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The Seattle IOM Update

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



The start of one of 33 races at the Bowman Bay Benefit Regatta in Deception State Park with the tide in, and this time port tackers #73 Steve Young and #71 Dave VanAmberg (sailing an Eldred ERRICA) couldn't cross. The light wind was freaky consistent both days of this summertime regatta and the marine air kept us from getting too hot. After all the fun was over DPMYC donated \$1,000 from proceeds from this and one other regatta to the Deception Park Foundation to help maintain the chronically underfunded historic structures in the park. The 400' dock we are standing on is one of those historic structures. A feel good regatta indeed. Photo Wayne Martin.

IOM Eye Candy: Scott McConnell's nicely detailed and rigged Pikanto (hull/foils by DeJoop in NED) magically captured by Wayne Martin's lens at the Bowman Bay Benefit Regatta recently. I like the whole package here in this image, and that Scott was able to purchase this quality used boat from San Francisco and now he plays with us regularly. The San Francisco seller, Jess Atkinson, visits here occasionally to sail with us too. Wayne Martin photo.



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 established Victoria fleet sailing 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 and Wednesdays, 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 very convenient launch area, parking, restrooms, etc.
- **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 or Bowman Bay:** The Deception Pass Model Yacht Club has two venues. The winter 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 summer venue is the saltwater of Bowman Bay on Fidalgo Island, and this west-facing bay is just north of Deception Pass Bridge on SR 20. Follow the signs to the beach. Both of these venues offer quality sailing, great views, and great CCC built infrastructure. The views just driving here justify the trip. Go here for directions: <http://www.dpmc.org>.

After every race we're together laughing at ourselves in a pub, restaurant, or home; feeding our faces and somehow helping each other sail better. It is an essential part of all our programs. Find more Washington State IOM information as well as copies of our previous newsletters at: <http://www.ibextrax.com/Update/>.

2014 & 2015 Regatta Schedules: (2015 Schedules are being formed)

2014 & 2015 SMYC IOM & PacNW Regional Schedule: Go to the last pages of this newsletter for our comprehensive schedule with many local and regional regattas. We work together to coordinate all the weekend IOM sailing in Washington State, including Gig Harbor MYC and the Deception Pass Model Yacht club. We actively coordinate with 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 and or Gig Harbor MYC see: <http://www.ibextrax.com/RC2014/>.

For Deception Pass MYC see: <http://www.dpmc.org>.

2015 COW CanAm Series Regional Schedule: 2015 will be the fourth year of our annual cross-border series, the brainchild of Lawrie Neish. Four great regattas are planned - the same great line up of regattas we sailed in 2014 as follows:

- Mar 28-29, 2015 Beaver Fever at Beaver Lake in Victoria, BC. (Also CAN Westerns)
- June 5-7, 2015 Canadian Nationals at Saltspring Island Sailing Club, BC.
- July 17-19, 2015 Hood River Carnage at Hood River, OR
- Sept 12-13, 2015 Bowman Bay Regatta at Deception Pass State Park, WA

For more regatta detail you can go to the last pages of this newsletter for our comprehensive schedule or NORs as they appear will be published here: <http://www.ibextrax.com/RC2014/>.

2014 & 2015 USA Schedule: For ranking regattas and other multi-day regattas around the USA and Canada go here: <http://www.iomusa.org> and click on 2014/15 Calendar.

Washington State IOM Regatta Reports:

2014 COW CanAm Series Results

Bob Wells Reporting & Jerry Brower Scoring:

After regattas at four venues over five month with ten days sailing 113 races it comes down to the last race of the last day to determine the winner of the series. Jerry Brower is our new champion for his first time as he nudged out Joe Damico on the last race of the last regatta of our annual series. Actually they tied after the one throw-out, but on the count back Jerry had a 1st and Joe a 2nd so the series goes to Jerry. Joe and Jerry were also the only skippers that raced all four regattas so they are most deserving in my book, but they sailed consistently well too.

All the regattas were well-managed and social successes as well as providing fun competition. We need to do this again. Our tentative 2015 COW CanAm schedule is listed in the previous article.

With one throw out			BFR		WCC		HRC		BBB		T/B	1pt for every boat you beat + 1pt for competing				
pls			total	pls	pts	pls	pts	pls	pts	pls	pts	pls		total		
1	Jerry Brower	Lake Stevens, WA	56	4	19	10	19	9	10	1	18	1	27	Bob Lewis	Vancouver, BC	15
2	Joe Damico	Sequim, Wa	56	6	17	7	22	11	8	2	17	2	28	Dave VanAmburg	Anacortes, WA	14
3	Graham Herbert	Hornby Is, BC	48	1	22	3	26					1	29	Bob Dunlap	San Jose - CA	14
4	Julian Laffin	Hornby Is, BC	47	3	20	2	27					2	30	Adrian Harrison	Victoria, BC	14
5	Andy Slow	Hornby Is, BC	44	2	21	6	23					2	31	Ron Blackledge	Portland - OR	13
6	Bob Wells	Mercer IS, WA	43			9	20	12	7	3	16	3	32	Kurt Wells	Seattle - WA	13
7	Gary Boell	Pt. Richmond	41			5	24	2	17			2	33	Dale Chase	Hornby Is, BC	13
8	Jess Atkinson	Alameda, CA	39			1	28	8	11			1	34	Bruce Andersen	Boise - ID	12
9	Martin Herbert	Saltspring Is, BC	34	10	13	8	21					8	35	Vic Childs	Anacortes, WA	12
10	Steve Young	Tacoma, WA	32			15	14	13	6	7	12	13	36	Mark Gilbert	N Vancouver, BC	12
11	Peter Stevens	Sidney, BC	29	7	16	16	13					16	37	Scott McConnell	Lynwood, WA	12
12	Peter Sternberg	Redmond - WA	28					6	13	4	15	6	38	Stan Schofield	Nanaimo, BC	11
13	Mark Golison	Long Beach, CA	25			4	25					4	39	David Seager	Victoria, BC	10
14	Kelly Martin	Bellingham, WA	25			13	16	10	9			10	40	Bob Copley	Port Alberni, BC	9
15	Larry Stiles	Sedro Wooley	24			18	11			6	13	6	41	Mike Doherty	Anacortes, WA	8
16	John Ebey	San Rafael - CA	18					1	18			1	42	David Taylor	Saanichton, BC	8
17	Nigel Ashmann	Vancouver, BC	18	5	18							5	43	Craig Rantala	Sequim, WA	5
18	John Ball	Parksville, BC	18			11	18					11	44	Bill Wright	Alameda - CA	5
19	Roger Kibble	Saltspring Is, BC	18	12	11	22	7					12	45	Ole Andersen	Saltspring IS, BC	5
20	Bill Langjahr	Anacortes, WA	18	15	8			15	4	13	6	13	46	Matt Law	Calgary, AB	4
21	David Cloud	Hornby Is, BC	18	16	6	17	12					16	47	David Cook	Victoria, BC	4
22	Al Finley	Brentwood, CA	17			12	17					12	48	Stacey Wilson	Bainbridge I.	4
23	Jeff Weiss	Costa Mesa - CA	16					3	16			3	49	Denis Pitts	Clinton, WA	3
24	Julian Lee	Fidalgo Is, WA	16	14	9					12	7	7	50	Steve Bechtold	Anacortes, WA	2
25	Morgan Dewees	Portland - OR	15					4	15			4	51	Rich Cushing	Anacortes, WA	1
26	Fred Herfst	Sidney, BC	15	8	15							8	52	Andrew Baak	Calgary - CAN	1
BFR=Beaver 3/22-23. WCC=Saltspring 6/6-8. HRC=Hood 7/18-20. BBB=Bowman 8/9-10.												53	Gerald Nutter	Nanaimo, BC	1	

Deception Pass MYC's Wednesday Regatta (7/16/14)

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

Larry Stiles Reporting & Scoring:

Maggie told me that it was 90 degrees at home in Sedro Woolley under a cloudless sky. Some folks think that's way too hot. So what's one to do? Why of course, you get yourself to the seashore where those handsome older gentlemen are racing the really fast little sailboats. That will be much more interesting than fishing.

We were greeted with a steady 5 mph breeze out of the west that backed and clocked just enough to keep it interesting and allowed us to log 18 very competitive races. The day was concluded with a very nice post race get together with beer and chips where weighty matters were pondered and different IPA's were compared. On the business side we decided that 11:00AM (Recently adjusted to 11:30 – Editor) would be the start time for both Wednesday and Sunday for the near future. An earlier start gives use a much better chance of getting in a full days worth of racing.

Position	Skipper	Sail #	Club/City	Hull	Freq	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1	Jerry Brower	42	DPMYC	Fraktal		24.0	1.0	3.0	1.0	3.0	2.0	2.0	1.0	1.0	3.0	2.0	1.0	2.0	2.0	3.0	4.0	1.0	1.0	1.0
2	Dave VanAmburg	71	DPMYC	Erica		30.0	2.0	1.0	2.0	1.0	1.0	1.0	5.0	2.0	4.0	3.0	1.0	5.0	1.0	1.0	3.0	4.0	5.0	
3	Larry Stiles	156	DPMYC	Cheinz		37.0	4.0	4.0	8.0	2.0	3.0	3.0	2.0	4.0	1.0	1.0	2.0	4.0	1.0	5.0	2.0	2.0	2.0	4.0
4	Vic Childs	198	DPMYC	Widget		53.0	5.0	8.0	4.0	5.0	4.0	5.0	3.0	3.0	2.0	4.0	5.0	3.0	4.0	2.0	3.0	4.0	5.0	2.0
5	Mike Doherty	142	DPMYC	Glam Rock		57.0	3.0	2.0	3.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	4.0	5.0	3.0	4.0	5.0	5.0	3.0	3.0
6	Rich Cushing	31	DPMYC	Soling 1 Meter		92.0	6.0	5.0	5.0	7.0	6.0	7.0	6.0	6.0	6.0	7.0	7.0	6.0	7.0	7.0	6.0	6.0	6.0	7.0
7	Steve Bechtold	28	DPMYC	Soling 1 Meter		96.0	7.0	6.0	6.0	6.0	7.0	6.0	7.0	7.0	7.0	7.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	6.0

Gig Harbor MYC's – Regatta #6 (8/2/14)**Gene Coulon Memorial Beach Park on Lake Washington in Renton, WA**

Bob Wells Reporting and J. Warren Brower Scoring:

With the Surprise Lake docks closed for what appears to be extended repairs we moved the venue at the last minute to Coulon Park. We failed to note this was SeaFair celebration with unlimited hydro's running and the Blue Angels performing, and we had partying powerboats everywhere including tied along "our" dock. We managed to run our races, but let's not make this mistake again. The biggest of many problems is parking. Late arriving Peter Sternberg couldn't find long-term parking and left before racing. Late arriving Steve Young thought he left early due to only finding 2-hour parking, but weed drifted in just after he left and we shut it down one hour early.



Waiting to sail on our crowded Coulon Park venue during SeaFair; a weekend we need to avoid in the future. Normally we have the whole 300' walkway open for radio sailing and we would be preparing to race when this image was taken. The stinkpots did eventually leave so we could sail. It took a big displacement boat wave to motivate the drowsy partiers tied up in our launch area, but after it slammed hard on the dock they were abruptly roused. Ron Hornung photo.



SMYC's most creative IOM is Ron Hornung's custom designed and built USA 777 "21 Grams". Considering the Viking ship graphics, and the "planking" extends to hull bottom, Ron must live in Ballard – "Ya you betcha" I guessed right. I get the Boeing airplane reference too in the distinctive sail number. J. W. Brower photo.

The other problem was parking Joe's car and boat trailer, as without his dinghy we can't set a racecourse. The normal near empty trailer parking was full so Joe took one public stall for the trailer and one for his car. A few people didn't appreciate it. Somebody sabotaged his padlock on the trailer, and we had to cut it off. And the park gave him a fine, which we all took a collection for and that is covered.

The tight racing was very similar to SMYC #5 the week before with NW winds, so reference that report. It is August and weed was more a factor this time, and we had a little more wind in the first half of sailing then lighter with less chop to end the day. This time Kelly was Kelly and back to his familiar top spot. Last weeks winner, Joe Damico, was still fast, but too many penalty turns at the front in some early races cost him. Scott did a great job as PRO again. We had a rousing good time at our pub after.

	Skipper	Sail	Home Port	Hull	Score	1	2	3	4	5	6	7	8	9	10	11
1	Kelly Martin	77	Bellingham, WA	V8	18.0	1.0	1.0	7.0	1.0	2.0	1.0	5.0	1.0	1.0	5.0	8.0
2	Jerry Brower	42	Lk Stevens, WA	FRAKTAL	28.0	2.0	2.0	6.0	2.0	4.0	6.0	2.0	6.0	8.0	2.0	2.0
3	Joe D'Amico	86	Sequim, WA	britPOP!	29.0	5.0	6.0	1.0	4.0	1.0	7.0	4.0	4.0	2.0	3.0	5.0
4	Bob Wells	7	Mercer Is, WA	britPOP!	36.0	4.0	5.0	5.0	3.0	6.0	8.0	6.0	2.0	7.0	1.0	4.0
5	Larry Stiles	156	Sedro Woolley	CHEINZ	37.0	3.0	3.0	2.0	5.0	7.0	5.0	8.0	5.0	3.0	4.0	11.0
6	Scott McConnell	60	Lynnwood, WA	Pikanto	38.0	6.0	8.0	3.0	7.0	3.0	2.0	3.0	11.0	6.0	7.0	1.0
7	Ron Blackledge	217	Portland, OR	britPOP	48.0	15.0	9.0	4.0	6.0	9.0	3.0	7.0	3.0	4.0	12.0	3.0
8	Byron Pimms	47	Seattle, WA	ISIS II	65.0	7.0	4.0	8.0	10.0	5.0	4.0	10.0	8.0	10.0	9.0	13.0
9	Michael Holly	58	Bellevue, WA	FRAKTAL	81.0	10.0	7.0	13.0	9.0	11.0	10.0	12.0	9.0	5.0	8.0	12.0
10	Steve Young	73	Tacoma, WA	CHEINZ	85.0	15.0	15.0	15.0	15.0	15.0	11.0	1.0	7.0	9.0	6.0	6.0
11	Craig Rantala	12	Sequim, WA	SKA	88.0	9.0	10.0	9.0	8.0	8.0	14.0	13.0	13.0	11.0	11.0	9.0
12	Ron, Hornung	777	Seattle, WA	Own	99.0	8.0	13.0	12.0	11.0	12.0	9.0	9.0	15.0	15.0	15.0	10.0
13	Rick Shattock	94	Milton, WA	Pikanto	100.0	11.0	12.0	11.0	12.0	13.0	13.0	14.0	12.0	12.0	10.0	7.0
14	Daryl Ruff	67	Bellevue, WA	Goth	107.0	15.0	11.0	10.0	13.0	10.0	12.0	11.0	10.0	15.0	15.0	15.0

GBR 11 Peters & May at Seafair: Sunday we watched the Seafair Cup unlimited hydro races on TV and rooted for GBR 11 Peters & May, which after getting to the finals didn't do much. They did fix a major mechanical failure to make a nice run to qualify for the finals. In the finals it appeared they had a second wrapped up when three boats jumped the gun, but somehow thirty minutes after the finish everybody had legal starts. Despite the appearance of arbitrary race management decisions, like many here I can't help but watch the local hydro races every year.

Seattle has hosted the Seafair Cup since 1951, and it is our biggest public party of the year, as well as a weeklong celebration that includes the US Navy Blue Angels as part of the show. Most of the unlimited teams are now based in the Seattle area so this is a big race on the circuit.

Leaders in global boat transport, Peters & May also sponsored our COW Cup regatta earlier this year. Our own Ron Hornung is a mechanic on the P & M team, and out connection with this organization. More about the UK based Peters & May here: <http://www.petersandmay.com>.



Here is a promo shot of the H-1 unlimited hydro GBR 11 Peters & May Racing parked in front of a battleship. Much more about this Seattle based racing team here: <http://www.u11racing.com>.



Organizer Julian Lee (green hat) has an ideal view of the weather mark at the Bowman Bay Benefit Regatta. At many venues a distant weather mark is hard to see, but not here with the control area perched 15' – 25' in the air. I found the slope of the railing perfect support for arms holding transmitters. Wayne Martin photo.

Bowman Bay Benefit Regatta & COW CanAm Series #4 (8/9-10/14)

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

Bob Wells Reporting:

It is so rare to radio sail in a steady light 2-4 knot breeze, but those were the conditions for 32 of our 33 races at the scenic Bowman Bay venue in Deception Pass State Park. There was not a fluky shift to be found, just the occasional modest shift that you could note before you start. Our control area is perched 15'-25' in the air at the end of the 400' dock so visibility is as good as it gets without a magic carpet. And it is a treat to check your twist by bringing your boat close to the dock and looking down. This is the height of summer and the sun shined every regatta day and this time the Pacific NW marine air was welcome because it moderated the temperatures so we didn't get too hot. Typical summer conditions maybe for the locals, but it was magical racing for those that don't visit often.

Friday was measurement day with practice sailing available, and weed was a problem at times I'm told. I was the last to check in and when I started sailing at 3:00PM the weed had cleared. Sailing and the scenery were perfect as was the warm light for taking photos. We finished the day laughing with each other at a no-host pizza parlor dinner. Anticipation was high for some great single-heat racing. A lot of great single-heat racing as it turned out.

Early Saturday morning weed was "as bad as it gets" with the minus tide and organizer Julian Lee was concerned. His concern in this area didn't last long as the tide line crept in helped by the onshore breeze, and slowly collected the weed then deposited it onshore well before start time. The fog burned off early too, and sailing conditions were back to perfect light air interrupted by the occasional weed. The technique for weed control is to back your boat down before the start, and if it is there it floats away. This is surprisingly easy in this flat water and steady breeze. Weed remained an occasional issue through the regatta. If a top guy had a finish in the teens, most likely he snagged weed. This occurred for each of us 10 – 15% of the races on average by my math, which is manageable. DPMYC used a system of three races in a row then provided a 10-minute break before the next series of races, and this structure provided

lots of races and predictability for the long break. Racing was serious yet courteous and very friendly. Sunday was a repeat of Saturday without the tide line or fog to burn off.



Looking west down the Bowman Bay dock where our control area was at the widened area at end of the 400' dock and our launch area is on the left. Tide is out and the ramp to the launch float can get steep, but thankfully it has a good non-skid surface. We sailed on the left or south side while crabbers took the north side. Bob Wells photo.



Downwind in the freaky steady light breeze. My strategy was to stay out of the middle of the pack where things slowed and to try to find the slightly lifted edge as in this case (I'm the yellow one). I didn't worry about inside overlap until we approached the leeward mark – I just tried to keep moving faster than the pack. Wayne Martin photo.



Close action at the leeward gate, which was typical with few breakaway wins. Tide is in. Wayne Martin photo.

With this light and consistent wind coupled with our elevated viewing we could maneuver very close to other boats with few issues. Overlaps were easy to call, as was mark room. Regatta winner Jerry Brower in particular shined in these close quarters with his boat handling and knowledge of how to employ the RRS to advantage. He schooled me more than once I have to admit – in public for all to see. Joe Damico led after the first day where he could point higher and faster than anybody. Maybe getting lost in discussion and then losing his boat under the barnacle-encrusted piers cost him this regatta. As during the rescue a shroud was broken and he never regained his special pointing ability. Racing was close as this fleet is improving. Nine different skippers scored wins, and the most popular ones went to Kurt Wells and local Vic Childs.

Julian Lee didn't just organize this regatta, but also hosted the Saturday evening party at his house following the racing. The well-attended party included a potluck dinner on their quintessential Pacific Northwest property, where the Lee's live near the edge of the park with elevated southwesterly views of Bowman Bay and the Straits of Juan de Fuca. In every sense this was a feel-good event, including the benefit part where the regatta contributed \$1,000 (including proceeds from the Father's Day Regatta) to the Deception Pass Foundation. Deception Pass State Park is over 4,134 acres and has 120 historic structures, and the Foundation helps maintain these chronically underfunded treasures. I caught a glimpse of one of the Foundations recently renovated park structures on the drive to the bay, as the fresh large custom cedar shakes to original spec are unmistakable.

What about the one race that I downgraded in the first paragraph. That one went very light for the last half to the finish, but it wasn't fluky and the wind never totally shut down. You see when conditions get so nearly perfect I get extra critical. In a year where I have attended a number of excellent feel-good IOM regattas, this one stands out. Thank you DPMYC, and see you September 27-29 for the Cranberry Caper (hopefully on Bowman Bay).

Summary of the 2014 Bowman Bay Benefit Regatta:

Class: IOM

Date: August 9-10, 2014

Location: Bowman Bay in Deception Pass State Park, Washington State

Host Club: Deception Pass Model Yacht club

Entries: 18

Seattle Model Yacht Club

Winds: Max 7.0 knots, Avg. 2.5 knots.

Races Completed: 33

Scoring System: 2007 HMS, scoring version 2.0

Regatta Committee & Valuable Assistants: Julian Lee – Organizer & PRO; Jean Lee & Collie Martin – Scorekeepers; Larry Stiles – measurement; Ray Fiedler, Trish Bechtold, & George Way – Race Officers; Julian & Jean Lee – Hosts for party; Collie Martin – registration; Wayne Martin – photographer.

