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The Seattle IOM Update

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



Bobby Flack making a quick rig change back to his 1-rig at the last minute at the 2014 US Nationals in Foster City, CA. His Dad, Ted Flack, is doing the same in the background with a lot less athleticism. Figuring out which rig to go with is difficult in the blustery afternoons on Central Lake, venue for the 2015 Worlds at Foster City, CA. The skill to make quick changes will be a significant asset. Photo © Thor Larsen.

IOM Eye Candy: Let's kick this issue off with Graham Herbert's latest custom boat called "Popeye" slicing through the chop at the 2014 COW regatta on Lake Washington. The sun popped out for just a moment on this soggy COW Regatta (with some great sailing) for this colorful image. Look at the jib boom slice water! Photo Ron Hornung.



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 comingle 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.dpmyc.org>.

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

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://wcmyma.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://wcmyma.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:

Seattle MYC’s – Regatta #1 (3/29/14)

Gene Coulon Memorial Beach Park on Lake Washington in Renton, WA

Bob Wells Reporting & J. Warren Brower Scoring:

The weatherman said in tonight’s news that this March is now officially the wettest month ever recorded in Seattle. Powder skiing has been incredible. It rained big-time on our regatta too; but opening day was a success because the southerly was working the whole regatta. We can put up with a lot of rain when we have good wind. It was A-rig all day, and the blustery wind occasionally knocked us down and

then occasionally turned light. Mostly we had mid-A conditions and once again our big lake course is more about shifts and boat speed, and less boat on boat tactics. Occasionally the wind was streaky, and you just had to be patient and wait for your turn to move with pace.

We had 16 skippers on the line, a fine turnout for colder nasty weather. Maybe we are just eager because we haven't sailed here in four months with our winter break. Our new guys from late last year, Scott McConnell and Mikey Pearson, are now having moments at the top of the fleet; but they are held back sorting teething problems. Consistency is the next issue to tackle, and we all go through it. Our newest skipper is Daryl Ruff sailing his homemade Goth for the first time with us. Unfortunately after a few races his bulb plopped into the drink as he was launching. Dennis Pittis from Whidbey Island dropped by unafraid of a long rainy drive, and we put him to work writing the scores. Mike Holly dropped by and spent a lot of time looking at Ron's Fraktal. Mike Holly has a Fraktal on order from Tim Brown in AUS. We shut down early after 10 races due to the weather, and socialized at our favorite Irish pub. It moderated to a light rain at regatta end and on the drive home from the pub. And of course it is ideal March partially sunny weather without rain the day after the regatta.

Heavy-duty trash bags (from Julian Lee) protected my dock gear well, including the starter machine and score sheets. No need to dry out the tool bag as I did after the last downpour. My next refinement is to trim some of the extra trash bag material. And the last few races were recorded on waterproof paper from Jerry Brower. Always things to improve...

Pls	Skipper	Sail	Home Port	Design	Score	1	2	3	4	5	6	7	8	9	10
1	Bob Wells	7	Mercer Is, WA	BritPOP	11.0	1.0	1.0	2.0	1.0	4.0	3.0	1.0	1.0	5.0	1.0
2	Larry Stiles	131	Sedro Woolley	Pikanto	27.0	4.0	4.0	5.0	6.0	11.0	1.0	4.0	6.0	1.0	2.0
3	J Warren Brower	42	Lk Stevens, WA	Widget	27.0	9.0	2.0	6.0	2.0	5.0	8.0	3.0	2.0	3.0	4.0
4	Peter Sternberg	18	Redmond, WA	V8	31.0	7.0	3.0	1.0	3.0	13.0	5.0	7.0	3.0	2.0	9.0
5	Steve Young	73	Tacoma, WA	Cheinz	41.0	2.0	10.0	4.0	5.0	10.0	4.0	2.0	8.0	10.0	6.0
6	Joe D'Amico	86	Sequim, WA	BritPOP	44.0	12.0	6.0	3.0	8.0	3.0	7.0	17.0	4.0	6.0	7.0
7	Kurt Wells	25	Seattle, WA	Topiko	54.0	14.0	13.0	13.0	10.0	2.0	12.0	5.0	5.0	4.0	3.0
8	Bill Langjahr	88	Anacortes, WA	Cheinz	58.0	10.0	7.0	7.0	9.0	7.0	6.0	8.0	9.0	12.0	5.0
9	Drew Austin	90	Sequim, WA	Home Built	62.0	8.0	15.0	8.0	4.0	1.0	13.0	12.0	7.0	9.0	17.0
10	Ron Blackledge	208	Portland, OR	Fraktal	70.0	6.0	11.0	9.0	7.0	9.0	10.0	6.0	12.0	13.0	12.0
11	Byron Pimms	47	Seattle, WA	ISIS II	73.0	5.0	9.0	10.0	11.0	12.0	14.0	10.0	11.0	7.0	10.0
12	Scott McConnell	60	Seattle, WA	Pikanto	76.0	3.0	5.0	12.0	14.0	6.0	2.0	17.0	17.0	17.0	17.0
13	Craig Rantala	12	Sequim, WA	SKA	78.0	13.0	12.0	11.0	12.0	8.0	9.0	9.0	10.0	8.0	11.0
14	Ron, Hornung	777	Seattle, WA	Disco	99.0	11.0	8.0	14.0	16.0	17.0	15.0	11.0	13.0	11.0	17.0
15	Mike Pearson	82	Port Orchard, WA	V8	119.0	17.0	17.0	17.0	15.0	17.0	11.0	17.0	17.0	17.0	8.0
16	Daryl Ruff	67	Bellevue, WA	Goth	127.0	17.0	14.0	15.0	13.0	17.0	17.0	17.0	17.0	17.0	17.0



2014 SMYC #1 had lots of close action and a nice turnout despite the rain. Nice wind so a good day. Ron Hornung photo.



Setting up for Gig Harbor MYC's Regatta #2 on Surprise Lake – another gray day that turned drippy. Photo is provided by the perky Cami Scholz, a leasing consultant for our host – Surprise Lake Village. Surprise Lake Village has been our host since the 1980's when the EC-12 was the yacht of choice. Now the IOM is in favor, and attendance is strong.

Gig Harbor MYC's – Regatta #2 (4/5/14)

Surprise Lake Village on Surprise Lake in Milton, WA

J. Warren Brower Scoring:

Welcome back from Arizona Kelly. After analyzing what was successful in this not as windy or as wet as predicted regatta, the key determinant for success is to begin your name with the letter "J" followed by a space. Next regatta I'm signing up as J Bob Wells...

Results after 14 races and 2 throw-outs:

Place	Skipper	Sail	Home Port	Design	Score
1	J Kelly Martin	77	Bellingham, WA	V8	21.0
2	J Warren Brower	42	Lk Stevens, WA	Widget	39.0
3	Steve Young	73	Tacoma, WA	Cheinz	41.0
4	Peter Sternberg	18	Redmond, WA	V8	52.0
5	Ron Blackledge	208	Portland, OR	Fraktal	67.0
6	Bob Wells	7	Mercer Is, WA	BritPOP	69.0
7	Scott McConnell	60	Lynnwood, WA	Pikanto	86.0
8	Byron Pimms	47	Seattle, WA	ISIS II	95.0
9	Kurt Wells	25	Seattle, WA	Topiko	98.0
10	Mike Pearson	82	Port Orchard, WA	V8	107.0
11	Larry Stiles	131	Sedro Woolley	Pikanto	108.0
12	Rick Shattock	94	Milton, WA	Pikanto	125.0
13	Craig Rantala	12	Sequim, WA	SKA	130.0
14	Drew Austin	90	Sequim, WA	Own	132.0
15	Ron, Hornung	777	Seattle, WA	Own	138.0

Cowboy Up Regatta (4/12-13/14)**Irene Rinehart Park; Ellensburg, WA**

Steve Young Reporting & Jean Lee Scoring:

This regatta came about in our search for windy venues, and a preference to sail IOMs fast in small rigs. Travel through Ellensburg and the hills are spotted with big white wind turbines and if you step out of your car you quickly find yourself leaning into the wind. The park pond venue is close to ideal and only a few hours drive from Seattle. And Ellensburg is a great old college town to spend time in with an impressive vintage main street. There are a lot of reasons why this regatta makes sense to spice up our local racing.

Steve Young was the organizer, and Julian and Jean Lee schlepped a lot of gear to make this a first-class regatta. The second edition of what may become an annual event provided Friday's early attendees blustery sunny conditions with gusts well into the higher 20's, right in the wheelhouse of the #2 rigs. The big gust clocked in at 39 mph. The boats participating got a chance to get comfortable with the venue, where the grass bank control area is easy to walk and rolls nicely up from the lake for an ideal elevated vantage point. Boat launching is an easy few steps down into the water. The Friday dinner gathering was well attended and lots of lies were told.

Unfortunately the weekend forecast called for lighter 8-12 mph breezes, which still makes for some pleasant sailing. All weekend we had pleasant temperatures and sunny conditions, a sweet break from our rain. We got in 11 races Saturday before we decided to call it a day to get ready for dinner at the Dakota Cafe, one of Ellensburg's quality restaurants.

We sailed 24 races this weekend of mostly 2½ laps on a windward-leeward course. Julian's on-site wind anemometer recorded max 29mph and average 3.6. Bringing the wind speed average down were many big empty holes on this shifty weekend, and when the good wind appeared it was often in short isolated bursts. Everybody spent time in front of the fleet and in the back, and often that was in one race. There was little individual consistency, as this selective wind would often pick the winners leaving the rest gasping for air until it was their turn. So we had topsy-turvy finishes without consistency, but it was all great fun. And our abilities to accelerate efficiently out of a lull have been collectively refined to make us better sailors. All in all it was fun and well worth the short trip.

We can't thank enough Scott "Two Laps" Thomas for a great job as PRO. Jean Lee deftly handled the scoring for us for a second year in a row.



We came seeking to sail in big Ellensburg wind with small rigs, but the 2014 Cowboy Up Regatta looked like this way too much of the time. At least those that arrived early Friday practiced with B-rigs. Photo Jean Lee.

Cowboy-Up results after 24 Races with 4 throw outs:

Position	Skipper	Sail #	Club/City	Hull	Score
1	Bob Wells	7	DPMYC	Britpop	66.0
2	Steve Young	73	DPMYC	Cheinz	67.0
3	Bruce Anderson	16	Boise	Britpop	77.0
4	Drew Austin	90	DPMYC	Wugga/Ska	80.0
5	Jerry Warren Brower	42	DPMYC	Widget	83.0
6	Julian Lee	40	DPMYC	V8	83.0
7	Larry Stiles	131	DPMYC	Pikanto	87.0
8	Ronald Blackledge	208	OMYC	Fraktal	114.0
9	Morgan Dewees	98	OMYC	MMX	147.0
10	Dennis Pittis	57	DPMYC	Goth	168.0

Cowboy Up Regatta Summary:

Date: April 12-13, 2014

Location: Irene Rinehart Riverfront Park

Host Club: Deception Pass Model Yacht Club

Entries: 210

Wind: 1 mph to 39 mph

Races completed: 24

Scoring: HMS 2007

Race Committee: Steve Young, Organizer; Scott Thomas, PRO; Jean Lee, Scoring; Julian and Jean Lee, schlepping and logistics.

Seattle MYC's – Regatta #2 (4/19/14)**Gene Coulon Memorial Beach Park on Lake Washington in Renton, WA**

Bob Wells Reporting & J. Warren Brower Scoring:

Sometimes radio sailing weather is balmy, the boats move effortlessly, and all is pleasantly mellow except for the occasional tense moments of competition. You don't want the regatta to end... The first race suggested we were headed towards another easy sailing day on Lk. Washington, albeit in coolish weather. The rest of this regatta wasn't like that - we left early very wet and cold. And there was none of the usual enthusiasm for, "just one more race". After the first race a NW front darkens the water and adds whitecaps and we are sailing in a steep chop from waves developed by miles of fetch compounded by rebounding from our walkway. Rain comes with the front and stays, and early on is torrential. We get in a couple of now comfortable races in B-rig, and the wind moderates and leaves the chop. Now we are mostly way underpowered in B-rig and barely moving at times in the chop.

Abruptly the wind backs to the predicted southerly parallel with our walkway and our big waves/chop disappear for the day – no big fetch no big waves. Most of us lazily finished the regatta underpowered in B-rig, something we seldom have on here. The few that switched back to A-rigs had an edge, but surprisingly not a dramatic edge. J. Warren Brower began to change down, but in the end kept his Widget in A-rig. Warren was top dog after the wind moderated with a string of firsts interrupted only when a tree branch snagged his keel. Typical for this time of year we didn't have a weed problem, but for something new a few of us snagged nasty little branches at the end of the day.

Once again Scott "Two Laps" Thomas was PRO, and next time he'll bring rain pants. Notable was Larry Stiles sailing his new Cheinz (with the new Mojo deck) from Oz for the first time, and he is a happy camper. We had 18 boats (plus an ODOM) on the crowded starting line – not bad for a club race. We welcomed a new skipper, Jim Battersby, who sailed what he brought – an ODOM. Unfortunately ODOMs don't carry the bulb weight of an IOM and they lack the mass to drive over/through our Lake Washington chop when it is up. So it was an early exit for Jim after a couple of races. He would have enjoyed the south wind if he had waited it out – but what a wet wait that would have been. April showers bring....

Seattle MYC's Regatta #2 Results:

Pls	Skipper	Sail	Home Port	Design-Designer	Score	1	2	3	4	5	6	7	8	9
1	J Warren Brower	42	Lk Stevens, WA	Widget-Chris Dicks	16.0	4.0	7.0	12.0	1.0	1.0	1.0	1.0	12.0	1.0
2	J Kelly Martin	77	Gig Harbor, WA	V8-I Vickers, Eldred	16.0	2.0	1.0	6.0	4.0	3.0	3.0	2.0	2.0	3.0
3	Larry Stiles	156	Sedro Woolley	Cheinz-Jeff Byerley	22.0	5.0	2.0	1.0	8.0	5.0	6.0	20.0	1.0	2.0
4	Bob Wells	7	Mercer Is, WA	BritPOP-BG Vinaixa	28.0	1.0	6.0	3.0	5.0	14.0	2.0	4.0	7.0	13.0
5	Steve Young	73	Tacoma, WA	Cheinz-Jeff Byerley	32.0	6.0	4.0	2.0	2.0	6.0	7.0	8.0	5.0	9.0
6	Peter Sternberg	18	Redmond, WA	V8-Ian Vickers	34.0	7.0	5.0	4.0	3.0	4.0	8.0	6.0	6.0	6.0
7	Joe D'Amico	86	Sequim, WA	BritPOP-BG Vinaixa	35.0	3.0	3.0	11.0	7.0	8.0	5.0	9.0	4.0	5.0
8	Kurt Wells	25	Seattle, WA	Topiko-G Bantock	49.0	10.0	8.0	14.0	6.0	2.0	12.0	3.0	14.0	8.0
9	Drew Austin	90	Sequim, WA	Wugga/Ska-BG	56.0	15.0	10.0	5.0	11.0	10.0	4.0	5.0	11.0	11.0
10	Ron Blackledge	208	Portland, OR	Fraktal-G Bantock	64.0	8.0	11.0	7.0	13.0	12.0	11.0	10.0	10.0	7.0
11	Scott McConnell	60	Lynnwood, WA	Pikanto-G Bantock	68.0	11.0	9.0	8.0	12.0	9.0	10.0	14.0	9.0	12.0
12	Craig Rantala	12	Sequim, WA	SKA-Brad Gibson	70.0	16.0	20.0	9.0	14.0	13.0	20.0	11.0	3.0	4.0
13	Bill Langjahr	88	Anacortes, WA	Cheinz-Jeff Byerley	70.0	20.0	20.0	13.0	9.0	7.0	9.0	7.0	15.0	10.0
14	Mike Pearson	82	Port Orchard	V8- I Vickers, Eldred	82.0	20.0	12.0	20.0	10.0	11.0	13.0	13.0	8.0	15.0
15	Daryl Ruff	67	Bellevue, WA	Goth-Frank Russell	97.0	14.0	15.0	20.0	20.0	15.0	14.0	12.0	13.0	14.0
16	Byron Pimms	47	Seattle, WA	ISIS II-Barry Chisam	112.0	9.0	13.0	10.0	20.0	20.0	20.0	20.0	20.0	20.0
17	Rick Shattock	94	Milton, WA	Pikanto-GB, DeJong	126.0	12.0	14.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
18	Ron, Hornung	777	Seattle, WA	21 Grams-Own	133.0	13.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
19	Jim Battersby	706	??????	ODOM	137.0	17.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0



Jim Wondelleck's V7 easily "Powering" through our Lake Washington chop at the COW with NZL sails. For the record, this is a color photo. Live is Seattle long enough and you appreciate our different shades of gray. Ron Hornung photo.

The Peters & May COW Regatta (5/3-4/14)**Gene Coulon Memorial Beach Park on Lake Washington in Renton, WA**

Bob Wells Reporting:

It was a great regatta despite the record rain we had over the weekend. Historically we have drizzle here in Seattle not deluge. If you read the recently published third US National Climate Change Assessment it gets specific that the PacNW is shifting to heavier rain along with warmer temps, more forest fires, rising seawater, and acidification of our seawater. Hopefully we'll get stronger wind too, it would be nice to get something positive out of climate change besides a longer growing season.

At least our wind generally cooperated, and especially so on Sunday. I don't think we need to worry about the many Californians that sailed with us wanting to move here anytime soon after this dark wet weekend. They do want our water delivered to them though – I heard that a few times. And the newcomers all like our big lake venue.

Wind filled the full spectrum of the A-rig range, and more than a few times gusts would smack our boats down. The most challenging times were when it went lighter and left our infamous chop. The biggest chop was Saturday and the biggest wind was Sunday mostly out of the south, our favorite direction that has the least fetch.

I want to acknowledge our skippers who design/build their own boats – Graham Herbert, David Cook, Drew Austin, and Seattle boy Ron Hornung. And also acknowledge those who built their own boat to a design by others – Andy Slow, Craig Rantala, and our new local boy Daryl Ruff. They did it the hard way and the satisfaction is all theirs. Considering Graham Herbert designed and made his boat and sails and placed in top five, I'll give him "Best Overall Performance" for the regatta. He had some help though because his fin was manufactured from Poland with a special carbon weave – a very stiff component. (How did Graham make his Polish connection? I'm happy to say because of this newsletter - Editor.)

I also want to acknowledge the many skippers, who traveled considerable distance to sail and socialize with us and make this a much richer experience. When you look at where they hail from you will see many are from California and they are generally at the top of our score sheet. Also to especially thank our race officers Fred Rocha and Barry Fox, who again traveled far and did their usual professional job managing our regatta. Thank you Ron Hornung for bringing your tent. Without that scorekeeper Collie Martin's computer could not have survived the wet. It was crowded often inside Collie's tent...



2014 COW Regatta top five showing off their slightly tacky yet precious Cowbell trophies. They all traveled significant distance to play with us and help make this a special regatta. L-R: Graham Herbert, Gary Boell, Craig Mackey, George Pedrick, and our champion John Ebey. With no sun the sunglasses must be on from force of habit – or maybe they're mafia hit men? Our ROs Fred Rocha and Barry Fox also traveled some distance to add their professionalism to our regatta and it is greatly appreciated. Ron Hornung photo.

