee	(360) 299-2900
2/9	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
2/16	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
2/23	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
3/2	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
3/8	10AM – 2PM	GHMYC – Saturday Regatta #1	Surprise Lake	Steve Young	(253) 202-6840
3/9	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
3/16	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
3/23	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
<b>3/22-23</b>	<b>See NOR</b>	<b>VMSS – Beaver Fever (COW CanAm #1)</b>	<b>Beaver Lake</b>	<b>Barry Fox</b>	<b>www.WCMYA.ca</b>
3/29	10AM – 2PM	SMYC – Saturday Regatta #1	Coulon Park	Bob Wells	(206) 232-9036
3/30	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
4/5	10AM – 2PM	GHMYC – Saturday Regatta #2	Surprise Lake	Steve Young	(253) 202-6840
4/6	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
<b>4/12-13</b>	<b>See NOR</b>	<b>GHMYC – Cowboy Up Regatta</b>	<b>Ellensburg, WA</b>	<b>Steve Young</b>	<b>(253) 202-6840</b>
4/19	10AM – 2PM	SMYC – Saturday Regatta #2	Coulon Park	Bob Wells	(206) 232-9036
4/20	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
4/27	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
<b>5/2-4</b>	<b>See NOR</b>	<b>SMYC – COW Cup Regatta</b>	<b>Coulon Park</b>	<b>Bob Wells</b>	<b>(206) 232-9036</b>
5/10	10AM – 2PM	GHMYC – Saturday Regatta #3	Surprise Lake	Steve Young	(253) 202-6840
5/11	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
5/18	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
<b>5/15-18</b>	<b>See NOR</b>	<b>US Nats at Foster City</b>	<b>Central Lake</b>	<b>Bob Dunlap</b>	<b>www.iomusa.org</b>
5/24	10AM – 2PM	SMYC – Saturday Regatta #3	Coulon Park	Bob Wells	(206) 232-9036
5/25	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
6/1	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
<b>6/6-8</b>	<b>See NOR</b>	<b>SISC – Western CAN (COW CanAm #2)</b>	<b>Salt Spring Is., BC</b>	<b>Lawrie Neish</b>	<b>www.WCMYA.ca</b>
6/8	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
6/14	10AM – 2PM	GHMYC – Saturday Regatta #4	Surprise Lake	Steve Young	(253) 202-6840
6/15	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
6/22	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
6/28	10AM – 2PM	SMYC – Saturday Regatta #4	Coulon Park	Bob Wells	(206) 232-9036
6/29	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
7/6	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
7/12	10AM – 2PM	GHMYC – Saturday Regatta #5	Surprise Lake	Steve Young	(253) 202-6840
7/13	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
7/20	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
<b>7/18-20</b>	<b>See NOR</b>	<b>OMYC – HR Carnage (COW CanAm #3)</b>	<b>Hood River Marina</b>	<b>Morgan Dewees</b>	<b>(360) 608-4290</b>
7/26	10AM – 2PM	SMYC – Saturday Regatta #5	Coulon Park	Bob Wells	(206) 232-9036
7/27	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
8/3	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
<b>8/9-10</b>	<b>See NOR</b>	<b>DPMYC – Bowman Bay Benefit (COW CanAm #4)</b>	<b>Bowman Bay</b>	<b>Julian Lee</b>	<b>(360) 299-2900</b>
8/16	10AM – 2PM	GHMYC – Saturday Regatta #6	Surprise Lake	Steve Young	(253) 202-6840
8/17	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
8/23	10AM – 2PM	SMYC – Regatta #6	Coulon Park	Bob Wells	(206) 232-9036
8/24	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
8/31	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900



9/6	10AM – 2PM	GHMYC – Saturday Regatta #7	Surprise Lake	Steve Young	(253) 202-6840
9/7	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
9/14	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
9/20	10AM – 2PM	SMYC – Saturday Regatta #7	Coulon Park	Bob Wells	(206) 232-9036
9/21	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
<b>9/27-29</b>	<b>See NOR</b>	<b>DPMYC – Cranberry Caper</b>	<b>Cranberry Lake</b>	<b>Julian Lee</b>	<b>(360) 299-2900</b>
10/5	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
10/11	10AM – 2PM	GHMYC – Saturday Regatta #8	Surprise Lake	Steve Young	(253) 202-6840
10/12	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
10/19	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
10/25	10AM – 2PM	SMYC – Saturday Regatta #8	Coulon Park	Bob Wells	(206) 232-9036
10/26	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
11/2	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
11/9	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
11/16	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
11/23	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
11/30	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
12/7	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
12/14	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
12/21	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
12/28/14	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900

**(Red) letters denote events in our COW CanAm Series.**

**(Green) highlight denotes multi-day IOM events.**

**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 1<sup>st</sup> 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

**11/29/13**

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:**

<http://www.ibextrax.com/Update/> (USA) Jerry Brower's site has all our issues with description & cover image for each.

<https://sites.google.com/site/iomusevents2013/library/seattle-iom-update> (USA) IOMUSA.org has all recent with description & cover image for each.

[http://wcmya.ca/news\\_docs/2013\\_sept\\_seattle\\_update.pdf](http://wcmya.ca/news_docs/2013_sept_seattle_update.pdf) (CAN) WCMYA.ca has the current issue.

<http://myauk.wordpress.com> (UK) Model Yacht Association includes our newsletter (I'm told).

<http://radioyachtingnz.wordpress.com/newsletters/> (NZL) Links a number of newsletters including ours.

<http://mainboom.blogspot.com> (ITA) This radio sailing blog adds a link to our newsletter as they appear.

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