Wayne Martin's photos here: <http://www.ibextrax.com/RC2014/0809BBB/WM>

Wayne Martin's Videos here: <https://www.youtube.com/user/IBEXtrax/videos>

Pis	Skipper	Sail	Home Port	Design-Designer	Score	1	2	3	4	5	6	7	8	9	10	11	12	13
1	Jerry Brower	42	Lk Stevens, WA	FRAKTAL-G Bantock	81.0	4.0	9.0	4.0	14.0	1.0	3.0	2.0	2.0	1.0	8.0	2.0	2.0	9.0
2	Joe D'Amico	86	Sequim, WA	britPOPI-BG Vinaixa	82.0	10.0	3.0	1.0	5.0	2.0	1.0	19.0	4.0	4.0	1.0	1.0	8.0	1.0
3	Bob Wells	7	Mercer Is, WA	britPOPI-BG Vinaixa	101.0	3.0	10.0	2.0	1.0	12.0	4.0	1.0	6.0	3.0	6.0	5.0	5.0	3.0
4	Peter Sternberg	18	Redmond, WA	V8-Ian Vickers	107.0	2.0	1.0	3.0	2.0	4.0	8.0	6.0	8.0	2.0	5.0	3.0	1.0	4.0
5	Dave VanAmburg	71	Anacortes, WA	Ericca-M Firebrace	134.0	1.0	8.0	6.0	15.0	5.0	2.0	8.0	5.0	9.0	2.0	4.0	3.0	5.0
6	Larry Stiles	156	Sedro Woolley	CHEINZ-Jeff Byerley	177.0	7.0	13.0	5.0	4.0	9.0	7.0	4.0	3.0	14.0	7.0	6.0	4.0	6.0
7	Steve Young	73	Tacoma, WA	CHEINZ-Jeff Byerley	183.0	5.0	4.0	8.0	3.0	8.0	10.0	3.0	12.0	5.0	9.0	8.0	10.0	7.0
8	Ron Blackledge	208	Portland, OR	FRAKTAL-G Bantock	205.0	15.0	16.0	14.0	10.0	3.0	19.0	12.0	10.0	10.0	3.0	7.0	6.0	12.0
9	Kurt Wells	25	Seattle, WA	Topiko-G Bantock	219.0	6.0	14.0	11.0	6.0	10.0	9.0	7.0	1.0	6.0	4.0	12.0	14.0	14.0
10	D Vic Childs	198	Anacortes, WA	Widget-Chris Dicks	262.0	9.0	15.0	15.0	9.0	15.0	13.0	10.0	15.0	7.0	13.0	9.0	16.0	15.0
11	Mike Doherty	142	Anacortes, WA	Glam Rock-B Gibson	265.0	8.0	12.0	9.0	7.0	6.0	6.0	15.0	13.0	11.0	12.0	15.0	13.0	10.0
12	Julian Lee	40	Whidbey Is, WA	V8-Ian Vickers, Proto	269.0	12.0	2.0	12.0	12.0	11.0	5.0	5.0	14.0	8.0	10.0	11.0	11.0	11.0
13	Bill Langjahr	88	Anacortes, WA	CHEINZ-Jeff Byerley	269.0	11.0	11.0	10.0	16.0	14.0	11.0	16.0	9.0	17.0	11.0	10.0	7.0	8.0
14	Craig Rantala	12	Sequim, WA	SKA-Brad Gibson	359.0	16.0	5.0	17.0	13.0	13.0	12.0	13.0	11.0	13.0	15.0	13.0	12.0	13.0
15	Scott McConnell	60	Lynnwood, WA	Pikanto-G Bantock	366.0	13.0	6.0	7.0	8.0	7.0	15.0	9.0	7.0	12.0	14.0	14.0	9.0	2.0
16	Denis Pitts	57	Clinton, WA	Goth-Frank Russell	408.0	17.0	7.0	13.0	11.0	16.0	19.0	11.0	17.0	15.0	16.0	17.0	17.0	19.0
17	Steve Bechtold	10	Anacortes, WA	Ericca-M Firebrace	420.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0
18	Rich Cushing	118	Anacortes, WA	Vector-G Bantock, SE	434.0	14.0	19.0	16.0	17.0	17.0	14.0	14.0	16.0	16.0	17.0	16.0	15.0	16.0

Pis	Skipper	Sail	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	Score
1	Jerry Brower	42	1.0	5.0	2.0	15.0	2.0	4.0	2.0	6.0	1.0	4.0	1.0	6.0	1.0	3.0	1.0	9.0	1.0	1.0	2.0	9.0	81.0
2	Joe D'Amico	86	2.0	2.0	3.0	3.0	10.0	2.0	1.0	8.0	3.0	2.0	3.0	3.0	2.0	5.0	2.0	8.0	2.0	8.0	4.0	4.0	82.0
3	Bob Wells	7	3.0	6.0	14.0	12.0	1.0	5.0	4.0	1.0	2.0	5.0	2.0	4.0	5.0	1.0	5.0	10.0	14.0	4.0	3.0	1.0	101.0
4	Peter Sternberg	18	4.0	1.0	1.0	4.0	9.0	13.0	16.0	2.0	4.0	3.0	8.0	2.0	11.0	2.0	7.0	3.0	16.0	2.0	14.0	6.0	107.0
5	Dave VanAmburg	71	7.0	11.0	4.0	13.0	3.0	1.0	7.0	5.0	9.0	8.0	4.0	1.0	8.0	4.0	4.0	12.0	7.0	9.0	1.0	3.0	134.0
6	Larry Stiles	156	6.0	3.0	15.0	6.0	8.0	3.0	6.0	4.0	12.0	1.0	12.0	9.0	6.0	7.0	11.0	4.0	12.0	7.0	11.0	11.0	177.0
7	Steve Young	73	11.0	7.0	5.0	9.0	4.0	10.0	12.0	17.0	6.0	6.0	5.0	5.0	12.0	13.0	8.0	2.0	9.0	3.0	6.0	7.0	183.0
8	Ron Blackledge	208	9.0	10.0	10.0	1.0	6.0	16.0	9.0	12.0	10.0	7.0	6.0	10.0	4.0	6.0	10.0	5.0	3.0	5.0	7.0	2.0	205.0
9	Kurt Wells	25	13.0	4.0	7.0	14.0	11.0	6.0	3.0	10.0	5.0	13.0	17.0	11.0	7.0	11.0	9.0	6.0	4.0	10.0	12.0	5.0	219.0
10	D Vic Childs	198	12.0	12.0	11.0	11.0	13.0	8.0	10.0	7.0	7.0	9.0	9.0	7.0	3.0	15.0	15.0	1.0	6.0	6.0	5.0	10.0	262.0
11	Mike Doherty	142	5.0	9.0	12.0	8.0	7.0	11.0	8.0	9.0	8.0	10.0	14.0	14.0	10.0	10.0	12.0	13.0	5.0	14.0	8.0	13.0	265.0
12	Julian Lee	40	17.0	15.0	9.0	7.0	15.0	7.0	17.0	3.0	14.0	19.0	7.0	13.0	14.0	8.0	6.0	11.0	11.0	12.0	16.0	8.0	269.0
13	Bill Langjahr	88	10.0	8.0	6.0	2.0	5.0	9.0	5.0	13.0	13.0	12.0	10.0	8.0	9.0	12.0	14.0	14.0	8.0	11.0	15.0	12.0	269.0
14	Craig Rantala	12	15.0	14.0	13.0	10.0	16.0	12.0	13.0	11.0	17.0	14.0	11.0	16.0	16.0	14.0	17.0	15.0	13.0	13.0	10.0	17.0	359.0
15	Scott McConnell	60	8.0	13.0	8.0	5.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	366.0
16	Denis Pitts	57	16.0	17.0	17.0	17.0	19.0	17.0	11.0	15.0	11.0	16.0	16.0	15.0	15.0	16.0	13.0	19.0	10.0	17.0	13.0	16.0	408.0
17	Steve Bechtold	10	19.0	19.0	19.0	19.0	12.0	14.0	14.0	16.0	15.0	11.0	13.0	12.0	13.0	9.0	3.0	7.0	15.0	15.0	9.0	14.0	420.0
18	Rich Cushing	118	14.0	16.0	16.0	16.0	14.0	15.0	15.0	14.0	16.0	15.0	15.0	17.0	17.0	17.0	16.0	16.0	17.0	16.0	17.0	15.0	434.0

Bowman Bay Regatta - the Unauthorized "Inside" Story:

By Ron Blackledge

For you who missed the Bowman Bay Benefit this weekend it was a great event. Julian and his gang were EXCELLENT hosts. The weather was perfect and the natural scenery at Deception Pass State Park was stunning. A seal and bald eagle joined us for the show. You sail off a pier high above your boats and I have never competed in steadier wind.

For me it was a chance to sail with the Anacortes guys. I wish they would join us down in Seattle more often. They are a friendly and happy lot. There were a few elated surprise finishes adding members to the bullet club. It was a congenial event. The scores for one race were not counted when the scorekeepers missed the finish. There was no bickering amongst the skippers, even from the first few over the line. If this had happened anywhere else in the country (i.e. California or Texas) World War III would have broken out. And to top it all off, we raised \$600 plus for the park.

But there was one sorry moment. Behind the scenes was something dark and sinister. This was the fourth and final event of the COW (Canada, Oregon and Washington) Championship. The series was tight. Jerry Brower told me he needed to finish only one place ahead of Joe D'Amico to win the Championship. After the first day of racing on Saturday Joe was leading with Peter Sternberg, Jerry, Bob Wells and Dave VanAmburg in close pursuit. I hacked into Jerry's computer Saturday night and intercepted an Email from him to Joe. I was shocked. It read.....



"Joe, I know what you are thinking. Did I take six bullets or only five? Well, to tell you the truth, in all the sailing and excitement I kind of lost track myself. But being as this is a .44 Magnum, the most powerful handgun in the world, and would blow your head clean off, you have got to ask your self one question - do you feel lucky? Well do ya punk?"

Unfortunately Sunday morning Joe was visibly shaken and was not himself the entire day. When the regatta came to a close after 33 glorious races, Jerry was on top of the podium shared with Joe and Bob. Jerry beat Joe by a single point!



Most of our Race Management Team: Wayne Martin (L) photos, Ray Fiedler mark judge, Jean Lee scoring and host, George Way mark Judge, Collie Martin scoring and registration, and Julian Lee was our organizer and host and a distracted competitor at times by race management. Trish Bechtold and Larry Stiles were busy and not in picture. J. Warren Brower photo.



The SE view of the start line with the tide at mid-level in the morning. The anemometer on lower left is mounted on the control area railing for a reference. The beach mostly disappeared under water later in the day. Wayne Martin photo.



The SW view from the control area – south side. The fleet is heading to windward as it spreads out looking for clear air lanes only to compress again at the yellow weather mark and offset. Cruising boats are in the background and everywhere you look Bowman Bay is a PacNW gem. Wayne Martin photo.

Seattle MYC's – Regatta #6 (8/16/14)

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

Bob Wells Reporting & J. Warren Brower Scoring:

All the ingredients were nicely in place for another great summer sailing day, except weed was screwing it up. Fortunately after a few races where the size of the weed you were dragging determined your speed and a few delays to rake it away from our waters edge, most of it just drifted away. It is amazing how fast weed can invade and how fast it can drift away. Quality racing then commenced that was relatively weed free for the rest of our day. Steady light NW winds with light to moderate chop were the conditions, and Joe Damico had the upwind edge that made the difference.

Thank you to Scott Thomas for being race officer again. Excused absences were given to: Kurt Wells - work intervened, Ron Blackledge – golfer's back, Ron Hornung - Viking Days shenanigans. Scott McConnell doesn't feel the need yet to explain his absence. They all missed some good sailing, and a fun time at our Irish pub.

Pls	Skipper	Sail	Home post	Design	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	Joe D'Amico	86	Sequim, WA	britPOP!	30.0	15.0	1.0	1.0	8.0	4.0	3.0	1.0	2.0	1.0	1.0	1.0	2.0	3.0	8.0	3.0	5.0	2.0
2	Jerry Brower	42	Lake Stevens, WA	FRAKTAL	36.0	3.0	2.0	2.0	1.0	3.0	4.0	4.0	1.0	4.0	3.0	4.0	3.0	6.0	1.0	7.0	1.0	8.0
3	Kelly Martin	77	Bellingham, WA	V8	48.8	1.0	5.0	5.0	4.0	6.0	1.0	3.0	4.0	3.0	4.0	6.0	3.8	2.0	9.0	1.0	15.0	15.0
4	Bob Wells	7	Mercer Island, WA	britPOP!	58.0	7.0	9.0	3.0	9.0	2.0	6.0	2.0	9.0	13.0	13.0	2.0	1.0	4.0	6.0	2.0	4.0	1.0
5	Peter Sternberg	18	Redmond, WA	Arrival	63.0	4.0	7.0	4.0	2.0	5.0	7.0	5.0	6.0	8.0	2.0	7.0	7.0	1.0	7.0	4.0	2.0	7.0
6	Larry Stiles	156	Sedro Woolley, WA	CHEINZ	74.0	9.0	4.0	6.0	7.0	7.0	12.0	6.0	8.0	2.0	6.0	5.0	5.0	10.0	2.0	15.0	3.0	4.0
7	Drew Austin	90	Sequim, WA	Wugga/Ska	75.0	15.0	11.0	8.0	3.0	1.0	5.0	13.0	5.0	6.0	5.0	8.0	4.0	7.0	4.0	6.0	8.0	5.0
8	Bill Langjahr	88	Anacortes, WA	CHEINZ	91.0	2.0	3.0	7.0	10.0	8.0	9.0	9.0	3.0	12.0	10.0	11.0	9.0	5.0	5.0	9.0	9.0	3.0
9	Mike Pearson	82	Port Orchard, WA	V8	97.0	6.0	12.0	11.0	5.0	10.0	8.0	8.0	15.0	5.0	8.0	13.0	8.0	8.0	3.0	5.0	6.0	6.0
10	Steve Young	73	Tacoma, WA	CHEINZ	129.0	5.0	13.0	9.0	11.0	13.0	2.0	7.0	7.0	7.0	7.0	3.0	15.0	15.0	15.0	15.0	15.0	15.0
11	Michael Holly	58	Bellevue, WA	FRAKTAL	132.0	10.0	10.0	12.0	12.0	11.0	10.0	10.0	11.0	11.0	9.0	10.0	6.0	9.0	11.0	8.0	7.0	10.0
12	Daryl Ruff	67	Bellevue, WA	Goth	143.0	11.0	6.0	13.0	13.0	9.0	11.0	11.0	12.0	10.0	12.0	12.0	11.0	11.0	10.0	10.0	10.0	9.0
13	Byron Pimms	47	Seattle, WA	ISIS II	153.0	8.0	8.0	10.0	6.0	12.0	13.0	14.0	13.0	9.0	11.0	9.0	10.0	15.0	15.0	15.0	15.0	15.0
14	Rick Shattock	94	Milton, WA	Pikanto	199.0	15.0	14.0	14.0	15.0	15.0	14.0	12.0	10.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0

Deception Pass MYC's Sunday Regatta (8/17/14)

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

J. Warren Brower Reporting & Scoring:

After the Saturday Coulon Park regatta, I did my 60-minute I-5 commute last Sunday to sail with the "Island Folks". They are different than us "Main Landers"; probably something to do with having a moat around your castle to keep the foreigners at arms reach. They think of me as one of those Seattle guys, although I haven't seen Seattle in what seems like months and then only to pass through. In the end they all celebrated my defeat with high fives amongst themselves and announced "Julian's V8 is back." Those "Island Turkeys" are all such kidders.

So why put up with all this joking around? Is Deception Pass State Park at Bowman Bay ever not totally awesome? Steady 5 knot westerly paralleling the pier and never shifting more than a degree or two. You had to go out of your way to snag some long eelgrass. And even then a local port tacker crossing close astern will take it from your keel - thanks Dennis. It was warm and mostly sunny day, but not too hot with just a few puffy clouds to make it picturesque. You can't help but drift off from your sailing to soak up the beauty. You can see a bald eagle swoop down for a fish and be amazed by the resident seal that occasionally pops up between the boats... Wait a minute? Where did my boat go? Anybody seen my boat?

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	Julian Lee	40	Fidalgo Is, WA	V8-Ian Vickers, Proto	16.0	3.0	1.0	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	2.0	2.0	1.0	1.0
2	Jerry Brower	42	Lk Stevens, WA	FRAKTAL-G Bantock	21.0	1.0	2.0	3.0	1.0	8.0	2.0	2.0	1.0	2.0	3.0	1.0	2.0	1.0	1.0	2.0	3.0
3	Dave VanAmburg	71	Anacortes, WA	Ericca-M Firebrace	34.0	2.0	3.0	2.0	3.0	2.0	3.0	3.0	3.0	3.0	2.0	4.0	3.0	5.0	3.0	3.0	2.0
4	Steve Bechtold	10	Anacortes, WA	Ericca-M Firebrace	52.0	6.0	4.0	5.0	5.0	3.0	4.0	4.0	6.0	4.0	4.0	3.0	4.0	4.0	5.0	4.0	4.0
5	Ray Fielder	16	Anacortes, WA	Widget-Chris Dicks	63.0	4.0	5.0	4.0	4.0	4.0	5.0	5.0	4.0	6.0	5.0	5.0	7.0	6.0	7.0	7.0	6.0
6	Denis Pitts	57	Clinton, WA	Goth-Frank Russell	73.0	8.0	8.0	8.0	6.0	5.0	7.0	6.0	5.0	7.0	6.0	6.0	6.0	3.0	4.0	5.0	7.0
7	Rich Cushing	118	Anacortes, WA	Vector-G Bantock, SE	77.0	5.0	6.0	6.0	7.0	6.0	6.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0	6.0	6.0	5.0

Gig Harbor MYC's – Regatta #7 (9/7/14)**Surprise Lake at Milton, WA**

Bob Wells Reporting & Larry Stiles Scoring:

This was great fun and once again thank you to Scott Thomas for running the races as he has done all spring and summer long. Also thank you to local Surprise Lake resident Rick Shattock for getting the buoys out and letting us know the docks were open again so we could sail. Our numbers may have been down, but the fun meter was up high for classic Surprise Lake light air sailing out of the NW. Yes it was shifty – you had to keep your focus on the wind velocity and direction. The après sailing at Johnny's was fun too.

Did you notice the dock improvements? There weren't any because of a building permit problem. I guess we may find the dock's closed again if the issues get sorted.

Results after 19 races with 3 throw-outs:

Position	Skipper	Sail #	City	Hull	Score	Commute time (hrs.)
1	Kelly Martin	77	Bellingham, WA	V8	24.0	5.5
2	Joe D'Amico	80	Sequim, WA	BritPop!	37.0	5.5
3	Bob Wells	7	Mercer Is., WA	BritPop!	43.0	1.4
4	Jerry Brower	42	Lake Stevens, WA	Fraktal	54.0	4.5
5	Ron Blackledge	217	Portland, OR	BritPop!	60.0	7.1
6	Rick Shattock	94	Milton, WA	Pikanto	87.0	(3 minute walk)



Another contested start at SMYC #7 because everybody wants the pin. Bill Wilson photo. (Bill introduced himself to us at this regatta and has a new KantunS on order from Croatia. He will sail with us next year – Editor.)

Seattle MYC's – Regatta #7 (9/20/14)**Gene Coulon Memorial Beach Park on Lake Washington in Renton, WA**

Larry Stiles Reporting & Scoring:

Seattle Model Yacht Club

This was a Coulon regatta to be remembered. 10 - 15 MPH winds out of the North, very little weed, waves (not chop!) to power over and through, and a short start line that made you PAY ATTENTION. Powering out of a smooth tack in these waves wasn't guaranteed, and costly when you botched it. Many had boat issues – for example Daryl Ruff's rudder servo mounting separated from the deck before he got a race in. Others had rig issues. Drew Austin solved his A-rig issues by switching to B-rig, which was OK upwind but underpowered downwind.

For the lucky ones focused on sailing we had prime racing all day going back and forth with modest wind shifts. We enjoyed long legs parallel to the dock and ending with a mere two points separating the front-runners. One or two hiccups and it could have been the other way around. Well done Bob and Kelly. And well done PRO Scott Thomas, who should be on the starting line himself next regatta with his new CHEINZ.

	Skipper	Sail	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	Bob Wells	7	BritPop!	19.0	2.0	2.0	3.0	3.0	1.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	1.0
2	K Martin	77	V8	21.0	1.0	1.0	5.0	1.0	2.0	2.0	1.0	2.0	1.0	2.0	3.0	2.0	1.0	3.0	2.0
3	L Stiles	156	Cheinz	39.0	3.0	4.0	2.0	2.0	4.0	3.0	3.0	3.0	5.0	6.0	1.0	3.0	4.0	2.0	11.0
4	Kurt Wells	25	Topiko	57.0	4.0	3.0	6.0	6.0	5.0	4.0	4.0	6.0	8.0	5.0	5.0	4.0	3.0	4.0	4.0
5	Byron P	47	Isis II	64.0	7.0	7.0	1.0	8.0	3.0	5.0	6.0	8.0	6.0	3.0	4.0	5.0	6.0	6.0	5.0
6	D Austin	90	Wuga F	80.0	6.0	8.0	11.0	5.0	6.0	11.0	11.0	4.0	4.0	4.0	7.0	6.0	5.0	11.0	3.0
7	R Bickldg	217	BritPop!	83.0	5.0	9.0	7.0	7.0	11.0	6.0	5.0	5.0	3.0	11.0	6.0	7.0	7.0	5.0	11.0
8	J Damico	86	Coyote	107.0	11.0	5.0	4.0	4.0	11.0	11.0	7.0	7.0	7.0	7.0	11.0	11.0	11.0	11.0	11.0
9	M Pearson	82	V8	131.0	11.0	6.0	8.0	11.0	7.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
10	R Shattock	94	Pikanto	141.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	9.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0

The Caper Regatta (9/27-28/14)

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

Bob Wells Reporting:

Another excellent regatta organized by the seemingly tireless Julian Lee and Deception Pass MYC. This makes four multi-day IOM regattas that Julian has organized this year at DPMYC, and all have been excellent events with high quality sailing plus fun social gatherings on both Friday and Saturday evenings. Our dominant champion, Kelly Martin, expressed it best when accepting his trophy, "Bowman Bay is my favorite place to radio sail". Many of our wives wouldn't bother to even fake an interest in radio sailing, but for them this is a favorite location for visiting and socializing. We aren't the only ones who like visiting this area. This was also the weekend for the 44th Annual Oyster Run with the rumble, bling/chrome, and leather of Harley Davidson posers - thousands of hogs everywhere. I liked the Jacket that read in Gothic script, "Sons of Arthritis".

The Bowman Bay regatta in early August featured uncanny steady westerlies both days. Now six-seven weeks later summer is over, and so are the dependable and stable west winds. Buoys were often adjusted between races and still a few legs ended up as reaches despite our efforts at aligning buoys regularly. This is also the beginning of fog season in the park, and more than once we waited for the fog to clear to race. Sunday we were in fog all day, only to have the sun burn it off when racing ended at 3:30. Sunday afternoon we canceled racing due to not being able to see the buoys. That was the least of our problems, as Vic "Where's my boat?" Childs lost his WIDGET in the fog in this big bay. Then we lost Vic for forty-five minutes while he took the dinghy to hunt for his boat. The boat was rescued by some fisherman kind enough to bring it to us after they found it headed due west at the mouth of the bay at a good clip in wind. If the boat continues into the Strait of Juan de Fuca, I'm pretty sure it just ends up on a rocky CAN or US Beach. You can't make these things up.