Pls	Skipper	Sail	Club/City	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	Ebey, John	93	San Rafael CA	britPOP!	41.0	6.0	1.0	3.0	1.0	1.0	3.0	4.0	7.0	3.0	9.0	9.0	4.0	3.0	3.0	2.0
2	Mackey, Craig	29	Oceanside CA	britPOP!	42.0	1.0	7.0	6.0	3.0	4.0	6.0	1.0	1.0	4.0	1.0	5.0	10.0	1.0	2.0	11.0
3	Pedrick, George	99	Pt. Richmond	V8	65.0	4.0	2.0	1.0	16.0	2.0	14.0	6.0	2.0	11.0	13.0	2.0	9.0	2.0	10.0	1.0
4	Herbert, Graham	3	Hornby Is BC	Popeye	73.0	2.0	9.0	7.0	12.0	27.0	1.0	5.0	4.0	15.0	11.0	3.0	2.0	10.0	1.0	6.0
5	Boell, Gary	71	Richmond CA	CHEINZ	86.0	1.0	3.0	12.0	13.0	5.0	4.0	3.0	5.0	6.0	14.0	7.0	12.0	7.0	9.0	12.0
6	Cohen, Stephan	28	Los Angeles	britPOP!	88.0	11.0	14.0	5.0	6.0	8.0	2.0	2.0	14.0	1.0	6.0	6.0	15.0	6.0	13.0	8.0
7	Golison, Mark	55	Long Beach	V8	93.0	4.0	4.0	13.0	7.0	10.0	7.0	11.0	13.0	2.0	8.0	16.0	1.0	8.0	8.0	10.0
8	Martin, Kelly	77	Gig Harbor WA	V8	95.0	16.0	5.0	2.0	2.0	15.0	6.0	8.0	6.0	8.0	10.0	8.0	8.0	12.0	6.0	14.0
9	Wells, Bob	7	Mercer Is WA	britPOP!	113.0	9.0	13.0	26.0	9.0	7.0	5.0	7.0	8.0	10.0	12.0	11.0	22.0	5.0	4.0	13.0
10	Dunlap, Robert	37	San Jose CA	V8	115.0	2.0	6.0	11.0	8.0	16.0	17.0	17.0	17.0	9.0	4.0	10.0	11.0	11.0	5.0	5.0
11	Andersen, Bruce	16	Boise ID	britPOP!	125.0	5.0	15.0	18.0	31.0	13.0	10.0	9.0	16.0	7.0	7.0	1.0	7.0	14.0	18.0	3.0
12	Slow, Andy	45	Hornby Is BC	Calypso	131.0	5.0	10.0	17.0	29.0	18.0	13.0	30.0	10.0	5.0	2.0	12.0	5.0	4.0	12.0	18.0
13	Deweese, Morgan	98	Portland OR	MMX	134.0	3.0	11.0	4.0	11.0	11.0	21.0	17.0	27.0	22.0	5.0	4.0	3.0	9.0	15.0	20.0
14	Sternberg, Peter	18	Redmond WA	V8	143.0	8.0	18.0	20.0	5.0	9.0	8.0	10.0	3.0	13.0	3.0	13.0	18.0	15.0	31.0	31.0
15	Stiles, Larry	156	Sedro Woolley	CHEINZ	159.0	10.0	21.0	10.0	14.0	3.0	9.0	13.0	20.0	18.0	15.0	18.0	6.0	16.0	22.0	7.0
16	Damico, Joe	86	Sequim WA	britPOP!	165.0	8.0	17.0	23.0	4.0	6.0	12.0	12.0	11.0	20.0	17.0	22.0	20.0	24.0	7.0	9.0
17	Wondollick, Jim	146	San Rafael CA	V7	184.0	11.0	12.0	14.0	17.0	14.0	19.0	19.0	9.0	16.0	16.0	15.0	14.0	13.0	14.0	22.0
18	Langjahr, Bill	88	Anacortes WA	CHEINZ	203.0	7.0	22.0	9.0	10.0	12.0	22.0	25.0	21.0	12.0	20.0	20.0	19.0	19.0	11.0	21.0
19	Brower, Jerry W	42	Lk Stevens WA	Widget	206.0	3.0	8.0	8.0	15.0	29.0	27.0	18.0	23.0	19.0	24.0	19.0	27.0	22.0	16.0	4.0
20	Harris, M Eugenia	199	Pt. Richmond	Pikanto	221.0	10.0	20.0	21.0	18.0	17.0	18.0	30.0	19.0	14.0	19.0	24.0	16.0	17.0	17.0	15.0
21	Blackledge, Ron	208	Portland OR	Fraktal	225.0	7.0	29.0	17.0	21.0	19.0	20.0	21.0	15.0	17.0	18.0	17.0	13.0	21.0	24.0	19.0
22	Cook, David	193	Victoria BC	PP5	260.0	16.0	31.0	31.0	31.0	23.0	15.0	15.0	22.0	23.0	27.0	14.0	17.0	20.0	20.0	17.0
23	Wells, Kurt	25	Seattle WA	Topiko	264.0	12.0	23.0	15.0	20.0	22.0	30.0	14.0	24.0	26.0	22.0	23.0	26.0	23.0	23.0	17.0
24	Young, Steve	73	Tacoma WA	CHEINZ	265.0	16.0	25.0	29.0	24.0	20.0	11.0	22.0	12.0	25.0	21.0	21.0	21.0	18.0	31.0	31.0
25	Rantala, Craig	12	Sequim WA	Ska	291.0	13.0	24.0	24.0	23.0	24.0	24.0	23.0	28.0	21.0	23.0	25.0	24.0	25.0	19.0	24.0
26	Austin, Drew	90	Sequim WA	Ska HB	297.0	6.0	16.0	29.0	19.0	28.0	23.0	20.0	18.0	24.0	25.0	29.0	29.0	31.0	31.0	31.0
27	Hornung, Ron	777	Seattle WA	21 Gms	314.0	13.0	29.0	25.0	25.0	26.0	25.0	24.0	26.0	27.0	28.0	29.0	23.0	28.0	21.0	23.0
28	Ruff, Daryl	67	Fife WA	Goth	320.0	12.0	26.0	22.0	26.0	25.0	30.0	30.0	25.0	28.0	26.0	26.0	25.0	28.0	26.0	25.0
29	McConnell, Scott	60	Lynnwood WA	Pikanto	332.0	9.0	19.0	19.0	22.0	21.0	26.0	30.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0
30	Pearson, Mike	82	Port Orchard	V8	388.0	16.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0

Summary of the COW Regatta:

Class: IOM

Date: May 3-4, 2014

Location: Gene Coulon Memorial Beach Park on Lake Washington in Renton, WA

Host Club: Seattle Model Yacht Club

Number of Entries: 30

Winds: 2 – 20 knots

Races Completed: 15

Scoring System: HMS 2013

Race Committee & Assistants: Organizer - Bob Wells; Registration – J. Warren Brower; PRO – Fred Rocha; Race Officer – Barry Fox, Scorekeeper – Collie Martin, Rescue Boat – Scott Thomas and Ron Hornung; Lunch delivery with a smile – Jackie Wells and Carol Damico.

And finally big thank you to our regatta title sponsor Peters and May, a leader in global marine transport based in Southampton, UK. Peters and May supports power and sail racing all over the world, including the U-11 unlimited hydro team based in the Seattle area. Unlike radio sailing, unlimited hydro's are a really big deal in Seattle, and our own Ron Hornung works with the U-11 team.

Peters & May has over 25 years' experience in global boat transportation and freight forwarding via air, road, rail and sea from a global network of offices and exclusive agencies. On average the company ships over 5,000 yachts and boats each year through more than 150 ports in over 60 countries. They are the preferred transporter for many of the leading marine manufacturers, dealers, brokers and private individuals. Be sure to tell Peters and May you heard about them here first!



Look for our 2014 COW Cup sticker on our transport cases and cars. It even found its way to a few boats too

Gig Harbor MYC's – Regatta #3 (5/10/14)
Surprise Lake Village on Surprise Lake in Milton, WA
J. Warren Brower Scoring:

Pls	Skipper	Sail	Design	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	D'Amico	86	BritPOP	21.0	4.0	1.0	3.0	7.0	1.0	3.0	1.0	1.0	2.0	3.0	4.0	2.0	1.0	1.0	1.0	1.0
2	Blackledge	208	Fraktal	33.0	3.0	2.0	2.0	2.0	4.0	1.0	4.0	5.0	3.0	1.0	3.0	6.0	3.0	2.0	3.0	6.0
3	S Young	73	Cheinz	35.0	5.0	5.0	1.0	6.0	2.0	2.0	5.0	3.0	1.0	2.0	5.0	1.0	2.0	4.0	5.0	2.0
4	L Stiles	156	Cheinz	48.0	2.0	7.0	7.0	1.0	6.0	7.0	6.0	6.0	4.0	4.0	1.0	5.0	4.0	3.0	2.0	4.0
5	Sternberg	18	V8	55.0	1.0	3.0	4.0	8.0	7.0	4.0	3.0	2.0	6.0	5.0	2.0	3.0	7.0	10.0	10.0	10.0
6	Kurt Wells	25	Topiko	62.0	10.0	6.0	6.0	3.0	3.0	5.0	2.0	4.0	8.0	9.0	6.0	4.0	8.0	6.0	6.0	3.0
7	R Shattock	94	Pikanto	86.0	8.0	8.0	5.0	5.0	5.0	8.0	7.0	8.0	5.0	8.0	7.0	7.0	6.0	8.0	7.0	10.0
8	R Hornung	777	Own	87.0	6.0	4.0	9.0	9.0	9.0	6.0	9.0	9.0	9.0	7.0	9.0	9.0	5.0	5.0	4.0	5.0
9	Daryl Ruff	67	Goth	95.0	7.0	9.0	8.0	4.0	8.0	9.0	8.0	7.0	7.0	6.0	8.0	8.0	9.0	7.0	8.0	10.0



Joe Damico leads the fleet in close action at the leeward mark at Surprise Lake during Gig Harbor #3. The wind doesn't show on the water beyond the mark, but be patient and it will show eventually – too often to the rest of the fleet's advantage. That's why it is called "Surprise" Lake: This is another nice image from Ron Hornung.

Seattle MYC's – Regatta #3 (5/24/14)**Gene Coulon Memorial Beach Park on Lake Washington in Renton, WA**

Bob Wells Reporting & J. Warren Brower Scoring:

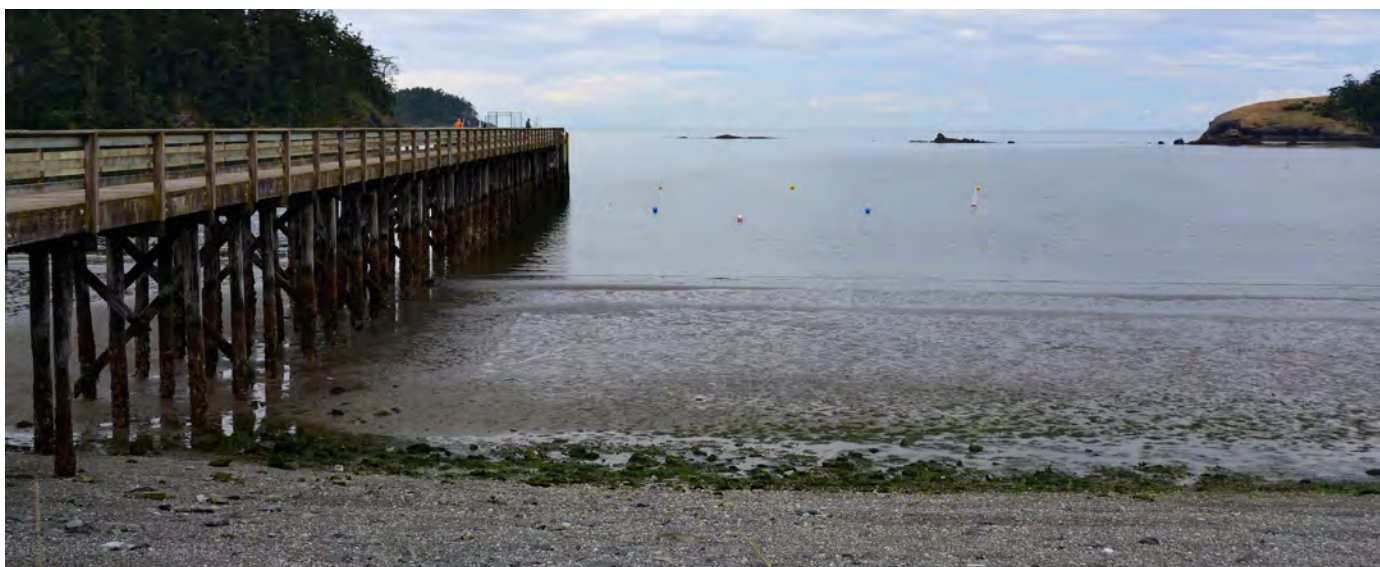
Finally a regatta without rain, but instead we get light and fluky with a light chop. Frankly I prefer rain if it brings wind. It was challenging to sail well in this, and the changes in wind direction kept the boat boys moving buoys. Still we had fun and a nice gathering afterwards at our favorite Irish pub. Many expressed to me that is was a good thing we didn't see this condition at the COW Regatta. Amen to that.

Pls	Skipper	Sail	Design-Designer	Score	1	2	3	4	5	6	7	8	9	10	11	12
1	Peter Sternberg	18	Arrival-Hollom	20.0	3.0	7.0	1.0	3.0	1.0	4.0	1.0	1.0	2.0	2.0	2.0	5.0
2	J Warren Brower	42	Fraktal-G Bantock	20.0	1.0	3.0	3.0	1.0	7.0	1.0	2.0	3.0	1.0	6.0	3.0	2.0
3	Joe D'Amico	86	BritPOP-BG Vinaixa	24.0	2.0	1.0	4.0	2.0	2.0	2.0	5.0	7.0	10.0	4.0	1.0	1.0
4	Bob Wells	7	BritPOP-BG Vinaixa	45.0	5.0	5.0	12.0	8.0	5.0	3.0	8.0	5.0	6.0	1.0	4.0	3.0
5	Kurt Wells	25	Topiko-G Bantock	46.0	10.0	2.0	2.0	7.0	9.0	6.0	3.0	6.0	3.0	7.0	6.0	4.0
6	Ron Blackledge	217	BritPOP-BG Astbury	54.0	4.0	6.0	5.0	6.0	4.0	9.0	6.0	2.0	5.0	8.0	8.0	8.0
7	Byron Pimms	47	ISIS II-Barry Chisam	56.0	7.0	8.0	6.0	4.0	3.0	7.0	7.0	8.0	4.0	3.0	10.0	7.0
8	Ron, Hornung	777	21 Grams-Own	63.0	6.0	9.0	7.0	5.0	6.0	5.0	9.0	9.0	7.0	5.0	7.0	6.0
9	Mike Pearson	82	V8- I Vickers, Eldred	87.0	12.0	10.0	12.0	10.0	11.0	10.0	4.0	4.0	8.0	9.0	12.0	9.0
10	Rick Shattock	94	Pikanto-GB, DeJong	88.0	8.0	4.0	8.0	9.0	10.0	11.0	12.0	12.0	11.0	12.0	5.0	10.0
11	Daryl Ruff	67	Goth-Frank Russell	96.0	9.0	11.0	12.0	11.0	8.0	8.0	10.0	10.0	9.0	12.0	9.0	11.0

Deception Pass MYC's Sunday Regatta (5/25/14)**Bowman Bay in Deception Pass State Park; Fidalgo Island, WA**

Jerry Brower Scoring:

Pls	Skipper	Design-Designer	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Drew Austin	Wugga/Ska-BG	25.0	2.0	1.0	2.0	1.0	6.0	1.0	2.0	3.0	3.0	1.0	1.0	3.0	2.0	4.0	6.0	3.0
2	Jerry Brower	Fraktal-G Bantock	43.0	1.0	2.0	4.0	3.0	3.0	6.0	1.0	8.0	2.0	5.0	5.0	6.0	6.0	3.0	4.0	4.0
3	Larry Stiles	Cheinz-Byerley	48.0	5.0	5.0	5.0	5.0	1.0	2.0	6.0	4.0	6.0	6.0	3.0	2.0	5.0	5.0	1.0	5.0
4	Steve Young	Cheinz-Byerley	51.0	4.0	6.0	1.0	7.0	7.0	5.0	3.0	7.0	4.0	4.0	4.0	5.0	3.0	1.0	5.0	6.0
5	Julian Lee	V8-Vickers, Proto	52.0	7.0	7.0	7.0	6.0	2.0	8.0	5.0	6.0	8.0	3.0	9.0	1.0	1.0	2.0	3.0	2.0
6	Chris Chesley	Ikon-G Bantock	53.0	9.0	4.0	8.0	4.0	5.0	7.0	7.0	2.0	5.0	8.0	2.0	4.0	4.0	6.0	2.0	1.0
7	D VanAmburg	Ericca-Firebrace	55.0	3.0	3.0	3.0	2.0	4.0	4.0	8.0	1.0	1.0	2.0	6.0	9.0	9.0	9.0	9.0	9.0
8	Ray Fielder	Widget-Chris Dicks	90.0	6.0	8.0	6.0	9.0	8.0	3.0	4.0	5.0	7.0	7.0	9.0	9.0	9.0	9.0	9.0	9.0



Bowman Bay shown at a low tide with buoys set. We are looking west at the Strait of Juan de Fuca . Sail 100 miles due West and you enter the Pacific Ocean. All DPMYC summer sailing is now here this year where persistent light westerlies provide nice tactical sailing with great visibility from the 400' long elevated dock that dates to the 1930's. I wonder how DPMYC launched the dinghy with the water so low? J. Warren Brower photo.

Deception Pass MYC's Sunday Regatta (6/1/14)**Bowman Bay in Deception Pass State Park; Fidalgo Island, WA**

Larry Stiles Reporting and Scoring:

The weather bones foretold that the 4 to 6 mph wind on the pier would start out from the south and then clock to the west at about 11:00 am, and as we all know "bones do not lie"! Well they didn't lie. The change took about as long as it takes to set the course to the south and get back to the dock. Oh well, another excuse to get back out on the water.

We raced in about the best light air conditions you could ask for. A steady 5 mph WNW wind that picked up a bit and backed toward W as the afternoon progressed.

The reaction of a young man when I told him that sailing like this from the top of the pier is like the ultimate video game. He said, "This is way better than any video game. This is real." True true.

	Skipper	Sail	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	Joe D'Amico	86	BritPop!	32.0	8.0	6.0	2.0	3.0	1.0	1.0	5.0	5.0	3.0	2.0	2.0	3.0	1.0	2.0	2.0
2	J. W. Brower	42	Fraktel	47.0	12.0	12.0	1.0	5.0	7.0	12.0	1.0	2.0	2.0	5.0	1.0	1.0	5.0	1.0	4.0
3	D. VanAmberg	71	Ericca	49.0	7.0	3.0	3.0	2.0	4.0	4.0	6.0	3.0	8.0	8.0	6.0	2.0	4.0	4.0	1.0
4	Larry Stiles	156	Cheinz	51.0	4.0	4.0	5.0	4.0	5.0	5.0	4.0	11.0	4.0	3.0	4.0	4.0	2.0	8.0	3.0
5	Scott McConnell	60	Pikanto	53.0	1.0	1.0	4.0	1.0	3.0	3.0	7.0	7.0	5.0	4.0	5.0	6.0	9.0	6.0	7.0
6	Marc De Jong	05	V6	66.0	3.0	2.0	9.0	6.0	2.0	8.0	3.0	4.0	7.0	7.0	9.0	9.0	3.0	7.0	5.0
7	Kelly Martin	77	V8	88.0	12.0	12.0	12.0	12.0	8.0	2.0	2.0	1.0	1.0	1.0	3.0	11.0	11.0	12.0	12.0
8	Ray Fiedler	16	Widget	90.0	6.0	8.0	7.0	9.0	10.0	6.0	10.0	6.0	9.0	6.0	8.0	8.0	6.0	3.0	8.0
9	Mike Doherty	142	Glam Roc	90.0	5.0	7.0	10.0	10.0	6.0	7.0	9.0	9.0	6.0	10.0	7.0	5.0	8.0	5.0	6.0
10	Crag Rantala	12	Ska	108.0	2.0	5.0	8.0	7.0	11.0	10.0	8.0	8.0	10.0	11.0	11.0	7.0	10.0	12.0	12.0
11	Dennis Pittis	57	Goth	118.0	12.0	12.0	6.0	8.0	9.0	9.0	11.0	10.0	11.0	9.0	10.0	10.0	7.0	9.0	9.0

Gig Harbor MYC's – Regatta #4 (6/14/14)**Surprise Lake Village on Surprise Lake in Milton, WA**

J. Warren Brower scoring:

	Skipper	Sail	Club/City	Hull	Score	1	2	3	4	5	6	7	8	9
1	Jerry Brower	42	Lk Stevens, WA	FRAKTAL-G Bantock	15.0	1.0	13.0	3.0	1.0	3.0	2.0	1.0	4.0	4.0
2	Bob Wells	17	Mercer Is, WA	britPOPI-BG Vinaixa	17.0	2.0	1.0	2.0	2.0	5.0	5.0	2.0	3.0	11.0
3	Joe D'Amico	86	Sequim, WA	britPOPI-BG Vinaixa	20.0	13.0	2.0	4.0	3.0	1.0	8.0	3.0	2.0	5.0
4	Peter Sternberg	18	Redmond, WA	V8-Ian Vickers	25.0	7.0	3.0	1.0	5.0	7.0	7.0	6.0	1.0	2.0
5	Ron Blackledge	208	Portland, OR	FRAKTAL-G Bantock	31.0	3.0	7.0	8.0	8.0	2.0	1.0	4.0	6.0	8.0
6	Kurt Wells	25	Seattle, WA	Topiko-G Bantock	32.0	5.0	8.0	10.0	7.0	4.0	3.0	5.0	5.0	3.0
7	Byron Pimms	47	Seattle, WA	ISIS II-Barry Chisam	33.0	6.0	5.0	7.0	4.0	6.0	4.0	9.0	7.0	1.0
8	Ron, Hornung	777	Seattle, WA	21 Grams-Own	51.0	4.0	6.0	6.0	11.0	11.0	6.0	11.0	8.0	10.0
9	Craig Rantala	12	Sequim, WA	SKA-Brad Gibson	58.0	8.0	11.0	9.0	10.0	8.0	10.0	8.0	9.0	6.0
10	Mike Pearson	82	Port Orchard	V8- I Vickers, Eldred	60.0	10.0	4.0	5.0	6.0	10.0	12.0	13.0	13.0	13.0
11	Daryl Ruff	67	Bellevue, WA	Goth-Frank Russell	63.0	9.0	9.0	11.0	12.0	9.0	9.0	7.0	11.0	9.0
12	Rick Shattock	94	Milton, WA	Pikanto-GB, DeJong	69.0	13.0	10.0	12.0	9.0	12.0	11.0	10.0	10.0	7.0

Seattle MYC's – Regatta #4 (6/28/14)**Gene Coulon Memorial Beach Park on Lake Washington in Renton, WA**

J. Warren Brower Reporting & Scoring:

Memorable quotes: "We need to get Brower an alarm clock" or "Where is the finish line?" or "Kelly is changing his servo so let's have that potty break" or "My weed is smaller than yours" or "Joe de-weeded early and passes us all for the win" or "The wind is letting up so it must be Miller Time".

