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The Seattle IOM Update

• A FREE DIGITAL NEWSLETTER COVERING IOM RADIO SAILING IN THE SEATTLE AREA & PACIFIC NORTHWEST •
March 2014 – May 2014



Croatian Zvonko Jelacic is retrieving his boat in the salty swell at the 2013 Worlds in Sdat Yam, Israel. Zvonko and Robert Grubisa designed and now produce the new Kantun S IOM that performed so well at Worlds. We have a nice long interview with them at the end of this newsletter that we think you will enjoy. Photo © Hanneke Gillissen.



IOM Eye Candy: Let's kick this issue off with an IOM produced by a significant commercial enterprise: Ceccarelli Yacht Design & Engineering in Ravenna, Italy. This is the Mark 7 version that CYD designs with William Mazzotti (shown here) as the master builder. I especially like them when they combine a wood hull with a fiberglass deck as they did with this one and others. It appears that these are available to purchase as a semi-custom build if I'm reading the website correctly. The Mark 1 looked great also and they are up to Mark 11 now. Read all about Ceccarelli's IOMs and their design business here: <http://www.ceccarelli-yacht-design.com/?p=643>. (As an aside the Ceccarelli firm also engineered the righting of the Costa Concordia sunk off Tuscany, but now we are drifting off our IOM topic.)

Washington State IOM Radio Sailing:

Washington state radio sailing at **Seattle Model Yacht Club** is as vibrant as ever, and it has a great vane and radio sailing history. 2010 marked the beginning of our active International One Metre (IOM) fleet, in addition to the well-established Victoria fleet on Greenlake. Locally we're having fun sailing these thoroughbred IOMs cleanly and competitively in three special radio sailing venues. We sail IOMs at Coulon Park and Surprise Lake every month March – October. On Whidbey Island the Deception Pass MYC sails year-round on Sundays, as they don't know when to stop. Actually they don't stop because their venue is located in the Olympic Mountains rain shadow, which is amazingly effective at driving away rain, but not the wind. We habitually coningle our IOMs like one big club at these venues:

- **Gene Coulon Memorial Beach Park:** 1201 Lake Washington Blvd., Renton, WA:
This exceptional park on Lake Washington is our SMYC home for IOMs. We sail on big deep open freshwater. Occasionally we are more of a large "speed" course, but there are plenty of wind shifts, chop, and powerboat waves keep it all interesting enough. We sail from a concrete walkway 300' long with a convenient launch area.
- **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. We sail off a long wood dock. Joe Damico loves it here.
- **Cranberry Lake:** The Deception Pass Model Yacht Club's main venue is the west side of Cranberry Lake off the Straits of Juan de Fuca in timeless Deception Pass State Park. Cranberry Lake is located on N. Whidbey Island about 1 Mi. South of Deception Pass Bridge on SR 20, and follow the signs to West Beach Parking. The alternate venue is the saltwater of **Bowman Bay** on Fidalgo Island, and this west-facing bay is just north of Deception Pass Bridge on SR 20. Follow the signs to the beach. Both of these venues offer quality sailing, great views, and great CCC built infrastructure. The views just driving here justify the trip. Go here for directions: <http://www.dpmc.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 Regatta 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.dpmyc.org>.

For British Columbia see: http://wcmya.ca/coming_events_2013.htm

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

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

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://wcmya.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 2014 Calendar.

Washington State IOM Regatta Reports:

Deception Pass MYC's Sunday Regatta (12/8/13)

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

Larry Stiles Reporting & Scoring:

The bones foretold of light winds out of the SE, leading to an anticipation of a respectable Cranberry day. On arrival we found Cranberry Lake unusable with hard ice in all our favorite locations, the result of our chilly 20-degree temperatures. This was our coldest spell in 15 years one weatherman said.

So it was Bowman Bay or bust, where we were greeted with a light yet steady wind, maybe 5 mph, coming dead out of the east, over the trees, across the lawn and straight out toward Vancouver Island. This produced a very usable course that was a mirror image of what we usually shoot for at Bowman. We had the start line with the favored end right under our noses then an "interesting" beat to windward toward the beach, and all of it was just off the pier.

After some technical boat problems were cleared up we had a solid 11-boat field, including 2 Solings, and we banged out 9 races before the sun started getting low and taking the air temp along with it. One highlight of the day was the introduction of Dick Walsh's new old boat, the DM2 that Ron Farrell had brought back from New Zealand. Dick is starting in IOMs with a very nice boat indeed.

The day finished off with a very fine Christmas reception hosted by Meg and Chris Chesley at their place out on Dewey Beach with miles of great food and a view to die for. A great day all-around.

Position	Skipper	Sail #	Club/City	Hull	Score	1	2	3	4	5	6	7	8	9
1	Steve Young	73	DPMYC	Cheinz	11.0	1.0	2.0	1.0	1.0	5.0	3.0	1.0	2.0	3.0
2	Chris Chesley	95	DPMYC	Ikon	18.0	2.0	6.0	2.0	2.0	4.0	7.0	5.0	1.0	2.0
3	Bob Critchlow	85	DPMYC	Cockatoo	26.0	4.0	4.0	7.0	4.0	2.0	4.0	4.0	5.0	4.0
4	Drew Austin	90	DPMYC	Home Built	27.0	12.0	12.0	3.0	5.0	3.0	2.0	3.0	4.0	7.0
5	Larry Stiles	131	DPMYC	Pikanto	30.0	12.0	12.0	12.0	3.0	1.0	1.0	9.0	3.0	1.0
6	Julian Lee	40	DPMYC	V8	32.0	6.0	1.0	5.0	9.0	6.0	6.0	2.0	6.0	6.0
7	Rick Shattock	0	SMYC	Pikanto	39.0	3.0	3.0	4.0	7.0	8.0	8.0	7.0	7.0	8.0
8	Ray Fiedler	16	DPMYC	Widget	50.0	5.0	12.0	6.0	6.0	9.0	9.0	6.0	9.0	9.0
9	Dick Walsh	00	DPMYC	DM2	53.0	12.0	12.0	12.0	8.0	7.0	5.0	8.0	8.0	5.0
10	Collie Martin	22	DPMYC	S1M	63.0	8.0	7.0	8.0	10.0	10.0	10.0	10.0	10.0	10.0
11	Mike Doherty	37	DPMYC	S1M	65.0	7.0	5.0	9.0	11.0	11.0	11.0	11.0	11.0	11.0

Deception Pass MYC's Sunday Regatta (12/29/13)

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

Larry Stiles Reporting & Scoring:

This last DPMYC regatta of 2013 sets the stage nicely for the first regatta of 2014 next week. It has been a joy to race and hang out with yawl (An egregious misspelling of Brig North's favorite word – Editor) and I'm looking forward to more of the same.

Cloudy, chilly skies gave useable light with unusually steady winds of around four MPH out of the SE that backed slowly to E as the day progressed. Dynamite racing was had as there were four points separating the middle four boats, all followed by a welcome warm-up at Julian's afterward. (And finally Joe can say that he finished in front of his skinny dinghy sailing Grandson visiting from Cali. It wasn't the case the previous weekend – Editor.)

Position	Skipper	Sail #	Club/City	Hull	Score	1	2	3	4	5	6	7	8	9	10	11
1	Joe D'Amico	86j	DPMYC	BritPop!	16.0	3.0	3.0	1.0	5.0	3.0	1.0	1.0	1.0	2.0	1.0	4.0
2	Larry Stiles	131	DPMYC	Pikanto	24.0	7.0	4.0	2.0	2.0	9.0	2.0	2.0	5.0	1.0	4.0	2.0
3	Steve Young	73	DPMYC	Cheinz	28.0	1.0	6.0	5.0	3.0	2.0	5.0	6.0	3.0	3.0	5.0	1.0
4	Steve Hopkins	86s	Guest	V6	41.0	2.0	8.0	8.0	6.0	10.0	3.0	7.0	2.0	4.0	2.0	7.0
5	Scott McConnell	56	DPMYC	Pikanto	42.0	4.0	1.0	3.0	9.0	4.0	8.0	11.0	4.0	9.0	6.0	3.0
6	Julian Lee	40	DPMYC	V8	43.0	5.0	7.0	4.0	4.0	5.0	4.0	5.0	7.0	6.0	3.0	8.0
7	Drew Austin	90	DPMYC	Custom	45.0	9.0	2.0	10.0	1.0	1.0	6.0	8.0	6.0	5.0	7.0	9.0
8	Dick Walsh	65	DPMYC	DM2	62.0	6.0	9.0	9.0	7.0	7.0	9.0	3.0	9.0	7.0	9.0	5.0
9	Craig Rantala	180	DPMYC	V6	62.0	10.0	5.0	11.0	8.0	6.0	7.0	4.0	8.0	10.0	8.0	6.0
10	Ray Fiedler	16	DPMYC	Widget	87.0	12.0	10.0	6.0	10.0	12.0	10.0	9.0	12.0	8.0	10.0	12.0
11	Rick Shattock	00	DPMYC	Pikanto	91.0	8.0	12.0	7.0	11.0	8.0	11.0	10.0	12.0	12.0	12.0	12.0

Farrell Frozen Finger Regatta (2/1-2/14)

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

Bob Wells Reporting & Julian Lee Scoring:

I'm back from the first annual Farrell Frozen Finger regatta, the first of many multi-day regattas in 2014 in the PacNW. The weekend is in memory of our friend Ron Farrell who passed away last year, and the regatta timing is ironic because later in life he hated the cold. Maybe more precisely it was his arthritis that made him hate the cold, because he was a long time skier and a sailor who dealt with cold just fine earlier. Ron's wife hosted the Saturday night party and it was an excellent celebration of Ron as was the whole positive weekend.

Julian Lee of Deception Pass MYC organized the weekend along with Ron's wife, Susan. Julian scheduled this in anticipation of the strong winter winds that were so common last year on Cranberry Lake. This winter they are fickle drifters too often. And unfortunately light winds ruled again this weekend,

but it was good sailing and well organized. For the record wet launching in around 40°F temps is no problem with the right gear, it is done twice a week year round at DPMYC. Below are a few words from organizer Julian Lee when he sent out the scores:



Sail on Ron Farrell. You are a good one and your time with us is cherished. You are probably still laughing at the bit of roasting you received at our Frozen Finger party at your house. Expect more roasting next year. Wayne Martin photo.

"Well it is all over and here are the results. We had fun and I think we did a good job of remembering our friend Ron. Temperatures were such that the event lived up to its name. Lessons learned:

- *Don't schedule a regatta on a big Super Bowl weekend. (Ya think? Hawks Won - Editor!)*
- *Do not let Larry get out in front and then follow him – he will make a 2 lap race into a 2 ½ lap race!*

Many thanks to the competitors and also to the IOM sailors that decided to sail their Soling's in order to increase Soling participation and to give Collie a run for his entry fee! Particular thanks should go to Susan for her support and a great party, Mike Doherty for a job very well done as our PRO, to Jean for scoring, and to Cathy, Rick Shattuck, Bill Dye, and Drew Austin for their help as Judges and to Steve the boat buoy boy.

	Skipper	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Damico, Joe	Britpop	27.0	2.0	2.0	6.0	2.0	2.0	3.0	3.0	2.0	1.0	5.0	2.0	3.0	2.0	2.0	2.0	2.0
2	Stiles, Larry	Pikanto	34.0	3.0	8.0	1.0	4.0	4.0	7.0	2.0	1.0	2.0	4.0	4.0	4.0	3.0	1.0	1.0	4.0
3	Wells, Bob	Britpop	37.0	1.0	7.0	8.0	1.0	1.0	1.0	4.0	5.0	3.0	1.0	3.0	2.0	5.0	5.0	5.0	11.0
4	Young, Steve	Cheinz	40.0	7.0	3.0	5.0	7.0	6.0	2.0	1.0	6.0	5.0	2.0	1.0	5.0	1.0	4.0	4.0	1.0
5	Langjahr, Bill	Cheinz	45.0	6.0	6.0	4.0	3.0	3.0	4.0	10.0	4.0	4.0	3.0	6.0	1.0	4.0	3.0	3.0	3.0
6	Scott McConnell	Pikanto	90.0	5.0	1.0	2.0	11.0	7.0	5.0	6.0	3.0	6.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
7	Rantala, Craig	Ska	93.0	4.0	5.0	7.0	11.0	9.0	8.0	7.0	7.0	7.0	6.0	5.0	6.0	11.0	11.0	11.0	11.0
8	Chris Chesley	Ikon	105.0	8.0	4.0	3.0	5.0	5.0	6.0	8.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
9	Casey, Jack	Victory	119.0	9.0	9.0	9.0	6.0	8.0	9.0	9.0	8.0	8.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
10	Tom Delaney	IOM	125.0	10.0	10.0	10.0	8.0	10.0	10.0	5.0	9.0	9.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0



What is left of the Farrell Frozen Finger Regatta fleet just before Super bowl kick-off. Joe Damico won the IOM fleet race and our Seahawks dominated in the Super Bowl as they typically have all year! It is no surprise when Joe wins a local regatta, but it is nearly unprecedented to see a Seattle male sports team wins a national championship! Jean Lee photo.

Deception Pass MYC's Sunday Regatta (2/16/14)

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

Julian Lee Reporting & Scoring:

What a day of sailing and we all found out how tough it is to change rigs in such high wind conditions and keep the boat together. Max wind speed 37mph average wind speed 23 mph. Tricks like tacking on top a wave were essential to be able to complete the tack and stay out of irons. The park visitors who came to our "storm watch" thought we were certifiably nuts.

Position	Skipper	Sail #	Club/City	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14
1	Lee Julian	40	DPMYC	V8	20.0	2.0	1.0	2.0	1.0	1.0	3.0	1.0	3.0	1.0	2.0	2.0	4.0	7.0	1.0
2	Young Steve	73	DPMYC	Cheinz	21.0	1.0	2.0	1.0	2.0	4.0	2.0	3.0	5.0	7.0	1.0	1.0	1.0	1.0	2.0
3	Critchlow Bob	85	DPMYC	Cockatoo 2	46.0	3.0	4.0	7.0	7.0	2.0	4.0	5.0	1.0	4.0	4.0	3.0	2.0	7.0	7.0
4	Chesley Chris	95	DPMYC	Ikon	50.0	7.0	7.0	3.0	3.0	7.0	5.0	2.0	4.0	3.0	5.0	4.0	5.0	2.0	7.0
5	Austin Drew	90	DPMYC	Custom	51.0	7.0	7.0	7.0	7.0	3.0	1.0	4.0	2.0	2.0	3.0	5.0	3.0	7.0	7.0
6	Doeherty Mike	42	DPMYC	Glamrock	68.0	4.0	3.0	4.0	4.0	5.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0

Deception Pass MYC's Sunday Regatta (3/2/14)**Cranberry Lake in Deception Pass State Park; Whidbey Island, WA**

Julian Lee Reporting & Scoring:

As the score sheet indicates great wind again on Cranberry Lake – winter seems to have arrived at last. We had 20 mph max and 14mph average wind speeds. Mostly from the ESE and we made it work. If anyone feels they are missing out on this great sailing, the club has a skiff deck Tinto project IOM to get you on the water for \$ 250.

Position	Skipper	Sail #	Club/City	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	Young Steve	73	DPMYC	Cheinz	23.0	1.0	4.0	2.0	2.0	2.0	4.0	5.0	1.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0
2	Lee Julian	40	DPMYC	V8	25.0	3.0	1.0	3.0	1.0	1.0	3.0	3.0	2.0	2.0	1.0	3.0	3.0	1.0	4.0	1.0
3	D'amico Joe	86	DPMYC	Turbo V6	37.0	2.0	6.0	1.0	3.0	9.0	2.0	2.0	4.0	4.0	3.0	6.0	2.0	3.0	2.0	3.0
4	Austin Drew	90	DPMYC	Custom	56.0	5.0	7.0	7.0	4.0	9.0	1.0	1.0	3.0	3.0	4.0	1.0	6.0	5.0	9.0	9.0
5	Critchlow Bob	85	DPMYC	Cockatoo 2	64.0	8.0	2.0	6.0	6.0	5.0	5.0	7.0	5.0	5.0	6.0	4.0	7.0	4.0	5.0	4.0
6	Doherty Mike	42	DPMYC	Glamrock	65.0	7.0	3.0	5.0	5.0	3.0	6.0	4.0	7.0	6.0	7.0	5.0	4.0	6.0	6.0	5.0
7	Rantala Craig	12	DPMYC	Ska	72.0	4.0	5.0	4.0	7.0	4.0	7.0	6.0	6.0	9.0	5.0	9.0	5.0	7.0	3.0	9.0
8	Fiedler Ray	16	DPMYC	Widget	105.0	6.0	8.0	8.0	8.0	6.0	8.0	8.0	8.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0

Gig Harbor MYC's – Regatta #1 (3/8/14)**Surprise Lake in Milton, WA**

Organizer Steve Young Reporting & J. Warren Brower Scoring:

We kicked off 2014 at GHMYC with a dreary and very soggy day at Surprise Lake with little wind. Ten IOM's crowding the start line plus our two scratch Goth builders (in progress) as observers who lasted the whole wet day. What was lacking in wind we made up in banter on the dock as we negotiated the changing wind velocity (some and none) and direction. At times, it seemed like the biggest decision was which way to the weather mark, as the forecast was no help. The course set up was for the predicted south to southwest wind, but more often than not, our weather mark was the original leeward mark, the wind swinging about 135 degrees. Oh well! We managed to put a few races in the book, and while the score sheet was soaked we still could read last few heats as paper creases without pigment. Well you could read the creased numbers after the paper dried anyway...

We quit a little early for lunch and to continue the banter in a warmer and drier location. We had a chance to discuss club business and find out about upcoming regattas. We adjourned at about 2:30, which is early, and headed home to dry gear, charge batteries and remove damp patches from the boats. It was fun in spite of the elements, as it always is with this group.

Pls	Skipper	Sail	Home Port	Hull	Score	1	2	3	4	5	6
1	Steve Young	73	Tacoma, WA	Cheinz-Jeff Byerley	6.0	1.0	1.0	1.0	2.0	2.0	1.0
2	Ron Blackledge	208	Portland, OR	Fraktal-G Bantock	13.0	2.0	3.0	2.0	5.0	4.0	2.0
3	Peter Sternberg	18W	Redmond, WA	V8-Ian Vickers	18.0	3.0	2.0	6.0	6.0	1.0	6.0
4	J Warren Brower	42	Lk Stevens, WA	Widget-Chris Dicks	20.0	10.0	4.0	4.0	1.0	6.0	5.0
5	Kurt Wells	18R	Seattle, WA	Arrival-Hollom	22.0	4.0	5.0	3.0	7.0	3.0	7.0
6	Byron Pimms	47	Seattle, WA	ISIS II-Barry Chisam	28.0	5.0	11.0	9.0	3.0	8.0	3.0
7	Bob Wells	7	Mercer Is, WA	BritPOP-BG Vinaixa	32.0	6.0	9.0	5.0	8.0	9.0	4.0
8	Ron, Hornung	777	Seattle, WA	Disco-Brad Gibson	33.0	9.0	7.0	11.0	4.0	5.0	8.0
9	Rick Shattock	94	Milton, WA	Pikanto-GB, DeJong	37.0	7.0	6.0	8.0	9.0	7.0	9.0
10	Mike Pearson	82	Gig Harbor, WA	V8- I Vickers, Eldred	45.0	8.0	8.0	7.0	11.0	11.0	11.0

Other Regattas – a random selection:

South Bay MYC Championship (2013)

San Jose, CA

Bob Dunlap Reporting:

South Bay MYC's new IOM season champion, Chris Sullivan! Chris won the championship sailing number 62 BritPop consistently throughout the series. A well deserved win. Chris's clean sailing is a credit to the sport. Ian Vickers, presently home in New Zealand, came in second in the series with an impressive record of four wins and four no shows. Third was claimed by Glenn Murray, a smart competitor whose speed improves in every event. Congratulations!!