Wind was light to occasionally drifting the whole regatta and water was flat. Looking at the line scores it looks like Kelly coasted to his win with his combination of his Eldred V8 and Jelacic Sails. Not really, as after a great beginning electronic glitches didn't allow him to complete the last three races on Saturday, and he dropped to 3rd place. After testing everything, the problem was his transmitter. On

Sunday he was back on top form with his back-up Tx. Scott McConnell was very pleased to get on the podium for the first time in IOMs, and he seems pretty happy with his Jelacic Sails too. Kurt Wells had his Topiko performing well and liking the conditions. Rich Cushing continues to improve dramatically with time on the water, and all his progress came after switching to his new/used '09 Pikanto that came well sorted. Everybody had to deal with weed at times.



We had fog all day Sunday and for a few hours in the morning on Saturday. When we could no longer see the buoys we postponed racing until it cleared. And we waited for Victor “Where’s my boat” Childs to search the bay in dense fog hopelessly looking for his Widget for about 45 minutes. Fishermen rescued it for us as it was leaving the bay. Here you are looking south and through the cut is Deception Pass, and that has a very dense low fog. Bob Wells photo.

As a first time PRO I was appreciative of the DPMYC team that made my job relatively easy. After hosting lots of recent regattas they are efficient at it and obviously enjoy it. We had a few rules questions over my pay grade, and Jerry Brower provided council after I described the facts. Jerry summarized how it would properly be handled with a protest committee and what the results would likely be. Jerry cited the key phrases and rule number or interpretation number from memory in each case as part of the explanation. The whole conversation included everybody as a learning experience, and then we continued on with the racing or in one case the evening party. This was our PacNW way of educating ourselves on the subtlety of the rules without investing in the time it takes for a proper protest committee. It works for our local races.

Julian Lee announced at the awards ceremony that next year DPMYC will host two multi-day regattas: The Farrell Frozen Finger in February at Cranberry Lake and the Caper at Bowman Bay is tentatively scheduled for September 12-13, 2015. Otherwise DPMYC will continue racing two days per week year round. Winters sailing will be at Cranberry Lake and hopefully with many strong prevailing south easterlies. Bowman Bay is the summer spot with those steady westerlies we so enjoy.

Put this one down as another feel-good DPMYC regatta for everybody.

Summary of the 2014 Caper Regatta:

Class: IOM

Date: September 27-28, 2014

Location: Bowman Bay in Deception Pass State Park, Washington State

Host Club: Deception Pass Model Yacht club

Entries: 16

Winds: Max 5.4 knots, Avg. 1.6 knots.

Races Completed: 21

Scoring System: 2013 HMS

Regatta Committee & Valuable Assistants: Julian Lee – Organizer; Bob Wells – PRO; Jean Lee & Kathy Casey – Scorekeepers; Larry Stiles – measurement; Trish Bechtold, Pat Waters, Marc DeJong – Race Officers; Julian & Jean Lee – Hosts for party; Collie Martin – registration.

Position	Skipper	Sail	Hull	Score	1	2	3	4	5	6	7	8	9	10	11
1	Martin, Kelly	77	V-8	27.0	1.0	1.0	2.0	3.0	1.0	1.0	17.0	17.0	17.0	1.0	2.0
2	Brower, Jerry	42	Fraktal	56.0	5.0	3.0	1.0	1.0	2.0	5.0	2.0	4.0	4.0	5.0	1.0
3	McConnell, Scott	60	Pikanto	77.0	2.0	4.0	6.0	2.0	9.0	11.0	6.0	7.0	1.0	2.0	7.0
4	Damico, Joe	86	Britpop	83.0	8.0	2.0	3.0	5.0	3.0	2.0	11.0	3.0	5.0	3.0	9.0
5	Stiles, Larry	156	Cheinz	99.0	7.0	9.0	5.0	8.0	4.0	3.0	4.0	6.0	3.0	11.0	8.0
6	Wells, Kurt	25	Topiko	100.0	6.0	5.0	4.0	10.0	7.0	4.0	13.0	8.0	2.0	4.0	3.0
7	Lee, Julian	40	V8	105.0	12.0	10.0	8.0	6.0	5.0	7.0	1.0	1.0	14.0	12.0	12.0
8	Cushing, Rich	131	Pikanto	126.0	3.0	7.0	7.0	4.0	8.0	9.0	10.0	5.0	8.0	7.0	14.0
9	Critchlow, Bob	125	Cheinz	167.0	14.0	17.0	10.0	11.0	11.0	8.0	3.0	12.0	11.0	15.0	6.0
10	Pittis, Dennis	57	Goth	178.0	13.0	12.0	13.0	9.0	10.0	14.0	7.0	9.0	6.0	10.0	13.0
11	Rantala, Craig	12	Ska	180.0	10.0	8.0	15.0	12.0	14.0	13.0	9.0	14.0	9.0	6.0	11.0
12	Bechtold, Steve	10	Ericca	182.0	4.0	13.0	9.0	13.0	13.0	15.0	8.0	10.0	10.0	16.0	5.0
13	Young, Steve	73	Cheinz	193.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	8.0	4.0
14	Childs, Victor	198	Widget	200.0	11.0	11.0	14.0	17.0	12.0	12.0	5.0	2.0	12.0	13.0	10.0
15	Doherty, Mike	142	Glamrock	213.0	9.0	6.0	11.0	7.0	6.0	6.0	14.0	13.0	7.0	9.0	17.0
16	Casey, Jack	63	Victory	237.0	15.0	14.0	12.0	14.0	15.0	10.0	12.0	11.0	13.0	14.0	15.0
Position	Skipper	Sail	Hull	Score	12	13	14	15	16	17	18	19	20	21	
1	Martin, Kelly	77	V-8	27.0	2.0	1.0	1.0	1.0	1.0	2.0	1.0	1.0	1.0	4.0	
2	Brower, Jerry	42	Fraktal	56.0	1.0	16.0	4.0	10.0	3.0	8.0	2.0	10.0	4.0	1.0	
3	McConnell, Scott	60	Pikanto	77.0	8.0	6.0	8.0	3.0	5.0	4.0	3.0	2.0	6.0	3.0	
4	Damico, Joe	86	Britpop	83.0	10.0	2.0	7.0	12.0	7.0	1.0	4.0	7.0	5.0	7.0	
5	Stiles, Larry	156	Cheinz	99.0	4.0	4.0	10.0	8.0	6.0	3.0	5.0	4.0	10.0	8.0	
6	Wells, Kurt	25	Topiko	100.0	3.0	15.0	6.0	7.0	2.0	5.0	6.0	9.0	11.0	9.0	
7	Lee, Julian	40	V8	105.0	6.0	5.0	2.0	4.0	4.0	6.0	10.0	5.0	8.0	5.0	
8	Cushing, Rich	131	Pikanto	126.0	7.0	10.0	12.0	9.0	9.0	13.0	11.0	3.0	7.0	2.0	
9	Critchlow, Bob	125	Cheinz	167.0	5.0	7.0	3.0	6.0	8.0	17.0	13.0	14.0	14.0	11.0	
10	Pittis, Dennis	57	Goth	178.0	9.0	12.0	11.0	11.0	13.0	7.0	9.0	11.0	9.0	10.0	
11	Rantala, Craig	12	Ska	180.0	13.0	11.0	14.0	14.0	11.0	12.0	7.0	6.0	2.0	12.0	
12	Bechtold, Steve	10	Ericca	182.0	11.0	13.0	13.0	5.0	15.0	11.0	14.0	12.0	12.0	6.0	
13	Young, Steve	73	Cheinz	193.0	16.0	3.0	5.0	2.0	10.0	10.0	8.0	8.0	3.0	14.0	
14	Childs, Victor	198	Widget	200.0	12.0	9.0	9.0	13.0	12.0	9.0	17.0	17.0	17.0	17.0	
15	Doherty, Mike	142	Glamrock	213.0	15.0	8.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0	
16	Casey, Jack	63	Victory	237.0	14.0	14.0	15.0	15.0	14.0	14.0	12.0	13.0	13.0	13.0	

Deception Pass MYC's Sunday Regatta (10/5/14)

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

Larry Stiles Reporting & Scoring:

A very agitated Aphrodite entered the celestial man cave where her father Zeus and a couple of his close buds, Poseidon and Aeolus, were settling in to watch the Niners play the Chiefs. "Father, my Hawks don't play until tomorrow and I could not care less about this game. I'd much rather watch my fleet of Ancient Mariners contest with each other on the eastern waters of the Pacific. How swift their boats are

and I find them exciting, especially the one with the pigtail. He reminds me of Anchises, always going his own way.

"I remember Anchises," interjected her father. "You dropped your load big time for him, seduced by his good looks and manly bearing. But the Shepard spent way too much time in the mountains with his sheep for my taste. Best forget him.

"Honored Father?" Zeus looked sideways at his two companions, knowing what would come next. "Yes treasured daughter." "The contests are so much more fun with agreeable winds and tides. Could you and your illustrious friends possibly contrive to send them something a little more usable than that bag of nothings that they are dealing with now?"

Zeus whispered to his companions "We'd best deal with this or there'll be no peace and the game is about to start." Poseidon was the first to respond. "Aphrodite my dear, my hands are tied. I've out sourced the management of the tides to Selene and her Moonies and they go absolutely berserk if I try to interfere."

Zeus glared at Poseidon, transmitting his disapproval. Poseidon could only shrug his shoulders. Aeolus however seized the moment. "Sweetie, I have been toying with this cult of yours for sometime now and it seems to me that they are happy with just about anything I blow their way. It's when I ignore them that they really get upset. My bag is pretty empty right now but there might be something in the bottom that they can play with. I'll send it their way at the half time break."

"Oh Aeolus. You are truly a God" Responded Aphrodite. "But please do not delay. They do so much like to start on time. And lighten up with the fog so we can see them".

Position	Skipper	Sail #	Club/City	Hull	MYA No.	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
1	Kelly Martin	77	DPMYC/Bellingham	V8		25.0	1.0	9.0	1.0	2.0	8.0	3.0	1.0	1.0	1.0	1.0	2.0	1.0	3.0	5.0	1.0	2.0	1.0	2.0	2.0
2	Jerry Brower	42	DPMYC/Lake Shore	Fraktal		44.0	11.0	5.0	3.0	1.0	4.0	9.0	5.0	3.0	2.0	6.0	1.0	2.0	7.0	2.0	2.0	1.0	2.0	4.0	1.0
3	Joe D'Amico	86	DPMYC/Sequim	BritPop!		53.0	3.0	2.0	2.0	5.0	2.0	2.0	2.0	5.0	4.0	3.0	3.0	4.0	9.0	3.0	4.0	4.0	5.0	5.0	7.0
4	Larry Stiles	156	DPMYC/Sedro Woolley	Chelnz		62.0	2.0	3.0	6.0	6.0	1.0	1.0	9.0	2.0	7.0	2.0	5.0	6.0	1.0	1.0	5.0	7.0	7.0	8.0	8.0
5	Julian Lee	40	DPMYC/Anacortes	V8		64.0	8.0	1.0	5.0	4.0	10.0	6.0	3.0	6.0	3.0	5.0	4.0	3.0	2.0	6.0	6.0	5.0	3.0	3.0	5.0
6	Rich Cushing	131	DPMYC/Anacortes	Pikanto		78.0	5.0	8.0	4.0	7.0	6.0	5.0	8.0	4.0	5.0	4.0	6.0	5.0	6.0	9.0	3.0	3.0	6.0	6.0	3.0
7	Drew Austin	90	DPMYC/Sequim	Wuga Factor		91.0	7.0	4.0	11.0	3.0	5.0	7.0	4.0	8.0	9.0	11.0	8.0	7.0	8.0	4.0	7.0	6.0	8.0	1.0	4.0
8	Bob Critchlow	125	DPMYC/Anacortes	Chelnz		111.0	4.0	7.0	8.0	8.0	3.0	4.0	10.0	10.0	6.0	7.0	9.0	8.0	10.0	10.0	8.0	9.0	4.0	7.0	9.0
9	Ray Fiedler	16	DPMYC/Anacortes	Widget		124.0	9.0	10.0	7.0	9.0	7.0	10.0	7.0	7.0	8.0	8.0	7.0	11.0	4.0	8.0	9.0	10.0	9.0	9.0	6.0
10	Dennis Pittis	57	DPMYC/Clinton	Goth		132.0	6.0	6.0	11.0	10.0	9.0	8.0	6.0	9.0	10.0	9.0	10.0	9.0	5.0	7.0	10.0	8.0	10.0	10.0	10.0

Gig Harbor MYC's – Regatta #8 (10/11/14)

Surprise Lake at Milton, WA

Bob Wells Reporting & J. W. Brower Scoring:

An excellent GHMYC 2014 sailing season is complete, and won't start again until March 2015. Scott Thomas was again PRO and he was all season, and this has been a treat for us. Alas he has his MOJO in hand now minus the masts, and he will switch to being a competitor next year.

Wind came out of the south in mid-A strength with occasional gusts and more frequent lulls and massive shifts to manage. It was a very good Surprise Lake day that included cloud cover, rain downpour, and finally sun as we were leaving. Kelly still hasn't figured out his persistent electronic gremlins. This time he began with three bullets then DNS for the rest of the day – ouch! We had full attendance at the pub afterwards, except a few guys had UW Husky parties to attend. A very good day - Huskies won!

	Skipper	Sail	Design	Score	1	2	3	4	5	6	7	8	9	10	11	12	13
1	Bob Wells	7	britPOP!	28.0	4.0	4.0	2.0	2.0	2.0	1.0	1.0	8.0	2.0	2.0	6.0	4.0	4.0
2	Joe D'Amico	86	britPOP!	32.0	3.0	3.0	3.0	8.0	8.0	5.0	3.0	2.0	1.0	4.0	3.0	3.0	2.0
3	Jerry Brower	42	FRAKTAL	36.0	5.0	6.0	10.0	1.0	1.0	4.0	5.0	4.0	4.0	3.0	2.0	1.0	9.0
4	Steve Young	73	CHEINZ	41.0	2.0	7.0	4.0	3.0	4.0	6.0	4.0	3.0	5.0	1.0	4.0	5.0	6.0
5	Kurt Wells	25	Topiko	63.0	11.0	8.0	5.0	7.0	6.0	9.0	7.0	5.0	14.0	5.0	8.0	2.0	1.0
6	Drew Austin	90	Own	64.0	15.0	15.0	15.0	4.0	10.0	3.0	6.0	1.0	3.0	10.0	1.0	8.0	3.0
7	Byron Pimms	47	ISIS II	67.0	6.0	12.0	6.0	6.0	7.0	7.0	9.0	6.0	7.0	6.0	5.0	6.0	5.0
8	Ron Blackledge	217	britPOP!	92.0	10.0	2.0	11.0	5.0	3.0	2.0	8.0	7.0	14.0	15.0	15.0	15.0	15.0
9	Ron, Hornung	777	Own	93.0	7.0	9.0	8.0	10.0	11.0	10.0	10.0	13.0	6.0	9.0	7.0	10.0	7.0
10	Scott McConnell	60	Pikanto	94.0	9.0	5.0	7.0	11.0	5.0	8.0	2.0	9.0	10.0	13.0	15.0	15.0	15.0
11	Craig Rantala	12	SKA	104.0	8.0	13.0	15.0	9.0	9.0	11.0	12.0	12.0	11.0	7.0	10.0	7.0	8.0
12	Rick Shattock	94	Pikanto	118.0	13.0	10.0	9.0	12.0	13.0	12.0	15.0	11.0	9.0	13.0	9.0	9.0	11.0
13	Kelly Martin	77	V8	123.0	1.0	1.0	1.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
14	Daryl Ruff	67	Goth	125.0	12.0	11.0	15.0	13.0	12.0	13.0	11.0	10.0	8.0	8.0	12.0	15.0	15.0

Images by Jerry Brower & Kelly Martin: <http://www.ibextrax.com/RC2014/1011GHC>

Random Other Regatta Reports:



The high quality launch area at Hood River Carnage is in the protected confines of Hood River Marina. When we sail in July the heat generates a dependable strong wind with smaller waves. Photo Andrew Baak.

Hood River Carnage regatta & COW CanAm Series #3:

Hood River Marina at Hood River, OR

Bob Wells reporting:

This annual ranking regatta is so aptly named because there is always “carnage” in the fleet. Hood River stresses boats and rigs like no other that I’ve attended, and especially so this year with 41 races all in solid B-rig range over three days of sailing. There are the usual examples of slipping bowsies and/or fittings due to vibration from constant wavelet pounding. Also we had our annual gooseneck failures, servos/sail winches packing it in, leaking leading to electronic failures, etc. More unusual I saw two cases where an upper forestay bowsie disintegrated under the vibration loads. Unfortunately one of those crumbled bowsies was mine, and the repair cost me a DNS. Nobody was immune to boat issues as far as I know, but two out of 18 skippers finished all the races. Hood River continues its deserved reputation as an extreme testing ground for your boat systems.

Fred Rocha again made the long trek from SoCal to serve masterfully with his usual passion as our PRO. Joe Damico made his 4-hour trek pulling the buoy boat again, and Chris Brundage ran the buoy boat both days instead of sailing. Thank you all very much. The Saturday outdoor evening dinner at Divots restaurant once again was an oasis of pleasure after a long hot windy day of sailing. Hands down this is the best group regatta dinner experience going.

Our regatta winner was the best skipper on the pond this weekend, but John Ebey missed the Divots dinner repairing his boat well into the evening with Bill Wright at his side. Having been to Divots last year John knew what he was missing. Clearly the competition was more important, but I’m not sure I make the same decision. Last year John crossed keels with Morgan at the leeward mark and as a result finished

with a heavily damaged internal keelbox structure and keel. This year his powerful swing arm winch stripped the notches on the swing arm spline and then later the carbon swing arm gave it up too. The multiple repair efforts limited John's missed races and saved his win – see Part II below that expands on John's repairs. Gary Boell emerged as most consistent overall and made the regatta winner doubtful to the end for a well deserved second place finish. Gary sailed his Britpop because he didn't have time to prep his Cheinz after the previous race. Maybe the rest of us need to add a little more prep (and a 2nd top-notch boat?) to our radio sailing regimen?

Like many I had problems sailing every race, but still this remains a favorite regatta for me. I especially like the big-wind sailing, the raised viewing on the spit, and the youthful vibe of this old river town at the Gorge. Count Team Wells in for next year – me for the sailing and socializing and my wife for the touristy stuff and socializing. Many of us do not want to miss this one.

Finally I have to thank the UK's Henry Farley and the others responsible for our HMS scoring system that is mercifully limited to 41 races. If you guys didn't limit the number of races the software would accept, Freddy and organizer Morgan Dewees would have continued the frenzied pace of racing and we would have had over 60 races! Throw-outs are nice, but us old guys start to ache after a while and become dried out even more from the sun and wind and dust. Bruce Andersen got the best laugh when he said, "God did not intend for us to radio sail over 41 races in a weekend". So maybe a little divine intervention too.