Seattle Model Yacht Club

The PRO notes: A weed free day and then suddenly it was everywhere about 30 minutes before racing was scheduled to end; we read it as an omen to head to the pub a little early after a great day of sailing. The race committee tries to have the buoys set for the published start time. Today we were thirty minutes early and ran practice races until the 10:00AM official start. The usual suspects missed the practice races and even a few starts.

Ron B reports: Good News. I have just contracted with Garmin to develop a Course Navigator for Gene Coulon Memorial Beach Park. It will provide visual and verbal route instructions, GPS positioning, and lap counting. It will attach to your transmitter and comes with an HD Technicolor screen. The Professional model will include weed detection provided by Homeland Security drones. I will sell the standard model for \$99. The Profession model will be only \$33 extra and be distinguished with green trim. Joe, JWB, and Kurt are already on the waiting list. (Joe and Bill desperately need route instructions – Editor.)

	Skipper	Sail	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14
1	Joe D'Amico	86	26.0	1.0	1.0	2.0	3.0	2.0	2.0	5.0	3.0	3.0	1.0	3.0	4.0	4.0	1.0
2	J Kelly Martin	77	42.0	2.0	3.0	1.0	1.0	1.0	4.0	1.0	16.0	16.0	5.0	4.0	2.0	12.0	6.0
3	Larry Stiles	156	56.0	7.0	10.0	4.0	5.0	9.0	3.0	9.0	1.0	1.0	4.0	5.0	1.0	7.0	13.0
4	P Sternberg	18	58.0	13.0	7.0	3.0	11.0	4.0	5.0	3.0	2.0	7.0	10.0	2.0	6.0	1.0	8.0
5	Bill Langjahr	88	65.0	4.0	2.0	5.0	9.0	3.0	1.0	7.0	6.0	9.0	12.0	9.0	5.0	5.0	11.0
6	Byron Pimms	47	74.0	5.0	8.0	6.0	4.0	8.0	9.0	6.0	7.0	4.0	8.0	10.0	7.0	6.0	5.0
7	Kurt Wells	25	80.0	16.0	9.0	16.0	12.0	6.0	7.0	4.0	10.0	8.0	3.0	6.0	11.0	2.0	2.0
8	R Blackledge	208	80.0	8.0	4.0	8.0	8.0	10.0	16.0	8.0	11.0	5.0	2.0	8.0	9.0	3.0	7.0
9	Jerry Brower	42	88.0	16.0	16.0	16.0	6.0	14.0	6.0	2.0	12.0	2.0	13.0	1.0	3.0	10.0	3.0
10	Drew Austin	90	89.0	9.0	11.0	16.0	7.0	5.0	8.0	12.0	4.0	6.0	16.0	7.0	8.0	8.0	4.0
11	Craig Rantala	12	98.0	3.0	5.0	7.0	2.0	13.0	10.0	10.0	5.0	12.0	11.0	12.0	10.0	11.0	16.0
12	Rick Shattock	94	126.0	12.0	6.0	10.0	10.0	12.0	11.0	14.0	9.0	11.0	9.0	14.0	13.0	16.0	9.0
13	Ron, Hornung	777	136.0	11.0	16.0	16.0	13.0	11.0	16.0	11.0	8.0	16.0	6.0	11.0	14.0	9.0	10.0
14	Daryl Ruff	67	137.0	10.0	12.0	9.0	16.0	7.0	16.0	13.0	16.0	10.0	7.0	13.0	12.0	16.0	12.0
15	Mike Pearson	82	182.0	6.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0

PRO - Bob Wells; Scoring - Scott Thomas; Rescue Boat - Joe Damico; Après Sail - A Terrible Beauty

Seattle MYC's – Regatta #5 (7/26/14)

Gene Coulon Memorial Beach Park on Lake Washington in Renton, WA

Bob Wells Reporting & J. Warren Brower Scoring:

Firstly, there is no truth to the rumor that we have influenced Jeff Byerley in AUS to hold on to the production of Scott Thomas' MOJO so he will continue to serve as our PRO. We do like having Scott manage our racing though, that is fact. He did another great job for us at this regatta. Thanks Scott.

This regatta featured the return of the sun and a light steady 4-6 knot NW wind with big chop from many miles of fetch. The weather was perfect and the sailing was underpowered with boats jumping in and over the waves. It was hard to stay on course downwind and upwind. We haven't had this fairly common condition yet this year at Coulon, where you need extra sail twist for the constant acceleration mode you are stuck in. The NW wind brings weed, which Ron Hornung mitigated to an extent along the walkway prior to racing. Weed worsened as the day went on, but never to the extent we felt the need to stop racing. A rake would be useful during the regatta – reminder to self.

Mike Holly sailed with us for the first time with his new Fractal from Tim Brown in AUS. A beautiful boat with lots of nice touches. We saw two sets of the new molded Jelacic sails, and the skippers liked them in this light wind. After 16 races Joe Damico separated himself from the fleet for a nice win, and his second in a row here this year! Second thru fourth were very close with 1 point separating. Peter Sternberg was fastest at the end, but needed a few more races to join the race for 2nd. I saw three keys to a good race this day:

- A good start of course, and timing was difficult at the congested line with sloppy waves.
 - After the good start you want to limit tacks and have the speed to get around the first mark before it becomes congested. If you arrived with the pack inevitably you find some boats stuck pinching and making any route close to the distant mark dicey at best.
 - Somehow avoiding weed so you could hang in the front. This was the luck part.
- After sailing it was a lively time at our pub, A Terrible Beauty.

pls	Skipper	Sail	Home Port	Design-Designer	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Joe D'Amico	86	Sequim, WA	britPOP!-BG Vinaixa	30.0	2.0	1.0	9.0	1.0	2.0	2.0	5.0	7.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0	3.0
2	Jerry Brower	42	Lk Stevens, WA	FRAKTAL-G Bantock	40.0	1.0	7.0	1.0	2.0	6.0	4.0	2.0	3.0	6.0	10.0	14.0	3.0	2.0	4.0	1.0	5.0
3	Kelly Martin	77	Bellingham, WA	V8-I Vickers, Eldred	41.0	6.0	2.0	14.0	3.0	4.0	1.0	1.0	2.0	1.0	1.0	2.0	9.0	6.0	7.0	6.0	6.0
4	Larry Stiles	156	Sedro Woolley	CHEINZ-Jeff Byerley	41.0	4.0	5.0	5.0	9.0	1.0	7.0	3.0	1.0	2.0	3.0	1.0	4.0	1.0	11.0	11.0	4.0
5	Peter Sternberg	18	Redmond, WA	V8-Ian Vickers	47.0	5.0	4.0	6.0	4.0	12.0	6.0	4.0	4.0	5.0	6.0	5.0	1.0	5.0	1.0	2.0	1.0
6	Bob Wells	7	Mercer Is, WA	britPOP!-BG Vinaixa	77.0	3.0	6.0	7.0	11.0	9.0	3.0	8.0	12.0	4.0	5.0	7.0	11.0	4.0	3.0	8.0	10.0
7	Kurt Wells	25	Seattle, WA	Topiko-G Bantock	86.0	15.0	9.0	2.0	8.0	3.0	8.0	9.0	9.0	7.0	9.0	9.0	6.0	9.0	10.0	5.0	2.0
8	Byron Pimms	47	Seattle, WA	ISIS II-Barry Chisam	87.0	8.0	3.0	4.0	6.0	8.0	14.0	10.0	11.0	9.0	7.0	10.0	5.0	8.0	9.0	3.0	7.0
9	Ron Blackledge	217	Portland, OR	britPOP!-BG Astbury	93.0	7.0	10.0	3.0	10.0	7.0	9.0	6.0	5.0	8.0	11.0	6.0	7.0	7.0	8.0	12.0	13.0
10	Bill Langjahr	88	Anacortes, WA	CHEINZ-Jeff Byerley	96.0	10.0	8.0	10.0	7.0	5.0	10.0	7.0	8.0	10.0	4.0	8.0	8.0	11.0	5.0	7.0	9.0
11	Mike Pearson	82	Port Orchard	V8- I Vickers, Eldred	142.0	9.0	16.0	16.0	5.0	10.0	12.0	16.0	16.0	16.0	8.0	4.0	10.0	14.0	6.0	16.0	16.0
12	Daryl Ruff	67	Bellevue, WA	Goth-Frank Russell	149.0	12.0	11.0	11.0	15.0	15.0	15.0	12.0	13.0	12.0	12.0	11.0	13.0	10.0	14.0	10.0	8.0
13	Ron, Hornung	00	Seattle, WA	21 Grams-Own	153.0	14.0	13.0	8.0	12.0	11.0	5.0	11.0	6.0	11.0	14.0	16.0	16.0	16.0	16.0	16.0	16.0
14	Michael Holly	58	Bellevue, WA	FRAKTAL-GB, Brown	156.0	13.0	12.0	13.0	13.0	13.0	11.0	14.0	10.0	14.0	13.0	13.0	12.0	13.0	12.0	9.0	12.0
15	Rick Shattock	94	Milton, WA	Pikanto-GB, DeJong	167.0	11.0	16.0	12.0	14.0	14.0	13.0	13.0	14.0	13.0	15.0	12.0	16.0	12.0	13.0	16.0	11.0



Wednesday sailing at the terrific Bowman Bay venue in Deception Pass State Park with the tide out. The Bowman Bay Benefit regatta is approaching soon (8/9/14), and this will be our last COW Can-Am Series regatta for the year. Wayne Martin photo.

Random Other Regatta Reports:**2014 Beaver Fever Regatta (3/22-23/14)****Beaver Lake in Victoria, BC**

Adrian Harrison Reporting & Barry Fox Scoring:

Up and running for a few short years, Beaver Fever been has seen steady growth in interest each year with this year's entry list being the largest ever. Part of the reason for this, aside from the great facilities at Beaver Lake, is the fact that it is the Pacific Northwest's first big multi-day regatta of the year and sailors are anxious to put their winter tuning tweaks to the test. (The Farrell Frozen Finger regatta organizers have a quibble on the US side of border – Editor.) That it is a now a ranking event is significance.

So now that it's safely behind us for this year, it's time to take a look back. On the afternoon of Friday, March 21, the sun was shining for registration and practice, with a steady 8-km/h northerly breeze. Sailors from Anacortes, Sequim and Lake Stevens from Washington State and Canadians from Calgary, Vancouver, Hornby Island, Salt Spring Island and the local Victoria group were all present. Lawrie Neish took charge of measurement and weigh in, while Barry Fox, chair of the organizing committee, set up a practice course and took care of any questions that needed answering.

After a couple of hours of practice, it was becoming pretty clear that there was some pretty stiff competition in the offing, particularly from the Hornby Island sailors. Some of us chose not to put our boats in the water for the practice races, for 'superstitious' reasons!

Saturday morning turned out to be dull and cool with light and variable winds from the north. All 22 entrants were present and accounted for and the A and B fleets organized. Racing began at 10 in the morning and continued through the day with the variable winds offering an added challenge. Many thanks go to the members of the Victoria Model Shipbuilding Society who took care of feeding the sailors with a great lunch, keeping them warm and ready to do battle!

By the end of the day, after seven completed races, it was apparent that consistency was the key, with the first three places being taken, in order, by Graham Herbert (37), Andy Slow (29) and Adrian Harrison (23). On Saturday night, many went to a dinner at a local Chinese buffet and had a good time renewing old acquaintances and making new ones.

The weather on Sunday was more challenging: dull and cool with the winds still variable and light out of the north. By the end of the day, six more races were in the bag, with the races ending and drizzle beginning at about 2:00. Members of the VMSS took care of supplying another tasty lunch once again. Barry Fox spent the two days running the racing and quickly had the final results posted. Once again, the Hornby Island sailors took home the hardware, with Graham Herbert in first place, followed by Andy Slow and Julian Laffin. It seems the boys from Hornby didn't waste the winter! Well done everyone, and we hope to see you all next year!

Summary of Beaver Fever

Class: IOM

Date: March 22 – 23

Location: Beaver Lake, Victoria, BC

Host Club: Victoria Model Shipbuilding Society

Number of Entries: 22

Winds: Saturday steady around 8 k/hr in the morning and then lighter in the afternoon, Sunday very shifty and lighter going to calm by early afternoon

Races Completed: 13

Scoring System: Low Point using HMS 2013 software, two throw outs

2014 Blowout Regatta (3/22-23/14)**Corinthian Sailing Club on White Rock Lake, Dallas, TX****Brig North Reporting:**

Six years running, the Blowout regatta has lived up to its name! All rigs were used as winds ranged from 3 mph to 40 mph over our expanded three-day, 30-race event; that challenged everybody's range in technique, tuning, and tactics. Add in a "The Sixth Sense" twist ending, and the result was another great Blowout regatta. Twenty-five skippers arrived in Dallas with the majority now armed with chine boats – Britpops, Chienzs, V8s, Lintels, an Arrival and a Goth. Given the likelihood of strong March winds in Dallas, our entries sported well-prepared boats and good rigs (A, B and C), plus back-up electronics. We need to cover all the facets of racing to be competitive.

The event commenced Friday with wind from the south (our best direction) in the high teens to low 20s – perfect B rig weather. Our RD Chuck LeMahieu kept the races coming, as the conditions were just wonderful with big rollers that made for fun sleigh rides downwind. Lunches were eaten on the fly, and by the end of the day, 12 races were in the books. Tony Gonsalves and Eric Arndt were leading. Last year's winner, Craig Mackey, was languishing in the bottom of the top 10, having had a rough start to the event, although he was able to win the second to last race of the day. That was a portent of things to come. Saturday was very different from Friday's great wind. The wind now had an easterly component in it and was much lighter. The light and variable winds allowed past EC 12 national champ and current IOM sailor, Baron Bremer, to strut his stuff, winning race 12. But the man of the day was Craig Mackey. He strung together a series of top three finishes that catapulted him to second place at the end of day, 19 races completed, eight points behind Tony and 1.3 points ahead of Eric. A showdown would settle the regatta, but that could wait until the crew visited Bone Daddy's in celebration of Craig and Dennis Rogers' birthdays (okay, really an opportunity to look at pretty girls and sip adult beverages, but any excuse will do!)

Saturday night a huge thunderstorm rolled through Dallas, dropping several inches of rain, dropping temperatures, shifting the wind 180 degrees to the north, and bringing wind, and a lot of it! This was straight C rig weather unlike prior years when a rogue puff would reach 40; this year it was 30 pretty consistently with puffs to 40.

White Rock Lake has no weeds growing in it. However when it rains the lake is a flood control zone, seemingly all of North Dallas drains into it with it all manner of debris gets into our sailing area. Everyone snagged something at some point. That's the downside to what otherwise would be an off the charts day from a wind perspective, if not from a temperature standpoint. Gary Boell was ruing his lack of adequate clothing, and a lot of people had teeth chattering.

Our new Sunday RD, Bob Piper, did an extraordinary job getting 11 races in. Races were fast and furious, and as the day progressed, Eric, Tony and Craig were stuck like glue; no one could pull clear of the other two. Craig had a poor race 29 which sent him to B fleet for the start of the last race, race 30. Craig was fouled by another competitor, retired from the race, and was granted redress. The A fleet then took to the water for the final heat of the series. Eric and Tony warily circled each other to get the jump on his competitor. Tony had a horrible start allowing Eric to get ahead, but Eric was in covering mode, and he slipped back through the fleet. IOM new man Mark Gollison won the last race handily, and Eric came 7th and Tony 9th.

It seemed settled, Eric won the regatta besting Tony in the A heat. But remember that redress for Craig, B fleet or not? His redress score of 4.3 trumped Tony and Eric's race 30 scores in A fleet, so the final order was Craig, Eric and Tony. What a "Can you believe Bruce Willis was really dead the whole time?" ending to a fantastic series. It was truly a shame that there had to be one winner chosen between the three, so close were they at the start of the day through the end.

Looking forward to seeing everyone joining us again at next year's Blowout. Make plans to attend this fun event, and as always, be prepared for anything!

Blowout Summary:

Date: March 14-16, 2014

Location: Corinthian Sailing Club on White Rock Lake, Dallas, TX

Host Club: Trinity River Yacht Club

Seattle Model Yacht Club

Entries: 25

Wind: 3 mph to 40 mph

Races completed: 30

Scoring: HMS 2007

Race Committee: Bob Piper/Chuck LeMahieu, RD, Chuck Williams, Scoring, Mauricio Dantas and Bill Hill, Rescue/Observers

Valuable Assistants: CJ LeMahieu

Blowout results after 30 races and 4 throw outs:

Position	Skipper	Sail #	Club/City	Hull	Score
1	Craig Mackey	29	CA	BritPop	92.3
2	Eric Arndt	13	CA	Cheinz	95.3
3	Tony Gonsalves	51	FL	Cheinz	97.0
4	Brig North	11	TX	BritPop	126.1
5	Gary Boell	71	CA	Cheinz	155.5
6	Dennis Rogers	43	CA	BritPop	166.0
7	Jeffery Weiss	30	CA	Lintel	171.0
8	Jess Atkinson	56	CA	V8	184.0
9	Robert Dunlap	37	CA	V8	245.4
10	Martin Von Wolfswinkel	111	TX	BritPop	262.0
11	Ted Flack	45	MI	BritPop	272.0
12	Bruce Andersen	16	ID	BritPop	273.0
13	Chris Macaluso	15	TX	Lintel	273.0
14	Mark Golison	55	CA	V8	282.9
15	Mark Cooper	05	TX	Arrival	287.5
16	Eric Rosenbaum	41	TX	Lintel	343.0
17	Baron Bremer	181	FL	Goth MX 7 Evo2	404.0
18	Chandler Hill	68	TX	Pikanto	422.0
19	Joe Damico	86	WA	BritPop	434.0
20	Bill Langjahr	88	WA	Cheinz	493.0
21	Rich Hoffman	01	TX	BritPop	499.0
22	Christopher Cafiero	36	TX	Tempest	502.0
23	Charles LeMahieu	63	TX	Lintel	546.0
24	Roy Cundiff	72	TX	Vapour	579.0
25	Fred Sheldon	59	TX	Lintel	602.0

North Bay Classic (4/11-13/14)

Marin Civic Center Pond at San Rafael, CA

John Ebey Reporting:

We were able to get in two days of two fleet racing, 12 complete races, in variable wind conditions in strength and direction. Friday day one racing began after measurement and check-in around 1PM with light wind conditions, which increased to the middle of No.1.

Saturday, day two started with good pressure from the south, then the wind swung west. After a course change we sailed the preferred long beach course for the remainder of the day in variable winds reaching top of No.1 at times. That evening we enjoyed a fantastic dinner hosted by Steve and Karen Schneider.

Sunday, day three racing was eventually canceled because the wind never filled in. Participants all agreed the best thing to do was terminate the regatta and give travelers an early start home.

We're in debt to many club volunteers who made the regatta possible: Steve Schneider - Marks & Boat Rescue, Mark Jurasin - Scoring/Measurement, Jim Wondolleck - Measurement, George Pedrick & Eric Arndt - Course Setting, Mindy Ebey & Shanti Devi lunch delivery. Also to Chris Sullivan, Gary Boell,

Zach Alyea, Jess Atkinson, Eric Arndt and George Pedrick for providing equipment supplies and event support. We must acknowledge our PRO Freddy Rocha for his tireless efforts in supporting our class all over the country!

Next year the event will be moved to later in the year to take advantage of more consistent local wind conditions. Thank you to all the participants, travelers and staff.