Our final race of the series was once again sailed under clear skies. We had a high of 64° F (17.7° C) with WNW wind 1-4 mph (0.8-3.4 knots). Racing got off to a late start, as it was close to 2:00 pm before there was enough wind to sail a heat. Seven heats were limited to one lap and 3 heats to two laps. The pond was a debris field, loaded with Tule Reeds that were present due to the Park's effort at eliminating excessive growth by treating the plants with weed killer. Normally we encounter a floating reed or two during a heat until the prevailing wind blows them to the leeward end of the lake.

Racing was close, with only 3 points separating the top four finishers. George Pedrick, sailing his USA99 V-8, won the day with four bullets. Light air specialist, Glen Murray sailing his 59 Chienz, tied for second place with Steve Toshie's 94 Micro Brew IV. Glen earned second with three first place finishes over Steve's two first place finishes.

All in all a good finish to another SBMYC Series. Thank you everyone for making the trip to San Jose. I hope everyone has a chance to relax and enjoy the rest of the holiday season and I wish you all good health, good fortune and happiness in the New Year.

RECAP OF South Bay MYC 2013 SERIES				1	2	3	4	5	6	7	8	Total Incl. Discard	Series Discard	Series Final
1	Chris	Sullivan	Britpop	26	37	20	46	48	47	23	38	285	48	237
2	Ian	Vickers	V-8	90	21	63	12	15	12	81	72	366	90	276
3	Glen	Murray	Chienz	43	46	63	117	52	35	22	26	404	117	287
4	Bob	Dunlap	V-8	59	95	24	42	59	47	37	28	391	95	296
5	Al	Finley	Cockatoo 08	29	55	63	60	71	38	40	34	390	71	319
6	Steve	Toschi	Micro Brew III	44	47	63	41	53	44	81	26	399	63	336
7	John	Ebey	Britpop	90	25	13	32	153	90	81	72	556	153	403
8	Mark	Jurasin	Cockatoo II	38	71	37	80	119	68	49	72	534	119	415
9	Gary	Boell	Britpop	15	66	63	117	34	90	81	72	538	117	421
10	George	Pedrick	V-8	90	135	63	117	77	90	25	25	622	135	487
11	Hans	Wolff	2 Dogs	71	98	51	66	153	70	81	61	651	153	498
12	Jim	Wondolleck	V-7	90	58	63	75	81	90	81	72	610	90	520
13	Jess	Atkinson	V-8	90	135	63	117	77	26	81	72	661	135	526
14	Ron	Locke	V-7	90	135	63	85	109	90	53	72	697	135	562
15	Bill	Wright	Picanto	90	135	63	117	76	90	81	72	724	135	589
16	Rick	Schoos	Cockatoo II	73	112	38	117	153	90	81	72	736	117	619
17	Glenn	McDonald	V-9	90	135	63	117	153	90	58	72	778	153	625
18	Keith	Farrell	Highlander	90	122	63	117	147	90	81	72	782	147	635

Did not race

Winner of the Day



Pretty sweet sailing in San Diego in February. Especially if you live in Detroit this winter. Thor Larsen © photo.

2014 AMYA R6 Championship / Mid-Winters (Feb 14 – 16, 2014)

Mission Bay Model Yacht Pond in San Diego, CA

By John Ball, CAN NCS

The San Diego Argonauts were the host club for the 2014 R6 Championship, held in the Mission Bay Model Boat Pond on Vacation Island in San Diego. This is an annual ranking event for points in the IOM Standings. IOM Standings have taken on much greater significance with the awarding of the 2015 IOM World Championship to the USA, as only the top skippers will be able to gain places at the Worlds. As a result there was a large fleet entered from California, with skippers travelling from New York, Texas, Idaho, Nevada, and Washington, and me, the lone Canadian.

First we must all thank Fred Rocha, Mike Eldred, and Jim Atkinson for running the event so professionally. They put in a tremendous effort to make the regatta work, calling the starts, recording the finishes, updating the heat boards, scoring the races and resetting marks. This regatta was extremely well run, and the first hint of that started with the on-line registration and entry fee payment system, which was nicely automated thanks to web guru George Georgiadis. But it went even further, allowing us to select our sandwiches for each day's lunch from a menu. We were able to submit our membership, boat registration and measurement certificates via email, so all the paperwork could be checked in advance. I am impressed how they manage a regatta so well while short-handed.

Arriving at the pond on Friday morning, boats were quickly weight checked for compliance with class rules and we were ready to start racing by 11:30 am, ahead of schedule. Unfortunately three registered skippers did not compete – including Brig North who had flown in from Texas looking for some fun and Worlds ranking points. Unfortunately the airline lost his rig box! Sans rigs he responded to a work emergency and just flew back to Dallas early. How frustrating! For the rest of us we enjoyed beautiful days

with average temperatures of 75°F and a good light-medium wind test of our regatta skills at a venue that belongs on your bucket list.



Rounding the weather and offset marks at San Diego's Model Yacht Pond at 2014 Mid-Winters / R6 Championship. The nearby trees can cause some challenging wind shifts. Thor Larsen © photo.

The dedicated Mission Bay Model Yacht Pond is a long, narrow salt-water lake fed by the high tides with a gate valve that holds the water level. Unfortunately the valve did not seem to be at its best, as the lake level seemed a bit low, making the lake effectively even narrower. Wet launches are required, leading to open footwear, and I got sunburned feet on my pale white northern skin! (A nice problem to have in February – Editor.) The pond is set with its long axis east/west in line with the prevailing Westerly. Going from the leeward end, we had a downwind gate, and just above that, a very long starting line (for the 18 boats expected on the line). Near the top end, was a pair of finish marks, and finally at the top end was a weather mark and offset mark. So the course was set as windward/leeward, twice around with an extra three quarters of a leg on a beat to get the finish line. On a couple of heats, the finish line marks were also used as weather marks to create a shortened course when the wind went light.

The conditions were good for racing. The prevailing wind was straight down the narrow rectangular pond with many shifts to the northwest and to the southwest keeping everyone on their toes. Friday was mid to upper A rig and my new V8 (first time racing) was quickly getting better, sometimes blasting up through the middle of the fleet, and I even made my way into the A fleet for a time. Saturday and Sunday, the wind was same direction and shifts but lighter, and I went quickly backwards. I had difficulty changing gears and I kept sailing into holes, while boats kept moving around me – lack of local knowledge and experience with the boat definitely showed.

We got in 17 heats the first day with Jess Atkinson and his V8 tied with John Ebey sailing a BritPOP in first place. George Pedrick, Zach Alyea and Stephan Cohen rounded out the top 5 positions. On Saturday, the A fleet began our second day with a nice 9 knots from NW. By the end of Saturday Eric Arndt had grabbed the lead, followed by Zach, Jess, John, and George. Saturday night, the whole fleet gathered to enjoy the traditional Fiddler's Green hospitality... Good food and nice drinks... and RRS conversations for me.

The San Diego Argonauts were well represented with eight skippers. We welcomed three first timers to San Diego. Ming Lee won our Fair Sailor award. Nicholas Allen from Burbank had electrical problems causing him to miss a couple heats Saturday, so he drove back home and fixed it. Sunday he is back ready to sail – no quit in Nick. Big boat sailor Mark Golison decided to try radio sailing with a

borrowed boat. All he did was finish 6th out of our 42-boat fleet and easily won our Best New IOM Skipper award. Very well done Mark!



Eric Arndt's USA 13 on her way to becoming the 2014 R6 Champion in Dago. The design is listed as a "Houdini", but she looks like the Vickers V8, a curious design credit situation? Somebody needs to help USA 116 with sail markings – the added "1" is just awful craftsmanship and presents a challenge for the scorekeepers. Thor Larsen © photo.

The fleet consisted of about ten Britpops, say six V8s, plus several each of the Cheinz, Pikanto and Topico yachts; as well as some other late model designs. New on the water was a Mojo from Oz, a recent development of the Cheinz that was well sailed by Gary Boell. Also we had a Shiraz from the UK sailed by Ming Lee, who like me also struggled with the variable conditions and finding the wind streaks. What makes the difference here is the skill of the skipper - in particular sailing well in big fleets, picking the shifts, sailing around the holes, and just consistently going fast. The top spots were well contested by North Bay Sailing Club skippers and Zach Alyea from Vegas. It is special when the last race determines the 1 - 3 finish positions, and most consistent in the end is our new Champion, Eric Arndt, sailing his own boat called *Houdini*. I'm not sure if there is an illusion here, as *Houdini* looks to be from the same mould as my V8, only with a more tapered Bantock style fin.

Summary of the 2014 AMYA R6 Championship / Dago Mid-Winters:

Class: IOM

Date: February 14 -16, 2014

Location: Mission Bay Model Yacht Pond in San Diego, CA

Host Club: San Diego Argonauts Model Yacht Club

Entries: 42

Winds: light to top A

Races Completed: 16 with three heats.

Scoring System: 2013 HMS, scoring version 2.0

Regatta Committee & Valuable Assistants: Organizer, Registration, PRO, Rescue boat & Lunches – Fred Rocha; Scorekeeper - Jim Atkinson, Measurements – Mike Eldred.

Thor Larsen's photos: <http://www.flickr.com/photos/38994377@N00/?deleted=12592437993>

Full Results: <https://sites.google.com/site/iomusevents2013/regattas/r6>

2014 AMYA R6 Championship - R6 Results after 16 races with 3 throw-outs:

Position	Skipper	Sail	Club/City	Hull	Score
1	Eric Arndt	13	Fairfax, CA	Houdini	42.9
2	Jess Atkinson	56	Alameda, CA	V8	48.0
3	John Ebey	93	San Rafael - CA	britPOP!	50.0
4	George Pedrick	99	Pt. Richmond - CA	V8	60.0
5	Zach Alyea	46	Las Vegas - NV	britPOP!	61.0
6	Mark Golison	137	Long Beach - CA	Topiko	86.0
7	Craig Mackey	29	Oceanside - CA	V7	94.6
8	Gary Boell	71	Pt. Richmond - CA	MOJO	97.0
9	Dennis Rogers	43	San Diego - CA	britPOP!	105.0
10	Bill Wright	82	Alameda - CA	Pikanto	115.0
11	Bruce Andersen	116	Boise - ID	britPOP!	117.0
12	Stephan Cohen	28	Los Angeles - CA	britPOP!	124.0
13	Jeff Weiss	30	Costa Mesa - CA	britPOP!	139.0
14	Glen Murray	59	Danville - CA	CHEINZ	146.0
15	Steve Toschi	94	Grover Beach - CA	Micro Brew 4	154.0
16	Roy Langbord	70	New York - NY	britPOP!	194.0
17	Martin Wolfie	111	Dallas - TX	britPOP!	212.0
18	Jon Elmaleh	2	Brooklyn - NY	CG IE 3	215.0
18	Larry Grant	81	Los Angeles - CA	Pikanto	215.0
20	Bob Dunlap	37	San Jose - CA	V8	216.0
21	Mike Eldred	39	Alpine - CA	V8	219.0
22	Gerg Dawe	68	Rancho Santa Fe - CA	Ericca	222.0
23	Joe D'Amico	86	Sequim - WA	britPOP!	278.0
24	Dick Carver	22	La Habra - CA	MadMax	285.0
25	Thor Larsen	87	San Luis Obispo - CA	Micro Brew 3A	286.0
26	Al Finley	174	Brentwood - CA	Cockatoo	287.0
27	Chuck LeMahieu	19	Richardson -TX	Isis	292.0
28	Kelly Martin	77	Gig Harbor - WA	Topiko	294.0
29	Chris Sullivan	62	Albany - CA	britPOP!	298.0
30	Gene Harris	199	Pt. Richmond - CA	Pikanto	310.0
31	Mike Allen	141	Newport Beach - CA	V8	320.0
32	John Ball	7	Parksville - BC	V8	324.0
33	Kim Robbins	21	La Mesa - CA	Stealth	363.0
34	Bill Langjhar	88	Anacortes - WA	CHEINZ	369.0
35	Lon Wahler	49	Escondido - CA	Ericca	380.0
36	Jim Wondolleck	146	San Rafael - CA	V7	386.0
37	Ken Campbell	53	San Diego - CA	Eureka	399.0
38	Nick Allen	9	Burbank - CA	Cockatoo	432.0
39	Ming Lee	16	Irvine - CA	Shiraz	464.0
40	Brig North	11	Dallas - TX	britPOP!	530.0
40	Scott Tempesta	17	San Diego - CA	Topiko	530.0
40	Roy Cundiff	72	Corsicana - TX	Vapour	530.0

USA NCA - Fred Rocha's Section**Class News 12/26/13**

By Fred Rocha, National Class Secretary, and Bob Wells

iom@TheAMYA.org

Congratulations to our USA skippers for a fine showing (and wonderful experiences) at the IOM World Championships in October at Sdot-Yam, Israel. Craig Mackey was once again the highest finishing American at 12th, Gary Boell was just behind in 13th, and Stephan Cohen placed 16th (tied with 15th) in what were beautiful but challenging conditions for all. J. Warren "Jerry" Brower also represented us well again and finished further down the roster. At Awards Ceremonies Stephan was chosen to be the IOMICA (IOM International Class Association) representative giving the presentation on behalf of the competitors. Visit the event website here: <http://www.iomwc2013.com>.

IOMICA has accepted our application to hold the 2015 Worlds at Foster City in the San Francisco area, which was the world-class venue for last year's Region 6 Championship and for the coming 2014 NCR. Our 2015 Worlds Race Committee has been working quietly on this for a few years now, and this advanced planning team includes Fred Rocha, Bob Dunlap, Gary Boell and Jess Atkinson. IOMICA is scheduled to make the selection in January 2015. More on this event later when we know if we are selected, but rest assured if the USA is selected our volunteer list will have to expand greatly and we will be looking for your support. This is a significant commitment for IOM USA.



With the Med roiling outside the breakwater, USA's #28 (Stephan Cohen) and #29 (Craig Mackey) are competing at the 2013 IOM World Championships in October at Sdot-Yam, Israel. IOM Worlds is a six-day event run every two years, and the USA has been selected to host the 2015 Worlds at Foster City near San Francisco. J. Warren Brower photo.

Many USA skippers will want to compete in Worlds if we are the host country, but only a limited number of USA skipper allocations will be available. I'll project approximately 8 USA skipper positions ultimately available and each position will be hotly contested. Who goes will be determined by performance merit by our ranking system, which will include all of our 2014 ranking events. Read about our ranking system here: http://www.iomusa.org/index.php?option=com_content&view=article&id=11&Itemid=23.

This fall and winter we have been coordinating our ranking regatta schedule for 2014 and you will find it similar to our recent schedules, and dispersed nicely through the year. Also listed are a few multi-day non-ranking regattas well worth travelling to. The best place to find ranking regatta schedule is our class website: <https://sites.google.com/site/iomusevents2014/>. However, as I write this (Christmas Day) it is not up yet while we sort a few last things. Of course do not forget to thank our regatta coordinators who go the extra mile to put on these great IOM regattas.

We have added Bill Langjahr in Anacortes, WA to our IOM Class Management Team to coordinate the listing of IOM events on the AMYA website. AMYA needs to hear one voice from our class to eliminate duplication and confusion. Please send your regatta information and/or NOR to both Fred Rocha and wlangjahr at aol dot com. Thank you Bill for stepping forward on this.

While the focus of this article is Worlds and Ranking Events, it is not lost on me that most IOM skippers do not attend very many, if any, of these events. Ted Flack, our Treasurer/Registrar, tells me that so far 58 IOMs have requested hull numbers in 2013. Our steady growth is primarily through the efforts of local sailing clubs. Thank you for supporting your club, the key to our success as a class.

2015 IOM World Championship awarded to USA:

Bob Wells Reporting:

In case you haven't heard already, here is the official IOMICA announcement: <http://www.iomclass.org/2014/01/26/2015-world-championship-regatta-awarded-to-usa/>. This is great news, and I also enjoyed the foreboding remark from Ted Flack on the announcement, "Oh boy, now you did it (to Freddy Rocha)". With the announcement the planning committee is energized, as decisions have to be made early. I think the USA is up to the task and it will be a memorable Worlds.

2013 AGM Results (Reported by IOMICA on December 16, 2013)

New Executive Committee 2014-2015 Elected by acclamation:

Chairman: **Fred Rocha** (USA).
Secretary: **Barry Fox** (CAN).
Treasurer: **David Turton** (AUS).
VC Technical: **Robert Grubisa** (CRO).
VC Events: **Olivier Cohen** (FRA).
VC Measurement: **Lawrie Neish** (CAN).
VC InfoComms: **Pedro Egea** (ESP)

Proposal: **Change to CCR 8.6.1(ii)**: Passed. For: 82. Aights: 23

Download pdf detail file: http://iomclass.org/doc-files/Administration/2013-AGM/2013_IOMICA_AGM_Voting_Results.pdf

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 RRS that is oriented from a radio sailing viewpoint - Editor.

Hailing

Hailing helps avoid collisions and makes racing safer. Hailing reinforces the rules and enhances tactical sailing. Hailing can help you win in a protest and enable you to be successful if you ever need to request Redress. Surprisingly, there are only three places in the Racing Rules of Sailing (RRS) where a hail by a competitor is specified. How many of them can you come up with?

Those RRS hails are

- a) calling for “Room to tack”, under R 20;
- b) calling a protest under R 61; and
- c) calling “Boat out of Radio Control” under Appendix E 2.3.

There are also three RRS designated hails by the Race Committee for

- a) individual recall for over early, E3.5 and R 29.1;
- b) general recall, E3.6 and R 29.2; and
- c) hail by an observer for contact between boats or boat and mark, E5.

Then there are tactical hails, not actually in the RRS, used to draw attention to the presence of a ROW boat or a developing situation, e.g. hailing STBD to a port tacker or ‘Stay up’ to a weather overlapped boat, calling an overlap for Mark Room, and sometimes we may hear “Hold your course” to encourage a boat from lee bowing you or “No room (to tack)” can be a hail to help you overtake another boat as you approach the weather mark. And finally, there are some hails that can help you in a protest hearing and to be able to claim redress.

Hails by the competitor**Calling for Room to tack at an Obstruction**

This photograph by Miguel Salvador, is from the UK 2013 National Championship, Fleetwood. The blue boat on stbd, is approaching the bank and needs to tack on to port, but the two boats behind and to weather are on stbd and could collide if Blue suddenly tacks.

Of all the hails, the “Calling for Room to tack at an Obstruction” hail is the most complex, most misunderstood and most frequently done wrong! The most common mistake is hailing and tacking simultaneously.

Definition of Obstruction.