Pls	Skipper	Sail	Club/City	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1	John Ebey	93	San Rafael - CA	britPOP!	92.0	2.0	4.0	1.0	1.0	11.0	2.0	3.0	13.0	1.0	2.0	3.0	2.0	2.0	1.0	3.0	1.0	6.0	6.0
2	Gary Boell	71	Pt. Richmond	britPOP!	102.0	8.0	1.0	14.0	4.0	3.0	8.0	1.0	10.0	13.0	4.0	4.0	3.0	1.0	2.0	2.0	4.0	2.0	5.0
3	Jeff Weiss	30	Costa Mesa - CA	britPOP!	139.0	11.0	3.0	5.0	3.0	4.0	1.0	2.0	5.0	2.0	9.0	5.0	1.0	3.0	5.0	1.0	5.0	11.0	1.0
4	Morgan Dewees	98	Portland - OR	MMX	175.4	3.0	6.0	3.0	2.0	9.0	3.0	6.0	9.0	3.0	5.0	1.0	8.0	4.0	11.0	12.0	7.0	8.0	3.0
5	Bob Dunlap	37	San Jose - CA	V8	207.0	7.0	2.0	2.0	7.0	1.0	4.0	7.0	2.0	4.0	3.0	9.0	6.0	10.0	6.0	5.0	2.0	10.0	2.0
6	Peter Sternberg	18	Redmond - WA	V8	210.1	12.0	16.0	6.0	15.0	8.0	9.0	13.0	4.0	6.0	1.0	2.0	5.0	5.0	13.0	4.0	6.0	12.0	4.0
7	Bruce Andersen	16	Boise - ID	britPOP!	231.0	13.0	5.0	12.0	5.0	5.0	6.0	11.0	12.0	5.0	11.0	6.0	4.0	8.0	19.0	19.0	19.0	4.0	13.0
8	Jess Atkinson	56	Alameda - CA	V8	233.0	1.0	9.0	7.0	6.0	2.0	11.0	16.0	1.0	14.0	8.0	12.0	9.0	6.0	4.0	8.0	8.0	7.0	8.0
9	Jerry Brower	42	Lk Stevens - WA	Fraktal	309.0	9.0	8.0	4.0	8.0	10.0	13.0	4.0	15.0	17.0	6.0	8.0	15.0	9.0	3.0	14.0	10.0	3.0	19.0
10	Kelly Martin	77	Gig Harbor - WA	V8	310.3	15.0	10.0	16.0	13.0	6.0	5.0	10.0	6.0	7.0	7.0	16.0	17.0	7.0	10.0	11.0	3.0	16.0	10.0
11	Joe Damico	86	Sequim - WA	britPOP!	328.0	6.0	12.0	10.0	10.0	15.0	12.0	8.0	14.0	10.0	12.0	7.0	7.0	11.0	8.0	9.0	9.0	15.0	9.0
12	Bob Wells	7	Mercer Isl. - WA	britPOP!	353.0	4.0	14.0	11.0	9.0	13.0	16.0	5.0	3.0	9.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	1.0	11.0
13	Steve Young	73	Tacoma - WA	CHEINZ	353.0	16.0	11.0	8.0	16.0	17.0	10.0	14.0	8.0	8.0	19.0	15.0	10.0	15.0	7.0	6.0	12.0	9.0	7.0
14	Bill Wright	82	Alameda - CA	Pikanto	361.0	10.0	13.0	9.0	11.0	7.0	7.0	12.0	7.0	11.0	10.0	19.0	13.0	12.0	19.0	19.0	19.0	5.0	12.0
15	Bill Langjahr	88	Anacortes - WA	CHEINZ	391.0	5.0	17.0	15.0	12.0	14.0	14.0	15.0	19.0	12.0	19.0	11.0	11.0	13.0	14.0	7.0	11.0	19.0	19.0
16	Kurt Wells	25	Seattle - WA	Topiko	468.0	14.0	18.0	13.0	17.0	16.0	15.0	17.0	11.0	15.0	14.0	10.0	14.0	14.0	9.0	10.0	13.0	13.0	15.0
17	Ron Blackledge	208	Portland - OR	Fraktal	482.0	19.0	7.0	19.0	14.0	12.0	17.0	9.0	19.0	16.0	13.0	13.0	12.0	16.0	12.0	13.0	14.0	14.0	14.0
18	Andrew Baak	24	Calgary - CAN	Goth	562.0	17.0	15.0	19.0	18.0	18.0	18.0	19.0	19.0	18.0	15.0	14.0	16.0	17.0	15.0	15.0	15.0	17.0	16.0

Pls	Skipper	Sail	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	Score
1	John Ebey	93	2.0	3.0	2.0	4.0	1.0	1.0	1.0	2.0	1.0	3.0	1.0	1.0	19.0	19.0	19.0	19.0	1.0	2.0	1.0	1.0	1.0	19.0	19.0	92.0
2	Gary Boell	71	1.0	1.0	1.0	6.0	3.0	5.0	2.0	3.0	6.0	4.0	5.0	3.0	1.0	1.0	1.0	5.0	4.0	3.0	2.0	5.0	5.0	1.0	4.0	102.0
3	Jeff Weiss	30	6.0	5.0	5.0	3.0	2.0	3.0	3.0	1.0	7.0	2.0	9.0	4.0	2.0	6.0	3.0	11.0	2.0	5.0	5.0	19.0	19.0	19.0	19.0	139.0
4	Morgan Dewees	98	8.0	4.0	7.0	1.0	11.0	14.0	6.0	10.0	3.0	12.0	6.4	2.0	6.0	2.0	4.0	1.0	19.0	1.0	6.0	9.0	2.0	10.0	7.0	175.4
5	Bob Dunlap	37	13.0	15.0	8.0	19.0	8.0	10.0	12.0	9.0	8.0	10.0	3.0	12.0	8.0	7.0	5.0	7.0	6.0	6.0	13.0	4.0	4.0	7.0	8.0	207.0
6	Peter Sternberg	18	3.0	8.0	4.0	8.0	9.0	2.0	5.0	4.0	12.0	1.1	7.0	8.0	10.0	10.0	2.0	4.0	11.0	8.0	8.0	14.0	9.0	3.0	2.0	210.1
7	Bruce Andersen	16	5.0	2.0	12.0	7.0	6.0	9.0	8.0	8.0	9.0	5.0	8.0	5.0	7.0	4.0	10.0	10.0	9.0	12.0	4.0	3.0	3.0	2.0	1.0	231.0
8	Jess Atkinson	56	4.0	10.0	3.0	2.0	7.0	4.0	11.0	5.0	5.0	11.0	10.0	19.0	19.0	19.0	19.0	19.0	8.0	4.0	3.0	8.0	6.0	5.0	6.0	233.0
9	Jerry Brower	42	11.0	6.0	13.0	11.0	19.0	11.0	7.0	12.0	13.0	1.0	16.0	19.0	19.0	11.0	6.0	8.0	10.0	11.0	7.0	7.0	14.0	6.0	5.0	309.0
10	Kelly Martin	77	10.0	9.0	6.0	5.0	5.0	7.0	4.0	7.0	4.0	9.0	19.0	9.0	12.0	8.0	7.0	3.0	15.0	9.3	19.0	16.0	13.0	19.0	19.0	310.3
11	Joe Damico	86	12.0	7.0	10.0	12.0	4.0	12.0	15.0	11.0	11.0	14.0	11.0	11.0	11.0	9.0	9.0	19.0	7.0	19.0	9.0	2.0	8.0	4.0	19.0	328.0
12	Bob Wells	7	7.0	14.0	19.0	19.0	19.0	19.0	19.0	19.0	2.0	7.0	2.0	7.0	3.0	3.0	8.0	6.0	5.0	13.0	12.0	6.0	7.0	19.0	3.0	353.0
13	Steve Young	73	9.0	12.0	11.0	14.0	16.0	17.0	19.0	6.0	10.0	6.0	4.0	13.0	4.0	5.0	11.0	9.0	13.0	10.0	19.0	12.0	11.0	12.0	9.0	353.0
14	Bill Wright	82	17.0	11.0	9.0	9.0	10.0	8.0	9.0	19.0	14.0	8.0	6.0	6.0	9.0	16.0	19.0	19.0	12.0	9.0	11.0	10.0	10.0	9.0	10.0	361.0
15	Bill Langjahr	88	19.0	19.0	16.0	10.0	12.0	15.0	10.0	13.0	15.0	13.0	12.0	10.0	5.0	12.0	13.0	2.0	3.0	7.0	10.0	11.0	12.0	8.0	11.0	391.0
16	Kurt Wells	25	14.0	13.0	14.0	13.0	13.0	13.0	16.0	14.0	16.0	19.0	14.0	14.0	13.0	13.0	12.0	13.0	19.0	14.0	15.0	15.0	16.0	11.0	12.0	468.0
17	Ron Blackledge	208	15.0	16.0	19.0	19.0	15.0	6.0	14.0	16.0	18.0	19.0	13.0	15.0	14.0	14.0	15.0	12.0	14.0	15.0	14.0	13.0	15.0	13.0	19.0	482.0
18	Andrew Baak	24	16.0	17.0	15.0	15.0	14.0	16.0	13.0	15.0	17.0	15.0	15.0	16.0	15.0	15.0	14.0	14.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	562.0

Summary of the 2014 Hood River Carnage & COW CanAm Series #3:

Class: IOM

Date: July 18-20, 2014

Location: Hood River Marina at Hood River, OR

Host Club: Oregon Model Yacht Club

Entries: 18

Winds: Plus 15 knots all three days with gusts flattening all boats every day..

Races Completed: 41

Scoring System: 2013 HMS

Regatta Committee & Valuable Assistants: Morgan Dewees – Organizer; Fred Rocha – PRO, Scorekeeper and Measuring; Chris Brundage – Rescue/Buoy boat operator, Ron Blackledge – lunches.

Hood River Carnage - Part II

Ebey's Breakdowns and Repairs (aka: Winning the Hard Way):

By John Ebey

Day two, Saturday afternoon offered up perfect racing conditions with No. 2 rig all day. After rounding the leeward gate during Race #31 to my dismay the main boom of USA 93 did not come in all the way, a rescue was needed, it would not be the only one.

I thought it must be a low battery due to the breeze, but the battery change did not resolve the issue. Park the boat, pull the hatch, and reposition the winch arm - same problem. Finally I discover the servo horn spline has stripped.

No spare (what was I thinking?) so I asked around for a replacement, none to be found. Freddy and George Georgiadis moved to action and found a hobby shop in Hood River; yes they had heavy-duty servo horns. We jumped in George G's van got some supplies and headed back to the venue. Calgary's Andrew Baak came up with a servo horn just short of what was needed, got the repair completed having missed only three races, back in the water. Second weather rounding the carbon arm let go, because of a few too many holes to accommodate replacement servo horn, "Rescue II" was the call, and I'm done for the day. Luckily for me so was the racing.

Now what to do at 6:00PM on a Saturday night? A plan was quickly put into action with the help of Bill Wright to find some aluminum stock, hacksaw, screws, and sand paper. No drill was need as Steve Young lent his new cordless drill to the repair effort. Ace Hardware a couple of miles east had everything we needed. Back at the Vagabond Inn while looking over the Gorge of our room window we started taking everything part. Gary Boell and Jess Atkinson stopped by to check on progress and offered up some tools. Bill Wright stepped outside to cut a replacement arm. What's that adage, "Measure Twice and Cut Once", well on the third cut (what was I thinking?) Bill encountered a Vagabond Inn guest who offered assistance. Enter Romeo, who had recognized Bill's 2011 Hood River Carnage T-Shirt. Romero asked what we were doing, then he offered "I've got carbon". Off we went to his humongous shop in Hood River.

With the use of Romeo's supplies, chop saw, and drill press a new carbon arm was fabricated and reinstalled in the boat. Now just after midnight the repair was complete. I had time to tell the story a few times Sunday morning and off to the last day of racing, where the repair held until the second to last race. The servo horn stripped out again while I was in the lead at the final leeward gate. "Rescue III" was the call and my racing was finished early again. I knew I had been leading, but I did not know if my final score could survive six DNF's? It did though with six throw outs on 41 races. I was lucky to hold off a super consistent Gary Boell USA 71, and If I had one more DNF the victory would have been Gary's. He was one of only two boats that did not miss a single race, with Peter Sternberg USA 18 being the other. Hood River Carnage indeed!

Epilog:

Romeo turned out to be Romeo Robichaud, who is an owner and the "R" of RBS Batten Systems USA, worldwide industry leader in sailing batten technology. Romeo graciously provide some "120" T-700 carbon batten stock, his shop, and his time on a Saturday night. I learned that Romeo and his family were staying at the Vagabond Inn while finding temporary housing in Hood River because early that week a 230' pine tree crashed into their house! It was their last night at the Vagabond Inn.



Another wild prestart at the 2014 Canadian National Championship on big Lake Ontario. Day two featured big wind, big waves, driving rain, current, and an unforgiving rocky shore. It was glorious sailing. Mary Wilson photo.

2014 Canadian Nationals (Sept. 12-14, 2014)

Kingston Yacht Club on Lake Ontario, Kingston, Ontario

David Cook Reporting:

Regatta host Lana Butler and Seattle Model Yacht Club editor Bob Wells both asked me if I could write a 'little' regatta report about my experience at the above event. They also encouraged me to make it of a personal nature. In one word – **AWESOME!!!** Okay, my report is all done. I'm only kidding! See below for the real 'dirt'.

This was a VERY important regatta for me in many ways. First of all, it was an opportunity 'to get the monkey off my back' or redeem my reputation for building a reliable boat. In EVERY IOM away from home regatta I have sailed in I have had boat or electronic breakdowns! Not a reputation I am proud of!

Here's a little secret I'll share with you. Right after I finished the Western Canadian Championships held at Salt Spring Island in early June I wanted to quit IOMs because I was so pissed off with myself. Last winter my good IOM friends Barry Fox and Martin Herbert both gave me some awesome advice. They suggested I make Reliability my highest priority when building my boats. I took their advice to heart and did my absolute best to prepare my latest IOM, which I call Porky Pig 5. I'm a partner with my good friend Stacey Wilson (EY) who lives near Seattle. We

named the boat 'Borderline' after our Canada/USA cross border living arrangement. It also represents my design and build philosophy to push them to the limit (with-in the rules of course).

FYI IOM Design and Building has literally saved my life thanks to my good friends Bob Haines, Russ Cozens, Barry Fox, Randy Barnard and a bunch of others. In 2007 I was seriously depressed. For a second I considered do I want to live? Fortunately for me that thought didn't last for long. This is because of the courage and honesty of my good friend/past crewmember Brenda Hopkin and my brother Alan.

If you didn't know, I'm passionate about sailing. In 2008 I made decision to stop sailing ON boats. My comfort zone was down to about 8 knots of wind. This made sailing in breeze very stressful and NOT FUN!

I wasn't sure how I could fill the massive void of not going sailing. I then met Jan Schmidt while walking my dog Rufus around Beaver Lake, here in Victoria. Jan noticed me watching the IOM racing with interest and handed me his transmitter. I immediately fell in love with the IOM. Jan introduced me to Barry Fox who then introduced me to Lawrie Neish.

Now back to Kingston. I wanted this event to be special. I asked EY if he could take time off work and me my caregiver. No easy task for a guy who owns a busy father and sons construction company! He said yes and I booked the flights and the best hotel I could find. I spared no expense. After all, this event was on my Bucket List!

The day before we were fly east I sent some of my closest IOM buddies my pre-event goals as a declaration on how important this was to me. I'm glad to report I made all but one of them. The most difficult goal I actually made. It has been a dream of mine to beat multi-time Canadian National Champion and my personal IOM mentor Peter Van Rossem (PVR) at least once in my life. I never thought I could do it but it's great to dream. If you didn't know it, DREAMS DO COME TRUE!

The one goal I didn't meet was beating my good friend Gary Boell. After beating PVR in a B Heat race on the windy Saturday, him sailing a britPOP! and me sailing my self-designed/built (thanks to Eric Arndt and all my shop helpers), the odds were against me. Feeling rather confident and cocky I demanded 2 to 1 odds from Boells on a Tweekie wager. I almost won the bet as I lead A Heat around 3 of the 4 marks. I hit the top mark because I am 'vertically challenged' and misjudged the layline. This was almost my best ever race. The good news my good friend/helper got it on tape. See the YouTube link below:

The other items I crossed off my BL were NOT having any breakdowns, not coming DFL and most of all, seeing and thanking my mentors Ed 'Botts' Botterell, Marko Majic, Hugh Kidd, Tony Gonzales, Dennis Rogers and PVR.

Thanks to PVR I met a new friend in Kingston. His name is Christian Pavey also known as 'Norm'. He is also a DIY IOM Designer/Builder. Norm is a high tech composite boat builder so be fair warned, I'll be picking your brain in the future.

Now here's the exciting news. I've turned pro! I'm a pro IOM Designer. After PP5's performance in Kingston I got an unsolicited order from other side of the Globe. An Aussie want to buy one. Thanks to my friend David Balsdon who is now building PP5s professionally, another one of my dreams has come true! Also thanks to Bill Langjahr for giving me the best compliment a DIYer could ever ask for.

In closing I'd especially like to thank Lana, your neighbours Jewel and Sean and their boys for lending us their wheelchair accessible van, your committee members Ross, Sue, Ted, Mary and all the others! All that said, the highlight for me was seeing how proud Papas Hugh and Ian Dobson were watching their boys Logan and Will racing and beating some of the adults! I love you all.

Results after 18 races with three throw-outs:

Position	Skipper	Sail #	Country	Hull	Score
1	Tony Gonsalves	51	BAR	CHEINZ	41.0
2	Gary Boell	71	USA	CHEINZ	60.0
3	Jess Atkinson	56	USA	V8	76.0
4	Dennis Rogers	43	USA	britPOP!	80.0
5	Ted Flack	45	USA	britPOP!	82.0
6	Mark Golison	155	USA	V8	93.0
7	Bob Dunlap	37	USA	V8	95.0
8	Peter Van Rossem	66	CAN	britPOP!	99.0
9	Hugh Kidd	17	CAN	KFIII	106.0
10	Roberto Mesnik	47	USA	britPOP!	121.0
11	Jerry Brower	42	USA	Fraktal	122.0
12	Joe Damico	86	USA	britPOP!	143.0
13	Marko Majic	136	CAN	Hoochie Koo	152.0
14	Bob Shluger	14	USA	Widget	158.8
15	Brian Brozek	142	USA	Fraktal	180.0
16	Iain Dobson	171	CAN	KFII	190.0
17	David Cook	195	CAN	PP5	192.0
18	Bill Langjhar	88	USA	CHEINZ	212.0
19	Paul Switzer	55	CAN	LittleWing	273.0
20	Logan Kidd	117	CAN	KFII	277.0
21	John Adams	33	CAN	Ericca	295.0
22	Will Dobson	115	CAN	KFII	297.0
23	David Balsdon	39	CAN	PP5	310.0

Full Race Results: <http://www.kingstonyachtclub.com/racing/results/2014/index.cfm?result=regatta/IOM%20Canadian%20Nationals.htm>

Mary Wilson images: <https://www.flickr.com/photos/31358316@N05/sets/72157647267846008/>

A video from Robert Shluger: <http://www.youtube.com/watch?v=J7O6rNeW-0M>

Peter Juryn images: <https://www.flickr.com/photos/67226520@N08/sets/72157647207264358/>

2014 September Blender (Sept. 20-21, 2014)**Glenmore Reservoir in Calgary, Alberta**

Steve Kibble Reporting:

September in Calgary is usually beautiful. The days are warm, the nights are cool and the trees are starting to change colour. It is against this background that the 3rd annual September Blender regatta was held on the waters of Glenmore Reservoir. The event was co-hosted by Calgary Model Sailing Association and Glenmore Sailing Club.

The Blender is a sailing event for International One Metre (IOM) radio sailboats. This year, the scope of the event was expanded to include two full days of racing plus associated lunches, dinners and social gatherings. Twelve skippers assembled on Friday evening or official measuring: the IOM class has strict rules on maximum weight and dimensions, sail size and build materials. Held in conjunction with Family Friday, the skippers were able to get through the measurement process while inspecting each other's miniature yachts and enjoying barbecue burgers and bar service.

After a brief skippers meeting, races began on Saturday at 10:00 AM. Winds were light and shifty, even by Glenmore Reservoir standards. It became difficult to decide which end of the start line to start at as the wind could shift radically just seconds before the actual start. In several cases port tacker at the left end of the line managed to cross the entire fleet and make it to the windward mark without tacking.

At the lunch break, the skippers were treated to a white hat ceremony for our out-of-town guests: PRO Lawrie Neish (Saltspring Island), Roger Kibble (Saltspring Island) and Jerry Brower (Everett, WA). After the white hat presentation and a tasty lunch, skippers headed back to the docks for more battle. Lawrie Neish banged out a bunch of races, totaling 16 by the time racing stopped at 4:30. After retreating to the clubhouse, the tired racers were treated to margaritas – this is the 'Blender' regatta after all. While skippers were enjoying this, Roger Kibble and his team of volunteer sous chefs prepared a fantastic barbecued salmon dinner, complete with all the vegetables and fixings.



Fall sailing in the prairies at the September Blender on Glenmore Reservoir, Calgary, AB. Ken Harkness photo.

The warm sunny weather continued on Sunday. Skippers found that the wind direction was generally the same, but it was a somewhat stronger version. Not #2 rig weather, but certainly in the puffs there were a few boats overpowered. Racing went non-stop until 2:30 when lunch was again served as the results were being tabulated. After 30 total races over 2 days, it was the visitors who fared best. Jerry W. Brower took top honours followed by Roger Kibble. Local Andrew Baak rounded out the podium positions.

Ken Harkness photos: <https://www.facebook.com/media/set/?set=a.691197544298020.1073741835.345358082215303&type=3>

Results after 30 races with four throw-outs:

Pls	Skipper	Sail	City	Hull	Pts
1	J Brower	42	Lk Stevens	FRAKTAL	36.0
2	R Kibble	168	Saltspring	Ilkon	61.0
3	A Baak	24	Calgary	Goth	78.9
4	S Kibble	9	Calgary	Salmon	85.0
5	M Verry	29	Calgary	Widget	160.0
6	C Silkston	109	Calgary	Cooke	160.0
7	Q Baak	35	Calgary	Vektor	169.0
8	A Batchek	10	Calgary	Kite	177.0
9	H Konig	76	Calgary	Kite	210.0
10	C Lemke	4	Calgary	Cooke	215.0
11	J Parkin	3	Calgary	Cooke	248.0

Hosted by Calgary Model Sailing Association and Glenmore Sailing Club - PRO Lawrie Neish. Report at <http://crys.ca/september-blender-2014/>

USA NCA - Fred Rocha's Section

Class News 10/26/14

By Fred Rocha, National Class Secretary:

2015 Worlds planning continues, and as I write this the event is only 7 months away; May 8th – 16th at Central Lake in Foster City, CA. Our event website is here: <http://www.usaiomworlds.com>. We are on Facebook here: <https://www.facebook.com/USAIOMWORLDS>. We look forward to hosting this major event and hope that you are making your plans now. Early indications are that it will be fully subscribed. November 23rd is our presentation to IOM ICA at the Annual General Meeting. Our next deadline is December 8th for Stage 1 allocations. We will have a Stage 2, but I do not believe there will be a Stage 3 at this time.

I traveled recently to the 2014 European IOM Championships on beautiful Lake Garda in Italy. My goal was to promote our 2015 Worlds and observe how they organize their regatta, and certainly vacationing a little too on the famous Garda. Plans changed when I was drafted into being the PRO – I must have qualified with my Italian heritage on my Grandpa's side (aka Nonno in ITA).



Another challenging A-Fleet start at 2014 Euros at Campione Del Garda. Hanneke Gillissen © photo.

My hat goes off to the Euro organizers for pulling this one off despite some very challenging circumstances. Two weeks before the regatta the planned venue sold and this forced a last-minute change of venue to Campione Del Garda, a location that never had seen IOM racing before. Somehow with very long days and despite a logistical nightmare, the venue was prepared with a new skipper's platform, the launching platform, etc. It wasn't perfect as the organizers have a lack of experience for managing this kind of event, but they worked really hard over many consecutive long days with passion. They earned my respect and I'm glad I could help.

The racing was very challenging with waves, current, and wind shifts combining with a short windward leg making it very difficult to get consistent results.

- Official website with results: <http://www.iomec2014italy.com>
- Hanneke's excellent images here: <https://plus.google.com/116701581080999681496/photos>
- Representing the USA: Craig Mackey finished 30th and Gary Boell finished 46th out of 76.

Congratulations to Tony Gonsalves our 2014 USA National Champion (3rd time!) as well as our 2014 Canadian National Champion. Tony is not only a great skipper, but also a great ambassador for our

sport. It is always inspiring to hear his acceptance speech at a regatta. Tony is also another good source for tuning advice for newbie's too.

I know that it has been a busy year, but USA ranking events keep coming up. Remaining 2014 ranking events include a Region 6 event in San Diego on Oct 31- Nov 2nd and a Region 5 Championships is December 6 – 7 in Pasedena (Houston), TX. We are just starting to organize our 2015 ranking event schedule, and look forward to the continued growth in east coast regattas. Please submit to me your 2015 regatta plans ASAP so we can coordinate all of our regattas.