Pls	Skipper	Sail	Club/City	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12
1	Eric Arndt	13	Fairfax - CA	Houndini	26.0	1.0	6.0	6.0	10.0	1.0	1.0	12.0	2.0	1.0	3.0	1.0	4.0
2	John Ebey	93	San Rafael - CA	britPOP!	26.0	2.0	1.0	1.0	2.0	5.0	2.0	5.0	4.0	6.0	4.0	2.0	3.0
3	Jess Atkinson	56	Alameda - CA	V8	36.0	1.0	10.0	3.0	6.0	10.0	3.0	1.0	7.0	8.0	1.0	4.0	2.0
4	Geo Pedrick	99	Richmond - CA	V8	45.0	13.0	2.0	8.0	1.0	3.0	4.0	2.0	6.0	9.0	9.0	9.0	1.0
5	Zach Alyea	46	Las Vegas - NV	Fusion	51.0	7.0	15.0	2.0	4.0	6.0	10.0	6.0	5.0	2.0	7.0	5.0	7.0
6	Gary Boell	71	Richmond - CA	CHEINZ	58.0	6.0	3.0	10.0	3.0	8.0	7.0	7.0	1.0	5.0	13.0	14.0	8.0
7	D Rogers	43	San Diego - CA	britPOP!	65.0	3.0	4.0	13.0	5.0	9.0	13.0	16.0	3.0	3.0	6.0	6.0	14.0
8	Craig Mackey	29	Oceanside - CA	britPOP!	71.0	4.0	7.0	4.0	9.0	7.0	5.0	4.0	12.0	23.0	15.0	8.0	11.0
9	Chris Sullivan	62	Albany - CA	britPOP!	81.0	2.0	12.0	7.0	14.0	15.0	14.0	15.0	17.0	7.0	2.0	3.0	5.0
10	Bill Wright	82	Alameda - CA	Pikanto	85.0	3.0	9.0	14.0	11.0	4.0	8.0	14.0	11.0	12.0	5.0	10.0	12.0
11	Steve Toschi	94	Grover Beach	MB4	86.8	13.0	5.0	12.0	12.0	2.0	6.0	3.0	13.0	19.0	15.0	11.0	9.8
12	Bob Dunlap	37	San Jose - CA	V8	105.0	4.0	8.0	5.0	13.0	11.0	22.0	13.0	15.0	16.0	8.0	12.0	18.0
13	Glen Murray	59	Danville - CA	CHEINZ	107.0	10.0	19.0	9.0	7.0	13.0	15.0	23.0	21.0	4.0	10.0	7.0	13.0
14	Gene Harris	199	Richmond - CA	Pikanto	116.0	8.0	13.0	18.0	8.0	12.0	12.0	20.0	14.0	10.0	12.0	20.0	9.0
15	Al Finley	174	Brentwood - CA	CHEINZ	121.0	5.0	11.0	19.0	24.0	17.0	9.0	8.0	9.0	13.0	17.0	17.0	15.0
16	Wondolleck	146	San Rafael - CA	V7	121.0	5.0	14.0	11.0	17.0	14.0	19.0	9.0	8.0	11.0	21.0	13.0	22.0
17	Joe Damico	86	Sequim - WA	britPOP!	139.0	6.0	17.0	20.0	19.0	22.0	18.0	10.0	10.0	14.0	19.0	16.0	10.0
18	Dick Carver	22	La Habra - CA	britPOP!	140.0	8.0	21.0	17.0	16.0	16.0	16.0	11.0	18.0	17.0	22.0	15.0	6.0
19	Mike Allen	141	Newport Beach	V8	152.0	9.0	20.0	15.0	15.0	18.0	11.0	18.0	16.0	18.0	16.0	18.0	16.0
20	Bill Langjhar	88	Anacortes - WA	CHEINZ	159.0	7.0	16.0	16.0	20.0	19.0	20.0	21.0	19.0	15.0	11.0	19.0	17.0
21	Ron Locke	64	Pleasanton - CA	V7	184.0	10.0	22.0	21.0	18.0	21.0	17.0	17.0	20.0	20.0	18.0	24.0	24.0
22	Al Chernin	107	Coati - CA	Swift	189.0	9.0	18.0	22.0	21.0	20.0	21.0	19.0	22.0	21.0	20.0	21.0	19.0
23	Ernie Thorpe	78	Ventura - CA	V6	222.0	11.0	23.0	23.0	22.0	23.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0

2014 Region 3 Championship Regatta (4/26-27/14)

Glen Allen, Virginia

Rob Suydam Reporting:

I suspect that across the US and Canada, there are many small sailing clubs much like the Richmond Model Yacht Club (RMYC) whose members read every *Model Yachting* magazine from front to back. In doing so, we often see the same names at the top of the results, regardless of the class. When RMYC was invited to host an IOM regatta, this opportunity provided us with not only a chance to sail against some of the best sailors in the country, but to answer a few basic questions we have from seeing these names over and over again: Just how good are they and where do we stand among them? What do they and their boats look like? Indeed, it was a worthy challenge for our club being both new to the IOM as well as the class, with the pay-off being high quality sailing and new friends.

The wind provided a full range of conditions for the A rig, with heavy winds Saturday and 0-8mph Sunday. In addition, the powerful front that pushed through the day before left us with quite shifty conditions, even for our inland sailing standards. However, Peter Van Rossem proved to all of us that regardless of the conditions, the wind shifts can be handled, winning 13 races out of the 36 and taking the event. The next highest win count was Gary Boell and Craig Mackey, each with six. Jon Elmaleh proved his most recent IOM design New Road was fast by winning the first race. Roy Langbord showed wonderful tenacity by winning a race immediately after coming back from a receiver issue that left him adrift for at least two races. Stan Wallace and Ted Flack proved once again that the key to a successful regatta, particularly one with a lot of races, is consistency. Finally of note, Baron Bremer drove up from Florida to give the BritPOPs (which represented half of the fleet) a run for their money by winning three races with his Goth MX7.



Region 3 Championship - Rob Suydam and Richmond MYC just proved once again that if you hold an IOM ranking regatta in this class they will come. In this case they came from the left and right coasts and three countries. Impressive.

I am very grateful for the club members who supported this effort, particularly Charlie Fawcett who stepped up to RD. To Randy Pfrunder who bravely raced a new boat and new class for the first time. To Al Anderson for his moral support and commitment to RC sailing and building. My father Bob Suydam provided us with a rescue canoe and assisted with race support. Huge thanks to Lana Butler for being our official scorekeeper, and unofficially holding our hand through this regatta. Lastly, thanks to Class Secretary Fred Rocha for his support of both our club and me. We were truly humbled by those who traveled so far.

Regatta Summary:

Event: 2014 Richmond IOM/Region 3 Championship Regatta

Class: IOM

Date: April 26 and 27, 2014

Location: Glen Allen, Virginia

Host Club: Richmond MYC

Entries: 12

Winds: Saturday 15-20 mph / Sunday 2-8 mph

Races Completed: 36

Scoring System: Low Point

Regatta Committee: Charlie Fawcett (RD), Lana Butler, and Bob Suydam

Results after 36 races:

Rank	Name	Nation	Hull Design	Sail No.	Total Pts.	Net Pts
1	Peter Van Rossem	CAN	BritPOP!	66	131	87
2	Gary Boell	USA	CHEINZ	71	145	98
3	Stan Wallace	BAH	BritPOP!	188	161	118
4	Ted Flack	USA	BritPOP!	45	168	124
5	Craig Mackey	USA	BritPOP!	29	184	126
6	Baron Bremer	USA	Goth MX7	181	214	160
7	Peter Huttemeier	USA	BritPOP!	26	246	181
8	Rob Suydam	USA	Lintel MMX	52	265	212
9	Roy Langbord	USA	BritPOP!	70	323	258
10	Randy Pfrunder	USA	Mad Max	152	324	263
11	Jon Elmaleh	USA	New Road	2	339	274
12	Al Anderson	USA	Patriot	84	392	329



Beating in another sunny afternoon with a mixed fleet of 1 and 2-rigs at 2014 USA Nats in Foster City. At the moment this image is taken Graham Herbert in CAN #3 is probably wanting more wind while Jerry Brower in USA#42 is close reaching near the weather mark. This zoomed image brings the condos much closer than reality. Photo © Thor Larsen.

USA National Championship Regatta (5/15-18/14)

Central Lake in Foster City, CA

Bob Wells Reporting:

Wow, what a great regatta and what a great venue. In case anybody is wondering, I can say after seven days sailing here over two regattas that this is an excellent venue for 2015 IOM Worlds. It is a big briny man-made windy lagoon without weeds that requires the top two rigs through the day and likely will require the 3-rig during the regatta. It is a good idea to practice for a quick rig change as velocity varies greatly in the afternoon, which led to many races sailed with mixed rig sizes. Every leg favors one side or the other, but in the afternoons I found little predictability in the wind shifts. Shifts get especially tricky near shore and at the weather mark where there are typically lots of port tackers approaching to make it even more interesting. When the wind is up the chop is short and deep - rebounding off the bulkhead is a factor. This is a challenging place to consistently sail well – just what you want for a Worlds.

The weather was nearly perfect for our nationals, which is the norm. It was often overcast and a little cool in the morning thanks to a marine layer, then shorts and t-shirts in the hot sunny afternoons every day. PRO Fred Rocha ran a tight ship and kept the starts firing one after the other. Skippers who waited until the last minute to decide which rig found no sympathy or extensions from Fred, and many boats were launched just before the start. More than a few launched after the start, and more than a few ran with sub-optimum trim settings.

Tony Gonsalves from Barbados is again our national champion, and he easily was the most consistent skipper in the event. John Ebey kept it close and made it interesting with a strong second place finish. Four of the top ten are from neighboring countries to the US. The top ten finishers are all familiar names if you follow IOM sailing here, except Julian Laffin in tenth broke into this elite group for his first time. He is also the youngest in the group with room to improve if he travels more. The JIVE Julian sails is a Graham Herbert design with sweet looking sails from Graham.

Once again the IOM Nats was very well organized with lots of quality volunteers, and they provided fair sailing for all – thank you. Nats served as a nice tune-up for 2015 Worlds, where we will have a lot

more volunteers. Organizer Bob Dunlap serves extra duty just to get a rare Foster City reservation, and then he has to organize a regatta. I fear we may be taking Fred Rocha's excellent PRO work for granted, as he has been serving us so well for so long. Canadian Lana Butler made the long trip from the east coast to record finishes and serve as scorekeeper, and she committed to return next year – great news! At various times we had six US/Int'l Sailing Judges, and I recall Mike Gross spent a lot of time with us. It is such a treat to quietly ask US Sailing Judge Mike Gross a rules clarification between heats, as his explanations are so concise and spot-on clear. Our Champion Tony Gonsalves once again summed up this regatta nicely with his heart felt acceptance speech, after which I left for our 1.5-day drive home to Seattle with a good feeling and wanting to return. I very much enjoy sailing and socializing here.

Images by Thor Larsen: <https://www.flickr.com/photos/38994377@N00/sets/72157644721606896/>

Summary of the 2014 USA National Championship:

Class: IOM

Date: May 15-18, 2014

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

Host Club: South Bay Model Yacht Club

Entries: 45

Winds: Full range of all rigs - typically 1-rig in morning and often smaller rigs in gusty afternoons.

Races Completed: 25 (3 Heats)

Scoring System: 2013 HMS

Regatta Committee & Valuable Assistants: **Bob Dunlap** - Organizer; **Fred Rocha** - PRO; **Lana Butler** - Scorekeeper; Assistants include: **Rick Schoos**, SCMYC Commodore, **Mark Jurasin**, **Keith Farrell**, **Ron Locks**, **Tanya Atkinson**, **Marc Atkinson**, **David Pollack**, **Melodee Dunlap**, and **Jeff DePew**. US Sailing Judge Team: **Mike Gross**, **John Christman**, **John Super**, **Don Wieneke**, **Anders Otto**, and **Fred Molnar**. (Anders is an International Judge and Fred is a US Judge-in-training.)



A portion of Central Lake in bustling Foster City, CA. Our control and launch area is the green outdoor carpet at waters edge, and we are supposed stay off the sidewalk as a courtesy to the public that strolls the lake regularly. Local John Ebey once again sailed an excellent regatta to a strong 2nd place, but he is caught here making a rare minor lapse as he stands on the sidewalk. We setup on the lawn next to the sidewalk just out of the picture on the right. Parking is nearby on the right too. All very convenient and it will be crowded at 2015 Worlds. Photo © Thor Larsen.

Results after 4 days of racing with 25 Races and 4 throw-outs:

Position	Skipper	Sail #	Club/City	Hull	Score
1	Tony Gonsalves	51	Bridgetown - BAR	CHEINZ	68.0
2	John Ebey	93	San Rafael - CA	britPOP!	89.0
3	Craig Mackey	29	Oceanside - CA	britPOP!	123.0
4	Peter Allen	74	Ch. Church - BAR	britPOP!	126.0
5	Gary Boell	71	Richmond - CA	CHEINZ	129.0
6	Dennis Rogers	43	San Diego - CA	britPOP!	154.0
7	Peter Van Rossem	66	Kingston - CAN	britPOP!	156.0
8	Ted Flack	45	W. Bloomfield - MI	britPOP!	197.0
9	Jess Atkinson	56	Alameda - CA	V8	217.0
10	Julian Laffin	36	Hornby Is - CAN	Jive	218.0
11	Mark Golison	55	Long Beach - CA	V8	220.0
12	George Pedrick	99	Richmond - CA	V8	225.0
13	Jeff Weiss	30	Costa Mesa - CA	britPOP!	233.0
14	Bruce Andersen	16	Boise - ID	britPOP!	234.0
15	Bobby Flack	96	W. Bloomfield - MI	britPOP!	242.8
16	Chris Sullivan	62	Albany - CA	britPOP!	258.0
17	Graham Herbert	3	Hornby Is - CAN	Calypso	271.0
18	Stan Wallace	188	Exuma - BAH	britPOP!	296.0
19	Stephen Cohen	28	Los Angeles - CA	britPOP!	305.0
20	Bob Wells	7	Mercer Is. - WA	britPOP!	355.0
21	Larry Grant	81	Los Angeles - CA	Pikanto	389.0
22	Peter Sternberg	18	Redmond - WA	V8	424.0
23	Glen Murray	59	Danville - CA	CHEINZ	463.0
24	Bill Wright	82	Alameda - CA	Pikanto	480.0
25	Bill Langjahr	88	Anacortes - WA	CHEINZ	490.0
26	Baron Bremer	181	Jacksonville - FL	Goth MX7	515.0
27	Joe Damico	86	Sequim - WA	britPOP!	525.0
28	Jerry Brower	42	Lake Stevens - WA	Fraktal	529.0
29	Steve Toschi	94	Grover Beach - CA	MB4	542.0
30	Al Finley	174	Brentwood - CA	CHEINZ	568.0
31	Jim Wondolleck	146	San Rafael - CA	V7	569.0
32	Kelly Martin	77	Gig Harbor - WA	V8	581.0
33	Roberto Mesnik	47	Lake Orion - MI	britPOP!	586.0
34	Larry Stiles	156	Sedro Woolley - WA	Pikanto	610.0
35	Dick Carver	22	La Habra - CA	britPOP!	628.0
36	Doc Hoyos	14	Ch. Church - BAR	CHEINZ	635.0
37	Thor Larsen	87	San Luis Obispo - CA	MB3A	637.0
38	Chuck LeMahieu	143	Richardson - TX	Ericca	659.0
39	Mike Allen	141	Newport Beach - CA	V8	670.0
40	Gene Harris	199	Richmond - CA	Pikanto	674.0
41	Peter Stevens	21	North Saanic - BC	SKA	705.5
42	Greg Dawe	68	La Jolla - CA	Ericca	775.0
43	Kurt Wells	25	Seattle - WA	Topiko	776.0
44	Nicholas Allen	107	Burbank - CA	Widget	786.0
45	Martin Gray	83	Jacksonville - FL	Goth EVO3	901.0

Full regatta results here: <http://www.ibextrax.com/RC2014/Results/0515USN.pdf>

Western Canadian IOM Championships (6/6-8/14)**Saltspring Island Sailing Club on Ganges Harbour, BC**

John Ball Reporting:

The Salt Spring Island Sailing Club (SISC) was again the host for the 2014 edition of the Western Canadian IOM Championship regatta. The CRYA and all the competitors are very grateful to the executive and members of SISC for allowing us to use this fantastic racing venue. Four sailors from California and nine from Washington State joined fifteen BC skippers to make up a great twenty eight boat fleet, allowing a two heat format and lots of racing. Twenty-six races were completed allowing four discards. When the dust settled, Jess Atkinson (CA) sailing an Ian Vickers V8 emerged as Champion over Julian Laffin (BC) sailing a Graham Herbert Jive. Going into the last race, Jess and Julian were tied on points and their finish positions in the last race decided the overall champion – what a way to finish!

The event got underway on Thursday with check-in and measurement and practice sessions. Measurement was thorough and rigorous, covering the full Part C of the Class Rules, including sails, weighing, and floatation. Friday morning completed measurement, and the skippers meeting convened at 10:00 and racing began by 11:00am. Normally we race along the length of the outer concrete breakwater, but the wind was blowing right onto the dock, so we ran the first few heats off the shorter 'L' section at the end of the main breakwater. After lunch, the wind had shifted around and racing moved to the longer course, and stayed there for the remainder of the event. Normally, the wind builds as the day progresses, and this year was no exception. The day would start with light air, but would steadily increase up to top of A rig by mid-afternoon, and on Sunday afternoon, the last four heats were solid B rig conditions. This was a good test of sail trim and the ability to 'change gears' as the day progressed.

One challenge at SISC is the seaweed drifting down the course on the tide. In past years, the regatta committee has strung out a weed net across the top of the course. This year, they experimented with a fully enclosed area, creating an America's Cup style arena. This created a long, if rather narrow rectangle for the race course that created a number of tactical challenges as sailors called for 'room to tack' as they approached the barrier. This 'arena' format keep the boats close to the skippers and spectators on the dock, and created lots of close action, but it created some issues, by limiting the length of the starting line and the location of the weather mark, so we will need a different configuration for future regattas.

After the first nine races (two throw outs), newcomer Mark Golison had a small lead over Jess Atkinson, quickly followed by Gary Boell, Graham Herbert, and Julian Laffin. By end of Day two and nineteen races (three discards), some equipment failures in the heavier conditions shuffled the top boats and Jess Atkinson took over the lead, followed by Julian Laffin, Graham Herbert, Mark Golison and Gary Boell and this order remained the same at the end of the regatta.

Overall, the event went off- very smoothly and a major vote of thanks must go to Lawrie Neish and Barry Fox for organizing and running the regatta. The efforts of the SISC sailors in setting the marks and the significant weed nets, and providing rescue boat made the event possible. And then there was the contribution of Roger Kibble for the excellent salmon and chicken BBQ, and to the ladies who ran the kitchen, served food, and did the cleanup. Without this effort, these regattas would not happen. And thank you to American Vic Childs who likes to travel to this regatta on his trawler, and he again offered it for emergency potty breaks on the docks saving us the much longer treks to the club house.

The annual regatta at Saltspring Island Sailing Club is always one of the friendliest regattas that you can attend in the most beautiful of settings. You access the island by ferry or your personal boat by weaving through the Gulf Islands, and this sunny weekend the Pacific Northwest was at its best. A number of Significant Others attended to enjoy the artsy town of Ganges and the island vibe.

Regatta Summary:

Event: 2014 Western Canadian IOM Championship Regatta (R6N Ranking)

Class: IOM

Date: June 6 - 8, 2014

Location: Ganges Harbor on Saltspring Island, BC

Host Club: Saltspring Island Sailing Club

Seattle Model Yacht Club

Entries: 28

Winds: Full range of 1-rig and a few 2-rig races Sunday

Races Completed: 26

Scoring System: HMS 2013

Regatta Committee: PRO: Lawrie Neish, Scoring: Barry Fox, Jenny Taylor, Mallory Boell, Rescue Boat: Christine Hunter, Course Set Up; Martin Herbert, Ole Anderson, Vic Childs, Meals and Dinners; Aileen Neish, Tara Fraser, Roger Kibble, Mallory Boell



Jockeying for position on the water and on the ample dock at the leeward marks during the Western Canadian Championships at Saltspring Island Sailing Club on beautiful Ganges Harbour. This is a stunning venue with exceptional hosts. There are reasons skippers and wives regularly travel so far to attend this regatta. Stan Schofield photo.

Stan Schofield's images: <https://plus.google.com/photos/+StanSchofield/albums/6022998836000972849>

Results after three days of racing with 26 races and 4 throw outs:

Position	Skipper	Sail #	Club/City	Hull	Score
1	Jess Atkinson	56	Alameda, CA	V8	70.0
2	Julian Laffin	36	Hornby Island, BC	Jive	74.0
3	Graham Herbert	3	Hornby Island, BC	Popeye	82.0
4	Mark Golison	55	Long Beach, CA	V8	83.0
5	Gary Boell	71	Richmond, CA	Cheinz	97.0
6	Andy Slow	45	Hornby Island, BC	Coyote	139.0
7	Joe Damico	86	Sequim, WA	BritPOP	161.0
8	Martin Herbert	27	Saltspring Island, BC	Dart	178.0
9	Bob Wells	17	Mercer Island, WA	BritPOP	187.0
10	Jerry Brower	42	Lake Stevens, WA	FRAKTAL	191.0
11	John Ball	7	Parksville, BC	V8	224.0

12	Al Finley	74	Brentwood, CA	Cheinz	239.0
13	Kelly Martin	77	Gig Harbor, WA	V8	271.0
14	Bob Lewis	127	Vancouver, BC	BritPOP	283.0
15	Steve Young	73	Tacoma, WA	Cheinz	293.0
16	Peter Stevens	21	North Saanich, BC	SKA	326.0
17	David Cloud	33	Hornby Island, BC	Cobra	336.0
18	Larry Stiles	156	Sedro Wooley, WA	Cheinz	352.0
19	Dale Chase	37	Hornby Island, BC	Calypso	365.0
20	Bob Copley	76	Port Alberni, BC	V8	387.0
21	Scott McConnell	60	Lynwood, WA	Pikanto	392.0
22	Roger Kibble	168	Saltspring Island, BC	Ikon	404.0
23	Stan Schofield	94	Nanaimo, BC	Zoom	405.0
24	Ole Andersen	281	Saltspring Island, BC	Zoom	420.0
25	Stacey Wilson	193	Bainbridge Island, WA	PP5	424.0
26	Vic Childs	198	Anacortes, WA	Widget	455.0
27	David Cook	80	Victoria, BC	SKA	486.0
28	David Taylor	30	Saanichton, BC	Trinity	533.0

Full regatta results here: <https://sites.google.com/site/iomusevents2013/regattas/western-canadians>

USA NCA - Fred Rocha's Section

Class News 7/23/14

By Fred Rocha, National Class Secretary:

2015 Worlds planning continues, and as I write this the event is only 10 months away. It is scheduled for May 8th – 16th at Central Lake in Foster City, CA. With IRSA approval we will publish the NOR and activate our event website. We are eager to share this information with you to assist in your travel plans.