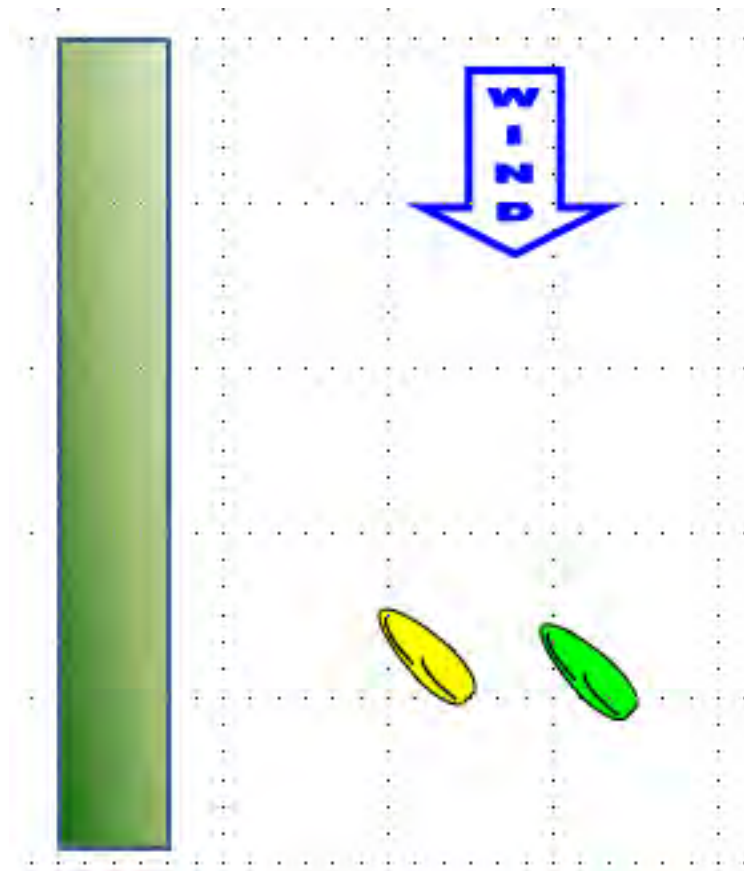
Obstruction An object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. An object that can be safely passed on only one side and an area so designated by the sailing instructions are also obstructions. However, a boat racing is not an obstruction to other boats unless they are required to keep clear of her or, if rule 23 applies, avoid her. A vessel under way, including a boat racing, is never a continuing obstruction

On the race course we see several situations where R20 Calling for Room to tack at an Obstruction applies. The simple one is two boats approaching a shoreline. The second is where multiple boats are approaching a shoreline, and the third is where two (or more) boats on port are approaching a stbd tack boat.

The first situation is when two or more boats are sailing close hauled, on the same tack, towards a shoreline. R20 has three parts. 20.1 says that the boat may hail for room to tack and lists the conditions where she may not hail. 20.2 is about responding to the hail, and 20.3 is new and covers hailing multiple boats.

Yellow has a problem. She is approaching a shoreline and she cannot just tack without breaking R 13 (tacking too close). So to avoid boats running aground and collisions, R 20 exists and allows Yellow to hail for ‘Room to tack to avoid an Obstruction’. What happens next is important – Green MUST respond (even if she feels that the hail is not in accordance with the conditions listed in 20.1). The first item is that Yellow must allow Green TIME to respond – so hailing and tacking simultaneously would be a breach. These rules were originally written for full size boats and the concept of ‘time’ is to allow a crew to get ready and then safely tack a big boat. In RC sailing, the time allowance can be far less as we can respond must faster.

Green has two options, and SHALL either tack as soon as possible – or immediately hail back ‘YOU TACK’ – in which case, Green gives Yellow enough room to tack and avoids Yellow. Now Yellow must tack as soon as possible. Green CANNOT debate with Yellow about the hail. If Green thinks that the hail for room to tack was incorrect, she must still respond as in 20.2 and then promptly hail ‘Protest’ for a breach of R 20.1.

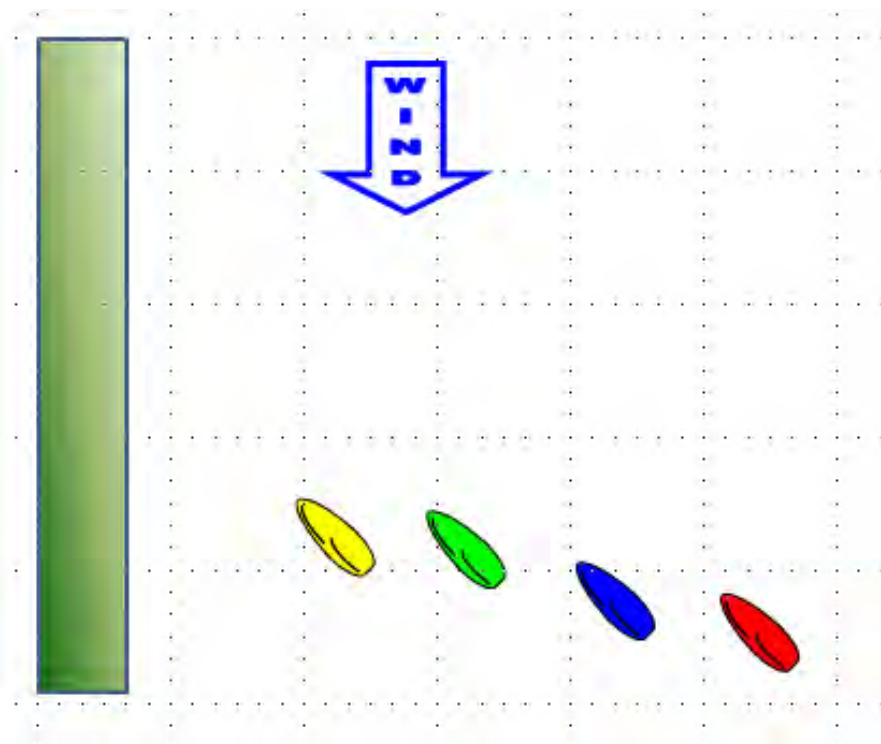


The situation becomes much more complex if three, four or more boats are involved. We see this frequently at sailing ponds like the Model Boat pond on Mission Bay in San Diego. This pond is a long, narrow rectangle and the wind tends to blow down the length of the pond. Most boats start on stbd tack, and quickly, a group of boats will approach the far shore, all stacked up on stbd tack.

There is an ISAF case #113 (in the ISAF Case Book) that covers this situation and simplifies it by saying that all boats hearing the hail by Yellow that are affected, MUST respond. In addition, a new rule, R20.3 has been added to the RRS 2013 – 2016 that also recognizes that Green or Blue or Red at this point does not need to hail for room to tack herself (does not meet the conditions of 20.1) and breaks no rule by passing on the chain of hails. These together make it clear that Yellow has to allow time for Green to hail Blue to hail Red and so on. But it goes further and simplifies the situation by saying that all boats hearing the hail by Yellow that are affected, MUST respond (either by tacking, or by hailing 'you tack' and staying clear).

The ISAF Case Book is a great research resource and can be downloaded for free from

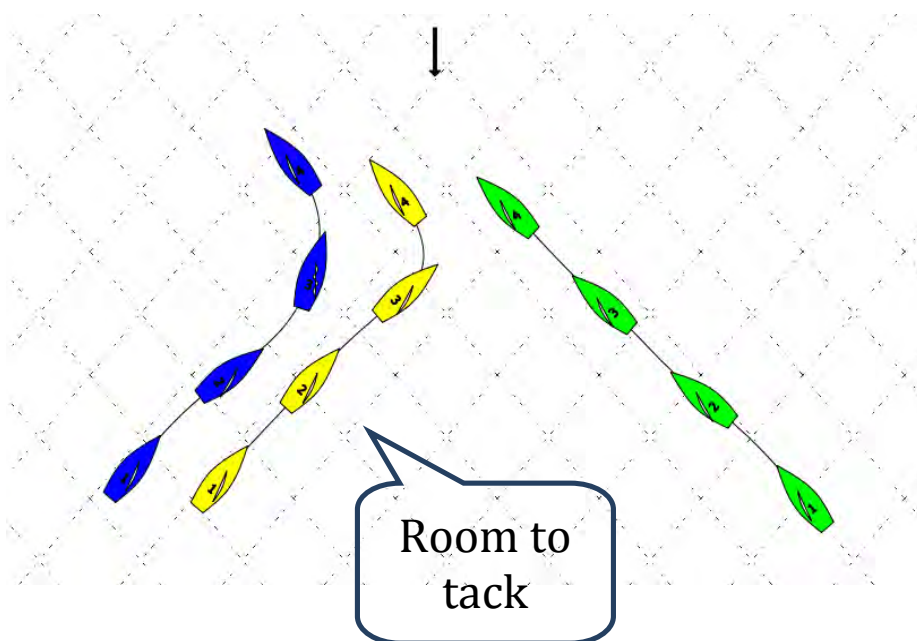
<http://www.sailing.org/tools/documents/20132016ISAFCaseBook-%5B14819%5D.pdf> and saved on your computer for future reference.



Approaching a boat that is an obstruction

The other frequent situation where R 20 hailing applies is when two (or more) boats close hauled on port tack, approach a converging stbd tack boat. As the stbd boat is an obstruction to the port tack boats. We have to start with R 19, which says that the port tack boat with right of way, in this case, Yellow to leeward of Blue (under R 11) gets to choose which side of the stbd tack Green boat to pass – either stay on Green's leeward side by tacking or cross to its weather side by ducking behind it.

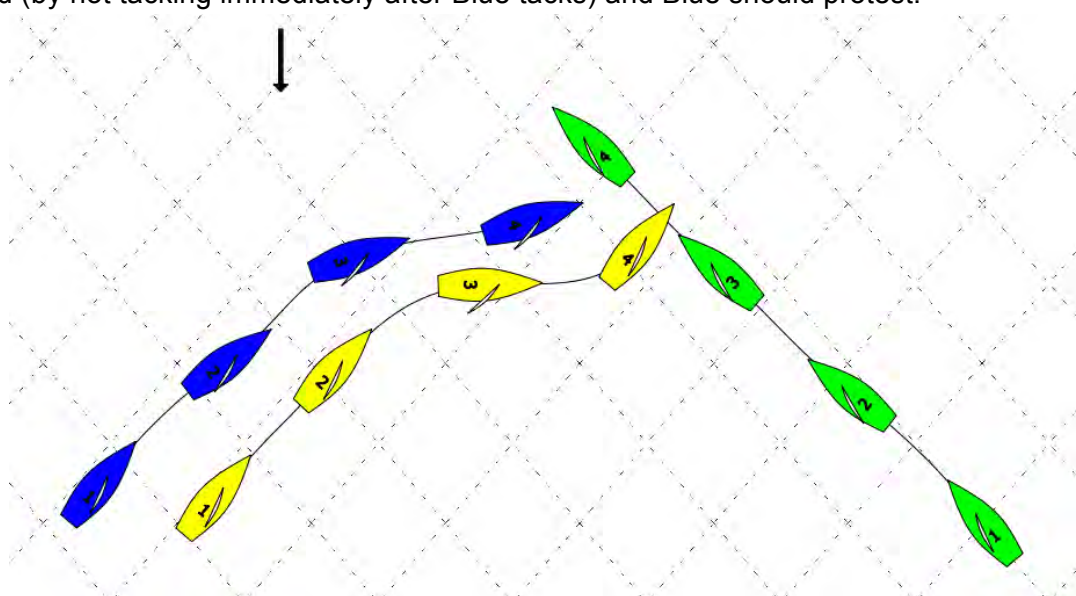
If Yellow chooses to tack, then R 20 applies and Yellow calls for room to tack and Blue MUST respond. This is now very much like the shoreline situation above. At position #2, Yellow calls for Room to tack, and Blue responds by tacking, and as soon as Blue has tacked, Yellow



tacks. If Yellow hails Blue, and Blue tacks, and then Yellow changes her mind and goes behind Green, then Yellow breaks R 20.2.d (by not tacking immediately after Blue tacks) and Blue should protest.

Ducking Stbd.

Under R 19, Yellow as ROW over Blue, may choose to duck Green. No hail is required by Yellow. All she has to do is bare off to pass behind Green – BUT – under R 19, she MUST also leave room for Blue to pass astern of Green too. Blue does not have to follow Yellow; she can tack away if she chooses. If room is not given to Blue to clear Green's transom, Blue can protest Yellow under R 19.2.b.



R 19 in action (Nothing good happens on the Port lay line!)

Look at this picture from the Canadian IOM Nationals on Salt Spring Island in 2013. The dark yellow boat on stbd is 66. Note that 99 is close hauled on Port and that 7 and 36 are close reaching to pass behind 66. #66 hailed "Don't go in there" to dissuade the port tackers from attempting to tack inside him. #36 hailed for 7 to 'stay up'. #36 is sailing to pass astern of 66 and so R 19 applies and 36 must give room to 7 also to pass astern of 66.



QUIZ. What happened next was that 7 eased her sails to slow down and contacted 36. When she eased her sails, she came upright and also tangled the top of the rig of 66. Both 36 and 66 protested 7. You are on the Protest Committee. What is your finding and which rules apply to support your decision?

SPOILER – Here is my answer.

Here are my FACTS. #7 to weather and 36 to leeward were close reaching into the weather mark on port tack, slightly overlapped when they reached the zone, with 7 three quarters of a boat length ahead and a quarter of boat length to weather of 36. Both boats were below the stbd tack lay line. #66 was on the stbd tack lay line and about one boat length from the mark and 66 hailed “Don’t think of going there”. #36 hailed for 7 to “Stay up”. #7 eased her sails. Contact occurred between 7 and 36. Contact occurred between the top of the masts of 7 and 66. Both 66 and 36 protested 7.

Conclusion and decision. When 7 and 36 entered the zone of the weather mark close reaching, 7 was inside and entitled to mark room under R 18. R 20 does not apply as under R 20.1.b, 36 cannot hail for room to tack to avoid 66, (the obstruction on stbd), as she is sailing below close hauled. (Note – if 36 did hail for room to tack under R 20, then 7 would have to comply with the hail but would then protest 36 for an improper hail). As 7 & 36 converged with 66 on STBD, 36 has to pass astern of 66, and under R19.2.b 36, must also give room to 7 also to pass astern of 66. To avoid contact with 66, 7 eased her sails in an attempt to slow down, but as a result, contacted 36 to leeward and came upright and the top of her mast contacted the rig of 66.

As Protect Committee, with these ‘facts’, I would find that 7 breaks R10 (P/S) against 66 and 7 breaks R 11(W/L) against 36. #36 breaks R 19.2.b for failing to provide room to 7 to pass astern of 66. I would DSQ 36 under R 19.2.b and I would exonerate 7 for her breach of R 10 and R 11 under R 14 and R 64.1.a as the contacts were caused by 36 failing to provide room as required by R 19.2.b. How did you make out?

Hailing Protest

This should be the easy one

E2.1 Hailing Requirements

- (a) A hail shall be made so that the competitors to whom the hail is directed might reasonably be expected to hear it.*
- (b) The individual digits of a boat’s sail number shall be hailed; for example ‘one five’, not ‘fifteen’.*

E6.3 Informing the Protestee

Rule 61.1(a) is changed to:

A boat intending to protest shall inform the other boat at the first reasonable opportunity. When her protest concerns an incident in the racing area that she was involved in or saw, she shall hail twice ‘(Her own sail number) protest (the sail number of the other boat)’.

So a prompt loud hail of SEVEN NINE PROTEST ONE SIX and repeated - fits the requirements.

If you fail to meet any of the requirements of the hail, then a protest committee could dismiss your protest on that technicality. And remember to notify the Race Committee of your Protest as soon as you finish and before the time limit expires.

One variation on when to hail PROTEST, is when you see a boat miss a mark, sail around the wrong mark, or round a mark the wrong way. What they have done is broken R 28 Sailing the Course (sometimes referred to as the string rule). But when should you hail? As soon as they do it? – If you do it straight away, are you giving them outside help? Should you wait until they are clearly not correcting the error – e.g., when they round the next mark? Or should you wait until they are about to finish, as only then is it clear that they are not going back to correct the error? The answer is in a new rule R 61.1.a.3. You can hail protest to another boat before she finishes, or at the first opportunity after she finishes. You don’t have to tell them the reason for the protest – let them figure it out for themselves. But this rule makes it clear that the hailing boat is not giving outside assistance as the hail is allowed. (and of course, we do not have to fly a protest flag)

From new rule R61.1.a.(3)

if the incident was an error by the other boat in sailing the course, she need not hail or display a red flag but she shall inform the other boat before that boat finishes or at the first reasonable opportunity after she finishes;

Responding to a hail of Protest!

There is nothing in the rules about responding to a Protest hail. If you caused the foul, it may take a few moments for you to get clear to take your penalty turn. Meanwhile the other skipper starts hailing again and frustration levels rise. So I think it is a good idea to let the other boat know that you acknowledge their hail. For example “Sorry – my fault – I’ll take a penalty”. That should cut off any bickering. And hail again once you have completed your penalty as that helps inform the other skippers and any race observer. If you think that the other skipper caused the foul, then either acknowledge their hail and then remain silent, and go to a protest hearing; but better yet, make a prompt counter protest – and if they don’t take a penalty – again go to a protest hearing. The problem we hear (far too often) is bickering between the skippers – “You hit me!”, “But I was on STBD”, “But you tacked right in front of me!” Does this sound familiar? If they try to bicker, remain silent – the control area is not the place for an impromptu protest hearing.

Hailing “Out of Radio Control”.

This is easy. Here is the rule.

E2.3 Boat Out of Radio Control

A competitor who loses radio control of his boat shall promptly hail and repeat ‘(The boat’s sail number) out of control’ and the boat shall retire.

Once you have hailed “Out of radio control”, boats still racing should treat you as an obstruction. Be sure to report to the race recorder at the finish line that you retired to help keep the score sheet in order and keep the regatta moving.

Hails by the Race Committee

Individual Recalls

Appendix E3.5 modifies R 29.1. When the RC hails a boat for over early, the correct call is RECALL SEVEN NINE and repeat. For the Race Committee, if there are several boats over early, then I recommend a hail such as RECALL ONE FOUR, RECALL SEVEN. This is not covered in the rule which is a bit ambiguous for recalling multiple boats. The problem was created by two new changes in Appendix E. The first change was the formalization of the hail (E2.1.b.) to individual digits (one four, not fourteen), combined with the change to sail numbers in the range 00 to 09 (E8.b.3) which are now displayed by dropping the leading zero. So a hail by the RC of RECALL ONE FOUR SEVEN could mean three boats (1 and 4 and 7), or two boats (1 and 47 or 14 and 7), or even one boat (147). Inserting RECALL between each boat’s sail numbers removes any ambiguity. As we do not use flag signals, the RC must hail that a recalled boat is clear, once they have correctly returned to the prestart side of the line or its extensions. (E3.8.b and also R30.1 if it is in effect).

General Recall

Appendix E3.6 modifies R 29.2. The RC should hail “GENERAL RECALL” and make two sounds signals.

Black Flag Recall

Appendix E3.7. When a boat breaks R30.3, and the RC hails her, she SHALL leave the racing area immediately.

Hails by an Observer

This is an easy one. From Appendix E.5.1,

(b) Observers shall hail the sail numbers of boats that make contact with a mark or another boat and shall repeat the hail as appropriate.

When an observer hails 'Contact' between two boats and hails their sail numbers – one boat had broken at least one rule and should take a penalty. However, just because the observer hailed 'Contact' does not relieve the ROW skipper from hailing 'Protest' for the same incident. This may help the 'keep clear' boat realize that they are the one that should be taking the penalty turn.

Tactical Hails

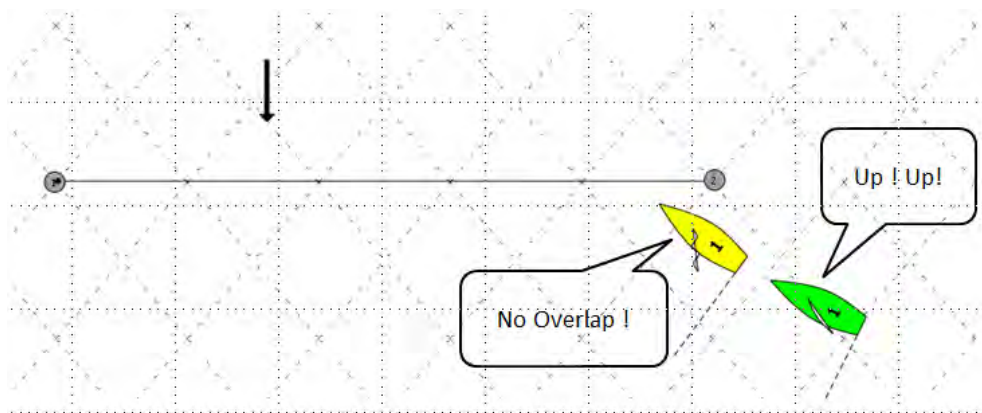
There are a number of hails that are not included in the rule book but serve to keep racing safe and free from collisions. They may also be used to influence the course of another boat so that you may gain a positional advantage over them. Where a sail number is hailed, it should follow the format of individual digits (E.2.1.b).