Thank you to all the organizers and volunteers that make our club and ranking events so special. Volunteers are the key to keep our clubs and ranking events thriving. Our class is blessed with many volunteers, but more volunteers will ease the load and working at a regatta is a fun thing too. I'm not suggesting that competing is over-rated, but helping to run a regatta has its own rewards.



IOM Euros at Garda from the skipper's platform, what a heroic venue. Hanneke Gillissen © photo.



Aerial view of Campione Del Garda – wow. Now I understand better the Euro organizers logistical problems.

IOM USA Tx Lanyards & Belts (a shameless promotion to benefit our IOM USA):

In our newsletter last quarter Bruce Andersen in Boise, Idaho offered the nifty D-ring web belts (shown below) as a useful product and a modest fundraiser for the USA Class Association. There are many USA skippers now walking around with their pants in proper position thanks to this belt. You can still 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. Details below.

Now Bruce is creating and will custom sew a nifty transmitter lanyard (shown below on your Editor). It doesn't just look great; it also feels good because the canvas backing is stiff enough to distribute the weight nicely. If he had one this comfortable our new Euro Champ, BG, would sail with a lanyard like most everybody else. It will attach to your Tx with cord and a lark's head knot (not the carabineer on the proto in photo). Cost will be minimum \$25 donation each, and paying more is encouraged because 100% of the profits go to our class association. Bruce will personally sew these in the two sizes listed below, but go ahead and request something custom if you are really tall like Gary Boell. Available soon.

Bruce will even ship them to you in the continental US at a modest additional \$5 for a single belt or lanyard, and better yet he will work with you for reduced shipping costs on multiple belt/lanyard orders for your club. Bruce accepts cash, check, and he has a PayPal account if you prefer. Contact Bruce at: **precisionpark-at-gmail-dot-com**. Bruce earns another "atta boy" and a big thanks.



The web transmitter lanyard (L) will soon be available & the D-ring web belts (R) are still available. Photo Jackie Wells.

Support IOM USA:	Donation:	Sizes:
Web Transmitter Lanyard (Soon to be Available)	\$25 minimum	20" long web (shown in photo) 22" (sized for Oracle Team USA grinder types)
D-ring Web Belt	\$30 minimum	Medium is for 34-36" waists (sold out) L is 38"-40", XL is 42"-44", and a few XXLs at 46"-48".
Combo: Lanyard & Belt	\$45 minimum	See above.

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.

Approaching the Weather Mark

Rule 18 *Mark Room* and the Weather Mark

Note for this topic, all marks are to be rounded to port, unless specified. You should have a copy of the Racing Rules of Sailing. You may download a free PDF of the RRS from the ISAF web site.

<http://www.sailing.org/tools/documents/ISAFRRS20132016Final-%5B13376%5D.pdf>

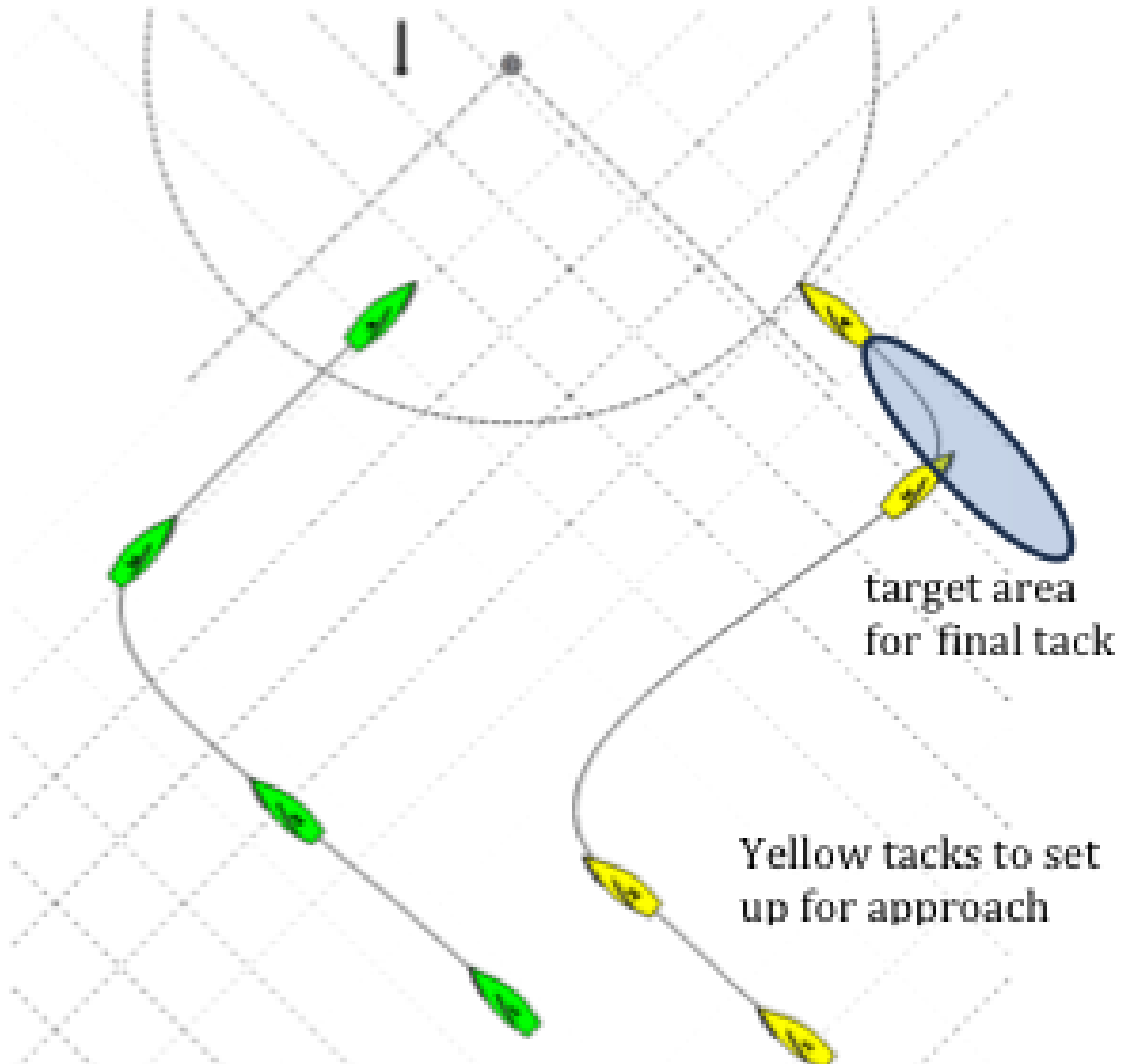
Weather Mark rounding 101 - Approaching the Zone



Lots of action in the zone - UK Nationals August 2014 - Photograph by Sue Brown

Under R 18 Mark Room, any boat that tacks in the zone of the weather mark has virtually no rights, and must stay clear of other boats. So tactically, it is very important to get onto the stbd lay line before entering the zone. However getting onto the lay line from a long way out carries its own risks, for example, I will not be able to take advantage of a wind shift, or may have to sail in dirty air if another boat tacks in front of me. So coming in on port, I try to approach the stbd lay line between six to eight boat lengths below the port lay line. To do this I plan the port tack approach as much as twenty boat lengths away. At twenty boat lengths, I start to assess what the wind and the fleet is doing. I don't want to be on the headed tack, but very close to the mark, it may be necessary just to get good position, and if the distance is small, any loss will also be small.

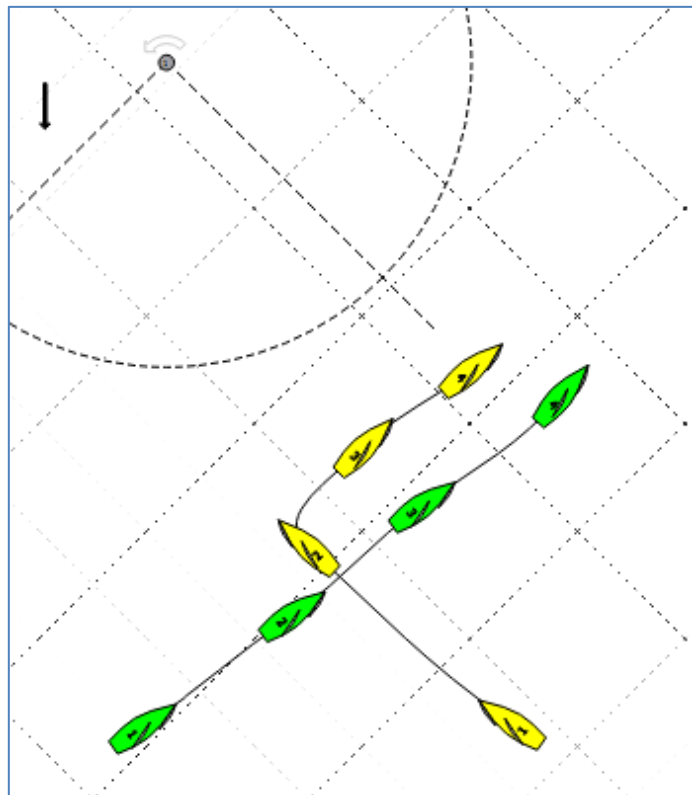
Looking at the fleet, are there a group of boat arriving at the mark with me? Or is the fleet spread out? If there is going to be congestion at the mark, from where are the boats approaching - the left or right side of the course? If I see a mess developing, then I will over stand the stbd lay line a little, so that I have a little in the bank and can sail around any congestion at the mark. If my way is clear, I can always crack off and approach the mark with more speed.



This suggestion is for Race Directors – Please try to place the weather mark as least 10-boat lengths away from the shoreline. The above diagram shows the importance of allowing room for boats to get onto the stbd lay line before entering the zone. Some sailing venues, like San Diego, Foster City, and Salt Spring Island have prevailing winds that often favor sailing out to the left, and so many skippers approach the weather mark on port from the left side of the course. If I see a recurring pattern of a group of boats coming into the zone on port, that suggest to me that the mark needs to be moved further out to move it closer to the favoured wind and to increase access to the target tacking area on the stbd lay line.

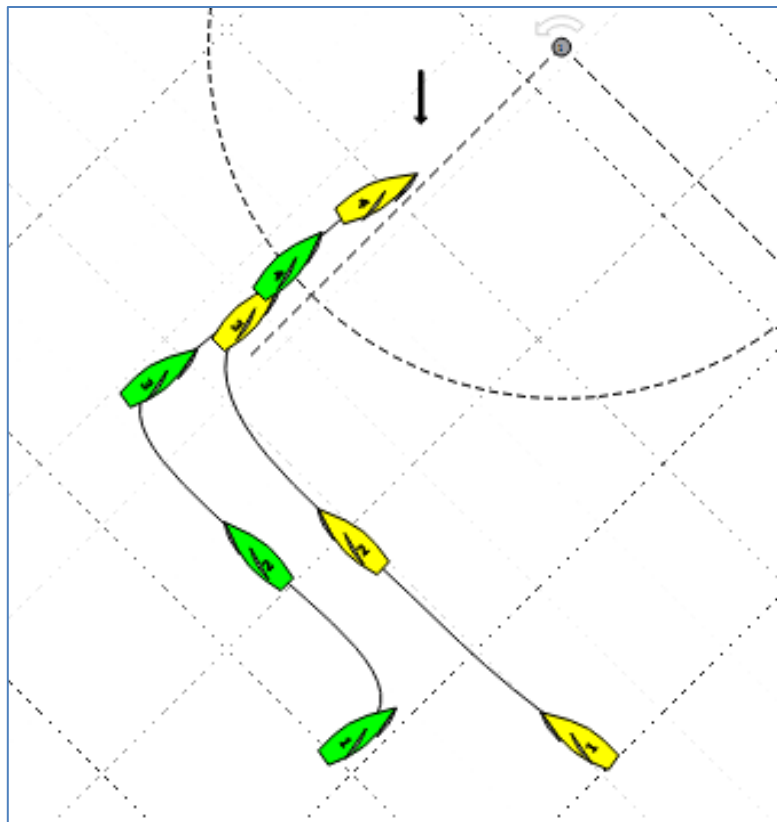
Be in control

Approaching the weather mark, I want to get between any nearby boat and the mark so that I will be in control of the final approach to the mark – just like match racing. If Yellow tacks to port to leeward of Green and before P2, then Yellow is giving control to Green to decide when to make the final tack to lay the mark. A better tactic for Yellow is to tack to port to slightly weather of Green at P2 as shown in the diagram-right, to get between Green and the mark. Yellow is now in control of when to make the final tack to stbd to lay the mark. Green cannot tack to stbd without breaking R 13 (tacking too close) due to the close proximity of Yellow. At P3, Yellow could crack her sheets a little to accelerate and move forward and even closer to Green. A reminder hail by Yellow of 'No room to tack' is a good idea. At P4, there is nothing in the rules that requires Yellow to tack for the mark. She can take Green beyond the lay line so that Green has to sail in her dirty air up to the mark. If Yellow crosses Green at P2 but delays too long before tacking to P3, then she risks allowing enough room for Green subsequently to tack to stbd first. Even worse for Yellow is to



extend on stbd from P2 as she will have to risk tacking in the zone with Green now laying the mark on stbd with all the rights.

If I were Green, approaching Yellow at P1, I would not tack to stbd between P1 and P2 as is shown in this diagram. Here Green tacks to stbd after P1 and is locked outside by Yellow. Green is forced to follow Yellow around the mark.



It is better for Green hail 'Hold your course' and to duck Yellow after P1. Yellow may carry on, giving Green the stbd tack advantage later. Or Yellow may tack to cover (as in the previous diagram). Now Green has a choice. She may pinch up to Yellow and possibly force Yellow to tack away before reaching the lay line. Or do the opposite – crack off at P1 and try to open up enough separation between the boats so that Green has enough room at the lay line to tack to stbd without breaking R 13.

Looking at R18 for the weather mark

There are several differences in how (or even if) we apply R 18 at a weather mark compared to other types of mark rounding (reaching or downwind). The first thing to note is that, in spite of the title of this topic, the word 'Weather Mark' does not appear in the rules. We use the name 'Weather Mark' as a convenient label to describe the course to be sailed. However, when you look at R 18, it is the sailing angle of the boats as they approach a mark that determines how the rule applies. If a race starts on a beat, towards the 'Weather Mark', but then there is a 180 degree wind shift, the boat sailing angle into the mark is now a run. That is what determines how R 18 applies. The important wording to note in R18.1.a is the use of the phrase 'on a beat to windward'.

Definitions

The following defined terms are use in R 18 and understanding them is important.

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

Fetching A boat is *fetching* a mark when she is in a position to pass to windward of it and leave it on the required side without changing tack.

Mark-Room Room for a boat to leave a mark on the required side. Also,

(a) *room* to sail to the mark when her proper course is to sail close to it, and

(b) *room* to round the mark as necessary to sail the course.

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

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

Breaking down R 18

R 18 contains four sections.

R 18.1 describes when R 18 applies and importantly, the exceptions for when it does not apply.

R 18.2 covers giving mark room.

R 18.3 covers tacking in the zone.

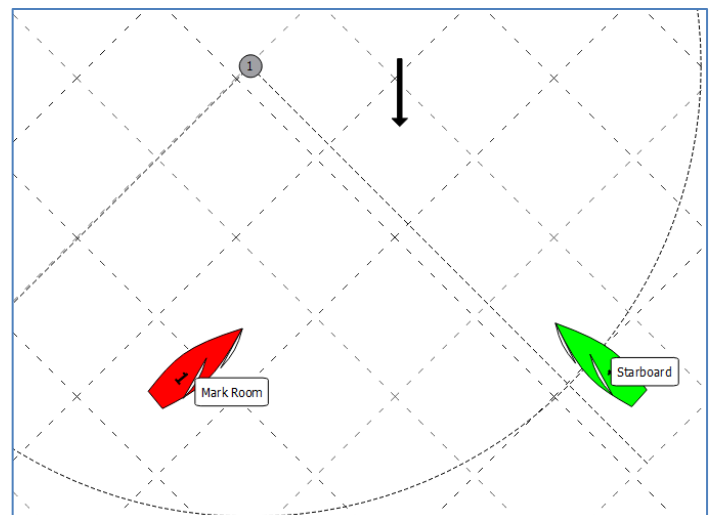
R 18.4 covers gybing in the zone.

It is important to note that R18 does not grant Right Of Way (ROW is granted in R 10 through R 13). All R 18 does is to give 'mark room', and that may place limits on a ROW boat, but does not alter ROW.

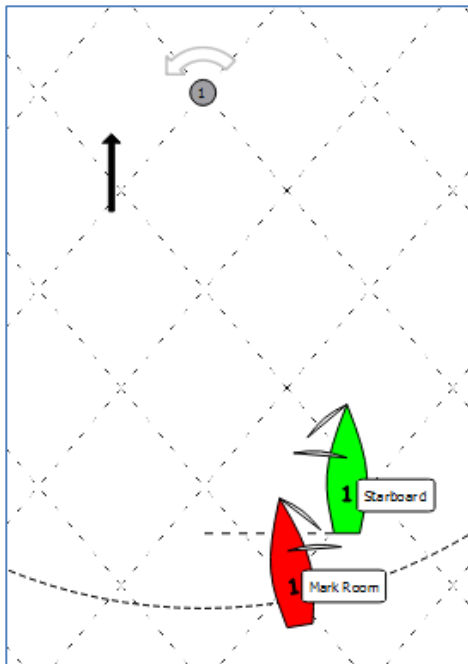
Opposite tacks

The first of the exceptions in R 18 (R18.1.a) covers boats on opposite tacks on a beat to windward. As R 18 and mark room do not apply, it is as if the mark is not there and so we are left with a simple R10 situation, and port tack keeps clear of stbd tack. In this diagram-right, the boats are on a beat to windward, and even though they are in the zone, and

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Red on port, entered the zone first, R 18.1.a says that R 18 and mark room do not apply. So Red must stay clear of Green, under R 10 (P/S)

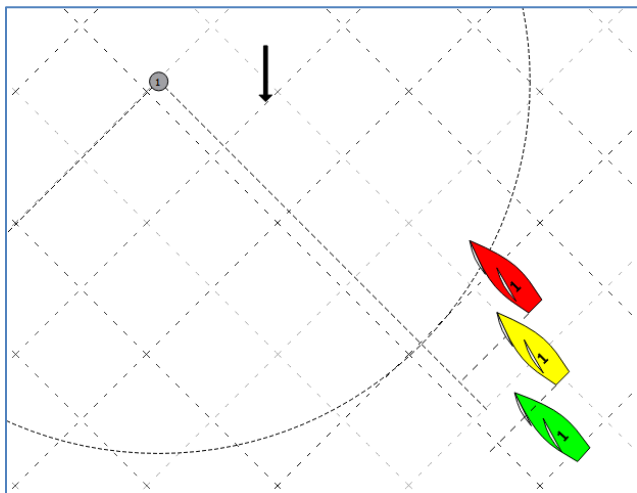
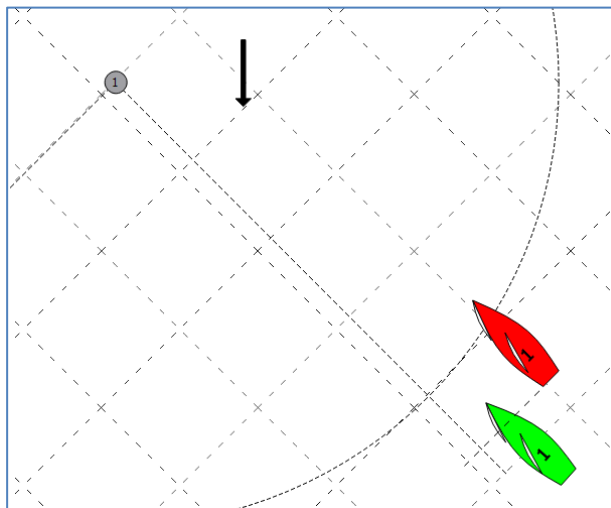


Now look at this diagram-left and compare with the previous one. As the boats are not on a beat to windward, and none of the 4 exceptions listed in R18.1 apply, R 18 applies. So on the downwind mark, they are considered to be overlapped, and Red on port is entitled to mark room from Green on starboard. Looking at the definition of mark room, Green must allow Red to sail to the mark and give enough room for Red to manoeuvre around the mark. Green cannot force Red to the wrong side of the mark. Green is still ROW boat, so Red cannot sail by the lee and force Green out wide of the mark.

Same Tack and

Overlap

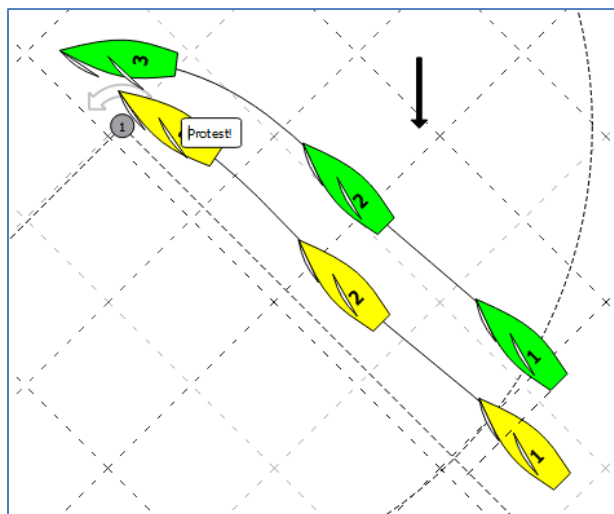
This diagram shows the most common application of R 18.2 and mark room. Red and Green are approaching the mark from outside of the zone, already on stbd tack and above the lay line (the dotted line). Before they reach the zone, they are overlapped and Green has ROW under R11 (windward/leeward). Red touches the zone first, and as they are overlapped when the first boat reaches the zone, the inside boat, Green is entitled to mark room under R 18.2.b.



Now let's look at a similar situation, but add Yellow as the middle boat. This extends the concept of overlap (see the definition earlier) to include an intervening boat. As Red is overlapped with Yellow and Yellow is overlapped with Green and Yellow is between Red and Green, the overlap extends over all three boats. This means that Red has to give mark room to BOTH Yellow and Green and Yellow has to give mark room to Green if Yellow and Green are still overlapped when Yellow reaches the zone.