To raise money for Worlds we are planning a raffle of two (2) - V8 yachts built by Mike Eldred of ME Composites in San Diego. Mike builds a very high quality V8 under license from NZL designer Ian Vickers. Details are being finalized, but our intention is to have 100 tickets at \$100 each. Each ticket will have two chances to win a V8, except the first winner will not be in the second drawing. Winners will not have to wait for their boats to be built either. Details to follow.



Jess Atkinson's V8 drives to the finish line in a blow at Ganges Harbour on Saltspring Island. Two Vickers' V8's yachts built by Mike Eldred of ME Composites in San Diego are to be raffled to raise money for Worlds. J. Warren Brower photo.

We all know the Model Yachting magazine is a first class volunteer effort that features a different AMYA class in each issue. Look for the IOM as the magazine's featured class in the coming Fall Issue
Seattle Model Yacht Club

#177. Previously we were featured in 1999 and 2007, so our turn rolls around every 7 to 8 years. I know that you will find many interesting articles on various aspects of our class, and most of them were written specifically for this MY issue. Bob Wells served as our coordinator and authored a few articles. He mentioned what a pleasure it was to have a professional Copy Editor. Once again Graham Bantock updated his long running series on developments in the IOM, and his candid comments are not to be missed. This time Graham covers from 2012 to present and addresses technical issues that include beam and stability. Our other UK contributor is Lester Gilbert with two articles and he assisted Graham with his. Thank you both very much, and thank you to our six US authors.

Congratulations once again to Tony Gonsalves our 2014 USA National Champion at our excellent May regatta in Foster City. Bob Dunlap once again served as our Foster City organizer and had a fine team of SBMYC and other volunteers – thank you Bob. Read about this regatta in detail in his issue of Seattle IOM Update, and there are a number of ranking regatta reports included also. Nobody so far in 2014 is dominant in our ranking regattas, and we have a number of very competitive skippers at the top taking turns getting the regatta win.

There is an effort to formalize IOM USA by developing a Constitution for our Class Association, and it will be on our forum soon for class discussion and possibly a vote. I support the concept as a way to provide a framework for class longevity. Let's work together for a stronger USA Class Association.

IOM USA Belts (a shameless promotion to benefit our USA Class Association):

Here is a great idea and a quality useful product. As a modest fundraiser for the USA Class Association, Bruce Andersen in Boise, Idaho is selling the nifty D-ring web belts shown below. You can purchase your "IOM USA" belt from Bruce at regattas for a minimum \$30 donation each, and paying more is encouraged because 100% of the profits go to our class association. Belt sizes: Medium is for 34-36" waists, Large is 38"-40", XL is 42"-44", and he has a few XXLs at 46"-48".

Bruce will even ship them to you in the continental US at a modest additional \$5 for a single belt, and better yet he will work with you for reduced shipping costs on multiple belt orders. Bruce accepts cash, check, and he has a PayPal account if you prefer.

When the belts were shown recently at Hood River Carnage they sold quickly and often, and only 75 belts were made so supply is limited. Contact Bruce at: andersen8-at-mindspring-dot-com. Bruce earns one "atta boy" and a big thanks.



Racing Rules of Sailing: by John Ball

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.

The Downwind Gate



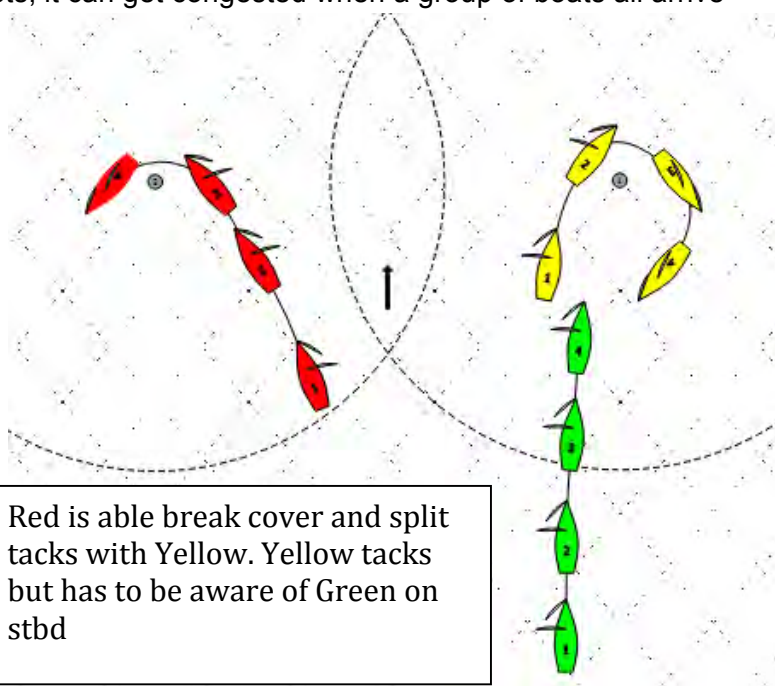
Downwind gates splitting the fleet nicely at the 2014 French IOM Nationals, Toulouse. Photo by Hanneke Gillissen Pont.

Getting tangled up with another boat is SLOW. After the start, the place where congestion is greatest, and where the risk of a collision is highest is at a mark rounding. Frequently at bigger regattas, a gate replaces the downwind mark. This article discusses issues, tactics, and rules at the downwind gate to help you anticipate and avoid problems before they develop.

A race committee has three options at the end of the downwind leg: a single mark, a downwind mark with an offset mark, or two marks designated as gate. With the single mark, all the boats round it in the specified direction. However with bigger fleets, it can get congested when a group of boats all arrive together. And as all the boats round the mark the same way, we see a procession of boats sailing back upwind in dirty air. To avoid the bad air, some boats may choose to tack soon after rounding to get clear air, but immediately run into the trailing boats, who are still heading downwind into the mark.

To reduce this conflict, a second 'offset' mark was added to separate the fleet to prevent the leading close hauled boats that have already rounded, from conflict with the following boats still on the run to the mark. That works better, but can still suffer from crowding if a group of boats arrive together. It also has a disadvantage in that it forces the fleet to one side of the course at the start of the new beat.

So the downwind gate evolved (see diagram above) – using the same two marks, but let the skippers choose which one to



round. It has the immediate advantages of splitting the fleet, reducing the number of boats going around a given mark, and it has a tactical benefit in allowing a trailing boat (Red) to break cover and split tacks with a leading boat (Yellow). However the gate brings back the possibility of a leading boat (Yellow), tacking back across the path of the following fleet (represented by Green), soon after rounding.

https://www.youtube.com/watch?feature=player_detailpage&v=Jx3oJSjkFQY#t=181

From time stamp 3:00 to about 4:00 A tidy rounding, but boats that took the stbd side quickly tacked back on to port and sailed up through the trailing boats running downwind on stbd – some close calls.

A gate consists of two marks, each with its own zone, and a boat may choose which end of the gate to round. Normally, you go between the two marks and round one end or the other (sometimes referred to as 'inside out'). Like a starting line, a gate can have a favoured end – one mark is more upwind than the other, and you may want to go that way. The reason is simple - if one mark is two boat lengths more upwind than the other, you get an immediate four boat lengths advantage over a boat choosing to round the other end. But choosing which end to round can have strategic implications - setting you up for one side of the beat or the other, or tactical implications –to clear your air and break a cover, or to split tacks.

Setting up for the Gate

Part way down the run, I start to think about choosing which end of the gate to round. What phase is the wind shift? Do I need to get away from a boat rounding just ahead to avoid their bad air? Or do I want to get to one side of the course because of wind or current differences on the course? If the boats are well spread out, then rounding should be straight forward, but if the fleet is bunched up, there are several things that can happen – usually quickly – and usually bad! As the downwind gate is downwind (by definition!) often it seems that the wind gets stronger, and the waves get bigger and boats can get 'twitchy' approaching the gate. These sometimes-violent manoeuvres are caused by over steering, and are one big reason why some sailors use the exponential settings of their programmable transmitters to 'soften' or reduce rudder travel around dead-centre.

<https://www.youtube.com/watch?v=e9N7m1fIVVo>

It gets twitchy sometimes as the skippers start to alter course to head for the marks, and it is easy to over steer while attempting to avoid each other. First 90 seconds of video.

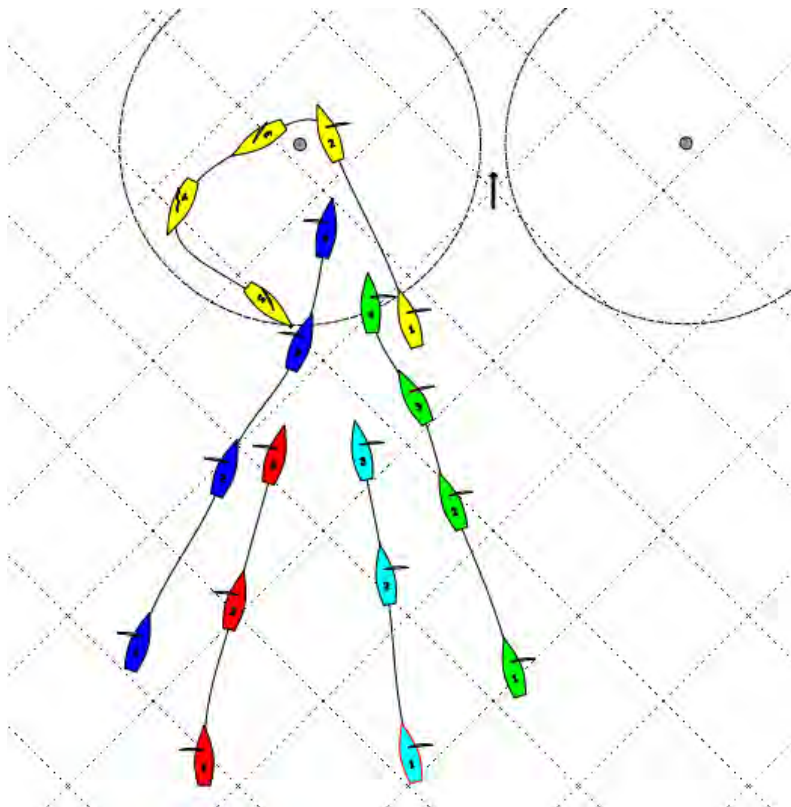
I think of the fleet as three groups of boats - Group 1 - the boats ahead; I need to anticipate the boats that are rounding ahead, and that are starting to beat back upwind – what happens if one of them tacks after rounding – sailing back across the course and into my path? Group 2 - the boats around me – which end are they setting up for – and for those coming to my mark, am I overlapped and inside or outside. Group 3 - the boats behind me that I may encounter after I have rounded and start heading back up wind.

The first hint is to watch what the group 1 boats (the boats ahead) are doing – those are some of the best sailors – (they are in front aren't they!), so what can I learn? If they are all going to one end of the gate, there is probably a good reason – a favoured end or a good wind shift for example. Then I should plan to follow them to get the same advantage. But if they are splitting to both ends, then I have more options to think about and plan for.

Facing down the course, as if you were on the boat, the gate has two ends; the left end, which is rounded to port, and the right end which is rounded to stbd.

The Left End.

If you choose the left end and round to port, and tack to stbd shortly after rounding (like Yellow), you will be ROW over all boats still running down to that mark; the port tack boats under R10, and stbd tack boats under R 11, as they will be windward to you. When you tack, you will be subject briefly to R 13, and must give room to other boats to stay clear. Look at the left mark in the above diagram. Yellow is first around the mark, clear ahead of Blue, and has ROW over Red on stbd (R11), and Turquoise and Green, on port (R10). Now put yourself in one of the trailing boats; you have to look ahead and be prepared to avoid any boats on stbd coming back up the beat.



<https://www.youtube.com/watch?v=XoMUEv1-c7c>

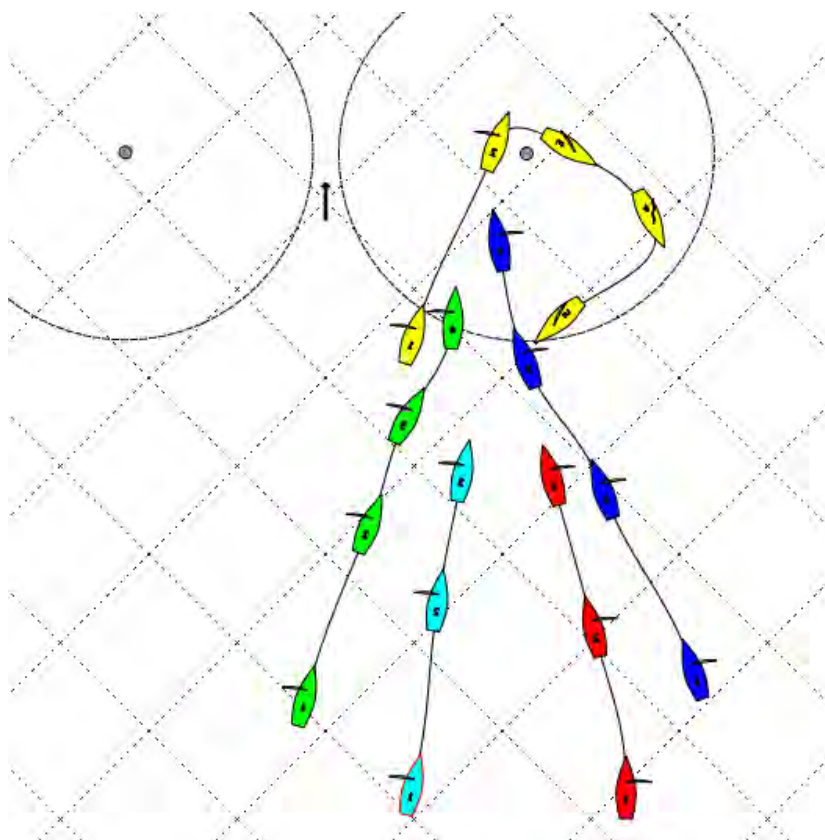
Boats round the port gate and tack onto stbd, back into the following fleet. Listen for the hail of “Protest”!

The Right End.

(This is the same diagram as previous but mirror image to flip everything)

The right end is more complicated than the left when a boat wants to tack back soon after rounding. Once you tack, you will be on port tack crossing back through approaching downwind boats, and while you will have ROW over running port tack boats (R11), you will have to stay clear of running stbd tack boats (R10) - I said it could get complicated!

Looking at the right end mark, Yellow rounds clear ahead of Blue. Once she tacks, she will have ROW over any port tack boats, such as Blue and Red (R 11). However she will have to stay clear of Turquoise and Green who are on stbd (R 10). From the perspective of the trailing boats approaching the right end, the boats on port gybe have to stay clear of everyone, while the stbd gybe boats will be ROW over any port tack boats beating back



<https://www.youtube.com/watch?v=BEFBKxr0-as>

Watch the bottom left of picture for the first boat rounding to stbd and then tacks to port – Oops! Blue throws away a leading position by tacking to port and colliding with Orange on stbd.

Wind Shifts and the favoured end

I suggested that one important factor in choosing which end to round, is when one end is favoured – positioned more upwind than the other, due to the mark placement by the Race Committee. But wind shifts also can cause one end to become favoured. If you are sailing downwind and the wind shifts counter-clockwise, to the stbd side, such that gybing to stbd gives you a faster sailing angle to the mark, then you should head for the right end of the gate. But as soon as you round the mark and come close hauled on stbd, you are in a header, and should look for a chance to tack to be on the lift. The opposite is also true – if you are sailing downwind, and the wind shifts clockwise, coming over the port side, and gybing to port gives a faster sailing angle, then head for the left mark. Again, after rounding and once you come to close hauled on port, you are in a header, and should look for an opportunity to tack to be on the lift.

https://www.youtube.com/watch?feature=player_detailpage&v=iOIPvARqT14

Wind has shifted clockwise giving better sailing angle on stbd and stbd end is favoured. Note stbd boats tack to port soon after rounding as they are now on a header

In the absence of any strategic or tactical implications, and from a rules perspective, if you are in Group 1, or in a gap with no other boats near you, then it is probably safer to head for the left gate and round to port. You will now be sailing close hauled away from the mark and away from the Group 2 boats and avoiding any disturbed air. But when you do choose to tack, then at least, you will be on stbd, and have right of way over all of the downwind boats and maybe even more important, you will have right of way over other close hauled boats that went the other way and are now crossing back and close hauled on port.

If you are with just one or two other boats, then choose the mark that gives you inside overlap for the rounding. If you will be outside boat, then head for the other mark.

<https://www.youtube.com/watch?v=6q2Tos0PRyl>

The white boat 43 decides (somewhat late) to round to port to avoid being outside boat to Blue and to avoid his dirty air.

If you are in Group 2 or Group 3, it is probably safer to position yourself to be able to get on to stbd gybe in the last third of the run and head for the right gate and round to stbd. That way, you will have right of way over nearby port gybe boats, and also have right of way over any Group 1 boat that has already rounded that mark and that tacks over, as they will now be on port.

Two (Gates) for the price of one

This video features a number of the situations that I wrote about earlier. It runs about 8 minutes but is well worth studying.

http://www.youtube.com/watch?feature=player_embedded&v=CB-leuMZwlg

From the 2014 Australian IOM Nationals. Look for 47 Yellow hull. 1 Blue hull and 26 White hull/Blue deck. At the start line there is a big counterclockwise shift. Port end of start line is favoured. After rounding the weather and offset marks, most sail downwind on stbd gybe - better sailing angle – so the shift is still there and the right end of gate is favoured.

http://www.youtube.com/watch?feature=player_detailpage&v=CB-leuMZwlg#t=160

Jump to time stamp 2:40, 47 is leading and 1 and 26 are level. But 1 goes to the (unfavoured) left gate and gives up several boat lengths and several places to 26 and others who went to the (favoured) right gate. After rounding the right gate, 47, 26 and others are on the headed tack and tack to port (3:13) and converge with trailing Group 2 boats running on stbd and have to be careful and keep clear.

http://www.youtube.com/watch?feature=player_detailpage&v=CB-leuMZwlg#t=360

Jump to time stamp 6:00 for second time through gate. Shift is still there. This time 1 chooses the (favoured) right gate with the other lead boats and holds onto position. Better to take the bad air than lose distance late in the race. (1 is consolidating her position late in the race - but that is a topic for another article on 'The Finish').

I used a number of videos in this article, but am not able to identify the videographers individually. I would like to thank them for putting these segments on Youtube for us to enjoy and study.

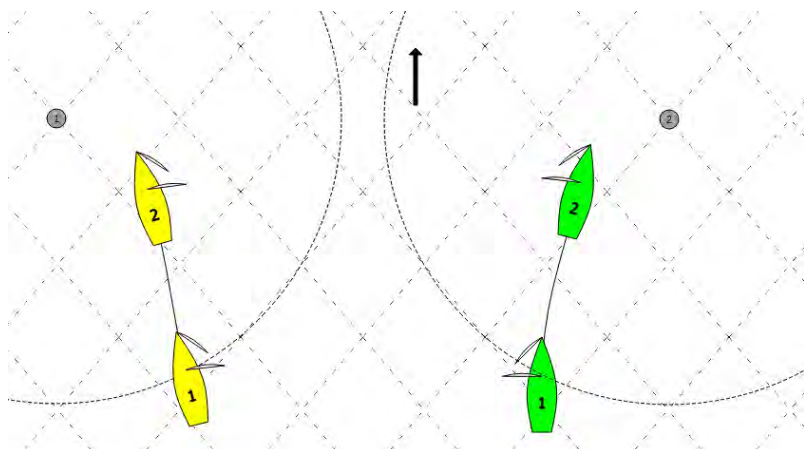
The Rules

R 18 and Mark Room at a downwind gate

The downwind gate has several unusual and surprising implications relating to R 18 and Mark Room. The first surprise is contained in R 18.1 which covers when R18 and mark room applies and when it does not.