“Starboard!”

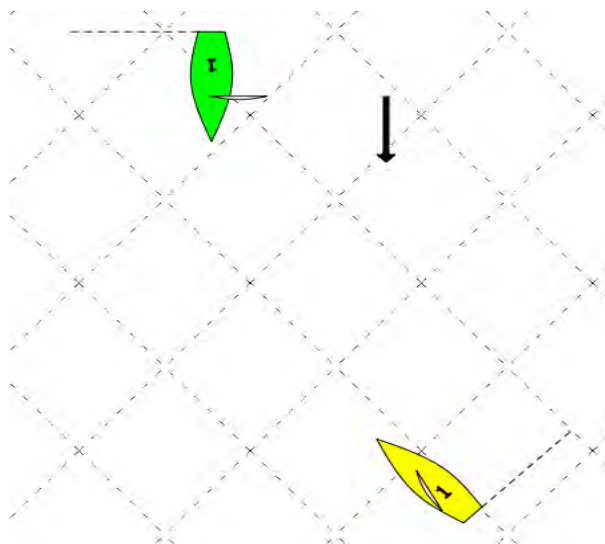
Hailing STBD to a converging port tack boat, or when running down wind on opposite gybes is straight forward and serves to draw the attention of the port tacker to an impending incident. The STBD tack boat can assume that the port tack boat will follow the rules and will stay clear. Stbd only needs to begin to stay clear when it becomes obvious that the Port tack boat is not keeping clear (R 14) – and then Stbd should protest.

“Stay Up”

Hailing to a windward boat to stay clear (R 11) should be clear, but is sometimes used incorrectly when an overlap does not yet exist. For example, two boats are approaching the starting line just before the start signal, and the boat behind, trying to push the lead boat over early, starts calling for the lead boat to stay up! This is not a valid hail, as there is not yet an overlap – at this point, the boat ahead is ROW and the boat astern has to keep clear under R 12.



The hail “Windward Boat keep clear” is also heard (correctly) when a boat beating upwind converges with another boat (on the same tack/gybe) running downwind on another leg of the course. Both boats shown in the diagram are on stbd so hailing STBD is not correct. Green is windward boat, so Yellow hails “WINDWARD KEEP CLEAR”! For R 11 to apply these boats must be overlapped. What may be hard to get your head around is that under the rules, these two boats are overlapped! To understand this we have to look at the definition of Clear Astern and Clear ahead: Overlapped.



Clear Astern and Clear Ahead; Overlap. One boat is clear astern of another when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other boat's hull and equipment in normal position. The other boat is clear ahead. They overlap when neither is clear astern. However, they also overlap when a boat between them overlaps both. These terms always apply to boats on the same tack. They do not apply to boats on opposite tacks unless rule 18 applies or both boats are sailing more than ninety degrees from the true wind.

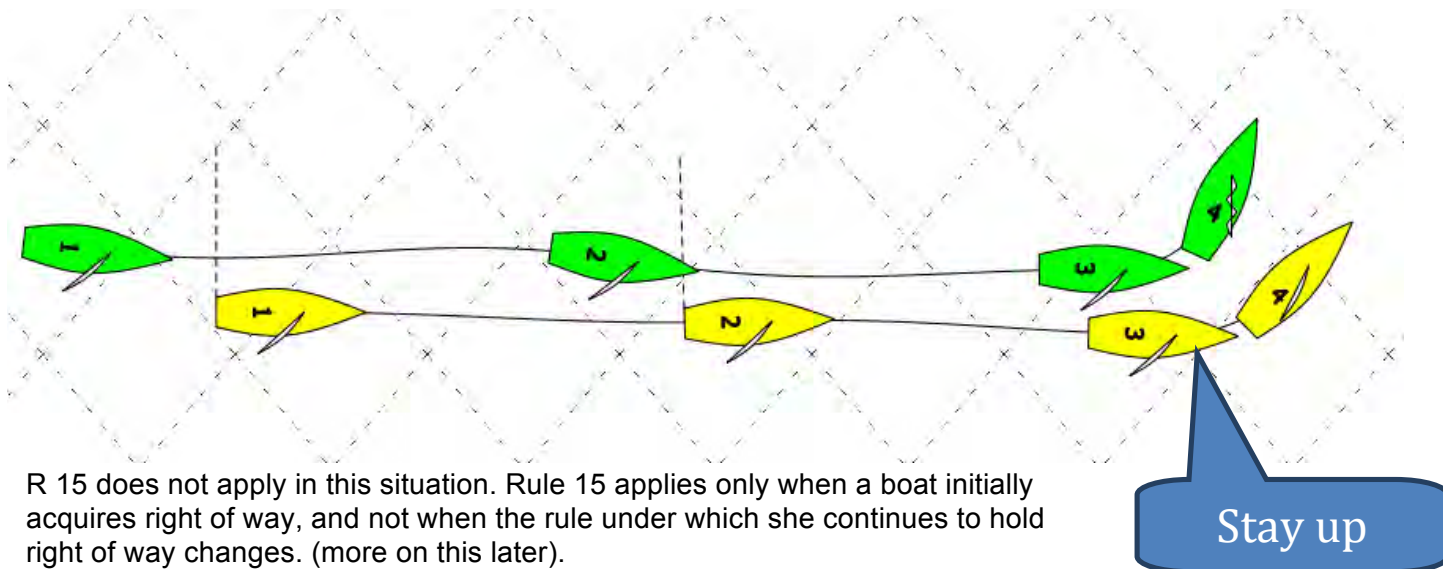
To make sense of this, first look at Yellow. Is Green behind the line on Yellow's transom? No. Now look at Green. Is Yellow behind the line on Green's transom? No. Then they are not Clear ahead/clear astern of each other – so they are overlapped. (Backwards logic?).

Overtaking to Weather and Hailing 'Stay up' during overtaking

If two boats are on the same tack, and Green is going faster and establishes an overlap to weather of Yellow, the rules should be quite straight forward but frequently are not understood. Yellow is ROW, both while Green is clear astern (R 12), and then as Green becomes overlapped to weather (R11). Yellow can luff all the way to head to wind. R 16 applies to Yellow between position #3 and #4, and she must give room for Green to keep clear.

16 CHANGING COURSE

16.1 When a right-of-way boat changes course, she shall give the other boat room to keep clear



R 15 does not apply in this situation. Rule 15 applies only when a boat initially acquires right of way, and not when the rule under which she continues to hold right of way changes. (more on this later).

15 ACQUIRING RIGHT OF WAY

When a boat acquires right of way, she shall initially give the other boat room to keep clear, unless she acquires right of way because of the other boat's actions.

R17 and its proper course limitation don't apply as the overlap was established to weather, not to leeward (more on this later).

How close is too close?

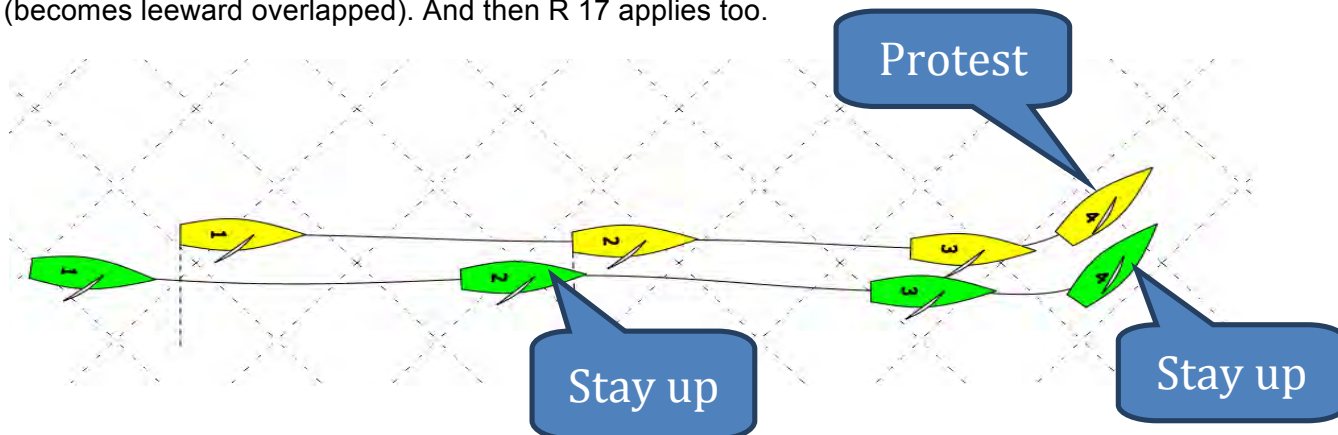
In the above diagram, look at position 2. If Green establishes the overlap very close to Yellow, Green may be in breach of R 11 and the definition of Keep Clear even if there is no contact. Yellow must be able to alter course in BOTH directions.

Keep Clear A boat keeps clear of a right-of-way boat

- (a) if the right-of-way boat can sail her course with no need to take avoiding action and,
- (b) when the boats are overlapped, if the right-of-way boat can also change course in both directions without immediately making contact.

Overtaking to Leeward and hailing ‘Stay up’

If two boats are on the same tack, and Green is going faster and establishes an overlap to leeward of Yellow, Green may want to hail “Stay up” for the other boat to keep clear. But there are restrictions on Green and she has to be realistic about the ability of the other boat to manoeuvre. In this situation, the definition of Room applies, and R 15 applies as the ROW changes from Yellow (clear ahead) to Green (becomes leeward overlapped). And then R 17 applies too.



17 ON THE SAME TACK; PROPER COURSE

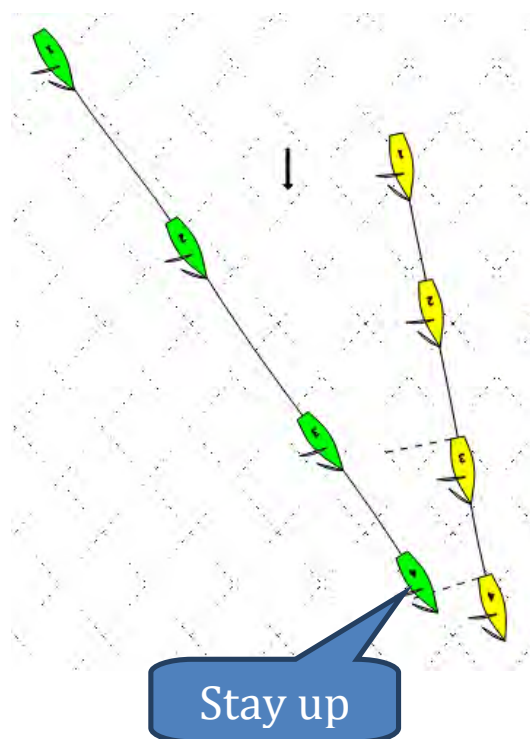
If a boat clear astern becomes overlapped within two of her hull lengths to leeward of a boat on the same tack, she shall not sail above her proper course while they remain on the same tack and overlapped within that distance, unless in doing so she promptly sails astern of the other boat. This rule does not apply if the overlap begins while the windward boat is required by rule 13 to keep clear.

In the above diagram, Green SHALL NOT sail above her proper course, so she is fine up to position #3 and Yellow stays clear, but Green is not allowed to luff above her proper course. Green luffs and Yellow stays clear but protests Green. The Protest Committee will have to decide what was Green's proper course and if she went above it, she will be DSQ under R 17.

Now look at this diagram. When two boats are converging, sailing downwind on the same tack (gybe), it is the proper course of the leeward boat that applies and the weather boat must keep clear. Green is travelling faster and is overtaking; so she should be able to satisfy the Protest Committee that her proper course was valid and Yellow will be DSQ under R 11. This is covered in the ISAF Case Book.

CASE 14

When, owing to a difference of opinion about a leeward boat's proper course, two boats on the same tack converge, the windward boat must keep clear. Two boats on the same leg sailing near one another may have different proper courses.



CASE 46

A leeward boat is entitled to sail up to her proper course, even when she has established a leeward overlap from clear astern and within two of her hull lengths of the windward boat.

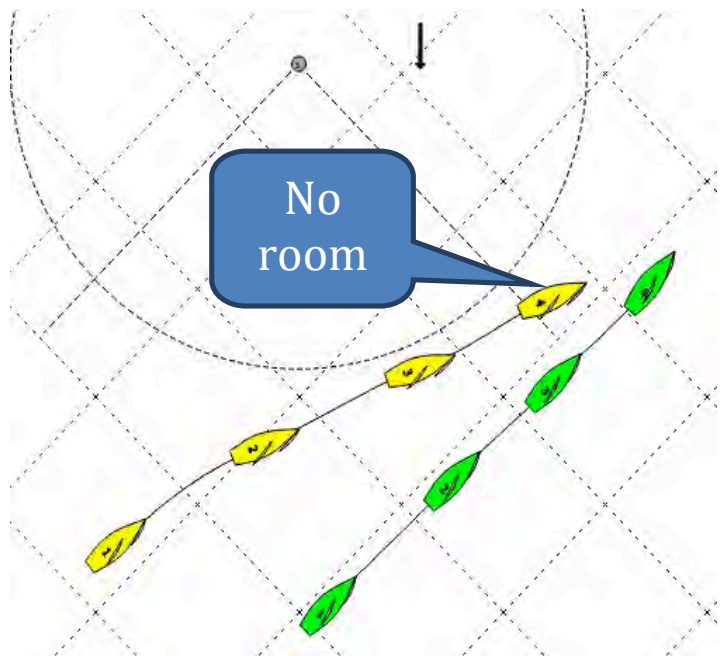
Hailing at a mark “Mark room”, “No room”, “overlap”, “No overlap”

Calling an overlap or calling for Mark Room as you approach the zone is not covered in the rule book. All it says is in R 18.2.d is if there is reasonable doubt that a boat obtained or broke an Overlap in time, it shall be presumed that she did not. So a boat claiming an overlap, or a boat claiming that an overlap was broken has the burden of proof.

What I try to do is make a hail of ‘Overlap’ or ‘Mark Room’ before reaching the zone. That way a picture of the situation is frozen in time. If the other boat does not refute my hail, I have established that an overlap probably exists as we enter the zone and I am entitled to mark room. Conversely, if I hail ‘overlap’ prior to the zone and the other boat hails back “No you don’t” and I do not challenge that reply, then I am agreeing with them, and I am not entitled to mark room. If you are the lead boat and feel that a trailing boat has no overlap, then hail “No overlap” before you reach the zone – again you are establishing a snap shot of the position just before the zone. Waiting until you are in the zone and then hailing for “Mark room” or “No overlap” places the burden of proof on you.

“No Room (to Tack)” and R 13

This hail can help you overtake another boat, or at least make sure that you lead them around the upcoming mark. At position 1, Yellow may be in trouble if she just sails up to the lay line, as Green will get there first, and once Green tacks to stbd, at position 4, Yellow may be forced to duck behind Green, and follow her around the mark. So Yellow eases her sails to a close reach to move forward on Green, while closing the gap between them. Now at position 4, Yellow can prevent Green from tacking at the lay line (Green would break R 13 – Tacking too close), such that Yellow is able to tack first, and Green has to follow around the mark.

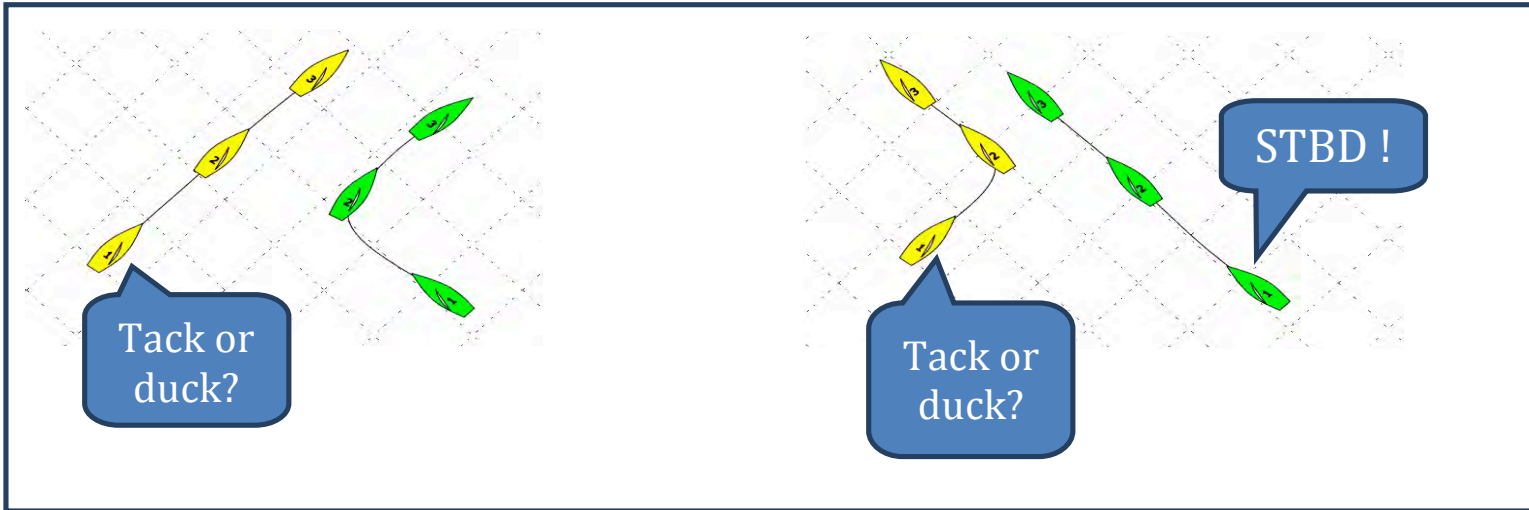
**“Hold Your Course”**

If a Stbd tack boat is on a beat and approaches a port tack boat, there may be a strong strategic reason for STBD to want to carry on to the left side of the course (eg more wind), and does not want the port tack boat to tack ahead and to leeward of them (a lee bow attack). So STBD hails ‘Hold your course’. The implication is the STBD tack boat will stay clear and may even duck a little to encourage Port to continue across to the right side of the course.

“Tack or duck?”

The other side of the above scenario (see the following diagram) is that as the boats converge, Port hails ‘Tack or Duck?’. This is a question or invitation from Port to Stbd “Do you want to tack or are you going to duck and go behind me?” The implied threat is that if STBD does not tack or duck behind Port, then Port will tack and lee bow Stbd. Probably the worst thing Stbd can do here is get sucked in and tack, as now Port will be to weather and has you locked outside and can control when you can tack back for the mark. This hail is a total bluff! Port has no rights. The best defense for Stbd is either to say nothing or even hail back ‘STBD’ and force Port to make a decision, either to tack early, or to duck behind you.

In the left scenario, Green gets bluffed into tacking and Yellow controls when they next get to tack. In the right scenario, Green calls the bluff, and Yellow is forced to tack, leaving Green in control of when to tack back.



John Ball, our RRS contributor, showing off his new V8. Nice hull color and nice sail number – exactly like the Editors!

IOMs for Sale:

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

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

Editor.