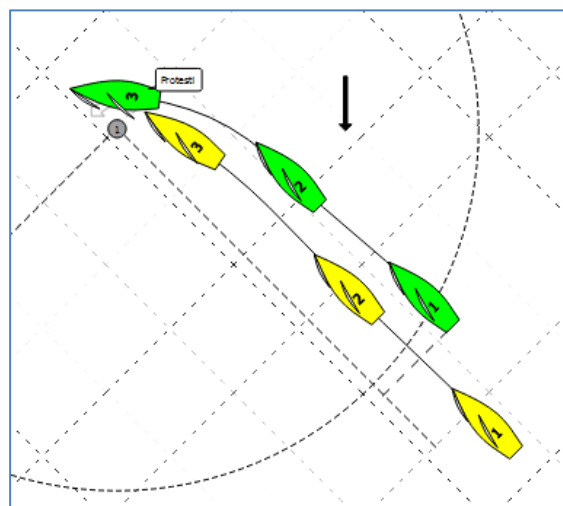
Taking this one step further, now look at the diagram-right. In this case while Red and Yellow overlap, and Yellow and Green overlap, Yellow is NOT between Red and Green, she is outside. So in this example, Yellow gives mark room to Red. Yellow gives mark room to Green. As Red and Green are not overlapped, they must be clear ahead/clear astern, so Red has ROW over Green (R12) and is clear ahead at the zone, so Green must give mark room to Red and must avoid Red as she bares away around the mark. But note that Yellow must also give Green enough room to avoid Red.

More on R 18.2 Clear ahead compared to overlapped



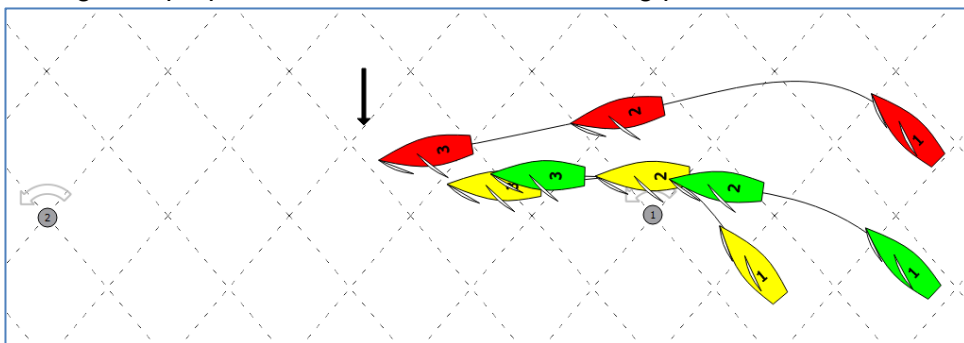
In the diagram-left, Yellow and Green were overlapped when the first boat entered the zone, so Yellow is entitled to mark room. At the mark, Green bares away for the next leg, and Yellow hits the mark, avoiding Green. Green breaks R 18.2.b. by failing to give mark room to Yellow. Yellow breaks R 31 Touching a Mark, but is exonerated under R 21 Exoneration.

In the diagram-right, Green entered the zone clear ahead of Yellow and so Green is entitled to mark room from Yellow. That room includes room to bare away to sail her proper course and so Yellow breaks R 18.2.b and R 18.2.c.2 by failing to give Green mark room to sail her proper course, close to the mark. For Yellow, it is dangerous to stick your bow inside Green. Better to cross her transom and get outside, to avoid being trapped.



Proper Course and Mark Room

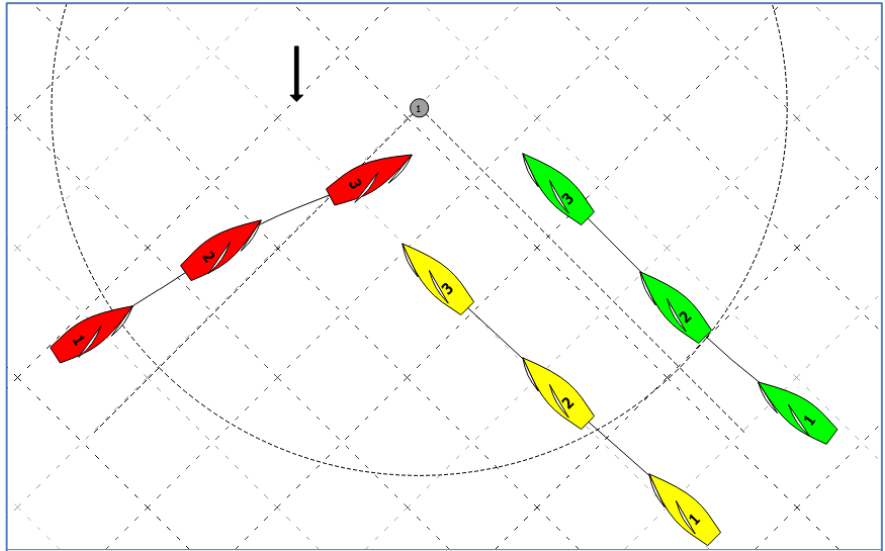
These boats are all demonstrating sailing their proper course from difference starting positions. If a boat has Mark Room, then the other boat has to allow the Mark Room boat to sail to the mark when her proper course is to sail close to the mark, and room to round the mark to sail the course. Here we have a weather mark and an offset mark. From their positions at P1, and with Mark Room, Yellow and Green may sail



close the weather mark, and then sail towards the next mark. However Red at P1 does not need to sail close to the weather mark as her proper course and course to the next mark is a higher line. So Red has left a hole that another boat could sail into.

Fetching a mark

This diagram-right shows the concept of 'fetching' the mark. The lay lines are shown by the dotted lines. Green is fetching the mark as she is able to sail up to and around the mark without the need to tack. Yellow is not fetching the mark as she is below the starboard lay line and will need to tack twice before rounding. Red also needs to tack to round the mark and so is not fetching the mark either.



Tacking in the Zone

Tacking in the zone is the second most frequent application of R 18, and is covered by R18.3. The main item to note is, when a boat tacks in the zone, she does not gain **mark room** over any boats that are fetching the mark. She has to give **mark room** to all other boats that are fetching the mark, even if they are not yet in the zone. There are three possibilities for a port tack boat approaching a boat already fetching the mark on stbd. She can tack clear ahead of, or tack inside of, or tack outside of the stbd tack boat. Here is an extract from R 18. Note that when R 18.3 applies, R 18.2 no longer applies between them and sets out a new obligation for the boat that tacked.

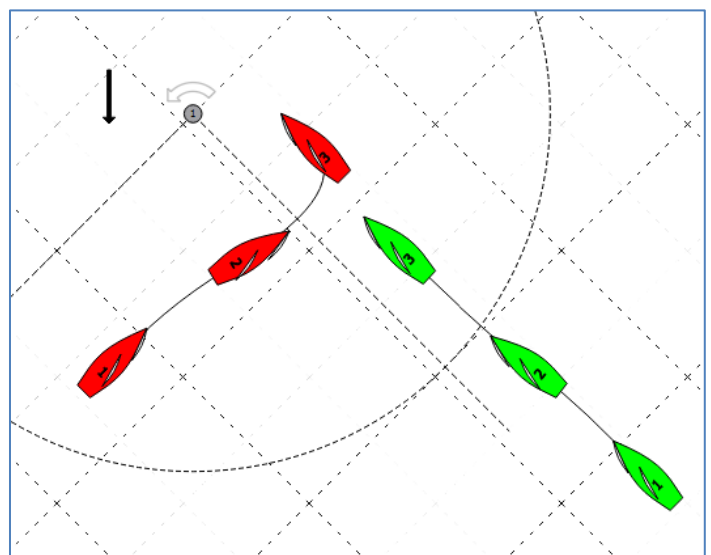
18.3 Tacking in the Zone

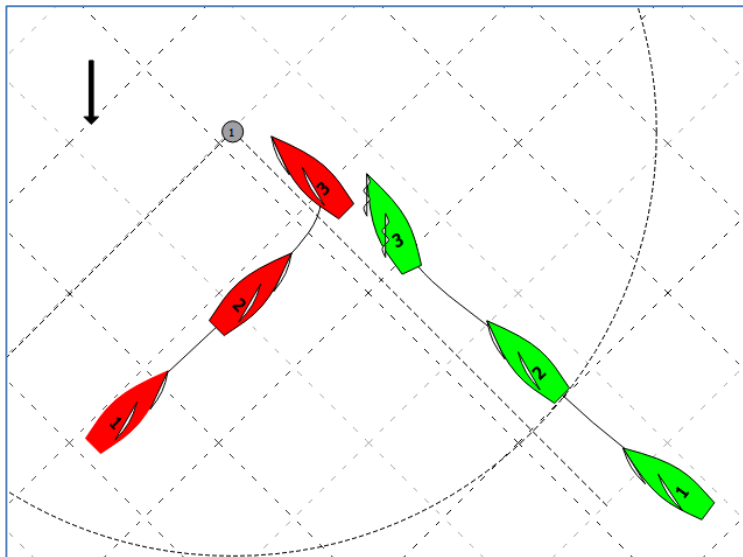
If a boat in the *zone* passes head to wind and is then on the same tack as a boat that is *fetching the mark*, rule 18.2 does not thereafter apply between them. The boat that changed tack

- (a) shall not cause the other boat to sail above close-hauled to avoid contact or prevent the other boat from passing the mark on the required side, and
- (b) shall give mark-room if the other boat becomes overlapped inside her.

Tacking clear ahead of another boat

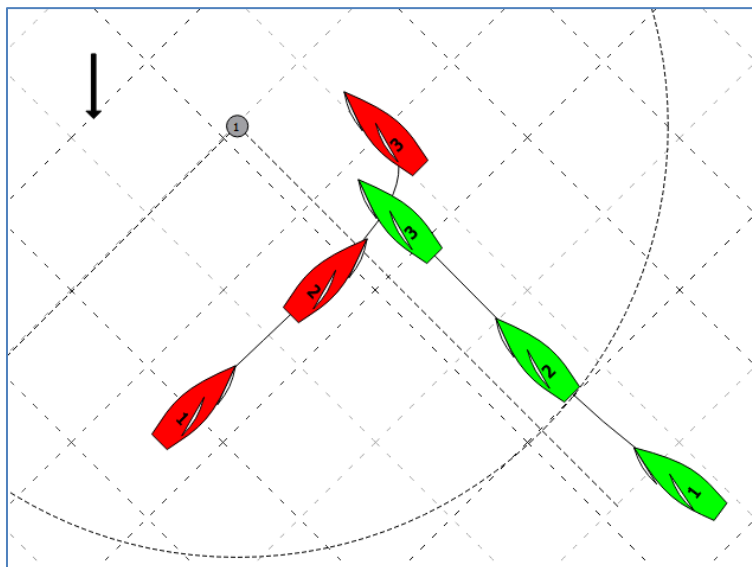
If Red is able to tack clear ahead of Green and round the mark, she has done well. However, if she slows down due to the tack and Green gets an inside overlap, Red has to give mark room to Green! R 18.3.b.





Tacking inside another boat

If Red tacks inside Green, such that they become overlapped, then R 11 says that Green, to weather, must stay clear of Red, to leeward. However, if Green has to luff above close hauled to avoid Red, then Red has broken R 18.3.a. Green can try to dissuade Red from tacking inside by hailing "No Room – don't think of going in there". If Red tacks, and Green protests, that hail will be compelling evidence in a hearing.



Tacking outside another boat

If Red tacks outside of Green and they become overlapped, then Red must give mark room to Green under R 18.3.b.

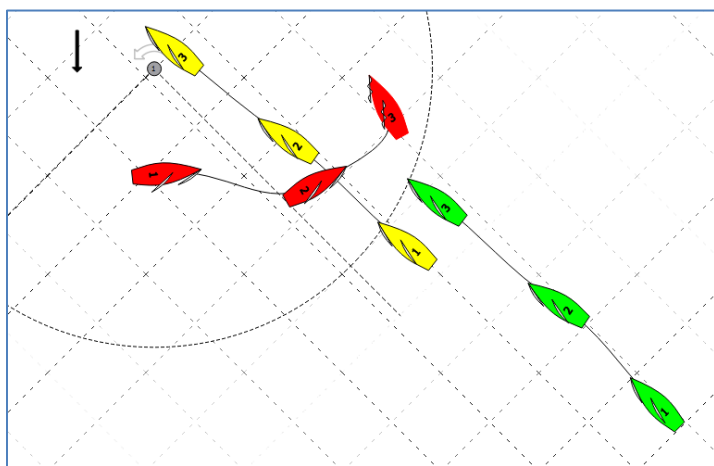
Entering the Zone on Port tack

In spite of my earlier tactical advice about getting to the stbd lay line before entering the zone safely on stbd tack, it happens! You get pushed out to the left side of the course and are forced to come into the zone, close to the mark on port tack. Basically, not only do you have to keep clear of other boats while you approach and while you tack, but you have to give mark room to any boats ahead, or inside you, or coming in from astern and gaining an inside overlap. So you need to find a hole in the line of stbd tack boats, and you may need do a quick circle, or bare off and sail low to find a hole big enough. Once you find a path, it is better to go beyond a stbd boat before tacking – that way you avoid breaking R 10 and/or R 13.

By going beyond the stbd boat, you are conceding inside overlap, but she was going to get inside at the

mark anyway. At least now you give up only one place – much better than risking a penalty and losing many places while doing your turns! In this diagram, Red ducks Yellow and then crosses ahead of Green before tacking. If Red tacked in front of Green, she risks breaking R 13 and Green could either duck inside and gain mark room, or luff up beyond close hauled and protest. Either way, Red would become a sitting duck.

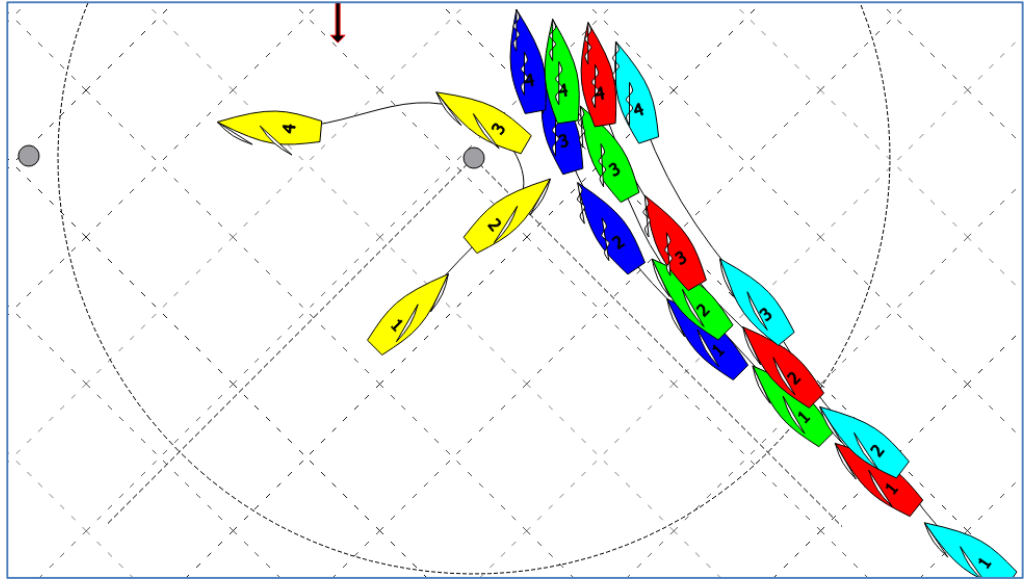
A fine example of sportsmanship – from the 2014 IOM New Zealand Championships – White boat #71 (Ian Vickers) and Yellow boat #64 approach the weather mark on Port. Yellow makes it ahead of the approaching stbd boats, but there is no



room for White. White makes a quick turn and tries again – but still no room, so she circles then bares off and sails down the line, looking for a hole. Video by Neil Deverell.

https://www.youtube.com/watch?feature=player_detailpage&v=F7jP5eGAIM8#t=89

Generally, it is considered very poor sportsmanship to come crashing in on port, just hoping to tack into a hole and not hit anyone – you are spoiling the race for the other affected skippers. If you come in on port and squeeze around the mark, but cause several stbd tack boats to become fouled up with each other avoiding you, then you may be found to have gained a significant advantage, and have to do multiple turns until all those boats are in front of you and the advantage is eliminated (Appendix E 4.3.b). So you gained no advantage, you spoiled the race for a number of competitors and generally will become very unpopular. Here Yellow breaks R 18.3.a and also gains significant advantage over the other four boats, requiring many penalty turns until they are all ahead of her.



A closer look at Tacking and Above Close-hauled

There is no definition of what is meant by Tacking, nor of sailing above Close Hauled. The information is contained in the applicable rules and in common understanding of the terms. Tacking is covered in R 13.

R 13 WHILE TACKING

After a boat passes head to wind, she shall keep clear of other boats until she is on a close-hauled course. During that time rules 10, 11 and 12 do not apply. If two boats are subject to this rule at the same time, the one on the other's port side or the one astern shall keep clear.

So a boat is luffing as she turns up from close hauled until she reaches head to wind, and she is tacking from 'beyond head to wind' until she reaches a close-hauled course. Now let's apply this to R 18.3. Imagine that I am fetching the mark on stbd tack and my sails are in tight and I am pointing as high as I can without luffing, and a port tack boat tacks inside me. I head up a little to avoid the other boat and my jib luffs – then the boat that tacked has broken R 18.3.a. However if I have over-stood the mark a little and I am heading for the mark, cracked off for speed, and the boat tacks inside me, and I head up a little to avoid her and my jib luffs, then the other boat has not (yet) broken R 18.3.a because I was not fully close-hauled and my sails were not fully sheeted fully in. Now, if I come up higher to avoid the other boat, and sheet in my sails all the way, and the jib still luffs, then the boat that tacked as broken R 18.3.a.

When both boats tack in the zone

Suppose we have two boats entering the zone, overlapped on port tack, sailing towards the stbd lay line. As they reach the lay line, both boats tack simultaneously. Who has mark room and why? The short answer is that R 18.2.a says that the outside boat shall give the inside boat mark room. However to arrive at this we need to look at how R 18.2 is put together in order to eliminate some options. R 18.2 has five parts, a) through e), but for this we need only look at R 18.2.a) through c).

R 18.2.a says the outside boat gives the inside boat mark room unless R18.2.b applies. R 18.2.b covers boats fetching the mark from outside the zone and probably covers 75 per cent of all windward mark roundings. Next, the last part of R 18.2.c turns off R 18.2.b. when one boat tacks in the zone while the other boat is fetching the mark, and probably covers another 20 percent of roundings. But what happens in the other 5 per cent, when both boats tack in the zone? – neither R 18.2.b nor R18.2.c applies and so finally, we are left with R 18.2.a.

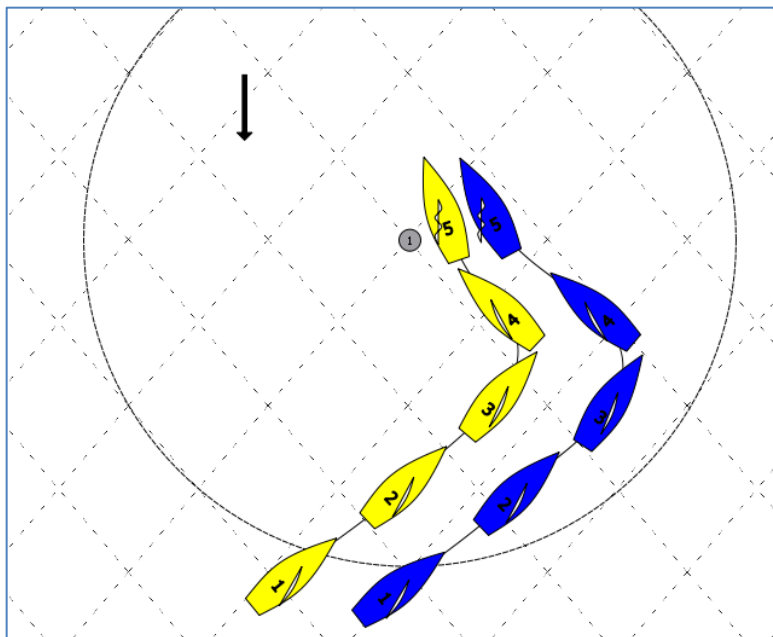
There is a subtle difference between R 18.2.a and R 18.3 when it comes to luffing. In this diagram, Yellow and Blue on port tack, are overlapped when they enter the zone. Blue gives mark room to Yellow under R 18.2.b. As they reach the stbd lay line, they both tack at the same time. As soon as Yellow tacks, R 18.2.c cancels the original mark room obligation.

While they are tacking, R 13 applies, and the last part of R 13 says

If two boats are subject to this rule at the same time, the one on the other's port side or the one astern shall keep clear.

So during the tack, Yellow keeps clear of Blue. Once the tack is complete and as they are both in the zone, R 18.2.a now applies, and Blue has to give Yellow mark room. In this diagram, Yellow needs to luff a little to get around the mark, and Blue has to luff to stay clear. In this case no rule is broken by the luff, as that restriction about causing a boat to luff is in R 18.3, which does not apply here.

Compare this situation with '**Tacking inside another boat**' two pages back.



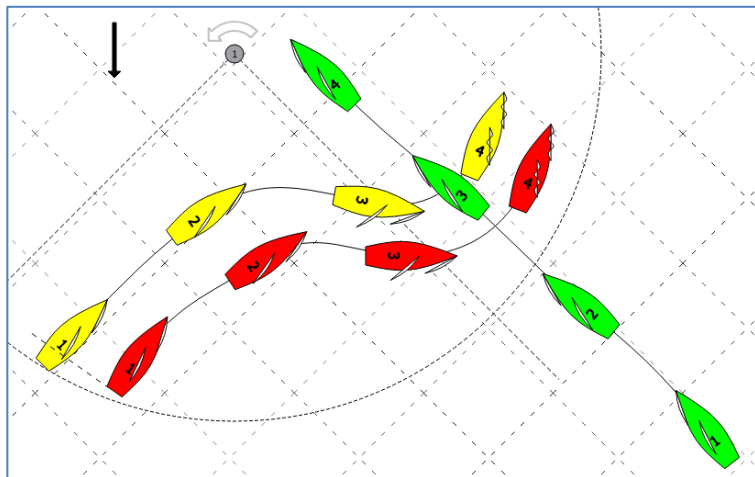
Hailing for Mark Room

There is no explicit requirement to hail for room at the mark, or to hail an overlap. R 18.2 says that the outside boat or boat clear astern "shall give" . . . The problem is that there is no neat circle drawn in the water – we have to guesstimate where the zone starts. So a hail helps to reinforce the relative positions of the boats as they approach the zone. If two boats have been overlapped for some time, then there is usually no issue with mark room. However when a late overlap is established or broken, then a hail helps focus the situation in everyone's mind. R 18.2.d places the burden of proof on the boat making a late claim that an overlap was created or broken.