18.1 When Rule 18 Applies

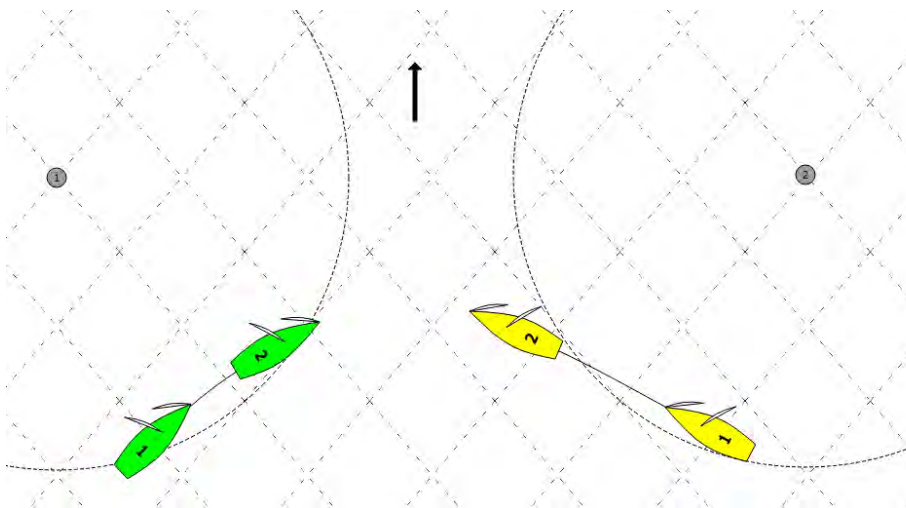
Rule 18 applies between boats when they are required to leave a mark on the same side and at least one of them is in the zone.



In the left diagram, R 18.1 is quite clear. Both boats are heading to different marks and rounding in different directions, so it makes no sense for either boat to request mark room from the other. R 18 and Mark Room does not apply.

The situation in the right diagram is more complicated. It shows Green, on stbd, heading for the right mark, to be rounded to stbd, and Yellow on port, heading for the left mark, to be rounded to port. Look at it and decide who has ROW and who should stay clear, and how may R 18 apply?

For the answer, note that the two boats are not rounding the same mark, and so R 18.1 says that R 18 does not apply. So we are left with a simple port/stbd R 10 situation and Yellow must stay clear of Green.



However, where several boats are

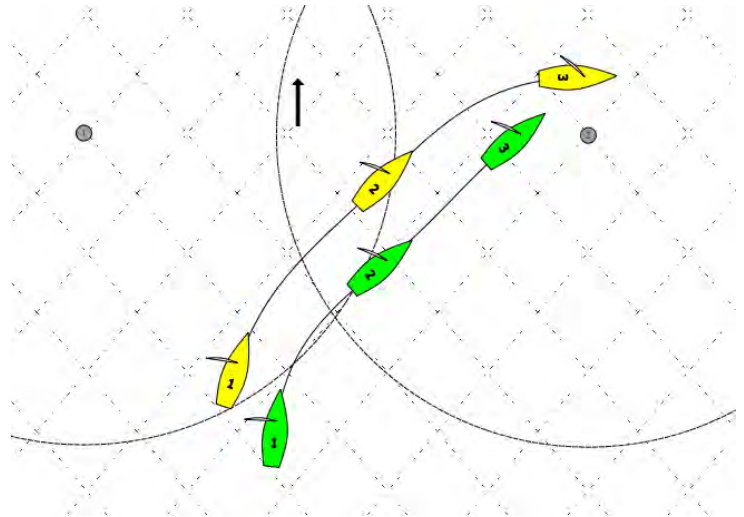
heading to round the same mark, R 18 applies to each individual mark as normal. But there is a section of R18.4 that is specific to gates. If you look closely, it says that R 18.4 Gybing does not apply to gate marks!

18.4 Gybing

When an inside overlapped right-of-way boat must gybe at a mark to sail her proper course, until she gybes she shall sail no farther from the mark than needed to sail that course. Rule 18.4 does not apply at a gate mark.

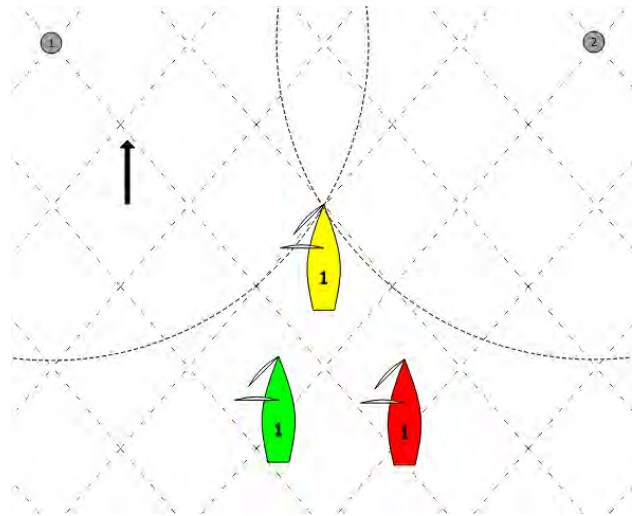
Ok, so R18.4 does not apply at a Gate – so what does that mean?

If you look at this diagram, at position 1, Yellow is in the zone of the left mark. If that were the only mark and there was no gate, then R 18.4 says essentially that Yellow, needing to gybe to round the left mark, must sail no further from the mark. But as this is a gate, R 18.4 does not apply, and so Yellow as right of way boat over Green (W/L R11), can choose to sail to the right mark, even though she touched the zone of the left mark first. Of course when they reach the right mark zone, and as they are overlapped at the right mark zone, Yellow must give mark room to Green.



Overlapping Zones – a special opportunity!

This is from some match racing tactics, but can apply to fleet racing too. If the Gate Marks are close together, then watch out for overlapping zones. By entering the zones where they intersect, Yellow, clear ahead of both Green and Red, may choose either end to round and gains Mark Room for each end. This allows Yellow to delay her decision of which end to round which could gain her an advantage in shifty winds.

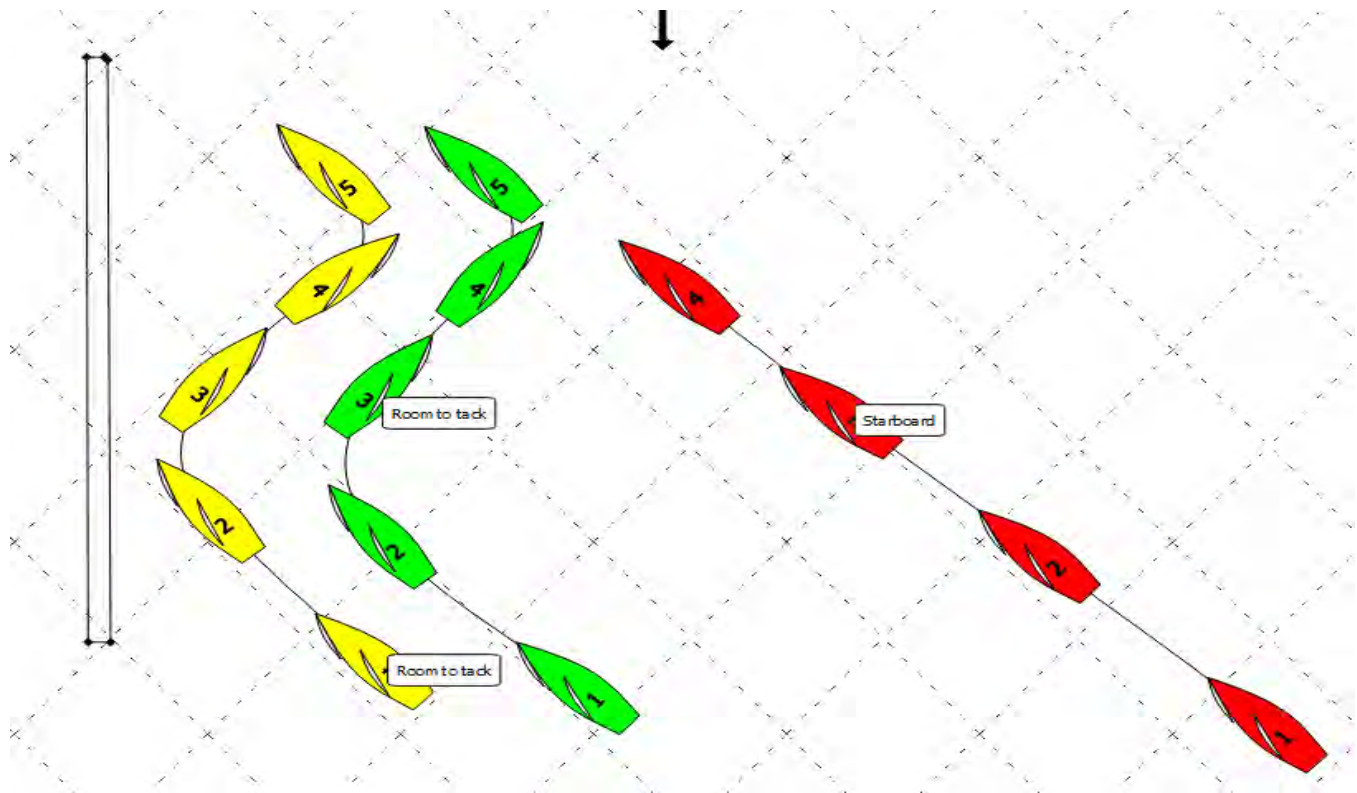


More on “Hailing for Room to Tack” at an Obstruction R 20

In the March 2014 issue, I described the use of R20 Hailing for Room to Tack at an obstruction. To recap, imagine two close-hauled boats on Stbd tack are approaching an obstruction, and the inside boat calls for room to tack. The outside boat tacks, and the inside boat also tacks. Look at the following diagram – but just look at YELLOW and GREEN between positions 1, 2 and 3. So far, so good. But sometimes there is a third boat (RED), further away, also close hauled on Stbd, and after the tack, the first two boats, YELLOW and GREEN, now on Port, converge with RED. YELLOW yells out “Hey, I hailed for Room”, while RED calls back “STBD”.

The question is “Who has ROW and who must keep clear?” To put it another way, “When I call for room to tack, how much room is required and when does my call for room expire?”

An extension of an incident involving Rule 20 “Hailing for room to tack at an obstruction”.



At Pos 1, YELLOW is approaching an obstruction and under R 20, hails for “Room to Tack”. GREEN responds to the hail by tacking to port (between Pos 2 and Pos 3), and YELLOW immediately tacks too. RED is not required to do anything, as she is far enough away that both GREEN and YELLOW can complete their tacks. As RED is further away, she is not involved in the original hail by YELLOW.

Now GREEN, after completing her tack to Port has a new problem. She is now on Port, approaching RED on STBD, and so RED is now a new obstruction to GREEN. RED hails STBD. GREEN hails YELLOW for room to tack at Pos 3, and YELLOW tacks between Pos 4 and 5, and GREEN also tacks.

The important point to note is that when YELLOW hails for room to tack, she is entitled to room ONLY to complete her tack. Once her tack is completed, that situation ends, and now the new situation involving RED begins. If RED had been closer, such that she would have prevented GREEN from having room to tack, then RED would have been involved in the original situation, and would have been required to respond to the original hail by YELLOW.

Finally, at Pos 5, YELLOW is now approaching an obstruction and hails again for “Room to Tack”, and this time, both GREEN and RED are so close that they must both respond.

For Sale:



This “new” vintage Marblehead “Rip Tide” project boat is an 18-pound beauty that is designed in Seattle by Ted Houk. Photo Rod Carr. For sale at Carr Sails in Redmond, WA.

MARBLEHEAD RIP TIDE Project Boat: Designed by Seattle’s Dr. Ted Houck in 1949 for Clarence Davis of Everett, WA, the RIP TIDE design represented a high water mark of vane sailed Marblehead class design. No lightweight, she carries 18.2 lbs displacement on a 50” waterline with a beam of 9.66” and draft of 13” with a 12-pound keel bulb. This is sold as an incomplete project to be finished as follows, and the expectation is she will be finished for display and radio sailing:

- Hull is planked, faired and sanded to gunwale. Sheer line is finished to final shape. Keel fin is integral to the hull (not removable) and is at final profile and cross section. Deck beams are completed but not installed. No materials for deck are provided. Bow block is shaped and ready for attachment.
- Round cross section, two-piece white pine laminated mast. Curved laminated main boom and jib club are ready for final shaping. Laminating forms for making extra booms are included.
- Lead keel bulb has fin cavity ready for attachment to fin. Skeg with rudder tube is installed ready for unbalanced rudder completion. Plaster of Paris keel bulb mold included as well as a two-part mold box box and pattern for sand casting a keel bulb.
- Stand is complete, but will need modification to provide support for the keel bulb to protect the hull from deformation.
- One bag of miscellaneous fittings (turnbuckles, blocks, wire, etc.), which appear to be about 90% of what required for the finished boat. Includes lines drawing with attached sail plan, as well as several additional drawings both on paper and on CD.

TO COMPLETE FOR SAILING UNDER R/C THE FOLLOWING TASKS REMAIN:

1. Mount keel bulb to keel fin, epoxy first, then carefully through drill with two steel pins.
2. Mount rudder on skeg.
3. Install back up blocks for shroud chainplates.
4. Design, Fabricate and Install (DFI) internal mounting structure for R/C equipment mounting. Then mount RC gear and running rigging (sheets).
5. Install deck beams. Install king plank on centerline under deck, configure to receive mast rack and jib rack, and provide for hatch opening aft of mast, and smaller hatch over rudderpost. Install deck. Finish hull and deck.
6. Mount deck hardware, chain plates, sheet exit guides, mast rack and jib rack.
7. Finish spars, install the standing rigging, bend on sails.

GO SAILING !!!!

For sale by Rod Carr, 425-881-2846 (rodcar@carrsails.com), price is negotiable. I very much prefer to sell locally and avoid shipping. Shipping costs would include building boxes for the keel bulb assembly and another for the mast. Since the hull has the fin attached, a triangular box would have to be built. Properly finished, this boat would be an absolute knockout as a display and will sail well with an all weather capability.

Read more about Rip Tide here: <http://pages.swcp.com/usvmyg/ripmake/ripmake.htm>.

Read about vane sailing in Seattle on page 19 here: <http://www.ibextrax.com/Update/201306.pdf>.

V6 for Sale: Pepe built V-6 USA 78 is for sale. Winch is RMG280EF. A and B rigs were set up by Vector Sails, and B rig is barely used. Includes new A-sail by TUI. Boat is currently in Ventura, CA. \$1,200 plus shipping, but can be delivered in person around late June or July. Contact Ernie Thorpe of Lake Balboa Model Yacht Club: SteelKnee at Gmail dot com.



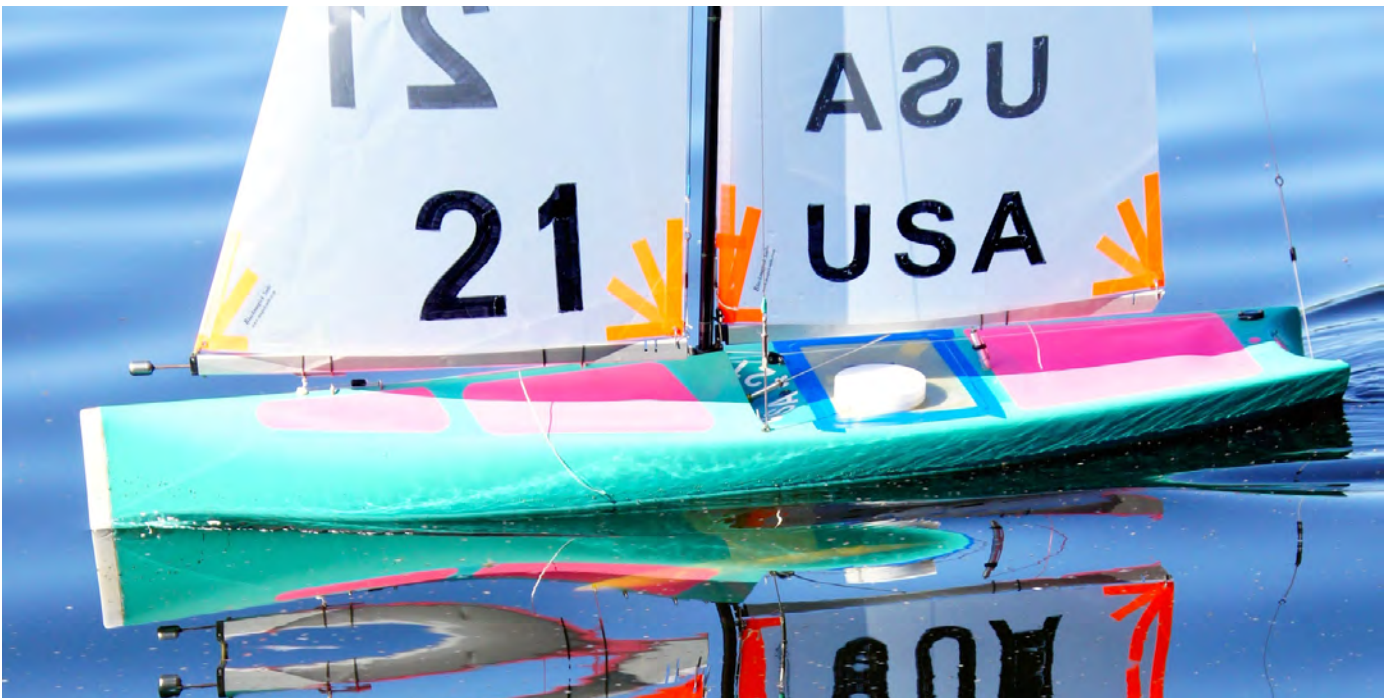
Ernie Thorp's V-6 is for sale in SoCal and can be "delivered". The jib boom position here trimmed so close to the mast looks slow, but there is a lot of jib twist to compensate. V6s are good boats and easy to live with – Editor (former V6 owner).

COCKATOO II for Sale: Formerly owned by Fred Rocha and Julian Lee. White, SAILSetc A rig and sail, RMG 280EF sail winch, Spektrum AR400 receiver, Tower Pro battery monitor. Good condition. \$1200. Seller is Bob Critchlow, who is selling because he is receiving a new CHEINZ. While Bob is off cruising for the summer on his big boat, you can still see USA 85 at DPMYC headquarters: Julian Lee at 360-299-2900, (Julian dot S at Comcast dot net) in Anacortes, WA.



Bob Critchlow's COCKATOO II for sale. Known as a generally forgiving boat to maintain speed.

2007 TOPIKO for Sale: Need a proven light-moderate air performer? USA 421 was built under SAILSetc license by Croatian Robert Grubisa and optimized by Zvonko Jelacic (read about them in the MAR 2014 Seattle IOM Update). SAILSetc foils and rudder and aqua colored gelcoat hull finish. Rigs upgraded in 2013 with new A, B, and C sails and rebuilt with French (PG) masts. RMG winch and JR rudder servo included. A useful extra is the custom sail bag by Jean Lee. Add your radio and Rx, you are sailing! \$1,795. Call Kelly Martin at 253-302-2076, or email: Jkellymartin1 at gmail dot com.



Kelly's 2007 TOPIKO for sale. She was builder Robert Grubisa's personal boat, then with Brig North was 2009 USA ranking points leader, and more recently with Kelly she has cleaned up in the Seattle area. Wayne Martin photo.

IOM Supplier Interview #1: *Tom Brighton of Brighton Boat Works*

It's high time we get to know our sources for IOM products better, and I don't know why it has taken me so long to implement this. Our first interview is with radio sailing products reseller Tom Brighton in Sherman Oaks, CA. I just learned that BBW is Tom's bright idea for a retirement job/hobby, but he somehow hasn't gotten around to the retirement part. So now he has two jobs – remember that when he is a day late in getting out your order or responding to a question. On to the interview, but first check out his website: <http://stores.rcsailboatparts.com>.

SMYC: Tom, tell us about yourself and how you got into radio sailing.

Tom Brighton: Bob, I have to thank two people for that actually - my wife Patricia and a colleague of hers, Scott Rubke. They met at a College professor's conference in Sacramento and Scott, who turns out to be a neighbor, explained to her that he had a hobby of building and racing remote controlled sailboats. "I bet my husband would love that", she told him and they made arrangement for us to meet. Patricia knows me very well and I was hooked after my first chance to pilot one of Scott's boats. Scott at the time happened to be the Commodore of LBMYC #206 - the Lake Balboa Model Yacht Club, in Los Angeles, California.

SMYC: For me it is great to have suppliers like yourself. What inspired you to form BBW and how long have you been in this business. It appears your product offerings are expanding at a fast rate recently, and your sources are from all over the globe.

Tom Brighton: When I think about your question, I realize that Brighton Boat Works was actually inspired by Mark Mason's arthritis. Mark Mason was a brilliant Orange County RC Sailor and a great sailmaker - known for his "Ultra-Smooth" sails. Mark Mason ultimately came to sail with us regularly at Lake Balboa Model Yacht club and for whatever reason took me under his wing. Mark reached a point with his arthritis where he could no longer make sails (something that was very therapeutic for him), and asked me to buy out his sail supply business and take over supplying Mylar film to his worldwide sailmaking customers. I did just that and Brighton Boat Works was born.

SMYC: How do you find time to sail?

Tom Brighton: That has not been easy so far in 2014. Events seem to have conspired against me. Under normal circumstances LBMYC races 2 Sundays a month which includes IOMs, US1Ms, RG65s and ODOMs – and on alternating weekends I have the opportunity to sail in Bear Valley Springs at Cub Lake.