FOR SALE: PikantoRG is Croatian built with A-rig (only), and is ready for radio gear. It includes the RMG, already installed and converted to the Bantock style set-up. It is at minimum weight, tan in color, and ready to go. \$1,800 for the boat with the electronics sans radio. Jim Atkinson in Costa Mesa, CA (who serves as our AMYA R6 Director): Fremont at fea dot net

Letters to the Editor:

Comments on our December Issue:

(12/3/13) Hi Bob, Great holiday present! Saw on pages 47 and 51, "[...] a main leech telltale on his upper batten". Sadly, a leech fly is probably illegal in the IOM class, due to the strict rules on sail edges. Although telltales are permitted (G.3.1(b)(12)), the rules tell us that the leech cannot extend aft (G.3.1(a)(5)). The problem is, when the telltale is attached to the leech, well, it's a piece of sail material attached to the leech and extends aft...! Best regards

Lester (Gilbert, UK) *(Editor, this thoughtful comment eventually led me to request an interpretation from IOMICA. Still waiting for the official word, but you can follow it here: <http://www.iomclass.org/class-rules/>)*

(12/3/13) Hi Bob, that is another great newsletter, congratulations. Could you give me Steve Toschi's e-mail address, Rosemary wants to send him a note. About to start making the rigs for my new boat and looking forward to a good season in the New Year. Hope you are well. Cheers,
Martin (Herbert, CAN) *(Editor, OMG now this old school newsletter is like - social media? LOL)*

(12/2/13) Thanks Bob !!! Looks great again. Wish we had someone like you over here!!! Verstuurd vanaf mijn iPhone,
Hanneke Gillissen (NED)

(12/2/13) December is a bumper issue for sure. Very happy to hear that your boat was recovered with minimal damage as well.

One question. In the caption showing Rob being pursued by Croatians (page 36) it says that the numbers on #4 are not placed legally by the rules. I've looked at the sails and the rules and can't figure out how they are not in compliance. There is not much in RRS other than their vertical spacing and the allowances for room for prefix and suffix characters.

Have a good winter of skiing and I look forward to seeing you next year.

Barry (Fox, CAN) *(Editor, Oops! The rule on single-digit sail numbers is in appendix E8, b, 3., and there is no requirement that they be vertically aligned as I cheekily suggested to Marko in the caption. I must have misunderstood a certain measurer when he interpreted this new section as requiring vertical single number alignment "for me"? I certainly didn't pay thoughtful attention to the rule until Barry corrected me. Sorry Marko – no malice intended. Don't waste time looking for this caption unless you have a very early copy, it was deleted after one day.)*

(12/3/13) Bob: Even though I haven't been to an IOM race for almost 2 years, I sure enjoy the frequent updates/newsletters from you! Please keep me on the email list! Started a boat-building project in my Seattle garage/shop. A unique 26ft plywood/epoxy/glass catamaran, to be powered by a pair of 40hp o/b's. It's a simple 6 passenger, no head, no sink, etc commuter for running between Anacortes and our cabin at Blakely Is., which is a 20min. run. Pictures at Biekerboats.com blog. About 8 months work so far, (took 3months off to enjoy our great summer at cabin), and is just about ready for paint. Should be done by April. Maybe when I'm done I can get to some races at Cranberry Lk. Time will tell. Merry Christmas and Happy Holiday to you and your family!
Gordy Cole (USA)

(12/3/13) Another GREAT newsletter. Always gets good press on IOM related forums and sites (ie RCGroups, Mainboom, etc.). The strategy and rules for starts will be very helpful for me and I hope everyone in the PacNW reads it. Playmate of the month was really good and the interview with Rob was very professional - like 60 Minutes.

To fill my empty winter days (no sailing or golf and I gave up downhill years ago) I purchased a hardbound version of "The Symmetry of Sailing; the Physics of Sailing for Yachtsman". It is very academic but has some interesting sections. Some of the math, formulae and physics makes my head spin but I get most of it after several readings. I have learned a few practical tips but more important I have a better understanding of the dynamics of sailing... the why and how things go bump in the night.

For example I truly understand the effects of apparent wind and have ordered a ball raced burgee from SAILSetc. I now understand why the AC 72' Cats were so fast tacking on a run. Theoretically the cats can reach an infinite speed if there is no hull drag. Future space travel will be made by sailing yachts instead of space ships. Prior to reading the book I never would have believed Skipper B would get a quicker time in the scenario below:

...Skipper A and Skipper B sail the same yacht from the I 205 Bridge westward to the Interstate Bridge downstream the Columbia River. All things are equal such as skill. The current is a steady five knots throughout racing. Skipper A goes first and there is a true steady wind of five knots blowing downstream to westward. Skipper B goes second and it is calm with no true wind whatsoever. Who gets the quickest time?

Also appears there may be an Optimum Heel Angle to make best VMG to windward for fixed ballast monohulls without crews adjusting weight (an IOM). "The physical reason for an optimum heel angle is that the driving force also increases when the heeling force increases, hull drag increases with heel and so also does the leeway. There is thus a compromise which gives best performance at a well defined heel angle". This is not the old adage do not exceed 30 degrees heel. I believe there is an optimum heel angle no matter the wind velocity. IOM hulls and rigs are similar so the angle may fall within a small range. Lets say the heel angle is 22 degrees for IOMs to make best VMG. In light air tighten your sheets short of stalling to reach maximum heel short of 22 degrees. In heavy air loosen sheets short of luffing and or fall off slightly to reduce heel if exceeding 22 degrees. Between races power or de-power sails accordingly. Hope you enjoy the holidays.

Ron (Blackledge, USA)



Ron Blackledge showing off his unusual snag that ruined this heat for him at our 2013 COW Cup. That is a decomposing bird folks, and something rarely seen on the pure waters of Lake Washington. Ron is a frequent contributor to our newsletter and the general good vibe in our local sailing. Joe Damico photo.

(1/14/14) Dear Bob, As the Chairman of the German Radio Sailing Association I am always looking for good content for our annual publication "RC-Segeln" that we mail to all registered German radio sailors as well as a select number of int. recipients. We normally print 1.000 copies and use the remaining copies for handouts at exhibitions, shows and races.

The Dec. 2013 issue of your newsletter has a great interview with the new IOM Champion Rob Walsh. Would it be OK if I translated this to German and used in the 2014 edition of our publication?

To give you an impression of our magazine I have attached last year's edition. Kind regards,
Nigel Winkley (GER)

Chairman DSV <http://www.rudiosailing.de>

(Editor, I gave Nigel permission to translate/publish the Walsh interview, and others are also welcome to use our material – just please acknowledge the source. The RC-Segln newsletter is long and professionally done with lots of images, but alas I don't read German. However, I learned the attached excellent GER website now has an English translation – check it out.)

(2/14/14) Bob,

I found the article on deck patches interesting. As you know, we have now lost a couple of boats due to patch failure. I have used the soapy water and hair dryer method to adhere the deck patches

somewhat successfully. Regarding Robert Grubisa's observation that the black patches seemed to adhere a little bit better, perhaps the reason the black patches adhere better is simply the result of the color black being better at absorbing heat from the environment.

The common denominator seems that the adhesive on the patch material likes a little heat to fully develop a bond. As we don't have a lot of sunny days, it seems to me the best method for us, includes some artificially induced warmth, with, or without the soapy water. Regards,
Steve (Young, USA)

And you thought we were we were done with discussions of chines:

(2/27/14) Dear Bob,

A word of thanks to Dave Creed for badgering me to read some of your back copies – excellent stuff. Here are a few comments, which somebody, somewhere might find interesting.

In your discussion about chines and lift Dave Hollom is, I think, right to say “*As Lanchester pointed out in 1907, how high a sailing boat will point is dependant only on the combined hydrodynamic and aerodynamic lift/drag ratios. Of two boats sailing to windward at the same heel angle, one at three degrees leeway and the other at six degrees, if the boat with six degrees leeway has less hydrodynamic drag, provided the rig forces are the same, it will point higher, full stop.*” But in practice the rider about rig forces is tricky. The hull acts as the platform for the rig and an extra 3 degrees of leeway closes the angle of attack of the rig as a whole by shifting the leading edge of the jib round to windward and requires the main boom to be set very central or even on the windward side. All that tends to encourage a less open slot and can make it difficult to use the rig as efficiently. Also leeway angles usually refer to steady state, equilibrium sailing and they are significantly higher at low speeds during manoeuvres like exiting a tack or pinching. Designing in higher leeway angles can also limit tactical flexibility.

The attempt by the designers of the Twelve ‘USA’ to eliminate hull lift and have a pair of fore and aft rudders provide it all is really interesting. I had always assumed they had aimed to simply replace the lift that would have been generated by a central fin with that from the rudders. That they went so far as they did seems strange.

Aside from the point Dave makes about the rudder arrangement reducing wave drag there is another relevant consideration. Max Munk's biplane theory tells us that two rudders can result in lower induced drag than one central fin. For that to occur however, there has to be a separation between the flow over the two lifting surfaces – the smaller the separation, the smaller the effect. From DH's description it looks as though the designers set the rudders so as to eliminate leeway – yet leeway would be necessary in order to achieve that separation. Bullet, meet foot?

The fact that most boats have lift contributions from both fin and rudder means that leeway can allow the sharing of the lift distribution between the two to reduce overall drag. It is though dependent on, among other things, the respective spans of the fin and rudder. In shallow draught classes like the ‘A’ Class the rudder span can be close to full draught - provided other factors such as LWL, displacement etc are tweaked to compensate for the extra light airs drag – so if there is adequate leeway it can allow the rudder to reduce the overall induced drag. A very deep IOM rudder would likely make to boat too slow in light winds so there is probably little point aiming for larger leeway angles in order to try to get a significant and efficient contribution from the rudder.

Dave Creed commented “Any ‘lift’ from the hull acts very near the LWL so produces very little heeling force” but I think some people have interpreted that as a comment on buoyancy – in as much as buoyancy in the fin vs hull adds to the heeling moment, but I'm sure that's not what he was getting at.

When a yacht is at equilibrium velocity for a given (non-astern) wind the hydrodynamic lift from the fin can be regarded as acting at a single point – one quite a distance below the waterline. In broad terms it's magnitude is a bit less than the the opposing force on the sails (due to other contributions by hull, rudder etc). This force works along with that on the sails, in a similar way to a ‘couple’ to try to tip the boat over. The moment from the weight of the keel works the other way. By raising the centre of effort of the fin you reduce its contribution to the heeling moments. You can do this by arranging for the keel to ‘feather’ the bottom of the fin by setting the keel CG forward, departing from the usual fin target elliptical pressure

distribution by skewing it upwards, or, and here we may get back to chines again, by having the hull create a bit more of the lift – that's as high as you can get it.

The hull makes a dreadfully low aspect ratio lifting body and as such cross-flow is easy and a dominant feature. JT suggests a chine helps to “grip” the water. It's an unusual way to think about fluid flow but I think there is something in that. One thing a chine can do is to make the cross-flow a little more difficult, as a sharp lateral component of acceleration is required in the flow around the edge and the high and low-pressure areas are magnified and more clearly defined. There must be a balance between sharpness to encourage the effect and roundness to mitigate the tendency for varying ‘sea states’ and flows to inevitably generate turbulent flow and drag. The optimum orientation to local flow – and how that varies with different angles of heel under the influence of the geometry of the hull (and leeway angle) can also be very complex.

Attached is a picture of Rob Walsh's and Pete Whiteside's heavily chined 'A' class boats grinding up to windward, taken during the 2013 UK Nationals at Fleetwood. One of these was designed twenty years ago, and one weighs not much more than half the other. The dramatic chine is a feature that has been used as just one of a remarkable number of very different, but essentially equally fast, solutions to what may be the most flexible yet effective yacht rating rule ever devised. (It's a good job it's so old, as it would never have got past today's VPPs vetting). Unlike IOMs the extra drag of a chine right on the waterline level can be accommodated in this class by shortening the LWL etc to obtain more sail area. It's basically an American rule by origin, far superior to those stuffy ones the British used to go for and, since you seem to have rather carelessly misplaced all your copies over there, here is the rule <http://www.radiosailing.org/document-files/classes/a/acr.pdf>.



Rob Walsh's and Pete Whiteside's heavily chined 'A' class boats with severe tumblehome grinding to windward, at the 2013 UK Nats at Fleetwood.

Brad Gibson's account of his 'Road to Britpop' was good old-fashioned stuff with its Creedesque non-adherence to the World According to VPPs. There is no computer model as sophisticated as an actual physical one – no assumption, interpolations or simplifications necessary. Actual experimentation and the ability to sail two boats against each other is in relative terms more informative than a wind tunnel or a towing tank and far more reliable than the opinion of your laptop. Nice to see a return to progress by what model yachting should be about which is actual, reality based experiments that can be conducted

without a prior sales pitch to an oligarch or tycoon. I wonder how many people have bought some software instead of building a boat over the last fifteen years on the assumption it was accurate in a racing context?

Having read Rod Carr's History section from last summer's newsletter with B&W photos of vane sailing at Golden Gardens from the 30s – 50s it's probably worth mentioning this stuff still goes on, er, over the pond, at a very high level, and the lake at Fleetwood is still full of water - rather than parked cars. Jon Simpson (UK)

Our 'Bonus' Section:

Calgary Model Sailing Association – an update:

By Chris Hunt, IOM CAN 272

Greetings from the foothills of the Canadian Rockies and from the Calgary Model Sailing Association! The CMSA is a group of IOM enthusiasts who meet Fridays and some Sundays and Tuesdays at the Glenmore Reservoir to sail and race one another.

The Glenmore Reservoir is a large artificial lake in the SW quadrant of the city and is the largest source of Calgary's drinking water. The Reservoir, or The Rez as we call it, has a no motor, no-inflatables policy and is home to the Glenmore Sailing School and the Glenmore Sailing Club. Most weeknights and weekend days the Rez is filled with kayaks, canoes, sailing dinghies, and a number of sailboats in the 16-25 ft range. There's also a large competitive rowing club with their own clubhouse as well as a number of dragon boat events held each year. We're fortunate to have two separate docks to use, one by the sailing school and sailing club on the south side of the Rez and another by Heritage Park on the Rez's north side. Both docks have good access to parking and washrooms, with the south docks giving us access to the Glenmore Sailing Club's clubhouse and the north docks giving us access to Heritage Park's Heritage Town Square with its cafe and restaurant. The docks themselves on each side are large, floating plastic things, which are amazingly great at giving you an electric shock every time you touch your boat if you don't ground yourself first. This is always fun to watch when a newbie shows up...

The Reservoir's wind is notorious for being, well, notorious. There's an old saw that says, "If you can sail at the Glenmore Reservoir, you can sail anywhere in the world." Being landlocked on all sides means the Rez's winds are fickle, unpredictable, shifty, big, non-existent, ever changing and impossible to predict; we call it the Glenmore Shuffle. Setting a windward/leeward course at the beginning of the session means little as we know it'll change numerous times throughout our time on the water. What can be most exasperating is feeling the wind on your body yet watching it do something completely different to your boat 15 feet away. We rarely ever need to change out of our A (#1) rigs, though, and if we did we'd probably end up changing back to them a few minutes later. All that being said, we've never had to call off a Friday night session this season due to inclement weather, though no one was able to use the Rez during late June and early July due to excessive flooding of the Elbow River.

The CMSA started about four years ago when Andrew Baak realized "we" were on Internet forums like rcgroups.com and others, and invited us to go sailing with him. The boats that showed up were a bit of a hodge-podge with an IOM, an Imex, a Nirvana, Victoria's, the odd Kyoshso, an ODOM and the like. Meetings were on again-off again affairs, but as time progressed Friday nights were becoming the regular sailing time and IOM's were starting to become the norm. Talk of formally creating the CMSA went on for awhile until finally Andrew, Steve, Ken and myself signed our names to a provincial document, and from that humble beginning the CMSA was born. To date, the nadir of our club's existence was in September 2012 when we hosted our first annual September Blender regatta. Nineteen boats showed up, again predominantly IOM's, but with a few other types of sailboats; and enough to create both an A and B fleet. Attendance on most Friday nights in 2012 was between 4-8 boats. We've had our fair share of challenges in 2013. Friday attendance has been down, with 3-5 boats showing up regularly. We are aware of a number of IOM-owning r/c sailors in the Calgary area, and if they all showed up we could have one of the strongest regions in the whole country. Though our numbers are down in 2013, the actual quality of racing has vastly improved. Three or four boats crossing the line within inches of each other is quite normal, and more experienced r/c sailors in the group have been unstinting in the help and training of less experienced

r/c sailors. The good guys want the new guys to catch up and it does make for far better racing for everyone.



3 IOM's and 1 Soling sailing from the Glenmore Sailing School docks, July 23rd...#10 - Mark Verrey, #94 - Quinn Baak (age 13!), #99 - Andrew Baak, Soling – Mike

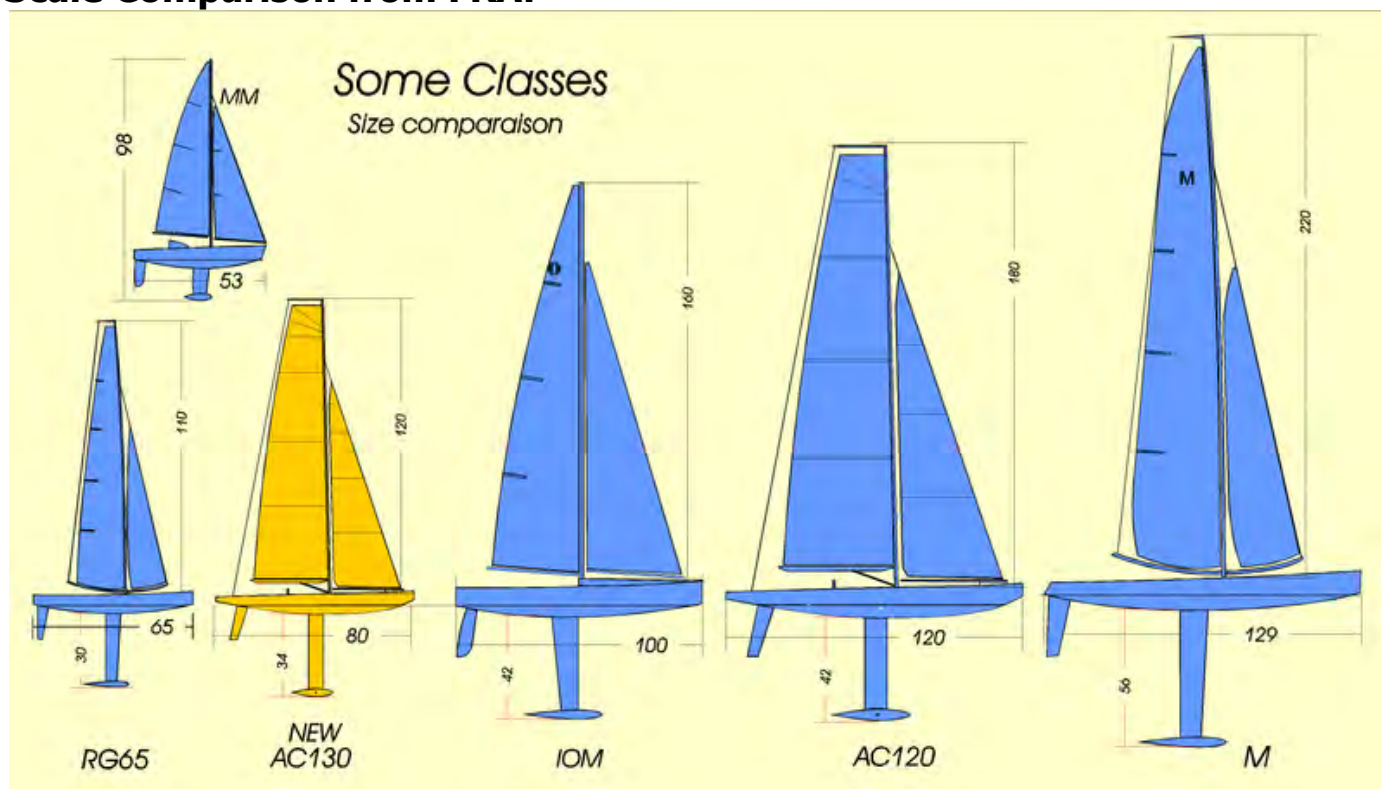
So what's next for the CMSA? By default we've pretty much become an IOM-only club. Our boats are a mix of homemade models built here and used boats from BC's west coast. We have Goth's, Widget's, a CACA2, Kites, a Tiktok, a Salmon and the like. David Cook has been very generous to us, and sold us "Nemo," an orange-and-white striped IOM purchased by the Glenmore Sailing Club for use during their Friday Family nights. "Nemo" has been instrumental in introducing r/c sailing to many people; a couple of Porky Pigs from Dave also call Calgary home. No, there are no BritPOP's or V8's but, like I said before, we do have close racing and that's way more fun. On September 22nd we ran our 2nd annual September Blender regatta at the Glenmore Reservoir's south docks. This year we made it an IOM-only regatta, with membership to the CRYA mandatory to participate. Eleven boats hit the water, virtually identical to the IOM turnout from last year. We're also investigating some alternate sailing venues. There's a number of man-made lakes within Calgary and some of them are home to more even, consistent winds. Unfortunately, there are some issues with city usage bylaws but we believe that with persistence more water will be made available to us. We also have our eyes pointed west to the Rockies. At the entrance to the Bow Valley corridor is Lac des Arcs, a very wide span of the Bow River that's home to some ferocious winds; definite B (#2) and C (#3) rig territory! There's a beautiful provincial picnic area right along the shoreline, and we'd like to give it a test run to see if it would be a worthwhile site for a regatta. Lac des Arcs is quite literally minutes from Banff and Lake Louise, and if it's a viable venue then we believe it would make a great destination for our fellow IOM sailors to both enjoy some intense racing as well as combine it with a holiday to Canada's oldest national park. Further, a fall trip is planned to Waterton Lakes National Park, a World Heritage Site and the second windiest place in the province, to check its viability as a regatta site. Is there such a thing as a D rig...?