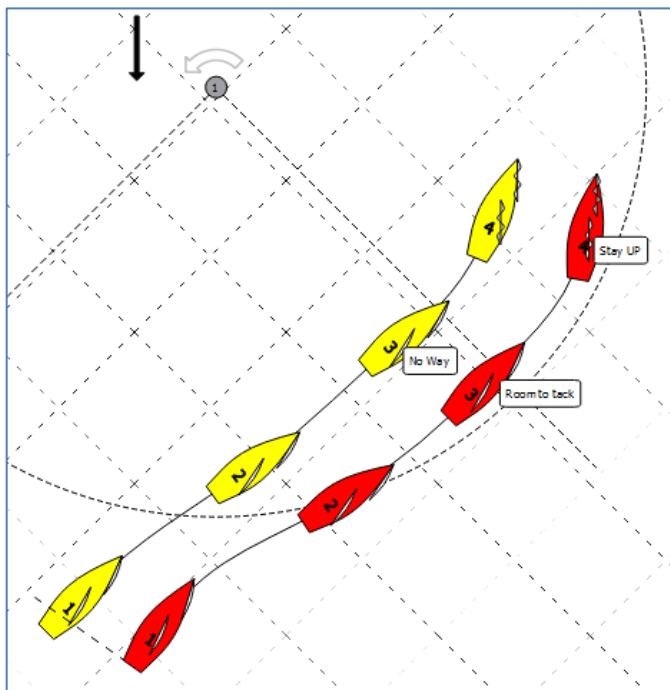
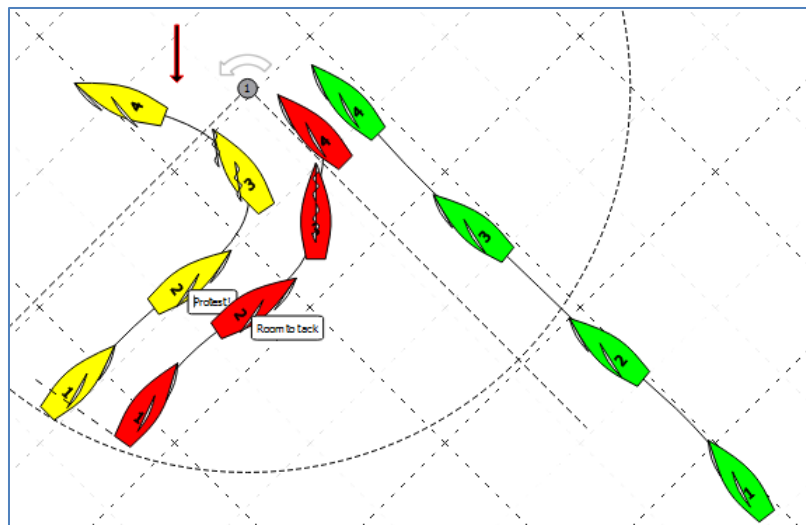
R 18.2.(d) If there is reasonable doubt that a boat obtained or broke an overlap in time, it shall be presumed that she did not.

Meeting an obstruction in the zone (R 19 and R 20)

Green is fetching the mark on stbd. Red and Yellow are approaching on port tack and are converging with Green. Red and Yellow were overlapped when the first one entered the zone. This diagram shows what should happen. Red cannot hail for room to tack (R20) at P1 or P2, as that would take Yellow to the wrong side of the mark (remember that Red has to give mark room to Yellow, which includes passing a mark on the correct side). As Green is an obstruction, Red must comply with R 19 and her only remaining option is to duck Green. When she ducks Green, she must also leave room for Yellow to clear Green's transom.



If Red hails for room to tack at P1 or P2, she is hailing under R 20 and Yellow **MUST** respond. However this forces Yellow to the wrong side of the mark, so Red denies Yellow mark room and Red breaks R 18.2.b. Yellow's correct and **ONLY** recourse is to protest Red.

**Hailing for Room to tack at the lay line - NOT**

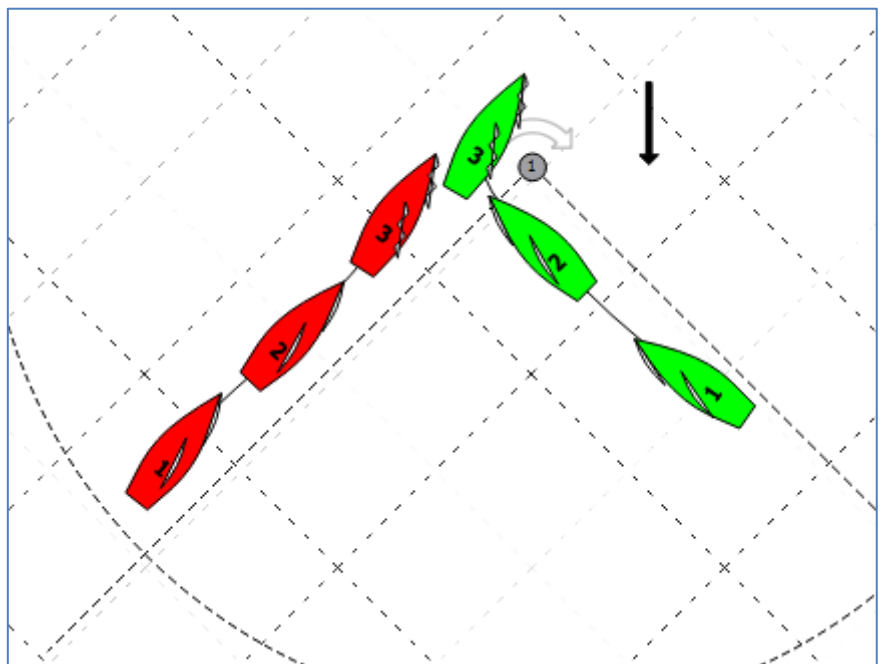
Red and Yellow are overlapped as they reach the stbd lay line. Red wants to tack, but Yellow tells her to get lost! In this case there is no obstruction, and so R 20 does not apply. There is no rule that requires Yellow to tack. All Red can do is begin to luff up to help 'persuade' Yellow to tack. But Red cannot pass head-to-wind or she would begin tacking – and would break R 13 by tacking too close to Yellow.

The 'dreaded' Marks to Stbd – R13 and tacking too close

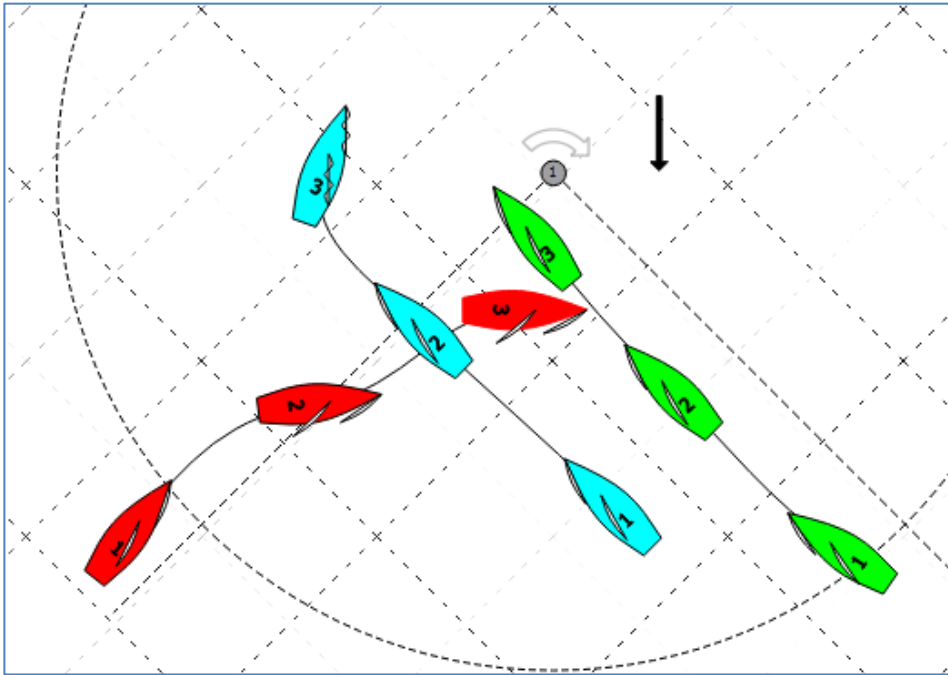
UK Nationals August 2014 - Photograph by Sue Brown. Marks to stbd – 38 is hiding the mark and is just rounding

'Marks to Stbd' creates various complex rules situations and as a result, is popular in Match Racing. While that is fine when there are just two boats on the race course, those complex situations are multiplied and become collisions and lead to protest hearings when stbd roundings are used in fleet racing. The problem occurs as a boat approaches the mark on stbd, but has to tack to round the mark. Until she tacks, she has ROW over any approaching port tack boats, but as soon as she alters course by luffing (after P2), she become subject to R 16 Changing Course. As soon as she passes head to wind, she is tacking and there is an immediate transfer of ROW.

When stbd tacks, she loses right of way due to R 13, and as she has tacked in the zone, she does not acquire any mark room rights over a boat fetching the mark on the port tack lay line. But while that is happening, the port tack boat fetching the mark, still has to avoid any other stbd tack boats. Here Green breaks R 13 as Red has to avoid her before the tack has completed (Green's sails are still luffing and she has not yet reached a close hauled course). Green also breaks R 18.3.a as Red is forced above close hauled.



As you can see from the above photograph, the preferred tactic for a stbd rounding, is to approach the mark on stbd, close to the stbd lay line, and then round up and tack around the mark (while avoiding interfering with any port tack boats).



If a port tack boat is approaching, this is a great time for stbd to go an extra boat length before tacking to avoid breaking R 13. Here Blue has over-stood a little before starting to tack, to clear Red and to allow room for Green, still on stbd, with ROW. However, Blue may be in trouble if Green carries on. Blue should wait for Green to begin to tack, before starting her move. Remember, there is no rule requiring Green to tack right at the mark.

If you sail out to the port lay line and come into the mark on port, you have to watch for stbd tack boats and may have

to duck one – and then another – and suddenly, you are not making the mark anymore! So if you plan to come in on port, you may want to over stand by a couple of boat lengths. Here, Red did not over stand enough and ends up below the mark.

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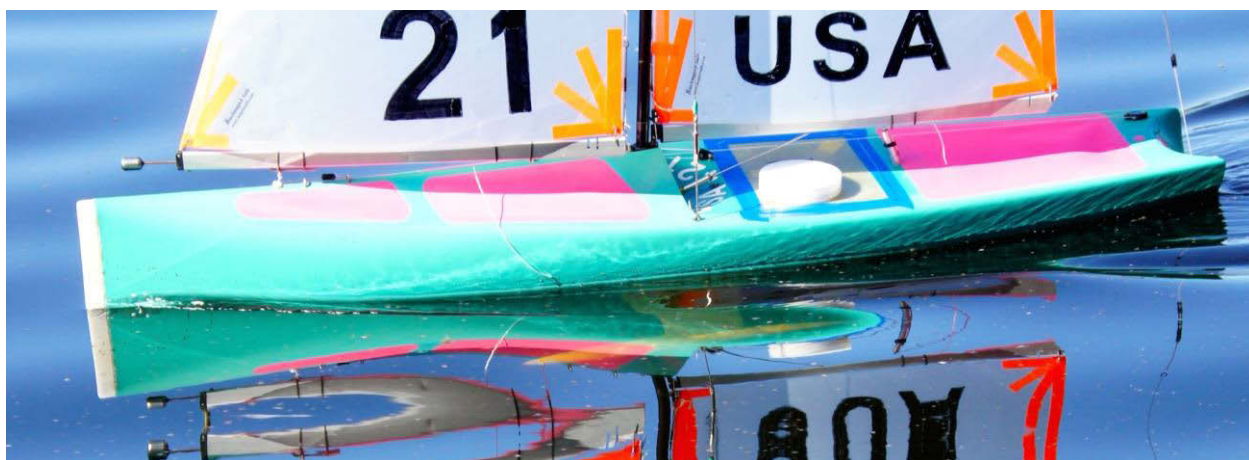
For Sale:

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. Reduced to **\$900**. Seller is Bob Critchlow, who is selling because he ~~is receiving~~ **has received** a new CHEINZ. Call Bob Critchlow at 360-298-0602 in Anacortes or email: Jobob at rockisland dot com.



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. (You don't have to use those pink patches Kelly prefers – Editor.) Wayne Martin photo.

IOM Supplier Interview: *Brian Brozek of Midwest Model Yachting LLC*

To get to know our IOM products and suppliers better, this issue we interview radio sailing products reseller Brian Brozek of Midwest Model Yachting LLC. I am aware that Brian is the USA source for SAILSetc products and also sells RMG winches, and he has been in business since I started sailing IOMs four years ago. Those are very popular products for IOMs. On to the interview, but first check out his website: <http://www.midwestmodelyachting.com>.



Brian Brozek of Midwest Model Yachting LLC with his colorful FRAKTAL at his new local pond with not a single wind-distorting tree nearby. He is a member of the Indianapolis Admirals that sail every Saturday in Westfield, Indiana – when the water isn't hard.

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

Seattle Model Yacht Club

Brian Brozek: Bob, I am a kid at heart with the passion I have for this wonderful hobby called Radio Controlled Model Sailboats. I have a dear friend named Tony Lowery to thank for introducing me to this hobby some 23 years ago. He had fixed a flat tire on a bicycle for a neighbor of his and she had given him a radio-controlled sailboat that her late husband had built. He and I made a plaster mold of this boat and I made my first hull this way. It was a 36/600 or a One Meter if I recall correctly. I would most definitely do things differently now with the knowledge I have gained through the years in the hobby. I work during the day as a Return Product Analysis technician for Bell Techlogix, where we do the service work on Epson branded products.

SMYC: What led you to open this radio sailing business?

Brian Brozek: I wanted to turn my hobby / passion into a business I could run from home. I was talking with Don Ginthner of Great Basin Model Yachting to place an order one evening and the conversation turned to the fact that he wanted to sell his business. Our conversations continued on for some time with the eventual sale of his business to me and then I opened Midwest Model Yachting, LLC in 2007.

SMYC: Congratulations for surviving as a business for 7-8 years so far. Where and how often do you sail?

Brian Brozek: I belong to the Indianapolis Admirals (<http://www.indyadmirals.org>) and we sail at a new venue as of this year called Grand Park in Westfield, Indiana. It is a sporting complex for Football, Soccer, Lacrosse and Baseball that occupies around 300-400 acres of land. The pond is 300' x 600' with no obstructions around, and we are blessed to have such a nice venue for our club to use. We have seven permanent marks put in that are made from the 5 gallon drinking water jugs painted a bright yellow with large blue numbers, I have Tony Gonsalves to thank for the advice in making these correctly. He is most definitely a fine ambassador to our sport. We sail every Saturday from 10:30am – 3:30pm and our fleet of IOM's is steadily growing. By the end of this year we should have 8 in the water for the Tug Wilson Racing Series Regattas, which are once a month.

SMYC: I checked out your club website. It looks like you are the local top dog in IOMs with your FRAKTAL and also your V32, but it is a lot closer with V32's.

Brian Brozek: Thanks for checking out the club website, we are one of a few clubs nationally that supports such a diverse group of RC Model enthusiasts. We have Sailing, Scale, Fast Electric, and Steam Boats that are all active from month to month. I strive to sail the best I can on any given Saturday and as every sailor knows, good clean starts are key to good finishes. Our fleet of IOM sailboats from one year to the next is growing and is the boat sailed the most on off regatta weekends. The V-32's are the entry-level boat in our club and still can be a lot of fun to sail when you get a large group of them together.

SMYC: I see you are just back from CAN IOM Nats in Kingston, ONT; where you finished mid-fleet. That is a crazy place to sail when the wind and waves get cranking.

Brian Brozek: The Canadian Nationals was a fun event and you are correct about the sailing when the wind and waves come up. The Kingston Yacht Club has an excellent venue for both full size and our RC sailboats. I got to meet a lot of my customers that I never have met, as well as some that I have known for many years. Let me paint a picture in your mind for you about the venue for those that have never been there. When you drive up to the yacht club, look across Lake Ontario and you see a lot of windmills on the other side of the lake. You know at that point that there will be wind and a lot of it at some point in the regatta. We got to sail all three rigs over the course of 3 days along with a torrential downpour in C rig conditions for the better part of Saturday. This I had never done and it was a learning experience. I got to make an occasional appearance into the A fleet and I am pleased with where I finished as I do not typically sail in the conditions that they get in Kingston. If you have never been to a Regatta there, it is one place I will definitely suggest you go to. The venue is awesome and the crew of people that put on the event does a very good job.

SMYC: Tell us about your IOM rigs and fittings.

Brian Brozek: I keep an eye out for new innovations that Graham Bantock from SAILSetc is constantly

coming out with. His parts have been the standard for IOM sailors for many years and will be for many more. I am working on stocking some of the odd bits of hardware that people may need to repair an existing rig or boat. I am focusing on some of the smaller bits of hardware, as I already have a rather extensive supply of the SAILSetc standard parts. Some of the new hardware that Graham has recently developed and I now stock include:

- The new gooseneck Kicking Strap Body M4 that doesn't need a locknut on it (like the older style) and is very easy to use: http://www.midwestmodelyachting.com/Kicking-strap-body--self-locking-M4_p_331.html
- 11mm boom fittings for those that are using that style of boom now – this seems to be popular among the BRITPOP's, CHEINZ and V8 sailors:
http://www.midwestmodelyachting.com/Clew-attachment--11-mm-_p_328.html
http://www.midwestmodelyachting.com/Sheetforestay-attachment--11-mm_p_327.html
http://www.midwestmodelyachting.com/Headsail-boom-swivel--11-mm_p_336.html
- There is also a new jib swivel pivot for those that like to use the rectangular booms:
http://www.midwestmodelyachting.com/Headsail-boom-swivel-attachment-SAILSetc-boom_p_216.html

SMYC: Tell us about your winch/servo offerings.

Brian Brozek: I offer the full line of RMG sail-winches, drums and the new RMG switches that they have recently developed. These new switches are super low profile waterproof electronic touch switches and they come in 2 varieties. One that is just a switch and one that has a BEC (Battery Eliminator Circuit) built into the switch. The switches do offer battery voltage monitoring with the press of the switch. I also stock a few of the HiTec sail-winches that they offer and have been looking to expand my servo offerings for the fellow hobbyist.

SMYC: Did I forget to ask anything?

Brian Brozek: If a person has an item that he would like to acquire for his project that SAILSetc manufactures but I do not stock please do not hesitate to give me a call at 317-796-9513, I will do my best to get this item for you. I have a long-standing relationship with SAILSetc and enjoy providing their parts for the R/C sailing community.

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

Brian Brozek: If you are ever passing through the Indianapolis Area on a Saturday during the summer drop by the sailing pond at Grand Park and we will be sure to put a transmitter in your hands for some good times sailing.

Letters to the Editor:

(8/29/14) Hi Bob,

On page 41 of the June newsletter you were kind enough to draw attention to the HMS 2013 scoring software that is on my club's web site.

Over here in the UK we have moved from HMS 2013 to HMS 2014 which now has a better way of dealing with the so called 'withdrawn' boats. Under HMS 2013 the rules were not clear which led to different ways of dealing with them but under HMS 2014 they now are.

The scoring software for HMS 2013 is no longer available from the MYA web site but is still there along with that for HMS 2014 on the Lee Valley club site <http://www.leevalleymyc.org.uk>. Regards,
Henry (Farley, UK)

(Editor: For those unfamiliar with this scoring system, HMS is the Microsoft Excel based software in general worldwide use for IOM events where the entry is too large to race all boats together. The referenced website acknowledges that HMS 2014 is not IRSA approved as of September 2014. If you are

hosting a Worlds, currently you would use the IRSA approved HMS 2013. However, the Euros is happening as I write this and they list HMS 2014 on their NOR. I asked my buddy Barry Fox what he thought was going on:

"Nothing too earth shattering here, HMS 2014 is a refinement. If you can capably operate HMS 2013 (from a software point of view) then HMS 2014 is fundamentally no different. Approval is probably not very high on IRSA's to do list. I suspect nothing will happen until the various committees are populated and talking to each other.

Redress and withdrawn boats are the two primary areas where the 2013/2014 versions differ. I would say you can use the 2014 spreadsheet for most races and never know the difference. Conversely you can use the 2013 version and you aren't losing very much functionality.

Until IRSA approves HMS 2014, the best idea for now is to continue using the 2013 version, but refrain from handing out redress based RDGevent as the new documentation says that it can produce inaccurate results.

For withdrawn boats I prefer my method/process, mostly because its mine. A withdrawn boat most always starts with a DNF in a heat/race. If that boat doesn't present itself for the next scheduled heat/race it should be in, then I score it as a DNS. Then if it misses the next heat/race it is scheduled to start in I move it to WTDNR and leave it there until it rejoins the next heat/race that it can be scheduled for.

Sounds a bit complicated when you write it down but is quite simple in practice and is fair to the boats that are still sailing as the withdrawn boats don't affect their scores."

The following is not a letter, but it is an opinion regarding the Editor:

"Effing moron": A 9/11/14 inarticulate rant on the IOM General Discussion forum (post #7408 here: <http://www.rcgroups.com/forums/showthread.php?t=1155891&page=494>) by SecretSquirrel was in regard to the new IOMICA interpretation on topping lift restraints. Then he made a reference to another recent IOMICA interpretation on telltales as follows:

It should no longer be sufficient to state, "The GBR NCA has...." Give us a name. Tell us who the effing moron is that wonders if telltales are legal. Make people put their own name on their moronic questions and I bet the quantity of submissions decreases. The first rule of R/C Sailing is and should ALWAYS be - "Let stupid people do stupid things.