SMYC: I'm going to keep the focus on IOM products, but for the record you sell some very nice looking new Marblehead and RG65 boats as well as IOMs. Our last newsletter interviewed Croatian Zvonko Jelacic, and now you are selling his latest design. How did that come about? Tell us more about your

Kantun SMX for sale, including some background on your suppliers.

Tom Brighton: I think that the Kantun SMX collaboration between MX Components and Zvonko Jelacic came about as a result of the 2013 World Championships. Zvonko had the opportunity to meet Maurizio Morbidelli owner of MX Components at the worlds in Israel. Maurizio is a great ambassador for the sport and has successfully demonstrated the way to build world class IOMs with international collaboration. It seems a natural fit to have the Kantun licensed to the MX Component team to provide enthusiasts a greater opportunity to have access to the design thinking of the Croatians. I won't be able to tell you much more until I receive our first Kantun SMX in July

SMYC: Tell us about your Goth IOMs and the differences.

Tom Brighton: The Goths are a great story, quite representative of how international this sport is. Consider this: The Goths have been designed by Australian Designer Frank Russell, the magnificent aluminum tooling for the boat is done by Maurizio Morbidelli's Italian company MT Mechanical, the fabrication is done in Thailand by Thaisafepack and the boats are sold by a few dealers around the world - fortunately I happen to be one of those dealers. We have three Goths currently in production:

1. MX7 Evo
2. MX7 EVO3
3. MX14 - all of the boats are designed by Frank Russell

The MX7 Evo is based on Frank Russell's original IOM Goth. Frank designed that boat as a response to the evolution of the newer "Chine" boats. With the Goth he designed an extremely well balanced boat that performs well across the board, but excels in moderate conditions. There are a number of moulds out there based upon the original design.

The MX7 EVO3 is an evolution of the Goth hull with the elimination of the open stern well. Additionally the hull at the deck forward has been filled out slightly. Along the underside centerline there is the addition of a slight V in the bottom of the hull in the middle, with the idea of aiding in tracking. The premise of these design modifications was to improve downwind performance and assist higher tacking. These modifications were also made to distinguish the MX7 EVO 3 from the freely licensed MX7 EVO.

The MX14 has been designed as a lighter-air boat than the original Goth and MX7 EVO3. Frank was asked to design this hull specifically for MX Components with that lighter air performance in mind. The MX14 is 10mm narrower at the beam than its predecessors with less wetted surface along with some changes in the fullness at the ends. The V bottom detail found in the EVO3 is gone and the boat now comes with the next generation CF fin and rudder. In both cases the profiles have gotten thinner and stiffer.

Attention to design detail can be seen in the inclusion of a slide-in sail winch tray that makes servicing the forward mounted drum winch fast and easy. The forward hatch sports a Britpop-style custom fitted fiberglass hatch. The attention to assembly detail has created a dry boat - which I think is the best solution to salt water and equipment failure. If you use good patches (which we will computer cut for you if you like) this boat won't take on any water.

SMYC: Tell us about your IOM rigs and fittings – something we won't read on your website.

Tom Brighton: Bob, I am an Architect by training and that profession has helped me develop an eye and appreciation for good design, be it architectural, graphic or product design. The neat thing about this sport is that globally there are a whole bunch of extremely talented engineers, modelers, and tinkers about. Part of the fun that I have in this sport is tracking down that talent and trying to coax them to produce parts that I can share with my customers. We have 2 excellent examples for IOM racers. Variant Marine Hardware - Produced by Todd Olson from New Zealand, and AA-Parts produced by Alberto Spada in Italy.

Todd Olson Variant Marine Hardware is really V2.0 and it is based upon an elegant "A" shaped boom design. Todd and Co designed a series of parts that tracked along this A Shaped boom and created an extremely lightweight stainless steel and aluminum solution. V2.0 set about reducing all of the attachment bits to their most essential parts. Originally we had hoped that the parts would be produced in the United States - when that failed - production was taken to China. We waited along time to be able to offer these parts.

Another IOM parts vendor that we are extremely pleased to represent is the Italian company AA-
Seattle Model Yacht Club

Parts - owned by Alberto Spada. Alberto is a Production quality control manager by day and that life experience is responsible for producing laser cut parts for high performance round booms for 10mm 11-11.1mm booms. A lot of sailors like using round booms for their rigs so we spent two years working out details with Alberto to be able to supply them to our customers today. Alberto's parts are like looking at Jewelry - he is a perfectionist and provides great documentation along with his parts.

Alberto produces Carbon fiber based Goosenecks as well and it is our intention to stock them as well. Our IOM masts are 11.1 mm Italian Aluminum and come in 2 Meter lengths. They are stiffer than their French counterparts and have become our default standard.



Tom Brighton in hat getting advice from Larry Grant, LBMYC commodore.

SMYC: A tie-dyed used sailcloth rig bag – groovy man. How did that come about?

Tom Brighton: The inspiration for the tie-dyed used sailcloth rig bags fall directly on Frank Russell the Australian Boat Designer. Frank is a man of many talents, including musician. Apparently he was rummaging through some old mementos from his wild hippy musician days and came across a psychedelic album cover of himself in the 60s. It was an image that he promptly posted as a Facebook profile picture. I had just been given some old Cal 30 sails to recycle when he posted the talented old hippie image and immediately I imagined him in a tie-dyed t-shirt. Old sails deserve a second life but they looked, well dingy. Dacron sails can't actually be dyed so I had to use acrylic ink in place of traditional dyes. It was something that I had never done before, but the results are actually quite striking and visually pleasing. I'm pleased to say that Frank has one of our sailbags for his Goth RG65 - a smoking fast RG65!

SMYC: Tell us about your winch/servo offerings.

Tom Brighton: The gold standard for IOM winches continues to be RMG's 280EF Smartwinch. For the first time this year we have two IOM drum winch alternatives coming from Europe. We are able to offer the
[Seattle Model Yacht Club](#)

S330 Programmable Drum winch from MX Components and now the X280 from AA -Parts. The two Euro drum winches have been designed to support the next generation of two-cell LiPo and LiFe batteries available at 7.4 volt. The AA Parts Easy Winch X280 uses Carbon Fiber reinforced gears and drums. We hope to be able to test all three of these offerings side by side to provide our customers with comparative performance data.

The MX components boats can be fitted with Vigor HV rudder servos - we have also been supplying HiTec 7.4V Waterproof servos for rudder control in IOMs.

Developing a reliable delivery chain for small footprint drum winches for the RG65 has been a challenge this year. We are a GWS dealer but have been unable to get drum winches from the factory - as we wait for production we have started carrying small footprint Tunigy analog drums to fill the need of our RG65 customers. The Turnigy drums can also be used as replacements for the new Dragon Forcer65 that is catching on across the country as an entry-level RTR boat class.

SMYC: Did I forget to ask anything?

Tom Brighton: One of the joys of this hobby is constantly finding ways to do things better. If one of your readers has a good idea or a clever bit that he or she might like to make and sell give us a call. If one of your readers needs something that he or she can't find give us a call and we'll see if we can help fill that need.

SMYC: Tom, what do I get for doing this interview?

Tom Brighton: I really appreciate you taking the time to find out a little more about us, and sharing that information with your readers. What I would love to propose is getting together with you and our MX14 and KantunSMX to do some side-by-side sailing comparisons. Then I'll buy you a beer afterwards.

Letters to the Editor:

Comments on our March Issue:

(3/14/14) Hi Bob, Great job! Not only the interview...;-) My younger daughter (17 years) just read the interview. Her conclusion is that it is surprisingly interesting and easy to read having in mind such a topic... So, in other words, she thinks it is great! All the best

Robert (Grubisa, CRO)

(3/19/14) Love your newsletter. It looks great and you have awesome resources and info for your readers on sailing.

I am actually very passionate about RC Boating too and have my own blog about RC Boats where I talk a good bit about the electronic components and how to improve performance of your boat. I thought your readers might enjoy and benefit from some of my articles and tutorials on things like Lithium Ion batteries, introduction to sailing, and bypassing electronic safety features: blog.remotorboater.com and would love to be included in your links to be able to help your members.

If it isn't a good fit or my posts are not satisfactory for your audience I completely understand, but I thought they might appreciate it. Thanks for your time. Cheers,
Matt Ward

2013 HMS Scoring System:

The HMS (Heat Management System) is used extensively around the world in the IOM class (and this newsletter), and here is the link to the sailing club where the most current HMS files are available. This is the UK homeport for Henry Farley, one of the prime creators of the spreadsheet. Thank you Henry:

<http://www.leevalleymyc.org.uk>

Our 'Bonus' Section:**Funniest Local Regatta Reminder** (so far this year...):

(Received in email from) Ron Blackledge:

The Schedule says we are having a regatta at Coulon this Saturday. We should make it through the day without sprinkles. The forecast is for average wind and a temperature of 60. Not - so hope you can all make it.

For those of you who could not attend the Cowboy Up Regatta in Ellensburg, we had a great time. It was sunny and warm, the racing was close, food was tasty and the company special. DPMYC (Julian and Jean Lee, Steve Young) staged a great event and our very own Scott "Two Laps" Thomas called the starts masterfully. Bob Wells was the winner with Steve Young and Bruce Anderson close behind sharing the podium. Drew was fourth with his new homebuilt "Wugga Wonder". It was the maiden voyage for the half Ska - half Wugga IOM. But the real buzz was surrounding Jerry Warren Brower. Although he sailed his Widget Mr. Brightside at Ellensburg, expect to see his new Fraktal racing soon. He has been tweaking and tank testing the boat in his top-secret laboratory.

There is a rumor going about Jerry's Fraktal is so fast the speed is measured in Mach multiples. Incredible. It is all very hush hush and classified. Oracle Racing sent one of their Black Ops to spy but their Canon X10000 Camera could only catch a blurred image. The X10000 has the fastest shutter speed in the world. In fact it is the first camera to take a picture of a women's mouth shut. To date there are only two known pictures of Jerry's Fraktal. See below. In the first picture the boat was moving so fast the lens could only catch the spray from the stern (Mt Rainier in the background). The second picture shows the boat test sailing in secret at midnight on Lake Stevens.



Image #1

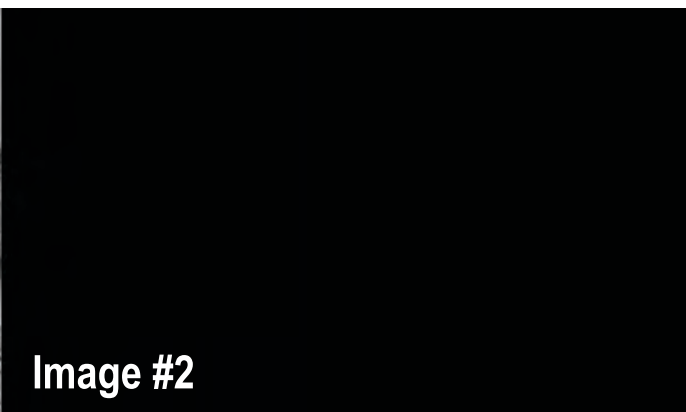


Image #2

Fraktals Frenzy:

Bob Wells:

Jerry Brower finally sailed his SAILSetc Fraktal for the first time at Nats in Foster City, and he sailed better each subsequent day as he sorted things. By the end of the regatta he was sailing very well, and he is continuing that trend locally and then at CAN Westerns at Saltspring Island.

Mike Holly just let me know his Tim Brown Fraktal from Radio Race Yachts in Australia is shipping our way. Tim sent the attached picture in advance. We like the colors and look forward to seeing our first Tim Brown boat in person. By our next regatta we might have three Fraktals on the line, and we can all look forward to Ron again saying, "Fraktal frenzy". That is Ron Blackledge of course, who has the first local SAILSetc Fraktal, and he has been sailing her for the last few years. Now we just learned that at the half way point in the Gig Harbor Cup Ron is leading the series! Fraktal frenzy indeed.



Mike Holly's Tim Brown built Fraktal from Radio Race Yachts in Australia has arrived.

UK Marblehead Resurgence:

Bob Wells:

We try to keep our focus on IOMs, but the resurgence in the M class recently in the UK is notable. Check out the dedicated "Marblehead Class Radio Sailing UK" website that is currently getting more play than their IOM site: <https://www.marbleheadsailing.wordpress.com/>. Look for Brad Gibson's "Pimp My Marblehead" articles that are informative and they have a "Meet the Fleet" series introducing the UK skippers. The premise here is that you can update a good post-1999 M with a new stiffer fin and a new bulb, and make rig upgrades and then be reasonably competitive in this cool class for modest dollars. Let's say "modest" in this case is no more than an IOM. They include a comprehensive list on the designs and equipment used by the fleet at the recent 2014 UK Nationals, and I noted the top boats carry 5 to 6 rigs total. Back in 1988 I read somewhere that the top Ms carried 9-10 rigs, so there appears to have been some progressive simplification in the evolution. More recent is a 3-part article reviewing the 2014 NED Worlds that summarizes the entries by country. The US has one entry here, Peter Huttemeier.

There is now also an Internet discussion group focused on post-1999 M's called "International Marblehead Racing": <http://www.rcgroups.com/forums/showthread.php?t=2138985&page=14>. This is opposed to the older M discussion group "Marblehead Racing", which is more focused on earlier designs and the AMYA M rule with draft limitations shallower than the ISAF rules. Find it here: <http://www.rcgroups.com/forums/showthread.php?t=2138985>

M's continue to thrive in AUS, NZL, NED, FRA, and GER. And if I can believe the forums M's are even growing again in the US too, usually with the AMYA depth modifications to the international class rule. I recall watching Canadians Bob Sterne, Bud Fassnacht, and Blair Rasmussen sail their exquisite M's so well back in the 90's on our Northwest Racing Circuit. They put on the most exotic show of design and skill that I had seen in radio sailing, especially when compared to the EC12 that I was sailing.

M Worlds (or more properly RM Worlds for Radio Marblehead as opposed to free sailing) was going on as I write this at this website: <http://www.rmworlds2014.com>. There are lots of quality photos and video in "Media", and it is well worth a visit. Top finishers are very familiar IOM names, including the UK's Brad Gibson first and Graham Bantock in 2nd.

Our Group Sails Order:

Bob Wells:

In a series of local drifter regattas earlier this year I got tired of watching Ron Blackledge's molded seamless CRO jib fill before my seamed jib and get a boat length or three of distance and momentum before my seamed sail could fill and begin working. Too often there wasn't enough wind to "pop" my seam to the leeward side, and the light seamless Jelacic sails would consistently fill first. If you can't fight them – join them. At the pub afterwards I announced I was ordering Jelacic Sails and why, and invited everybody to join me to share shipping cost. Obviously I wasn't the only one frustrated with this, as most at the pub wanted in. Within a week there was 15 of us ordering 20 sets of sails and 11 spare jibs. It took a little longer for me to sort all the individual details and transfer funds. As I write this, our sails just arrived in good order packaged as shown.

I hope the rest of the world doesn't drift around in light-to-zilch wind like we so often do, but these light seamless sails might help our situation. Zvonko was a pleasure to work with, and he said he would buy me a beer at Worlds in Foster City.

Initial impression: Kelly Martin said that he liked them in light air first time out.



This is what 20 suits of sails and 11 jibs looks like when received in Seattle. Zvonko's packaging techniques worked as they survived the trip in good order. Bob Wells photo.

PLAYMATES OF THE MONTH...*Cheinz and Mojo by Jeff Byerley in AUS*

Barbadian Tony “Who let the dogs out” Gonsalves and his CHEINZ are seen here at the 2014 Dallas Blowout. They have been a successful team with many high finishes the last few years, including first at the competitive 2014 USA Nationals. Notice that the mast and fin are placed well aft, which Jeff tells me is essentially the same position as in all his more current Mirage designs beginning with the 2001 COCKATOO. Tony runs with his mast rake well forward and his shroud tension high. Eric Rosenbaum photo.

Jeff Byerley and his company Mirage Radio Yachts are prolific designer/builders/sailmakers providing IOM boats and sails out of Brisbane, Australia for some time now. I don’t know of any other production designer/builder with so many new designs since I began sailing in 2010. These are quality products that I’ve seen perform very well. Jeff also has been travelling to participate in Worlds, Euros, and National events for a long time. He is all in on radio sailing including I see he puts down his radio sometimes and assists in race management. He’s obviously a busy guy and I know Jeff reads this newsletter because he emails me occasionally about it. Jeff and I got along great when I met him at 2013 USA Nationals in San Francisco, where he placed fourth and I was much further down. I’ve been looking forward to this interview and to learn more about him.

SMYC: Jeff, there’s a rumor you are a Kiwi living in Oz. Tell us about yourself.

Jeff Byerley: Yes, it is true, but you know what they say. Every time a Kiwi moves to Aussie it lowers the intelligence quotient in NZ and raises it in Aussie!

Born in Auckland, started sailing at age 10 when my brother bought an Arrow class two-man boat. Went from that to a Moth, then an OK dinghy, to an old-style 18-footer called M Class. Without overstating it, nearly everybody who sailed competitively in Auckland at one stage or another sailed in one, and the M was a great boat. Then I bought an 18ft skiff, an exciting boat to sail. This was the era when wings were introduced. I was NZ Champ in 1980 in my own designed and built boat – fun times.

Eventually I became too old to hang out on the wire so I took up golf. Love the game, and just wish I had more time to play. My work career has centered on woodworking; either in cabinetmaking, building, or shop fitting. I was manager of a State branch of a major supermarket fit-out company until it went under in 2000. From there I went full time building R/C boats, and I have enjoyed the career move.

I'm married with 2 sons and a daughter. My wife Liz is enjoying retirement and, and looking forward to our planned move to Tasmania. Eldest son Craig lives in Tassie with his wife Jennifer and two daughters. Second son Mark and wife Nic live in Brisbane with daughters Jess and Issy. Daughter Sarah is flatting in Brisbane.

SMYC: Do you still sail or race on people boats?

Jeff Byerley: No. I did when I first arrived here, but big boat stuff does not interest me now.



Another local Seattle area CHEINZ - Larry Stiles' new 2014 IOM from Mirage Radio Yachts received the newer MOJO style deck with a lid for access instead of deck patch over an opening. She looks great here on Lake Washington with the bright gold colored deck that is easily picked out from a pack of boats, and this color actually glows on a gray day. Larry purchased Mirage sails too for the full package. Ron Hornung photo.

SMYC: How did you get into radio sailing?

Jeff Byerley: I used to look at the results of the radio sailing events, which were published in the Auckland sports newspaper, the 8 O'clock. I saw names like Geoff Entrican, and Jack Taylor who I sailed against in my younger days, and also Geoff Smale. I did not know Geoff personally then, but though R/C sailing we became good friends. I was actually flying to NZ and planning to visit him on the day I received the news that his plane had gone missing. A great loss.

After moving to Aussie in 1989 and continuing to play golf I became aware of an R/C venue at the Carbrook golf course near where I live. Finally I took the plunge in 1995 and built my first Marblehead and sailed in the 1996 Worlds in Melbourne. What an eye opener for me that was! I came back all revved up and started designing Marbleheads. Then I moved into IOM's and attended the 1997 Worlds in Wellington NZ sailing a Martin Firebrace designed Two Dogs. This is where I first met Geoff Smale, who was sailing a modified Two Dogs.

SMYC: Bantock's 2008 Seahorse article on IOM design evolution described that Smale's Two Dogs was heavily optimized for the expected windy conditions with a larger than normal rudder, the transom trimmed 6mm down, and a special fin with about 3X the chord width on top than the bottom. Modern designs like the Britpop and your CHEINZ handle the heavy weather with higher prismatic bows, narrow sterns, narrow beamed hulls, and lowered rigs in a well. We don't need to go to Smale's race specific modifications anymore for big wind because modern IOMs handle it well.

Jeff Byerley: Yes, Geoff's fin was like nothing before or since. Basically it was a T-shape with the top extending forward and backwards of the fin box. Radical! The finish came down to the last couple of races between Geoff and Craig Smith. The last race was sailed in #3 rigs by the rest of the fleet except for the these two who had #2's on and match raced around the course. It was amazing stuff with Craig just getting the win.

SMYC: Well Geoff's weird fin and other mods obviously worked for him in that regatta. How many IOM Worlds have you attended? Any favorites stand out?

Jeff Byerley: Yes, I think Wellington and West Kirby stand out because they had all wind conditions and courses that were not badly influenced by the surroundings. I have attended all except Israel since Wellington in 1997. In 2005 in Mooloolaba I was an assistant PRO and in Barbados in 2009 as PRO. The others I competed in.



San Franciscan Gary Boell's CHIENZ at the 2013 US Nationals on San Francisco Bay. Gary housed Jeff Byerley and loaned him this boat for the event, and Jeff sailed well and placed a very respectable 4th in a competitive field. This boat looks great with the deck as an accent color and the thin silver tape at deck edge covering the joint and adding an accent. Gary generally uses Mirage sails too for the full Byerley package. Peter Sternberg photo.



Tony Gonsalves' CHEINZ is leaving a slight wake in the brown water at the 2013 Blowout in Texas. J. Warren Brower photo.