On a personal note, I am very grateful to two of our club members, Andrew Baak and Steve Kibble. You may have met them earlier this year at the IOM Nationals on Saltspring Island. Andrew Baak has

been the main pivot around which our club rotates and has been tireless in promoting the CMSA and, just as importantly, has been everyone's go-to guy for help in constructing and repairing our fleet. He's also been instrumental in finding used IOM's for Calgarians to purchase. My own IOM, a used Widget from Mike Pednault in Victoria BC, came about because of his research. Andrew is a fantastic r/c sailor and has become a good friend. Steve Kibble, the son of Roger Kibble of Saltspring Island, has also been most generous with his time and resources. Steve cut his teeth on the big boats on BC's west coast and is tremendously helpful in giving sailing instruction and in boat tuning. Steve is a member of the Glenmore Sailing Club and through him we've been able to gain access to the GSC's clubhouse prior to and after our Friday night sessions. It's so much nicer fixing your boat on a large outdoor patio than in the parking lot! The beers afterwards don't exactly hurt, either...It's been my experience that when you get a group of people together over a shared common interest that there's a few who keep the enthusiasm and momentum going, and with the CMSA it's Andrew and Steve who deserve the lion's share of that credit. Further, both hold offices within the CRYA with Andrew as our Prairies Regional Director and Steve as the CRYA's Executive Secretary. Now if I could just start finding ways to consistently beat them on the water...

If Calgary is your destination between May and October please join us! More r/c sailors are always welcome, really, the more the merrier. We meet every Friday evening at the south docks at 6:30pm and wrap up around 8:00pm-8:30pm. We also occasionally meet Sunday afternoon around 1:30pm at the north docks by Heritage Park, and the odd Tuesday evenings here and there. In the fall, our meeting times shift from Friday evenings to Saturday mornings. The CMSA has a facebook page that's regularly updated at www.facebook.com/CalgaryModelSailingAssociation. Oh, and no, we won't make you wear a cowboy hat....

Scale Comparison from FRA:



The attached drawing is from Claudio on the RCSailing.net forum under America's Cup Boats on 1/16/10. It is a nice simple graphic comparison of the popular M, IOM, RG65, and Micro Magic class boats, plus some AC classes. Thanks Claudio.

Sailing Anarchy's New IOM:

Bob Wells Reporting:

We like that <http://sailinganarchy.com> has a soft spot for radio sailing and IOMs, and that they occasionally run an article on our favorite class. Now the Editor, Scott Tempesta, has his own sleek IOM sailing – a DM2 from NZL designed by Dibley Marine. We think he will find plenty of competition on the San Diego Model Yacht Pond, and that PRO Fred Rocha won't hesitate to call, eight – one over early". We also like it when big-boat designers like Dibley Marine design for the IOM class. Below are the Sailing Anarchy photos from their 12/19/13 announcement of his test sail:



Scott is not the first to have rushed getting his IOM sailing and didn't get around to trimming the baggy wrinkle.



The DM2 is especially sleek looking in silver, even if the light isn't great in this photo. I think I need to get down to Ohope Beach and check out the newer DM3. It is not cold and damp down there for sure. <http://www.ohope.co.nz/iom/>

Pond Yacht Building School Anybody?

If you have an itch to build a radio sailing yacht in wood but question your skills, why not try a boat building school? Especially if you will have built your own vintage Marblehead at the end of class! The 2014 6-day course starts June 22nd for this plank-constructed Marblehead at the WoodenBoat School in Brooklin, Maine. Check it out: <http://www.thewoodenboatschool.com/boatbuilding/pond-yacht-building.php>



Seven out of eight smiling faces is pretty good for a group photo. And who wouldn't be smiling after building such a gorgeous vintage Marblehead. The course info said, "Norumbega has been designed by the course instructor, but it exemplifies the classic qualities of boats from another era. Norumbega's form is inspired the 1930's Cheerio designs of John Black, which garnered him a medal in pond yacht racing at the 1936 Olympics". Somebody sign Larry Stiles up, because he is planning to be vacationing on the east coast anyway, and he would fit right in here.

RC Yacht Tech:

Bob Wells Reporting:

During some increasingly rare down time I revisited <http://rcyachttech.webs.com> after a few years of being away and it was well worth my time. So that was where Marko Matic had his latest hull plug made – the one named "Hoochie Coo 3". RC Tech continues to develop their own stainless gooseneck and now have version mark 3. That was all interesting, as was Moth rudder lifting foil molds (under photos).

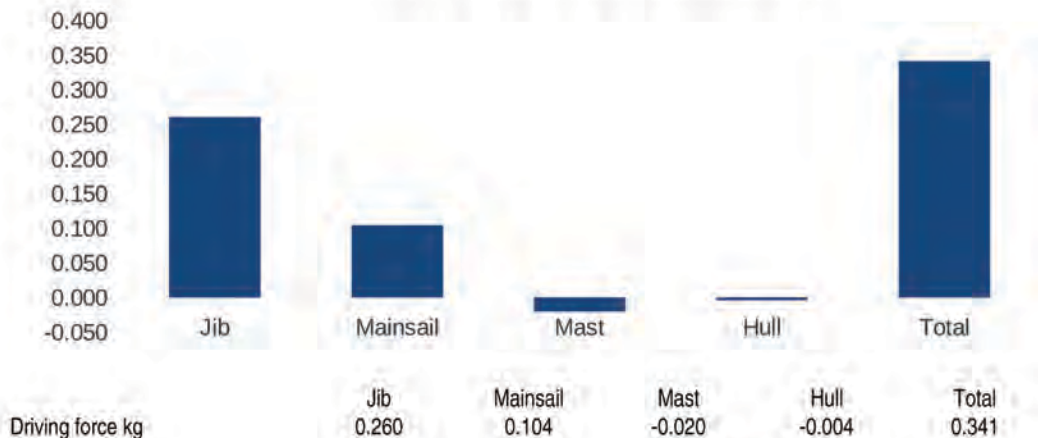
Clearly Jari Immanen has some depth beyond his machinist role. The web site will tell you, “RC Yacht Tech manufactures fittings and custom plugs & moulds for RC yachts using CNC machining technology. We do also small series production of parts for other RC equipments.” This is all a great asset for the IOM class, but what really intrigued me on this visit was his recent computational fluid dynamic (CFD) work for an IOM upwind. I am not a particularly technical sailor, but I have for decades held the mantra that, “the jib powers the boat and the main balances the boat”. Mr. Immanen puts it to numbers with open source software. Here’s an excerpt, but you should study his site for more nuggets:

The PDF file about CFD force results. About 76% of the boat driving force is produced by the jib. IOM jib surface area is only 41% of the total sail area, but it produces 76% of the boat driving force. Also sail researchers working with "big boats" sails have confirmed these kind of headsail force results.

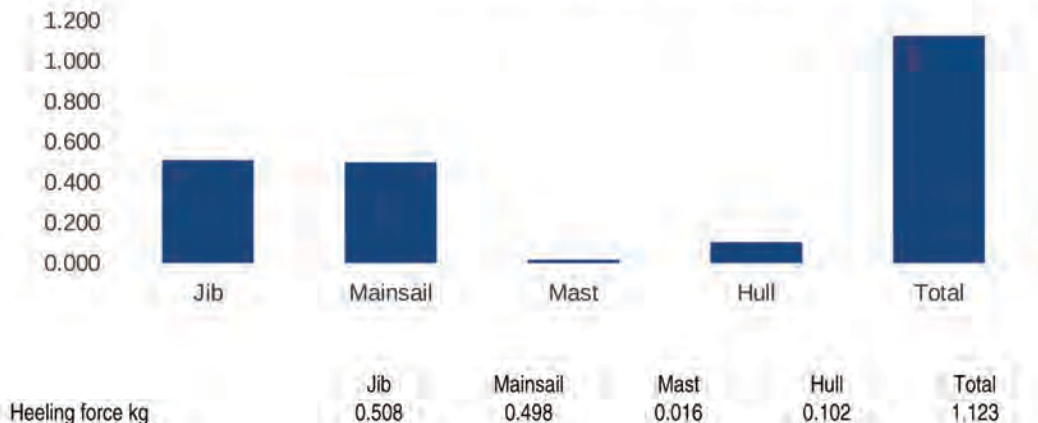
International One Metre RC yacht rig forces

Apparent wind speed 4.27 m/s
Apparent wind angle 30 degrees
Yacht heel angle 25 degrees

IOM rig driving force distribution kg



Heeling force distribution kg



PLAYMATE OF THE MONTH...*KANTUN by Robert Grubisa & Zvonko Jelacic*

Robert Grubisa's personal Kantun proto sailing in Opatija, CRO this past fall. Nice looking sails by Zvonko Jelacic. With Mario Skrlj helming she finished 5th at the 2013 Worlds in Israel and she has since been sold. Photo Duvancic.

Croatian's Robert Grubisa and Zvonko Jelacic co-designed and now co-manufacture the Kantun S design, which placed 2nd in the recent Worlds plus they had four other CRO Kantun or Kantun S designs in the top ten. They also had a CRO PikantoRG in the top 10, which is the boat they manufactured under license prior to the Kantun. A good showing all-around with five CRO skippers in the top ten all sailing boats produced by Grubisa/Jelacic. They almost all used sails from Zvonko too. These again show that the little country of Croatia is a force in IOM sailing, which has been the case for a number of years now. In 2009 Zvonko was World Champion sailing his PikantoRG, then in 2010 he followed that up to become UK Champion in a very hotly contested event. A little later at the 2010 Euros Croatian Marko Matic sailed his PikantoRG to that Championship. These champions weren't the only Croatian skippers doing well either as many were in the top ten, but I won't boor you with more detail. The Croatian IOM success is etched in my mind because I just started following IOMs in that period, and their international success was not expected.

I like a good informative interview, and this has all the earmarks of a good one. Robert Grubisa has been around radio sailing for quite awhile and he is pre-approved as a being a knowledgeable and good guy by my old sailing buddy Larry Robinson. Larry worked with Robert years ago on the old RSD (now IRSA). My more recent emails with Robert suggests he calls them like he sees them, and doesn't just give me the answer that I want to hear. Zvonko has a string of other enviable results in big International races, in addition to World and UK Nats Champion. My long-time sailing buddy Jerry Brower tells me that I'll like interviewing Zvonko a lot, as he is open and enthusiastic about all things IOM.

Thankfully these guys communicate well if not perfectly in my language, because I am limited to just English. Robert used email for the interview, and my edits had to do with the proper tense for the verb, etc. The sentences are mostly all Robert's. At the final edits Robert corrected my misspellings of Croatian words so we helped each other. Zvonko and I communicated via Skype for hours, and after each interview I composed his answers for his review and approval. Zvonko speaks very clear English, but he prefers not to write in English. On to the interview:



CRO radio sailors hanging out in Opatija waiting for wind. Photo Duvancic.

SMYC: I gotta ask, what's with the hotties hanging around CRO radio sailors? Just doesn't happen where I'm sailing. It might have something to do with the age of the skippers I'm sailing with?

Zvonko: Ha Ha. It has everything to do with the age of the sailors. They are not hanging around for the sailing.

SMYC: I'll start with the older guy, Robert Grubisa. Is the rumor true that your day job is as a naval architect?

Robert: I am a Naval Architect. From 1998 I have been the manager of the Technical Dept. (Design & Drawing Dept.) in Shipyard 3.MAJ, Rijeka Croatia, which is now a part of Uljanik group. I am also responsible for production of the technical documentation for new buildings in the Shipyard. As a coincidence, at the same time when development of Kantun and Kantun S took place, Shipyard 3.MAJ designed and built four asphalt tankers, currently the biggest asphalt tanker worldwide.

(http://www.marinetraffic.com/en/photos/of/ships/page:1/photo_keywords:palanca%20singapore)

SMYC: Those asphalt tankers have a pretty high prismatic coefficient compared to an IOM.

Robert: Yes. In fact prismatic coefficient is not so important for tankers. Block coefficient i.e. Immersed volume/(length x breadth x draught) is greater than 0.8.

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

Robert: I am 46 years old, married, two daughters. I have no manned sailing background. I started with ship modeling and radio sailing in elementary school around age of 12. I began radio sailing at Modelarski

Klub Rijeka in the Marblehead class. I am the first CRO National Champion in Marbleheads after the Croatian independence in 1991. I was one of the founders of the Marblehead Northern Adriatic Championship (a series of five events in Italy, Slovenia and Croatia), which was very popular in the last decade of last century. I won the Championship in year 2007 and was the only CRO skipper to win this Championship. In that time, CRO skippers were well behind the Italian and Slovenian skippers...

I am also deeply involved along with Ante Kovacevic (another CRO top skipper) in G70 class for newcomers in radio sailing in Croatia. (English text is here): <http://www.onemetre.net/Reports/G70/G70.htm>

And some more G70 photos are here: <http://hjsru.c-a.hr/g70micamala.htm>

I have designed a chined G70 boat (called Mica Mala – Little girl), and a set of drawings and manual has been published here: <http://hjsru.c-a.hr/g70micamala.htm>

Zvonko is by all means a better skipper than me. Still I remember very well the fight for the second place between Zvonko and me during 2003 IOM CRO Championship, which was one of his first National Championships. After disastrous sailing in first three Sunday races, I came back to finish 3rd, 2nd, 1st, 1st, 4th and 2nd, while Zvonko finished 7th, 1st, 4th, 3rd, 7th and 5th. My lead on Zvonko had been increased by three points in races 19 to 23. Zvonko succeeded in coming two times second in races 24 and 25 while I finished third and fifth. In the very last race of the event I finished fourth and Zvonko fifth. In the final results, Zvonko and I tied for second place after three discards and Zvonko became Vice-Champion with one more first place than me! Ante Kovacevic won clearly that National Championship.

Most importantly the atmosphere during the event was very friendly competition. I lent my spare servo to Zvonko after the problems with Zvonko's servo in first two races for example...



Robert and his wife Anja in Barbados in 2008 at an IOM pre-Worlds event. Ken Binks photo.

SMYC: Robert, why is CRO so successful in the IOM class. Is it the water? The hotties?

Robert: There you go with the hotties again. The success of IOM RC sailing in Croatia is a result of tremendous work of many persons involved during past years. First of all, IOM RC sailing is fully

integrated in our Croatian Sailing Federation. Zoran Grubisa as our IOM National Secretary is responsible for organizing of our class, ranking list, and everything needed for promotion of the class. Financial foundings are coming from The Croatian Association of Technological Culture (CATC) as the highest national institution in the field of technological culture whose aim is to promote technological culture in the Republic of Croatia. All expenses for CRO team on past Championships are fully covered and this is the reason how we manage to send young skippers worldwide. In order to be a part of the CRO team and to have your expenses fully paid you must be on top of the CRO ranking list. (see <http://hjsru.c-a.hr/rang.htm>)

Our young RC sailors are coming from manned sailing classes and almost all have success in other disciplines of sailing. In order to have competitive fleet you must have competitive boats. Our PikantoRG, Kantun and Kantun S are used by top CRO skippers. When you have almost equal boats then sail trim, boat handling, and tactics are all you need to be good :-). Boat speed between our boats is almost the same so you must concentrate on sailing and tactics because you know that everybody is fast!

Zvonko: Our small country is a maritime community. It also helps our radio sailing that we have access to professional and Olympic CRO sailors who take an interest in us, and are available if we have questions. Sometimes they will join us radio sailing and we always learn from those experiences.



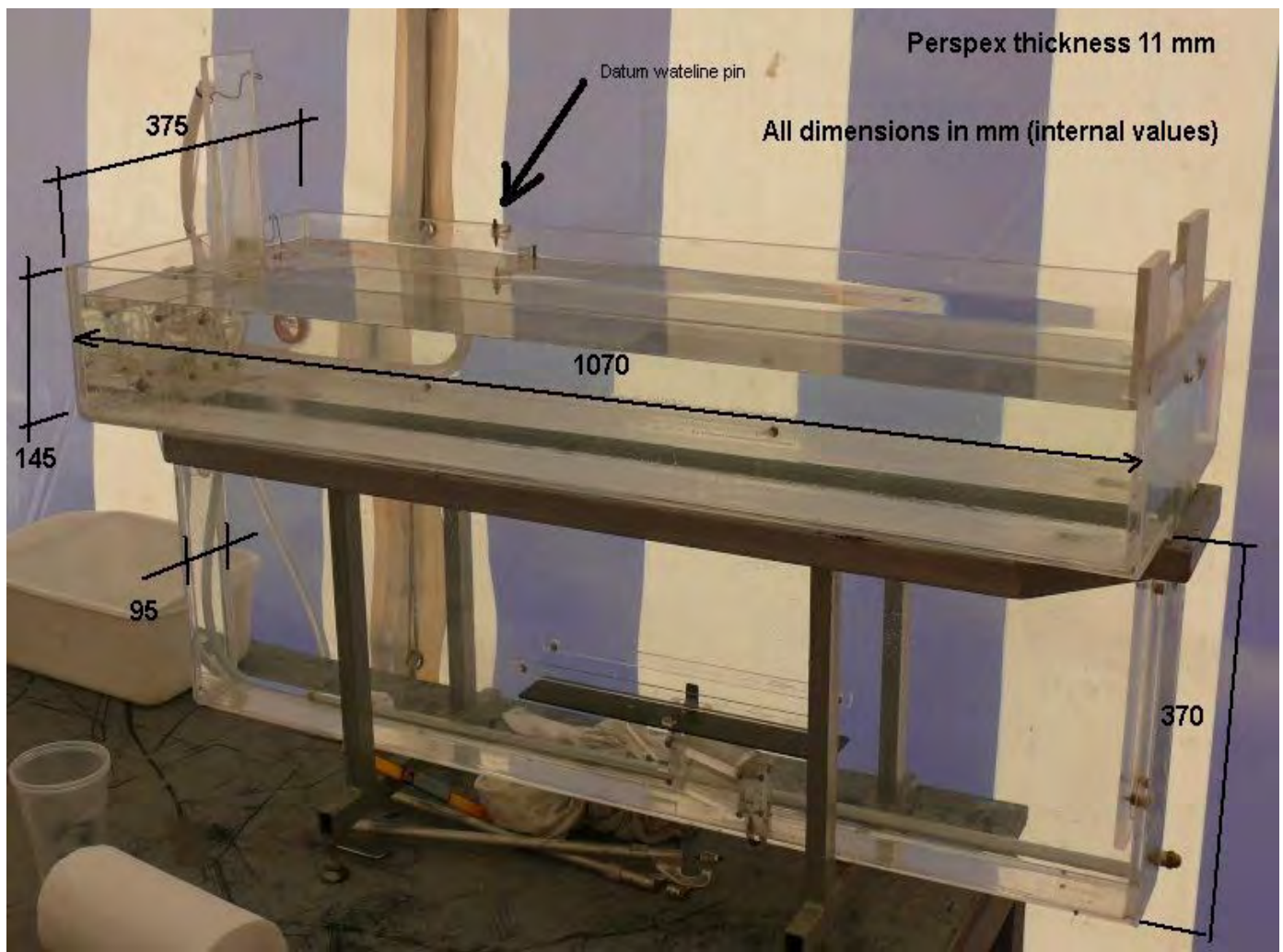
Zvonko's Kantun proto is powered up and driving hard through waves at Cres Euros. Dean Miculinic photo.