SMYC: Thanks for giving back and being part of race management, which I know you have also done at other events too. Tell us about your company Mirage Radio Yachts.

Jeff Byerley: After some success with the MIRAGE and the RAGE I began building the IOM's part time, and after I was made redundant in 2000 production became full time. Most of my production is IOM's, but I do like to play with Marbleheads, and a new one (unnamed as yet) is on the way. Most recently my first RG65 called Missile was introduced and is performing very well with several major regatta wins. I produce anything from a basic hull package to complete boats in all the classes mentioned.

SMYC: Where are Mirage Radio Yachts operations - in your garage or shop somewhere?

Jeff Byerley: I have built a workshop under the house in Brisbane. This is a lot better than the garage operation I had going initially.

SMYC: I've appreciated how the last few years you have been quoting 6 month lead times for new boats while some others are out two to three years. Now I understand from your website and rumors that you are extending your lead times due to a move?

Jeff Byerley: Yes Bob, I have had extended lead-times lately. Contrary to rumours the main reason for it is the increased number of orders that I have received, especially after the MOJO was released. I am a one-man operation and that does not allow for a sudden increase in production numbers.

SMYC: A rumor that I heard is that you are moving to Tasmania.

Jeff Byerley: We plan to move once we have sold our house.

SMYC: I want to keep the focus on your newer production IOMs, but first how about a summary of your earlier IOM designs.

Jeff Byerley: The first IOM was the MIRAGE, which I named after the great looking French fighter plane. It was drawn on the drafting board at work. It was a good boat for my first try, and a very good light wind boat. On RAGE I focused on producing a better all-round design. Both boats were sailed by Paul Jones and myself with some success. At this time Paul was living in England, where he provided some nice early exposure of my designs. This early success led to orders, which happily have not stopped over the years. Paul's a great Aussie radio sailor and his consistently high results help my sales – no question.

After the RAGE came the COCKATOO; with its 3 slight variants called COCKATOO, COCKATOO 2 and COCKATOO 08. She has been a long lasting and great performing boat over its build period from

2001 to 2008. There are still a good number of these boats being sailed around the world and performing well. The COCKATOO 2 had a narrower waterline and gunwale section forward. Paul Jones sailing a COCKATOO 2 was unlucky not to win the 2005 Worlds, scoring the lowest total score before drops, eventually finishing 3rd. COCKATOO 08 was fitted with a wider fin.

Next was MAD MAX and a couple of experimental designs, including the DESTROYER, which you can see on my website. My next production IOM was the EVO in 2010, which I sailed in the Europeans at Pierrelatte in France. Then came the CHEINZ in 2011, which I still produce, and now the MOJO has joined the production process.



Glen Murray is another quality skipper sailing a CHEINZ in the San Francisco area. For snag protection of his deck mounted RMG drum it looks like he has employed some deck patch. Peter Sternberg photo.



Jeff Byerley tuning my buddy Bill Langjahr's CHEINZ at the 2013 USA Nats at Oracle Racing's Pier 80. There's some Oracle magic going on behind those walls, with mostly Kiwis on Oracle Team USA. It was nice of Gary Boell to loan him a jacket for the cool Frisco mornings in addition to his CHEINZ to sail. Bob Wells photo.

SMYC: The WWII decal imagery of your proto DESTROYER is terrific. I heard a rumor that while you were producing the CHEINZ you also trialed a proto called CRACKA that had multiple chines. I take it this was an incremental step along the way in coming up with MOJO?

Jeff Byerley: No, the Cracka was a variant of the Marblehead design Dreadnought. The multiple chine construction caused problems in production and this was the reason for it being withdrawn from development.



Gary Boell's MOJO at San Diego Midwinters in 2014 overall looks a lot like a CHEINZ. The RMG drum is still on deck, but moved near centerline. Now a plastic lid provides access to battery and receiver instead of deck patch. The black button above the mainsheet post is the RMG on-off deck switch, and hopefully it will always be "on" when he launches. The foil package here must be the abandoned trial ones. See the red-hulled MOJO images following to see the production foils.

SMYC: Sounds like a sticky mold issue to me, not that I know anything about that kind of thing. How did you and Paul Jones connect? Tell us more about Paul and how you work together.

Jeff Byerley: I met Paul and his family at the 2006 Marblehead Worlds. We just seemed to hit it off. Shortly after I designed the MIRAGE IOM and built the prototype Paul won the UK IOM Champs with a TS2. I told Paul that the MIRAGE seemed to be going pretty well, so he up and sold the TS2 and ordered a MIRAGE. After sailing it a couple of times he entered the 1998 European IOM Champs in Portugal. After enduring some slagging from his UK "teammates" over his new boat with some indifferent race results early on in the competition, he eventually got it going and finished in a very good 3rd place. By the way, this stopped the strange barking noises coming from some other contestants.

This has led to our continuing relationship in his use of Mirage boats, apart from a period when he sailed a Disco around 2003. Paul offers comments regarding rig setup and helps in the setting up of my customer's boats. Of course his regatta results are most helpful in promoting Mirage designs. It would be interesting to see how Paul would place in major world competitions these days as his sailing skills match the best. Maybe one day soon.

Also I want to comment on the friendships and design feedback developed through R/C sailing with both Gary Boell and Tony Gonsalves in the USA, as well as others. They have been major supporters of Mirage designs. Bill Clancy in Aussie and Rob Nelson in NZ also have been a great help in supporting the

Mirage brand. I must also credit David Creed in the UK who supplies the fins and rudders for the CHEINZ, and was instrumental in the concept and development of the long chine feature used in modern IOM's.

SMYC: Let's go back a few years. I've been curious for some time how you went from the wide decked and flared hull of EVO to sailing the much narrower CHEINZ proto to a nice result in the 2011 Worlds in West Kirby. I was under the impression that EVO was a relatively fresh design showing good results in Oz and then all of a sudden you are promoting this very different design. This is not an incremental evolution like CHEINZ to MOJO.

Jeff Byerley: The EVO to CHEINZ change came about when I decided in late 2010 to attend the Worlds in West Kirby at the end of May 2011. Brad Gibson attended the January 2011 Aussie Nats with his new Britpop prototype and demolished the fleet on the stronger wind days. With conditions at Kirby expected to be fresh winds with waves, I saw the potential in chined boats as Brad had designed. I was now using Maxsurf software with some degree of confidence by then and created a couple of versions; eventually going for one that had elliptical forward sections, unlike the more rounded sections on the Britpop.

After a hurried prototype build and sailing it at only two Saturday club events I was off to West Kirby. With this lack of sailing days since the Aussie Nats in January, I was not that confident. To say that I was happy with my results in Kirby is an understatement. The prototype was very good.

SMYC: It seems major championships look for stronger wind venues and all the new IOM designs since Britpop handle big wind and waves better while being OK in lighter winds. And Dave Creed's wider Lintel stands out before the Britpop as a big wind and wave boat. Why are the narrow boats with chines so good?

Jeff Byerley: I think it is a combination of the narrower hull with tumblehome from the chines (less windage), and generally refinement of hull design. Also being helped by rig and sail development. I think it is worthwhile to note that not all of the "new generation" chine type boats are regatta winners. Still need to get the overall package right!



Rob Nelson's MOJO is having some nice early results in New Zealand, including a close 2nd at 2014 NZL Nationals.

SMYC: It is one thing to design and build a new prototype; but to get the fin, mast, and bulb placement optimized for a major regatta can take some serious time on the water fine-tuning. It sounds like you got it right on paper from the beginning. How?

Jeff Byerley: Well the fin placement is something that I have not changed much from the early days. In fact it is exactly the same as the COCKATOO! One sometimes challenged opinion is that the further back

in the boat you have the fin the faster the boat, as long as it can tack OK. My only change from previous designs is the bulb position to suit the c/b factor of the hull design.

SMYC: OK. How did you establish the fore-aft bulb placement and bulb cant?

Jeff Byerley: I do it by simply floating the rigged boat in the neighbour's pool. Bulb cant has been the same since the COCKATOO days.

SMYC: I've noticed a trend where some designs are placing trim ballast so their transom sits down in the water a few millimeters instead of just barely out of the water. What is your guide for CHEINZ's trim ballast? How much trim ballast is typical?

Jeff Byerley: Yes, the current thinking amongst some designers (of big boats as well), is that stern down trim at rest is not detrimental. I do have the CHEINZ and MOJO with the stern down around 2mm. When the boat is moving this is negated.

Typical ballast required is around 250-260gms with 150gm battery pack.

SMYC: What inspired MOJO?

Jeff Byerley: Late at night when I got bored with making boats at about 10.30PM, I would crank up the Maxsurf programme and start doodling. After some time I had the feeling that MOJO has the characteristics of a fast boat. The design produced numbers proven to be consistent with the on water performance. Compared to the Cheinz she has a narrower stern and a flat-bottomed U section forefoot. The narrower stern allows the bow to lift to windward when pressed hard rather than as with the old wider stern type of boat, which pushes the bow to leeward. (My new Marblehead design has the same features).

The MOJO has a moderately high prismatic, but not too high that it loses it's light wind potential. The prototype trialed a new design fin and rudder, but I have gone back to a proven type and this has allowed the hull to really show it's potential. I have retained the above deck sheeting system from previous designs as I find this less troublesome and much easier to work on if the winch needs attention. Now using a plastic lid for internal access.

Prior to the MOJO some of the characteristics were used on the CORBY, a design I drew up for Ian Dundas (Scotland), for a timber build. Quite a number of these boats have been built and are sailing very successfully.

SMYC: I'm curious why you opted for more elliptical forward hull sections on CHEINZ over more the rounded sections on the BRITPOP example. And then why on MOJO the forward sections were more a flat-bottomed U section forefoot.

Jeff Byerley: The CHEINZ as stated earlier was designed for likely conditions at West Kirby. The fact that it has proved to be more than competitive in other conditions is a bonus. I felt that the elliptical sections would be good. With the MOJO I have used another type of forward section, which is proving to be very good also when combined with other features, i.e., narrow stern etc. As Bruce Farr once said, there is nothing new in boat design, just how it is used.



AUS 1366 is a new MOJO conveniently built during this interview providing close-up photos. Photo Jeff Byerley.



A view from the aft quarter of the new MOJO, and that is one long skinny (high aspect ratio) rudder. Photo Jeff Byerley.



A view from above of the new MOJO, and you can see the rudder servo is placed well aft. Photo Jeff Byerley.

SMYC: The Britpop and Kantun S designs received a lot of deserved recognition for their top finishes at 2013 Worlds in Israel. Also notable is the 3rd place finishing CHEINZ sailed by Søren Andresen of Denmark, which is a very nice breakthrough for him because you don't see his name at the top of major international events. Also USA skipper Gary Boell sailed his CHEINZ to a 13th place in his first Worlds. Care to list some MOJO results from major regattas? What's the strength of MOJO compared to CHEINZ, which is pretty well known around the globe now?

Jeff Byerley: The MOJO is just getting up and running as far as the production boat goes, but it's initial results have been more than encouraging. Wins in NZ regattas and a second placing in the NZ Nationals behind a Britpop and ahead of Ian Vickers with his V8 have been achieved. Compared to the CHEINZ I would say that in stronger breezes it matches and in light winds it is superior.

SMYC: MOJO's deck is configured a little differently than CHEINZ with the RMG now centered. Now you have a plastic lid instead of deck patch to access the battery, which coming from a wet climate I would prefer. I assume that with the original CHEINZ the RMG winch and battery were next to each other laterally centralizing the weight fore and aft, and now these heavy components are aligned near centerline with battery behind RMG?

Jeff Byerley: Yes, that is correct. No great change in c/g, and then it is fine tuned with trim ballast.

SMYC: What RMG model do you use and what drum. Also I notice your earlier CHEINZ decks tended to have a clear plastic cover over the drum, but your later ones and MOJO don't. Did mainsheet snagging somehow resolve itself by placing the drum near centerline under the vang?

Jeff Byerley: I set the boat up with an RMG 280 ES with a 32mm self-tensioning drum. The choice of having a cover is up to the owner, but the new winch position does seem to minimize the need for a cover.

SMYC: So Creed is your foil supplier for CHEINZ as you mentioned earlier, he must make a lot of foils. Who provides MOJO's foils and why the change? And I notice that CHEINZ has a rectangular rudder profile, and MOJO has a skinnier longer profile. Is this the same rudder area?

Jeff Byerley: David (Creed) will be providing the fins for the MOJO to my own design. I make the MOJO rudder, which is a longer skinnier version similar to the COCKATOO rudder.



Søren Andresen rounding the leeward gate in 2-rig at 2013 Worlds in Israel. He finished a very respectable 3rd place with his CHEINZ, and admits to surpassing his own expectations. Søren is also the designer of the IOM LAERKE in 2003, and I've seen photos of her crafted to a high level in wood. I've since learned that Søren has built seven wood IOMs, and the most successful is Sirius in which he has won some Danish and Nordic championships. Photo © Hanneke Gillissen Pont.

SMYC: Tell us about you bulb. Are your bulb shapes evolving?

Jeff Byerley: Not recently, the bulbs are the same as those from previous designs. 340mm long.

SMYC: Your boats receive a very nice paint finish. Do you paint your own boats? Any tips for our readers?

Jeff Byerley: Yes I do paint my boats. I use 2-pack polyurethane and give them a buffing when cured. The boats are moulded with the undercoat sprayed into the mould and when assembled are spot undercoated where needed, then the finish coats applied. I recommend that owners wipe their boats down after sailing with a chamois or sponge, especially if sailed in salt water.

SMYC: I noticed Gary Boell's morning ritual for his CHEINZ at race sites recently. After he treats the bottom with a fine polishing compound he adds a little wax to the deck (only), and then he applies his deck patch dry. But only after he has stuck the patch on his pant thigh a few times to remove some of the adhesion. The patch was drum tight. I think he said this process was a suggestion from you?

Jeff Byerley: Applying wax to the deck limits the deck patch grabbing too much and becoming difficult to remove. Gary's trick of taking some of the tackiness off the patch is a good idea. Some sticky-back has very "sticky" glue!



USA's Gary Boell close reaching in some agitated water in 2-rig at 2013 Worlds in Israel. He finished in 13th with his Cheinz – 2nd highest American. His Mirage sails look great here, although I prefer telltales on my sails. Photo J. Warren Bower.

SMYC: Mirage Radio Yachts also makes some pretty nice Mylar sails. How long have you been a sailmaker? Does Paul Jones use your sails too?

Jeff Byerley: I have been making sails as long as I have R/C boats. It is a more complex job than some appreciate. Paul has used Mirage sails on all my boats.

SMYC: Are your sail shapes or sail construction evolving like your boats? Do you get input from Paul Jones or others?

Jeff Byerley: Yes they are evolving. This is partly due to hull design where some hulls can use a different camber etc., and also feedback from a couple of skippers.

SMYC: You are really prolific in the number of new IOM (and M) designs that you produce and you are obviously efficient at it. How do you pay the bills if you are in new hull development so much of the time?

Jeff Byerley: I ask myself the same question, but the number of boats put into production is not that great. A lot are for testing design theories.

SMYC: Other than the move to Tasmania, what do you see next for Mirage Radio Yachts?

Jeff Byerley: A time to further develop the CHEINZ and MOJO in regard to rigs and sails. Also I will be working on the new Marblehead. I do enjoy this boat and applaud the encouragement of Brad Gibson in the UK to foster class growth. Wish we could do the same here, but the tyranny of distance does not help with boats scattered over our large country. Very hard to get a good fleet together! After my move to Tassie I hope to become more involved in Marbleheads, as they have a good-sized fleet there.

Rob Nelson, NZL27, on Jeff Byerley and his products:

I meet Jeff in 2010 at the New Zealand nationals. New to radio yachting at the time I quickly had good success at club level. At the nationals I fell apart and Jeff put his hand out and got me back on track. Since then we have become great friends. Without his knowledge and guidance I would not have achieved the goals I set myself and he still gives plenty of advice on my current goals. Because of his efforts in development I have been ranked top Kiwi now for three years. It is a bit like the master and the apprentice. When Jeff told me in the middle of 2011 he was designing a boat with chines I ordered one there and then.

In early 2012 I received my CHEINZ and the boat was sensational from day one. It dominated here in New Zealand winning ten out of the twelve contests entered. I have now gone to the MOJO as I feel it is important to stay on the front foot in the design race. So far here I have sailed MOJO in the Wellington Regional champs with a convincing win, and a tight second in the 2014 NZ Nationals.

The MOJO is showing to be very strong in the lower end of the rigs and can still run with the CHEINZ at the top of the range giving a good all round boat. Downwind speed in waves appears to be a strong point but from my observations Jeff's boats are always good running.

Søren Andresen, DEN 93 on Jeff Byerley and his products:

The first time I really talked with Jeff was at the WC in Marseille in 2007, when I was sailing one of my own designs with very little success. It ended up with me ordering a boat, and in the spring of 2008 I received the Mad Max that I used at the EC2008 in Dubrovnic. We had three skippers with Mad Max's, and we helped each other refine our trim.

For the 2010 EC in Pierrelatte we stayed at the same little hotel in town, and I spent quite some time with Jeff. I had a really good time, as Jeff is a great guy to be around. Yes, he can get angry and be a bit loud, but when I think of him it is always with a smile.

For the 2011 WC in West Kirby, I was fortunately enough to share a flat with Jeff, along with Ian Vickers and Paul Goddard from NZL. It was 10 days with a lot of laughs, discussions of boats, and some good food and drinks. One thing I can say, is that when you spend time with Jeff he "takes the Mickie" out of you, when ever he can. Since I was the only none native English speaking, many of the laughs were on me, but it was always done with a smile and I never felt bullied.

In 2013 I got a Cheinz that I used for the WC in Israel. The result with me finishing 3rd is well above my own expectation, and I credit Cheinz for that. I will be using the Cheinz for the EC this year, because I still think it is good boat, and I know how to sail and trim it. The strong side of the Cheinz is downwind, where I think it is one of fastest around, but that was also the same with the Mad Max.

Over the years since the Mad Max, I have regularly been in contact with Jeff. Not only to order new sails, but we have also been discussing boat and sail design over the years Jeff is also good about checking that all is well here. I'm really pleased that Jeff have been given a guest spot, for the up coming EC on Lake Garda, and I'm looking forward to be catching up with Jeff on how things are.



Søren Andresen and his CHEINZ rigged with Mirage sails on the Med at the 2013 Worlds in Israel. Photo © Hanneke Gillissen Pont.

Last Revision 7/22/14

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 – Farrell Frozen Finger 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	DPMYC – Cowboy Up Regatta	Ellensburg, WA	Steve Young	(253) 202-6840
4/13	11PM – 4PM	DPMYC – Sunday Regatta	Bowman Bay	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	Bowman Bay	Julian Lee	(360) 299-2900
4/27	Noon – 4PM	DPMYC – Sunday Regatta	Bowman Bay	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	Bowman Bay	Julian Lee	(360) 299-2900
5/18	Noon – 4PM	DPMYC – Sunday Regatta	Bowman Bay	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	Bowman Bay	Julian Lee	(360) 299-2900
6/1	Noon – 4PM	DPMYC – Sunday Regatta	Bowman Bay	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	Bowman Bay	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 – Father's Day Challenge	Bowman Bay	Julian Lee	(360) 299-2900
6/22	Noon – 4PM	DPMYC – Sunday Regatta	Bowman Bay	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	Bowman Bay	Julian Lee	(360) 299-2900
7/6	Noon – 4PM	DPMYC – Sunday Regatta	Bowman Bay	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	Bowman Bay	Julian Lee	(360) 299-2900
7/20	Noon – 4PM	DPMYC – Sunday Regatta	Bowman Bay	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	Bowman Bay	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 – Bowman Bay Benefit (COW)	Bowman Bay	Julian Lee	(360) 299-2900

CanAm #4)					
8/17	10AM – 2PM	SMYC – Regatta #6	Coulon Park	Bob Wells	(206) 232-9036
8/18	Noon – 4PM	DPMYC – Sunday Regatta	Bowman Bay	Julian Lee	(360) 299-2900
8/25	Noon – 4PM	DPMYC – Sunday Regatta	Bowman Bay	Julian Lee	(360) 299-2900
9/1	Noon – 4PM	DPMYC – Sunday Regatta	Bowman Bay	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	Bowman Bay	Julian Lee	(360) 299-2900
9/15	1PM – 4PM	DPMYC – Sunday Regatta	Bowman Bay	Julian Lee	(360) 299-2900
8/18	Noon – 4PM	DPMYC – Sunday Regatta	Bowman Bay	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	Bowman Bay	Julian Lee	(360) 299-2900
9/23	Noon – 4PM	DPMYC – Sunday Regatta	Bowman Bay	Julian Lee	(360) 299-2900
9/27-29	See NOR	DPMYC – Cranberry Caper	Bowman Bay or Cranberry Lake TBD?	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
Every Sunday & Wednesday all year!	Noon – 4PM	DPMYC – Sunday Regatta	Cranberry Lake (or Bowman Bay)	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 issues with description & cover image for each.

http://wcmyma.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://www.iomireland.org> (IRL) Has a link for all our issues with description & cover image for each.

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