SMYC: From what I can tell US Sailing does an excellent job ignoring that radio sailing even exists in the US, and maybe that is a good thing. That mammoth organization has bigger problems they need to address. IOM USA does get respect from some US Sailing Judges anyway. I envy how Croatia integrates radio sailing with the big boat sailors. And I hope your economy keeps perking along so CATC continues to fund CRO skippers to travel in the IOM class. Does CATC fund the old guys to travel too if they meet the ranking requirement?

Robert: There are two worldwide organizations dealing with radio sailing. One is NAVIGA and the other one is ISAF – IRSA. After the Croatian independence, CRO Sailing Federation (HJS) became the full member of the ISAF and our small group of the radio sailing decided to go with full integration within the HJS. We were lucky that HJS President and Exec members were very supportive to our ideas and needs. My original club Modelarski klub Rijeka (Model Club Rijeka) was a member of the CRO Sailing Federation with all rights as any other sailing club. From the early days of organizing radio sailing events we have started to use HJS judges/umpires and measurers. We have started with on water umpiring using top ITA, SLO and CRO judges/umpires on Marbleheads and later IOMs regattas from early 1990s on all our events. The first umpired radio sailing international Championship was Marblehead European Championship, 17 – 23 May 1997 and organized by Sailing Club of Rijeka.

The IOM Measuring tank used on all IOM International events organized in Croatia was designed and manufactured by CRO Chief Measurer Zvonko Fajs. Well, a fact that he is my colleague from the Shipyard (now retired) responsible for all stability theoretical calculation, etc is also in our favor.

Regarding CATC, we are still pleased to have their support regardless of the age of skippers. We are preparing detail financial plan for each international event and we have to cover all expenses with approved budget or to add our own money, if needed. Creative funding for our four-member team at IOM Worlds in Vancouver came from the CRO community in Vancouver after we contacted the CRO embassy in Canada. They sponsored us with air tickets and local club members provided our accommodation.



The IOM Measuring tank used on all IOM International events organized in Croatia was designed and manufactured by CRO Chief Measurer Zvonko Fajs.

SMYC: So who is the older brother, you or Zoran? And more importantly which one is the better IOM skipper? I know that you are ranked higher as you sail a lot more of those events, but head to head who would typically finish ahead? No trash talking allowed.

Robert: I am the older brother. As a judge/umpire he is better in quoting instantly the proper rule during the race but it is not helping a lot. Arguments between us are a part of urban legend in CRO radio sailing community ☺

SMYC: Robert, how long have you been molding radio sailing hulls? About how many a year do you mold?

Robert: A few days ago I counted all my Topiko, Pikanto, Kantun and Kantun S mouldings – total number is 102 and I have missed to celebrate the no. 100 ☹ I don't know how many other Marbleheads, IOMs and G70 I have made but I estimate that it must be around 20. I have made first moulds with my club mates in Modelarski Klub Rijeka. I remember very well that the very first Marblehead mould was been made in April 1986. Due to the Chernobyl disaster we have been forced to be in closed spaces as much as possible, so my club mate and me finished the mould and made first carbon fibre hull in a couple of days working from early in the morning till the late night hours ☺

SMYC: . Have you had any problems with sensitivity to epoxy, as 100 hulls is a lot time handling the product.

Robert: Safety first! I am always using gloves and I am ventilating regularly the working space. I am not touching the epoxy resin and hardener with unprotected hands.



The venerable Topiko designed by Graham Bantock and #82 shown here is still skippered by Mario Skrlj at the 2012 Euros in Cres. This is another one molded by Robert Grubisa and optimized by Zvonko. She is still a good all-round performer that stands out in lighter air in particular. I was surprised by the high regard Zvonko still holds for this design from our Skype conversations. Dean Miculinic photo.

SMYC: You have also served the class on the IOMICA Technical Committee for a very long time, which is great for continuity. Tell us about it. What do you get out of it?

Robert: : I have served as RSD Technical Chairman from June 2001, and before that I was member of the RSD Technical Committee when Graham Bantock was the Chairman. I have been IOM ICA VC

Technical from 2009. My mission is to serve and help radio sailing community having in mind my technical knowledge and expertise. I have worked and I am working with great guys and I have learned a lot from them. Some guys think that I am not the best choice because of my commercial interest in the sport, but I am leaving this for others to determine if it is appropriate that I continue.

SMYC: For the record, you have my support. It is hard to find people with your background and experience for such tasks, and your radio sailing commercial work allows you to make better decisions in my opinion. I am also confident that you will do the right thing and step aside when there is a potential conflict of interest.

SMYC: Any good stories about my old sailing buddy Larry Robinson from years ago when you worked together on the old RSD (now known as IRSA).

Robert: Yes I spent few great years working with Larry on the RSD. I learned a lot from him. It was always fun when he replied to me that he is going hiking on weekends just in the middle of some radio sailing technical discussion. If I remember well, in one occasion he visited Roslyn (Larry has hiked and camped the Roslyn area for years – Editor) and noted that some Croat immigrants were among the early settlers and a significant proportion of the town's early residents were foreign born. Roslyn is famous as a shooting location for the old popular television series Northern Exposure, which has broadcasted in Croatia in that time. <http://www.ci.roslyn.wa.us/index.php>



The CRO Team had a very good regatta at 2009 Worlds where Zvonko was World Champion and the team in general placed highly. Most of the boats were now the PikantoRG, but Mario Skrlj still used his Topiko #82. I think the World knew they were good IOM sailors, but they didn't know that they were that good. It was a coming out party for CRO IOM.

SMYC: There was great CRO success with wins and many skippers in high places at 2009 Worlds and then 2010 Euros, and then a drop-off in 2011. What was going on in your Croatian heads at the 2011 Worlds when suddenly you weren't as dominate as a group with your PikantoRG's? And we should note there was a change to Jelacic Sailing sails too.

Robert: Well, the CRO team had several meetings in West Kirby where we analyzed the new situation, and how to proceed. Frankly there were many empty beer bottles left on the table from our arguing about hulls, sails, lack of boat speed, the unfavorable race course site, etc. It is not our nature to give up so Zvonko and I have also had numerous discussions since on getting back to the top.

Zvonko: My sails were a problem for us at Worlds in Kirby. We mistakenly selected sails with too much draft for the conditions. I believe we slowed down from our 2009/10 performances.



Marko Matic and Zvonko looking at the competition at Worlds in Israel. In this case it is Rob Walsh's Britpop that won the event. We do enjoy following the top dogs at the big international events, and these two and Walshy are top dogs.

SMYC: Then you had a nice CRO bounce back with many skippers at the top at 2013 Worlds in Sdot Yam, ISR.

Robert: Yes. It was the result of hard work in designing, building, outfitting and tuning the Kantun and Kantun S boats. Well, it is not a secret that our main goal was to win the World Champion title, which eventually was won by Walsh and he deserved it by all means!

SMYC: Robert, I noticed from you didn't participate as a skipper at 2013 Worlds, but you were there helping measure in boats and watching some of the early races. Why not?

Robert: I didn't qualify. I missed some of our ranking events due to the my job in the Shipyard and on the events which I attended I was not good enough to be a part of CRO team. Friends from ISR asked me to help them with event measurement and overall organization of the 2013 Worlds, which was a great pleasure. I was also IOM Class Representative for first three days of the Championship. After I left Israel, Stephen Cohen from USA replaced me.

SMYC: In light of the 2011 Worlds why not have the CRO team switch to the now dominant Britpops and optimize from there? It seems a safer bet and the way you operated in the past with the Topiko and PikantoRG. Why the decision to design your own boat?

Zvonko: On our return from Worlds the first few months we actually focused on our sail development in the Pikantos. When we were satisfied with the sails we looked at the boats. We took about four months of active consideration before we decided to design our own boat, and the deadline was to have 1-2 boats ready for 2012 Euros. That was only a few months away, so we had some work to do.



Proud Papa and his handsome son at a regatta in their home town of Split, January 2014. They are clearly connecting nicely with each other. Mom, good job protecting young Duje from the sun,



Finally the wind comes up and it is time for Dad to go sailing in his Kantun S in Split, January 2014.

SMYC: Before we get too deep into your Kantun, let's get to know our 2009 World Champion, Zvonko Jelacic, a little better. Is your day job Jelacic Sailing, or do you do something else to support your radio sailing habit?

Zvonko: Yes, my day job is primarily Jelacic Sailing and it is the main source of our income.

SMYC: That tells me that you are “all in” on radio sailing as we say. Tell us about yourself and your sailing background.

Zvonko: I am 31 years old and married with one great young son. I am a graduate of the University of Split where I studied naval architecture. I have the diploma, but Robert has a more advanced education than me in the field. I started sailing at age 11 at Sailing Club Zenta in Split. First I sailed in the Optimist class and later the Laser. Since 2002 I've competed in manned keel boats. For a few years I was skipper and organizer on a Volvo 60 sailing in Croatia, where we won everything with the fastest boat. It was a good new experience for me managing the crew and boat.



Zvonko sailed this boat called a Saprun to a very respectable 8th place in the 2005 Worlds. In his words she was slow, but she had good foils and sails. I would also call her unfinished ugly, but that doesn't have much to do with performance. It points out once again the skipper is the most important factor to success. Anders Wallen photo (from his website).

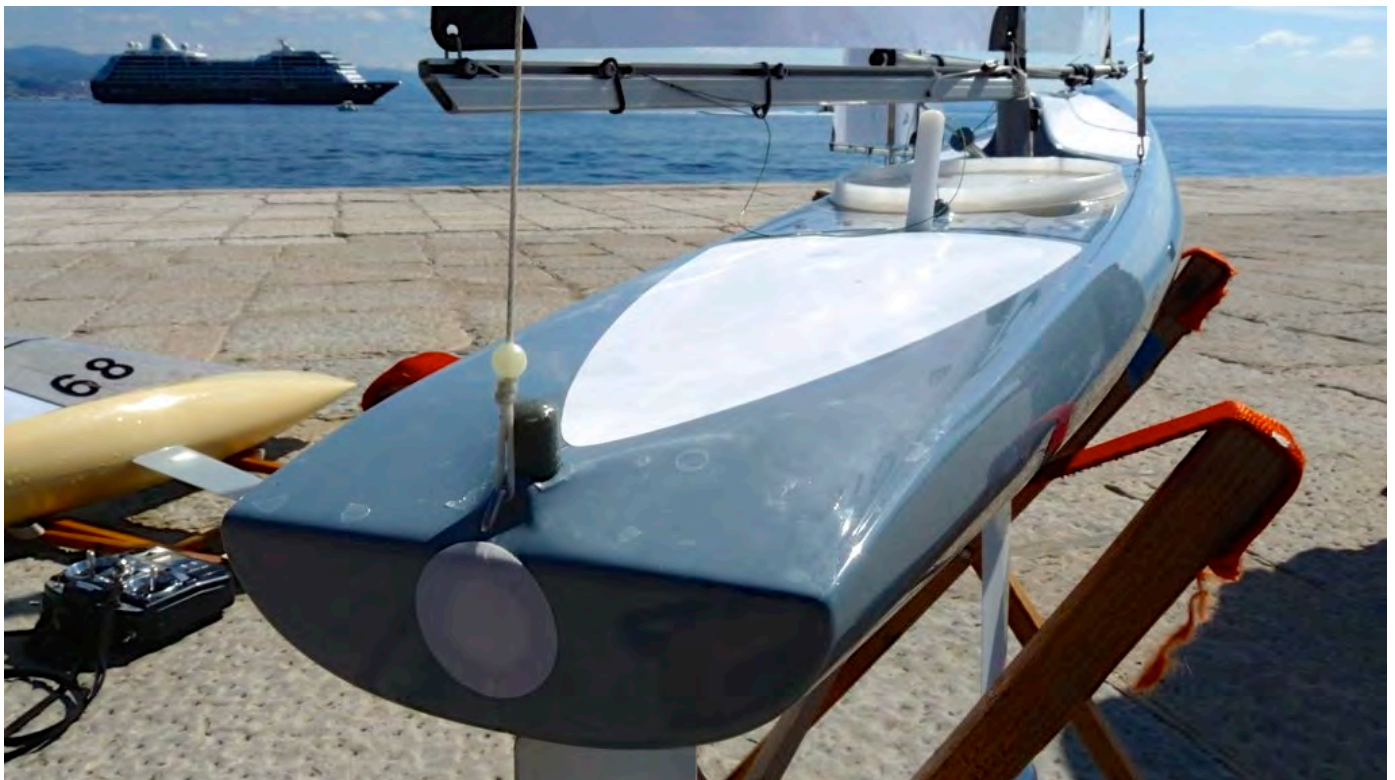
SMYC: Clearly you have an aptitude for sailing. How did you get into radio sailing. I saw you competed at the 2005 Worlds in Australia, and had a pretty decent 8th place finish with a really ugly boat. Ugly in terms of deck finish anyway, I'm confident that your bottom and foils were fair and smooth.

Zvonko: After the 2001 Worlds Ante Kovacevic gave me his boat as he was pursuing a skiff design, the hot thing at the time. That got me started in radio sailing. I modified lots of things on it which I tend to do. Maybe it is good maybe it is my problem? I took another boat we developed to the 2005 Worlds in Australia, and I learned a lot there. I realized that I wasn't fast, but I sailed pretty well and finished OK. I didn't care what my boat looked like as you noted – your ugly comment makes me laugh.

After 2005 Worlds my next boat was the Topiko, which was a much faster boat. After Robert licensed a mould from SAILSetc I got one of his early ones and made a few adjustments. We had 6-7 Topikos sailing with good skippers and mine proved faster so we modified them all. Primarily I just moved the fin aft a little for balance in the bigger winds, and the bulb moved with the fin.



Zvonko has come a long ways since 2005 Worlds. Here he is checking trim on his hot new Kantun S in Sibenik in December 2013. The Kantun S is a refined and cohesive product that he produces in tandem with Robert Grubisa. Notice those are his molded sails and his almost transparent jib. It doesn't look all that cold either. Duvancic photo.



A stern view of the Kantun S on a beautiful day on the stone waterfront in Opatija September 2013. The green stub in front of the backstay is the drain hole plug. Duvancic photo.



A view of the electronics container and lid is attached so it can't go far. Notice the deck depression providing a finger hole to lift the lid, one of the refinements added to the Kantun S. It appears very well executed. Duvancic photo.



Another view of the aft deck with mast and mast ram. The boat appears highly resolved on deck. Duvancic photo.

SMYC: Do you have time for sailing big boats too?

Zvonko: Currently I am a tactician on a keel boat, and we race maybe 7 -8 times a year. So there is not so much big boat sailing anymore.

SMYC: Before we get to your Kantuns, lets talk about your PikantoRG and Topiko briefly. How did this come about? What's the history?

Robert: Just after the last race on the IOM Euro in Arcos (ESP) in 2004, I asked Graham Bantock (who won the event with his Topiko) for one of his IOM designs. I have no dreams that he will offer me a Topiko

design. My original plan was to make a mould and few boats for my club friend and myself, and nothing more. Few days after the 2004 Euro, Graham offered me and some other guys the original SAILSetc Topiko plug. I made a mould and boats were moulded during weekends. In the beginning I worked alone from the moulding stage up to the final assembly to ready-to-sail boats. Then I made a few Topiko hulls for Zvonko and his club mates. He started with optimizing the keel position, sail trim, etc; and the rest is history... After the Topiko, I made moulds for the Pikanto. From July 2007 Zvonko and I have been working together starting with PikantoRG under SAILSetc license. Kantun and Kantun S are entirely our projects from concept through design and manufacturing.

SMYC: My understanding is that in optimizing your PikantoRG hull moved the keel about 10mm aft and moved the shroud terminations aft a few millimeters. All was to improve the boat balance and tuning in heavier air. Do I have those basics correct? Anything else on the hull or foils? For reference the old PikantoRG web site is here: <http://pikanto-rg.weebly.com>

Zvonko: Actually I started with the Topiko where I moved the keel 6-7mm aft with the bulb moving with the keel. I don't recall if we moved the shrouds aft a few millimeters, but that wouldn't make much difference. Because many of us had the same boat we tested everything with good skippers and optimized to what proved fastest. We also centralized the electrical parts at the keel, which we still like to do. I also try to eliminate everything on the boat that is not required. There is only one turning block for example. The PikantoRG used the same Topiko keel position and we continued to refine that boat from there.

SMYC: Zvonko, what led you to adjust the Topiko keel aft? Did you detect something?

Zvonko: In top of rig conditions I felt the Topiko developed weather helm too early. Upwind we like our boats to be powered up and track with the rudder centered, and moving the fin aft helped this. In lighter winds we had to rake our mast aft to generate some helm lost in the keel move, and it worked out OK. The Topiko was still fast in light wind. You know the Topiko is still a good boat. Mario Skrlj proved the point with a 7th place at the recent Euros in Cres, where 2/3rds of the time we raced in stronger wind. (And Mario Skrlj is a proven top skipper with a number of top ten finishes in major international events – Editor.)

SMYC: Others are preoccupied with getting the boat as light as possible the having 400g or so of correctors low around the keel. On the PikantoRGs I heard there was not a lot of corrector weight. You preferred adding a little strength in the hull with an extra layup around the keel and use heavy NiCads instead of Lipos. What's up?

Zvonko: With the Kantun S we are ending up with 200 – 250 grams of correctors now. We could find more corrector weight, but we chose to continue with a strong thick fin box and an extra cloth near the keel for durability. We do keep the layup light at the bow and stern though, where it is important for performance. Our boats are tough and they need to be because we are hard on them. Also our bumper is a stronger rubber than Silicone and it is epoxied in place. I'm happy to say that we receive no call-backs to replace that bumper.

We are starting to use LiPo batteries because they have the needed voltage and are easy to charge. It is good that they are lighter too, but that is secondary because they are low in a central location.

SMYC: On to the Kantun and the newer Kantun S. You have a nice website that provides background on it here: <http://kantun-iom.weebly.com>. My question #1: Who is in charge of marketing for you guys? Everyone else when they add an "S" to a product line has it stand for performance. Examples include: "Sport", "Supercharged", or "Super". You guys have your "S" stand for "Soft". Not very inspiring, but accurate I guess...

Robert: Well. I proposed the name Kantun, meaning "chine" in colloquial Croatian language, because the most used word among us after the 2001 Worlds was – "chine", and I needed to name somehow design files so we let it be.

Zvonko: Marketing is not my strength, but yes the "S" does stand for "soft" or "smooth". After Kantun #6 we needed to replace our mould, and we took it as an opportunity to refine the plug. Underwater the lines are very similar, but the chine is rounded and smoothed, the bow is a little fuller, and the stern area is

widened a little. In making the new plug I recalled my Topiko experience, which was forgiving to sail and it seemed to smoothly keep moving at good speed in shifty conditions and transitions. We wanted to go more in the Topiko direction with Kantun S – make her more forgiving to maintain speed through transitions. We think we succeeded.

SMYC: Zvonko, maybe an unfair question, but which Kantun design would you want at a major regatta? I realize you are no longer manufacturing the original Kantun so this is hypothetical.

Zvonko: Well it depends on the expected conditions. If it is shifty I want the Kantun S. If it is steady wind and a pointing contest, the original Kantun with the sharp chine is very good in that condition.

SMYC: Robert, you mentioned design process. Tell us about the Kantun design process. I only saw images of one somewhat crude proto, which you call Mark 3 in your Kantun website.

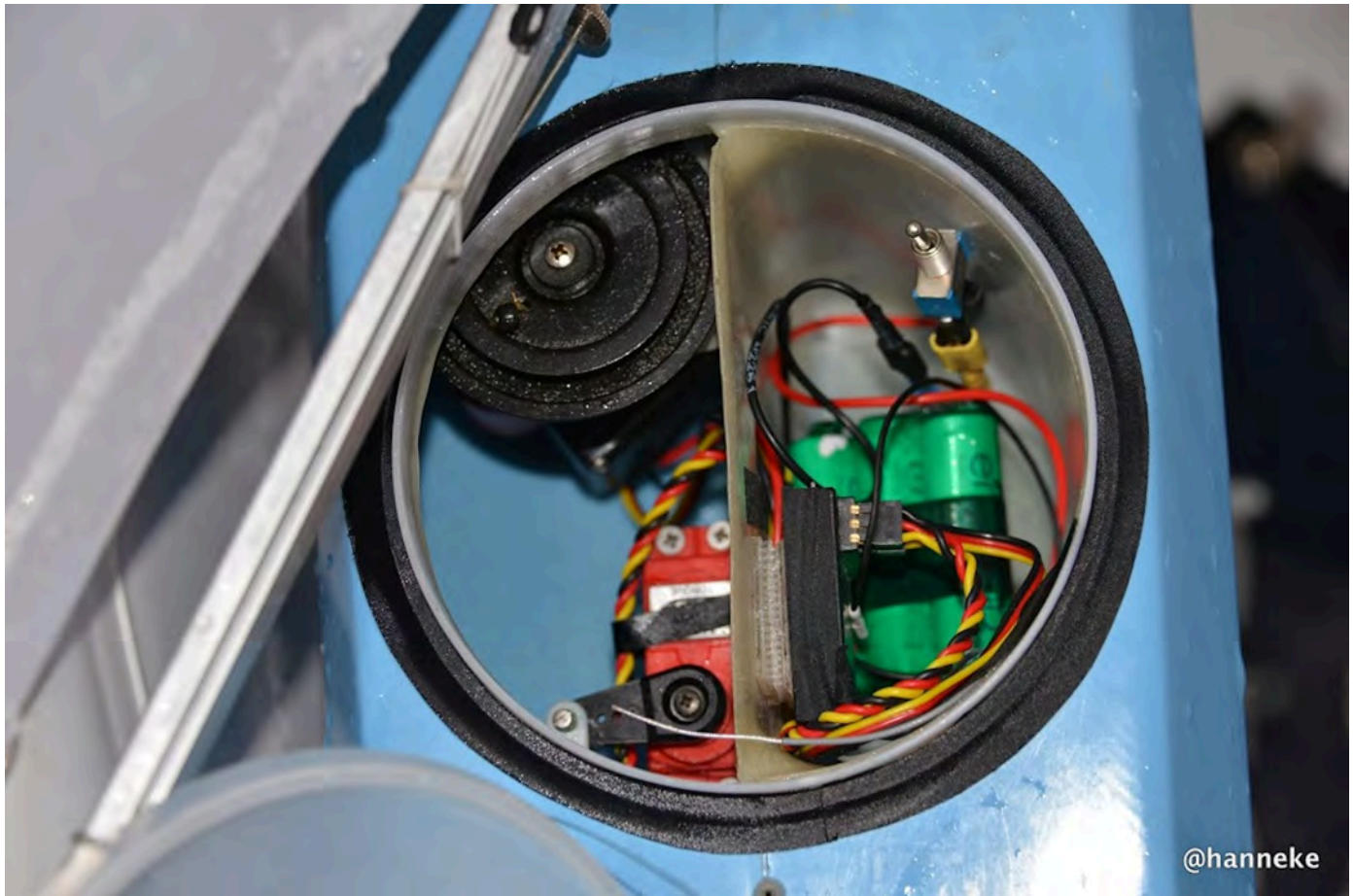
Robert: Zvonko is living in Split and I am living in Rijeka (both on the Adriatic sea, 400 km apart). We split the job to where I was responsible for 3D modeling and calculations while Zvonko was actually testing the boat on the water in Split. Later in the evenings we used to have Skype calls discussing the possible improvements. As an example, when we decided to make some modification of the Mark 3, the next day I created a new 3D computer hull form for discussion. I built the Mark 3 prototype in traditional plank on frame method using balsa strips and Zvonko was responsible for outfitting the boat as usual.

SMYC: How did you arrive at your distinctive foredeck shape?

Zvonko: We want the boat to cut through the waves with as little resistance as possible so we cut away as much volume as we thought we could and still preserve needed buoyancy. The raised spine is there to follow the bottom of the jib as an end plate. The raised spine is convenient for the mast ram placement, but that is a secondary benefit.



The Mark 3 Kantun proto being trialed in Omisalj in 2012 was built in traditional plank on frame using balsa. Robert Grubisa built the boat for outfitting and testing by Zvonko Jelacic. Give me an Exacto blade and I'll shorten that bow bumper to deck level freehand. Also that's a pretty flat bottom aft. Sendjerdi photo.



Another view of the electronics container originally developed by Craig Smith, this is on a Kantun. Hanneke Gillissen © Photo.

SMYC: You chose to provide openings that require deck patches on the foredeck of your Kantuns, just like on your PikantoRG. I'm sure there is a reason...

Zvonko: Yes the usual reasons, lighter bow and good access for later maintenance.

SMYC: I'm curious on some of equipment choices, which I think you have been consistent on for some time. You specify a really heavy high-performance rudder servo (currently the Futaba BLS155) yet a big name like Brad Gibson is content with the basic slower and much less powerful standard 3003 Futaba servo. What you are getting with this expensive servo? I've been wanting to ask this question for some time.

Zvonko: Yes, they are heavier, but the weight is close to the hull bottom and centered in our boats so not a big deal to us. Certainly they are more expensive, but they are very strong and very durable. The real reason is how we like to sail with the rudder centered and the boat driving itself for 10 – 15 meters. To do this we need a very accurately centered rudder, and that is what this expensive servo provides us.

I prefer a somewhat slow rudder, but I find that with 30 – 40% exponential that I use this Futaba works fine for me. Also we use 50° rudder throw.

My guess is that people who like to actively "drive" their boat do not need the precise centering, so the standard servo is fine for them. I do not speak for them though, I am speculating.



Here Robert Matulja is sailing Robert Grubisa's Kantun proto at the Cres Euro where he had a nice 6th place finish. Zvonko sailed his Kantun proto to 2nd for a very nice international debut for the Kantuns. Dean Miculinic photo.

SMYC: You like to combine the fastest (with least torque) RMG winch with their biggest diameter 55mm spiral self-tensioning drum. I know of at least one local skipper who gave up on that combination as not powerful enough downwind in the stronger winds. In the middle of a regatta he changed to a smaller diameter drum. How do you make this combination work?

Zvonko: A while back we were discussing RMG options for quick gybing with Rob Guyatt, and he sent us his new (at the time) faster EF Winch and the 55mm drum to trial. He suggested we should choose one or the other, but I decided to try both together for fast gybes. This puts us at the very limit no question. In fact we are limited to when we can sheet in downwind in nose diving conditions. For example if slowing downwind we lack the power to sheet in, but that is not the time to sheet in anyway. When planing we sheet in fine. And of course we can gybe quickly within the limitations described. Upwind we are on the small diameter part of the drum and we have plenty of power to sheet in.

SMYC: I like Kantun's centralized and orderly electronics container under a convenient plastic lid access. How did this come about? Where does the lid come from?

Zvonko: Craig Smith developed this concept for his boats, and when we asked he was helpful to us on how to implement it. The lids are for managing fish food sold at quantities of 200 a time.

SMYC: Why the electronics switch in the photo. I thought you stripped everything not required off the boat?

Zvonko: I am using the switch as a convenience for local racing, where I just push through the flexible lid to switch it off and on. For major international events with longer breaks between heats I will eliminate it. Since it has the same connection on winch and battery, I have the option to eliminate it by quickly disconnecting it from the circuit. And if it suddenly fails I can quickly eliminate it.

SMYC: Tell us about your fin and rudder on Kantun S.

Zvonko: We get as much lift, as we need with the narrower chord prepreg foils from New Zealand by Tony O. They are stiff too, which is important. Still we are always looking to improve and we are currently looking at Craig Smith's new foils, and I like what I see. They are a little lighter yet a little stiffer, and they cost a little more.

SMYC: Where do you get your bulbs? Is it your design?

Robert: We have a metal (aluminum) mould for bulbs. A friend of mine is moulding bulbs, which are then delivered to Zvonko for final sanding/fairing, and finishing. Some years ago, a small company hired by the Shipyard for making scale model of our new buildings for the Owners was asking for the help in purchasing and testing the new 3D CNC machine capable for machining wood and metal. They asked for some 3D parts, which they will use as test example. I just took the opportunity...

Zvonko: The bulb was designed by Robert using a NACA profile. We just had to decide how long to make it. Should it be short like Craig Smith's or long like Martin Roberts? Ultimately we decided to make it as they are now, which is closer to the longer bulbs rather than short one.

SMYC: How do you finish your hull, with paint gelcoat? When you sell Kantun S what should your customer do to prep the hull and foil for a major regatta?

Zvonko: We brush on gelcoat, which we think results in a lighter application than spray applied. Paint sometimes will pull off with patches, so that is a negative we want to avoid. Our mould is of good quality, so I just polish the hull so contaminants in the water are less likely to stick.

SMYC: Is print through in your hull laminate a minor surface problem that needs to be sanded over time to keep the hull smooth. Is it unavoidable? I've seen this on gelcoat hulls from other manufacturers, and in fact I've been sanding it out of two of my hulls this winter.

Zvonko: I have seen what you are talking about, but we don't experience a lot of print through on our boats even after a few years because Robert takes the time to let the gelcoat cure properly before the lamination of the glass cloth with epoxy resin. And then he bakes it in the mould at 35°C.

SMYC: Jelacic Sailing (<http://www.jelacicsailing.com>) also sells their own line of monofilament (molded) sails, the only commercial IOM sails that are shaped without seams to my knowledge. Most of the CRO skippers use your sails now as far as I can tell from pictures. Why not shape your sails with seams like everyone else?

Zvonko: Sails are very important to performance, which is one reason that I wanted to make my own. I tried moulding monofilament sails because I wasn't consistent at shaping with seams. It didn't work for me. Moulding sails required some trial and error to get the system down and then refining the shapes I want, but I'm happy with our sail shape now. And of course I am happy with the consistency in shape that this system provides.

SMYC: I have to give credit to the tradition sailmakers supplying sails to IOMs, because I almost never see a seam with even a hint of a pucker. I think the overall quality of sails in the IOM class is very high, and Mylar is a pretty unforgiving product to shape a sail with. Having said that, your one seamless jib example in Seattle on Ron Blackledge's Fraktal consistently fills sooner in the very light air we have too often. We are taking notice as a group, and I am getting tired of sailing with stiff seams cambered the wrong way in drifting conditions.

Zvonko: We also sail in lighter winds often too, and monofilament sails do fill more easily. Also our sails are slightly fuller than what is typically available, which helps in shifty underpowered conditions.

SMYC: Your monofilament sails were accepted at 2011 Worlds, but only after some controversy.

Zvonko: Yes I know some were not happy with monofilament sails being allowed in the class. I am just glad it is resolved, and I remain convinced they are the wave of the future.



A visual comparison of the Kantun S (L) and original Kantun (R) in Opatija. On the Kantun (R) the deck openings are configured in a straightforward manner, but on Kantun S somebody stylized the openings until they were pointy at bow and stern. There is something to be said for both approaches, and both work fine visually. Duvancic photo.



Spend much time looking at photos at <http://www.iom-cro.net> and you will see lots of images of Zvonko trimming sails. I see other World Champion sailmakers like Brad Gibson doing the same thing; in fact he seemed to always be tuning somebody's sails at US Nats in San Francisco. I don't know if it is a blessing or curse, but top sailmakers have a special knack whether big boats or radio sailing. Duvancic photo.

SMYC: Let's discuss your rigs, which Jelacic Sailing also sells. How long do you require for assembling a set of rigs for sale. I'm curious because it takes me a very long time, so long I won't embarrass myself by admitting how long it takes. They look pretty good in the end thankfully.

Zvonko: It does take a surprising long time, I agree. It takes me a day, say 6 -8 hours, but I have pre-assembled booms and jigs to be more efficient. I do take care with my rigs, and my system is refined from years of testing. You won't have to tweak things for a period to finally get them right. For example top CRO sailors like Marko Matic, Robert Matulja, and Mario Skrlj are all sailing a year later with my rigs still the same as when they received them. I'm proud to be able to say that.

SMYC: Let's discuss your rig choices.

Zvonko:

- **Mast:** I am currently using high-tensile masts from Italy, which are similar to the French mast but a little less cost.
- **Mast Prebend:** My "Instruction for Use" that I provide with my sails includes prebend recommendations. The mast prebend developed for the original Kantun is being looked at again for Kantun S, so we are still in testing. I want to add that comparing various prebend recommendations doesn't mean much unless you also relate the amount of prebend to the jib pivot offset.
- **Booms:** We still like the SAILSetc rectangular section and parts over round booms for a number of reasons.



Marko Matic and his Kantun S are on their way to a very nice second place finish at 2013 Worlds in Sdot Yam, a visually dramatic and challenging venue where it was hard to be consistent. Hanneke Gillissen © Photo.

SMYC: If you sell a Kantun S package that includes sails and rigs, what does an overseas customer receive for tuning advice?

Zvonko: We have two documents we have developed over time that we share with our customers:

- Jelacic Sailing sails "Instruction for Use" include the rig assembly information you need including prebend, and sail trim tips with recommendations in a table for various wind and wave condition settings. It also includes photos.
- Our Kantun S "Instruction for Use" is six pages long and includes our RC equipment preferences and setup, corrector weights, rig assembly, advice on protecting your boat in heat, water in hull, and normal maintenance. It also includes photos.

And of course I'm available for specific questions. We want to support our customers so they succeed because there is no better advertising.

SMYC: I just perused my copy of these documents, and they are good. Well done.

SMYC: Thanks Robert and Zvonko for being an easy and enlightening interview. You surprised me more than a few times with your candid remarks. You guys have it really going well in Croatia, and your products look so thoughtfully resolved and cohesively integrated. I look forward to meeting you in person at San Francisco Worlds 2015, if not before. Thank you.



The CRO 2014 Worlds team had something to celebrate after their strong showing as a group. Notice how it is mostly the same faces from 2009 Worlds. Just like at Euros and Nationals around the world it is same names at the top year after year. And most of the CRO kit seen here is produced by Zvonko and Robert Gubisa.



One last view of a Kantun sailing in Rijeka in 2013, the model with the sharper chines. These Jelacic made sails chose the fingers option instead of corner patches. Dean Miculinic photo.

3/1/14 – Last Revisions

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
11/3	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
11/10	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
11/17	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
11/24	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
12/1	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
12/8	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
12/15	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
12/22	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
12/29/13	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
1/31-2/2	See NOR	DPMYC – Ron Farrell Regatta	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
3/22-23	See NOR	VMSS – Beaver Fever (COW CanAm #1)	Beaver Lake	Barry Fox	www.WCMYA.ca
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
4/12-13	See NOR	GHMYC – Cowboy Up Regatta	Ellensburg, WA	Steve Young	(253) 202-6840
4/13	11PM – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
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
5/2-4	See NOR	SMYC – COW Cup	Coulon Park	Bob Wells	(206) 232-9036
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
5/15-18?	See NOR	US Nats at Foster City	Central Lake	Bob Dunlap	www.iomusa.org
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
6/6-8	See NOR	SISC – Western CAN (COW CanAm #2)	Salt Spring Is., BC	Lawrie Neish	www.WCMYA.ca
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
7/19-21	See NOR	OMYC – HR Carnage (COW CanAm #3)	Hood River Marina	Morgan Dewees	(360) 608-4290
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
8/2	10AM – 2PM	GHMYC – Saturday Regatta #6	Surprise Lake	Steve Young	(253) 202-6840
8/9-10	See NOR	DPMYC – Caper (COW CanAm #4)	Bowman Bay	Julian Lee	(360) 299-2900

8/17	10AM – 2PM	SMYC – Regatta #6	Coulon Park	Bob Wells	(206) 232-9036
8/18	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
8/25	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
9/1	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
9/7	10AM – 2PM	GHMYC – Saturday Regatta #7	Surprise Lake	Steve Young	(253) 202-6840
9/8	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
9/15	1PM – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
8/18	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
9/21	10AM – 2PM	SMYC – Saturday Regatta #7	Coulon Park	Bob Wells	(206) 232-9036
9/22	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
9/23	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
9/27-29	See NOR	ARCS – Cranberry Caper	Cranberry Lake	Julian Lee	(360) 299-2900
10/6	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
10/12	10AM – 2PM	GHMYC – Saturday Regatta #8	Surprise Lake	Steve Young	(253) 202-6840
10/13	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
10/18-20	See NOR	CAN Westerns (COW CanAm #4)	Hornby Is., BC	Lawrie Neish	www.WCMYA.ca
10/20	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
10/26	10AM – 2PM	SMYC – Saturday Regatta #8	Coulon Park	Bob Wells	(206) 232-9036
10/27	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake	Julian Lee	(360) 299-2900

(Red) denotes events in our COW CanAm Series.

(Green) Multi-day events highlighted

Please note: This schedule does change occasionally. Check every newsletter.

Seattle MYC @ Gene Coulon Memorial Beach Park: 1201 Lake Washington Blvd., Renton, WA From I-405 take Exit 5 and head west on Park Ave. N. Take the 1st right (at the bottom of a hill) to Lake Washington Blvd. Coulon Park is on the left.

Gig Harbor MYC @ Surprise Lake – Surprise Lake Village, 2800 Queens Way, Milton, WA. From I-5 Exit 142B head west on SR 18 for 0.5 miles, and turn south on SR 161 for 3.3 miles, and turn right at Queens Way (at the Surprise Lake Village flags).

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

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

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 our recent with description & cover image for each.

http://wcm.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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