You want a name? That is an easy one for Seattle IOM Update - it was your "Effing moron" Editor: Bob Wells in Seattle, WA. I've been called worse, and make no apologies for working within the framework of the class rules. I think SecretSquirrel needs to try harder to get his facts straight and at the least apologize for slandering the GBR NCA. Find the IOM Class Rules and Class Rule interpretations here: <http://www.iomclass.org/class-rules/>

Our 'Bonus' Section:

The Apex Turn at Leeward Gates:

Bob Wells Reporting,

All I know is to enter wide and turn upwind tight to the mark. To evolve your game there is another option to consider at those pesky leeward gates: <http://www.sailingworld.com/how-to/better-way-to-round-leeward-mark?con=outbrain&obref=obinsite&src=related&con=outbrain&obref=obinsite>.

Shipping Your Boat:

Bob Wells Reporting,

Gary "belt and suspenders" Boell is at it again. The picture shows what he used to pack his Vickers V8 that he sold recently to Julian Lee, and Julian was impressed enough to send me this photo. Yes, everything arrived in great condition. The idea is the boat is wrapped and securely protected inside a

concrete forming tube separate from the potential havoc of a bulb on the loose. The bulb is in its own separate board mounted plastic tube, and safely packed in foam. The bulb tube mounts to the board with large plastic ties, and the board is cut to match one side of the box so it doesn't move around. And then the components go inside a cardboard box and are packed with foam peanuts.

These tubes that Boell uses are inexpensive and quick to throw together – I've done it and I'm a klutz at these things. If every IOM seller went to this modest trouble, a whole lot more boats would ship undamaged from keel bulbs on the loose inside a box. Read more detail about Gary's packing methods in the AMYA's recent Model Yachting issue #77 or here: <http://www.ibextrax.com/Update/201309.pdf>.



Packaging components to ship an IOM. The secret is to securely separate and protect the boat from the damn bulb. And keep that damn bulb securely in place so it can't do damage. Julian Lee photo.

New Hotel for Visiting COW Regatta Yachtsmen:

Bob Wells Reporting,

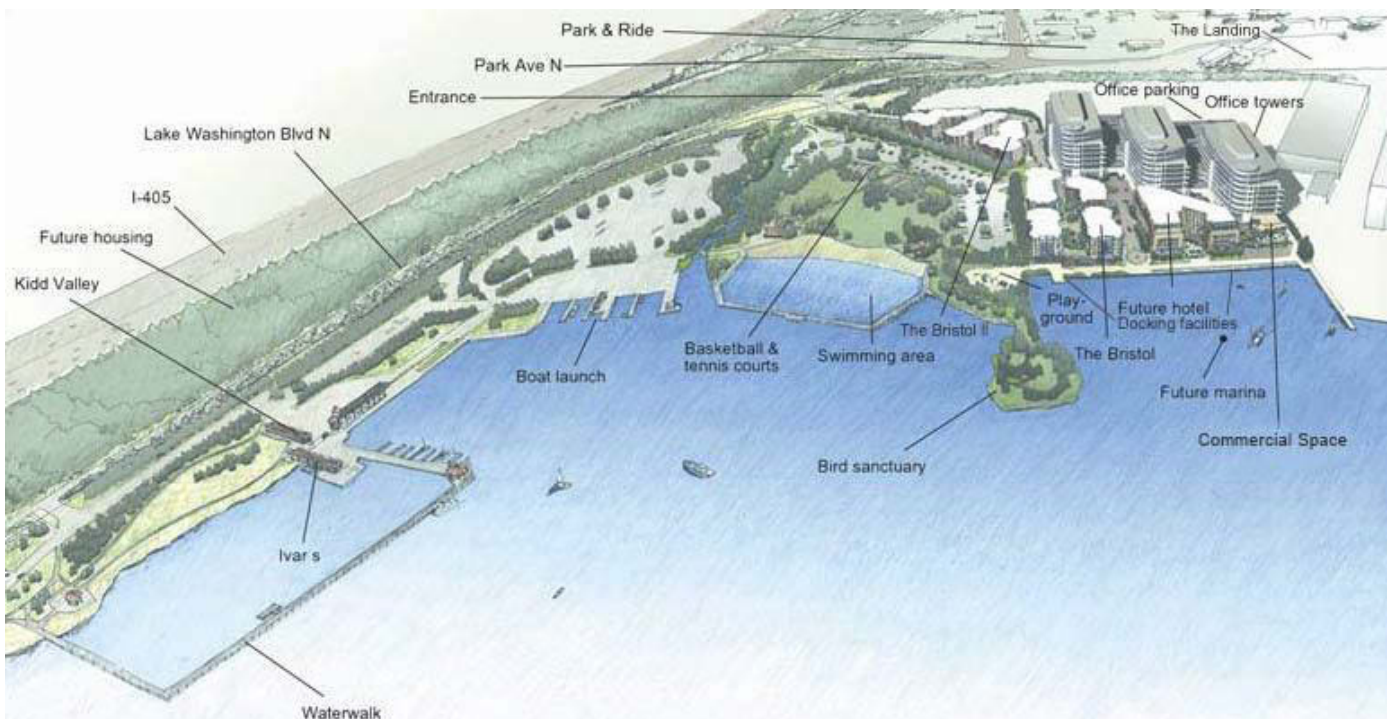
A proper model yachtsman needs a proper hotel when he attends a regatta. This should fill the bill when attending our COW Regatta. Below is an Architect's rendering of the proposed waterfront hotel located SSW from our sailing venue on Lake Washington. You can get up in the morning and look out the window to check the local weather and water conditions, then rig and tune your boat appropriately in the comfort of your suite. After breakfast at waters edge, have the concierge drop your kit off at the sailing site and you can enjoy a 15-minute stroll through the park to our venue. How relaxing. After sailing invite us over to your bar – you get the tab. The only problem is it won't be ready for the 2015 COW Regatta, but apparently OK for 2016.

To orient you, in the birds eye image below we sail off the "water walk" in the lower left – on the big waterside. The 12-story hotel is proposed on the right (aerial shows a much shorter hotel), and behind the hotel is a future three-tower office complex of a 778,000sf – huge by Seattle standards if it happens. Fortunately there is a lot of water and Coulon Park between our venue and the hotel/offices. Boeing 737s

will continue to be manufactured immediately west of the hotel/offices. In fact 737s are currently produced at a rate of 42 per month and trending up, and all out of this big hanger across from our venue. The smaller condos called the Bristol and Bristol II exist and we can see them from our venue. My guess is that this development is far enough away that there is modest if any wind disturbance in a SSW wind reaching our venue. I don't think it will help our already challenged parking situation though.



Proper model yachtsmen should stay here when you sail in the COW: <http://www.djc.com/news/re/12070292.html>.



Aerial view of our Coulon Park venue (L) and the new hotel/office complex (R). Hotel ground breaking just happened.

From the: "IOM Do It Yourself" Forum

<http://www.rcgroups.com/forums/showthread.php?t=2030714>

The following was an interesting IOM design discussion from the forums. Peter Allen described his observations with some current and older designs. Noted IOM designer Brad Gibson jumped in with his succinct opinion of the key factors in what Tug had observed. And Houdini13 provided an interesting validation to BG's comments.

Houdini13, or Eric Arndt, also provided the first brief description that I've read of his custom HOUDINI built with V8 hull/deck components. It sailed very well this year when Eric's schedule allowed, including a win at San Diego Mid-Winters. I also heard second hand that the hull was built very light, even for V8s that typically already have lots of correctors. Dave Creed calls that a Premium Build.

I'm also old enough to still be impressed with how quickly the Internet shares information. In this case it went from Barbados to UK to San Francisco. What a cool class.

The Tug (aka Peter Allen, Barbados) Message #1098, 10/10/14:

What I'm saying is my Britpop and Lintel can be sheeted in much closer to the post while maintaining balance and speed. The Pikanto here, which is GB's 2009 personal boat, with his rigs and settings or the Mad Max that I'm using for comparison can in no way be sailed like this. They just choke up. In light to moderate air they are still in the hunt, but as it pipes up the more modern boats punch out with a better feeling helm. Even the Lintel is so and cannot be considered new, but has that same aft rig/keel placement. The downwind factor is simply having buoyancy up front and they can be pressed especially the Lintel. I am in no way a designer, but the boats I refer to all have the keel/rigs placed further aft, there must be something in it.

Brad Gibson in UK Message #1099, 10/10/14:

Hi Peter, what I have found is that the more balanced feel when heeled with less helm is more down to different fin plan form and chord thickness than anything else. It is no coincidence the boats you mention that maintain balance and speed up range use the same or similar fin section as opposed to say the Pikanto that uses a larger profile and thickness. A more balanced hull shape that does not trim down by the bow when heeled also helps the neutral feel. For reference, every IOM I have designed since 1999 has had the exact same fin and mast position, yet the helm feeling from say a Disco using the original fat style TS2 fin versus what we are sailing now in up range breezes is quite large for the same base placements. So long as everything works in harmony, rigs can be forward or aft for good results. i.e Widget fin and rig well aft still does well, as does a V8 with rig and fin well forward. Cheers

Houdini13 (aka Eric Arndt near San Francisco) Message #1100, 10/10/14:

I would agree Brad. I took a V8 hull, moved the fin aft and mast aft. Used a long chord/skinny Creed fin and the boat is a well-balanced rocket. Good fun! Houdini.... (A picture was attached on the forum.)

What's a "Pop" – a brief BG Interview:

Current Euro Champion Brad Gibson (or BG) needs no introduction to IOM or RM skippers; he stands at the pinnacle of our sport. If he doesn't win a Worlds or Euro or GBR Nats championship his boat design or sails do; and he personally wins or finishes on the podium more consistently than anybody. And in a very competitive field his BRITPOP! has significantly influenced how the other top designers design their boat, which is the most impressive achievement to me. Anything BG designs is followed with special interest. Now he is trialing a new proto called POP and I am curious what it is?

Check out BG's website here: <http://www.bgsailsanddesign.com>.

Check out our 2012 interview with BG here: <http://www.ibextrax.com/Update/201212.pdf>

SMYC: BG, I've only seen photos, but your POP proto looks for all the world like a BRITPOP! to my eye.

What are the differences between the boats. Do you like the changes?

BG: POP is the last of 4 Britpop hull mouldings Victoria and I made after returning from the Australian Nationals in January 2011, using the original plug boat still owned by Denis Rogers. Of the 4 made, 2 raced at West Kirby in the hands of Stollery and Elliott. The 2 left over shells sat in the loft while I spent late 2011 and 2012 testing and enjoying production BP's from Robot Yachts. I built up boat 3 for the 2013 season here (white in colour) to win the UK Nationals but as I was not planning on going to Israel sold the boat on at the end of the UK event which is now owned and raced by Marc Alazia FRA 188.

After 4 years with the design as you can imagine, I had a few small tweaks I wanted to try to keep learning more about design process and stay fresh. The bouyant nature of the BP design allowed for hull shell 4 to be sliced and tweaked a little to easily experiment with some of those ideas and satisfy my curiosity. Essentially the design is a fraction narrower overall, with a slightly raised bow to help alleviate any tendency to drop its nose downwind due to an overall bouyancy reduction. I think the changes, whilst minimal show a degree of promise and I am growing more comfortable each time I take it racing after my major focus has been taken up with my Marblehead for the best part of the year.



BG's POP prototype at the 2014 Euro Championship on Lake Garda, which he won. Hanneke Gillissen Pont © image.

SMYC: Care to make any announcements about POPs production future?

BG: POP is a project boat where I plan to continue learning more about total design, including foils, bulbs and rigs. Being able to do that here regularly against the likes of Graham Elliott, Rob Walsh and the King brothers offers valuable feed back. The BP is still winning events at the highest level and at this time I see no reason to offer anything new to the market. In saying that though, there are some very talented designers and good designs getting close to the overall BP package and I would be naïve to sit on my hands.

SMYC: What will you be sailing at IOM Worlds in May next year – just 6 months away?

BG: Too early to say on that one. I do intend to build up another POP over the winter months with a few more tweaks planned. If they don't work out then I will happily take a stock BP to race.

SMYC: As one who follows international racing from afar, the results from Euros on Lake Garda surprised me in that some consistently top skippers didn't finish per usual. Also some new names joined you on the podium, new only in regards to being on a continental championship podium. What was going on?

BG: Garda presented a very tough set of conditions with waves larger than wind strength, a current that swirled over the course dictated by the morning wind and two river outlets that made a whirlpool just to windward of the start line and in line with the windward marks in the afternoon conditions. The wind in the afternoon started very left and swung right late afternoon and combined with the current and waves made no two rounds the same. You had to have a change in plan, hope to get off the line, use the tide gain to

the left, hope to find a gap on port to get a safe starboard lay against the tide, or... be more conservative and break free to the right early and tack on a lay that looked ridiculously generous and hope that the majority of port tackers tack to leeward and struggle to lay. Sounds so easy but in reality I think the scores and inconsistency of some very good skippers showed just how hit and miss it could get. I should probably mention the weed that at some stage took everyone down the pack and a skipper's platform where only half of the fleet could stand in a sighted position to see their boat at the windward mark. Tough!

Juan Marcos of Spain sailed a great event where he had amazing strength and speed to fight back in any race, no matter how deep by refusing to lay down. He is a great skipper and competitor to race with along with Olivier Cohen of France who sailed an excellent event for 3rd, just pushing Zvonko Jelacic of Croatia back to 4th in the last race. Juan is a skipper that showed his amazing potential with a string of wins during the 2007 Worlds in Marseille until an unfortunate protest halted his charge. He has only sporadically raced big events in recent years due to other commitments, but he showed a glimpse there of just how tough he will be when he has more than a week with his new boat.

Olivier like Juan has also been a steady performer with consistent top 10 placings at International events for many years, along with being a French championship winner and UK championship runner-up in 2011. I think the performance of both of these guys highlights the current level of competition in the class showing that no matter how experienced or fast, you only have to be a fraction off your game or out of your comfort zone to fall down the list in big events.

SMYC: You're always a good interview, thanks. If POP ever is offered for sale think of your loyal customer Bob Wells. A slightly narrow BP would be just the ticket for my local prevailing chop that is "larger than wind strength". And my wife would certainly enjoy a trip to the UK to pick it up



Another closer view of BG's POP. "Essentially the design is a fraction narrower overall, with a slightly raised bow to help alleviate any tendency to drop its nose downwind due to an overall bouyancy reduction." BG provided photo.

Playmate of the Month...*V8 Builder Mike Eldred in USA*

Licensed V8 builder Mike Eldred of ME Composites in San Diego is shown launching his copper colored V8 test hull at the 2013 USA Nationals at Pier 80 in San Francisco. Clearly he has his game face on. Peter Sternberg photo.

When I began sailing IOMs in 2010 I noticed some older posts on the Internet that a Mike Eldred built ERRICA or a Mike Eldred fin were really special. Since then I have noticed few ERRICAs where I sail, except I now sail against two in Anacortes. One of those ERRICAs excels downwind in light air – best in fleet probably. As I travel the west coast on the IOM circuit Mike is often competing and occasionally serving on the measurement committee too, but I have yet to have a good conversation with him and know little about him. He is friendly enough but we have never really socialized. I can say my local buddies do like the quality of their Eldred manufactured V8's, built under license from Ian Vickers. Also check out our interview of Ian Vickers on his V8 design here: <http://www.ibextrax.com/Update/201403.pdf>.

I want to thank Fred Rocha and Bruce Andersen, who helped nudge a cautious Mike Eldred to grant this interview. Later Bruce gave me some hints on some questions I had no idea to ask. Now let's learn about our only current US based commercial IOM builder:

SMYC: Mike, tell us something about you.

Mike Eldred: I'm 66 years old and still living in San Diego happily married with a daughter and seven grand kids.

SMYC: A man of few words. Are there any other sailors in your family?

Mike Eldred: My wife, Lisa, is a World Champion Hobie 16 sailor with her friend Annie. There's a fun story here. While I am away racing on a Bruce Nelson 50' IOR campaign, Lisa and Annie start sailing together.

Annie was Bruce's wife at the time, which was how they met. Annie thought she needed less weight on her Hobie 16 on her next regatta, so she recruited Lisa and they clicked. Later while I was on the winning '92 AC Cup team, we loaded up a bunch of AC guys on to a 30' inflatable to watch the girls compete in the Women's Hobie 16 Worlds. It was a great time hanging out with the girls on the beach, and then we all had to all pitch in to get the big inflatable floated with the tide out a bit.

When her Worlds was over Lisa joins us at work and quietly puts something in the corner. One of the guys goes over to see what it was – and the trophy read, "Woman's Hobie 16 World Champion". I took a lot of razzing over that – the guys questioning what I had accomplished in sailing.

One and a half years later at Bear Lake in Utah, Lisa was competing again and I was off on the 70' ultra-lights. Lisa and Annie lost the Worlds in that one by one point. Lisa has been sailing ever since, and she is still good friends with Annie. We don't sail together often but we still do occasional deliveries and local races together.

SMYC: Where do you live in San Diego?

Mike Eldred: Mostly I've lived near the beach, but now I'm in San Diego County at 2,000' elevation and 30 minutes from the beach. It is lovely up here.

SMYC: Any brush fire concerns?

Mike Eldred: Fire is a serious concern in the foothills, but so far we are OK.

SMYC: Now we know how Lisa got into sailing, how did you get into sailing?

Mike Eldred: I grew up in Colorado and moved to San Diego with my family when Dad took a job at General Dynamics. I started studying Architecture in college, but dropped out a little disillusioned. I was living with my family and was given an ultimatum to go back to school or get a job, and I ended up working in a grocery store as a night stalker. Not a great job, but it left days open and I started sailing on Mission Bay. Dad improved my financial situation by getting me a job at General Dynamics working in composites, where I ended up in the "secret projects" division in a separate section of the company fabricating domes, antennae, nose cones for missiles, etc. All stuff I couldn't talk about and could only speculate what they were used for – things that went on space missions and warheads we were convinced. Unfortunately after three years I was laid off, but I had an advanced education in carbon fiber fabrication. So I bought a Hobie Cat and started sailing on Mission Bay a lot. Pretty soon I was sailing on bigger boats with others on the local regatta circuit. Good times.

SMYC: How did you get into radio sailing?

Mike Eldred: I began sailing Santa Barbaras in the late 70's with Bob DeBow and Chuck Black in San Diego. In 1983 the US1M was in its infancy and I built one from scratch that Terry Allen borrowed and sailed to 1st in Nationals that year. I then started building them in carbon with Chuck Black – the first time model boats that were built in carbon fiber I think? The lighter carbon boats were a big advantage and not everybody was happy to have them sailing, but we got through it.

SMYC: What happens next?

Mike Eldred: On the big boat side I went to work for Doug Peterson as draftsman in '85. My claim to fame is I manually drafted the last boat done by hand in his office. It was a modified 2-tonner that the client wanted with a reverse transom.

SMYC: So architecture school did come in handy after all. How long did you work there and any lessons from your time with Doug.

Mike Eldred: Yes the architecture school experience did allow this to happen. Doug wanted employees who could draft and new something about boats. He was naturally gifted as a boat designer and the only one in the office that knew the overall plan. The staff had their areas they worked on under his guidance. I was there for about four years and I learned so much. One of the important things was from observing tank tests with him and learning what to look for.

SMYC: Care to share just what we look for?

Mike Eldred: You want smooth undisturbed flow off the transom. If it pops up or tumbles that is bad. Hull friction or a hull form problem is causing this.

SMYC: What happens next?

Mike Eldred: Well I was on a crew campaigning an IOR 50-footer. The next America's Cup (AC) was coming to San Diego and Dennis Connors was looking for local talent for his campaign. He said some nice things to me and wanted me, but contingent on a 6 month no salary trial. The no salary part was disappointing.

SMYC: What did you decide to do?

Mike Eldred: I became shore crew/boat builder for the 1992 AC on Bill Koch's winning America³ team instead, and was paid from the beginning. This was the first of the "blind spending" AC campaigns. This was all consuming and on our team all the shore crew sailed as crew through the constant testing, and some of the shore crew sailed in the finals. We sailed every day and the team was fanatical to improve every area of the boat – like all my AC campaigns really. Doug Peterson was one of the designers and I road in the trolley observing the tank testing. The tank test crew bet on what hull did best each day, and I never lost.

Italy had Paul Cayard as skipper/helmsman. They appeared to be the better team, but we had a performance edge. During testing one of the guys noticed the keel bulb disappeared from our viewing window bending to leeward. If we tacked we would see it rotate through and disappear on the other tack! I didn't say anything, but we invited designer Jerry Milgran from MIT on board for him to observe. When he witnessed it Jerry couldn't get off the boat fast enough, but this led us to machine a keel from armor plate. We trialed it once and realized how superior it was, and then we saved it for the finals. The look on the Italy team's faces when we publically showed each other's hull bottom and foils was priceless.

SMYC: Wow. Did you make the finals as crew?

Mike Eldred: No and I didn't expect to. On all my AC campaigns I was primarily a boat builder, but I was also expected to sail on the boats a lot through the constant testing. The finals crew sailed all the time, but it is too physically demanding to do every day. They are professional athletes that need time to rest, get treatments, etc. Sometimes they just need a break because it is a long campaign. For grinders it is almost as bad as being an NFL lineman in how it wears on your body.

SMYC: Do you have a Buddy Melges story for us?

Mike Eldred: There are lots of Buddy Melges stories. There was one time when the scientists on the '92 campaign thought hydraulic steering would provide better feedback for the helmsman, and it was installed. Buddy was absolutely against it because he didn't think it would be as dependable as our proven wire systems. Just before he went into a meeting on the subject I reviewed with Buddy all that could go wrong with our wire steering system, which nothing ever did. And then we reviewed the hydraulic system, which I didn't know much about. Buddy and the scientists came out of the meeting and headed straight for the boat, with the crew still aboard. The scientists said the crew could get off the boat for this test, but Buddy said no way – crew stays. While leaving the dock Buddy is on the helm and he turns to starboard and the boat turns to port and bangs the hull on the dock. That stopped the test and we retied the boat to the dock. Soon we got the order to remove the hydraulic steering and Buddy told the crew, "Let's just keep this between us".

SMYC: Forget about radio sailing, what happens next?

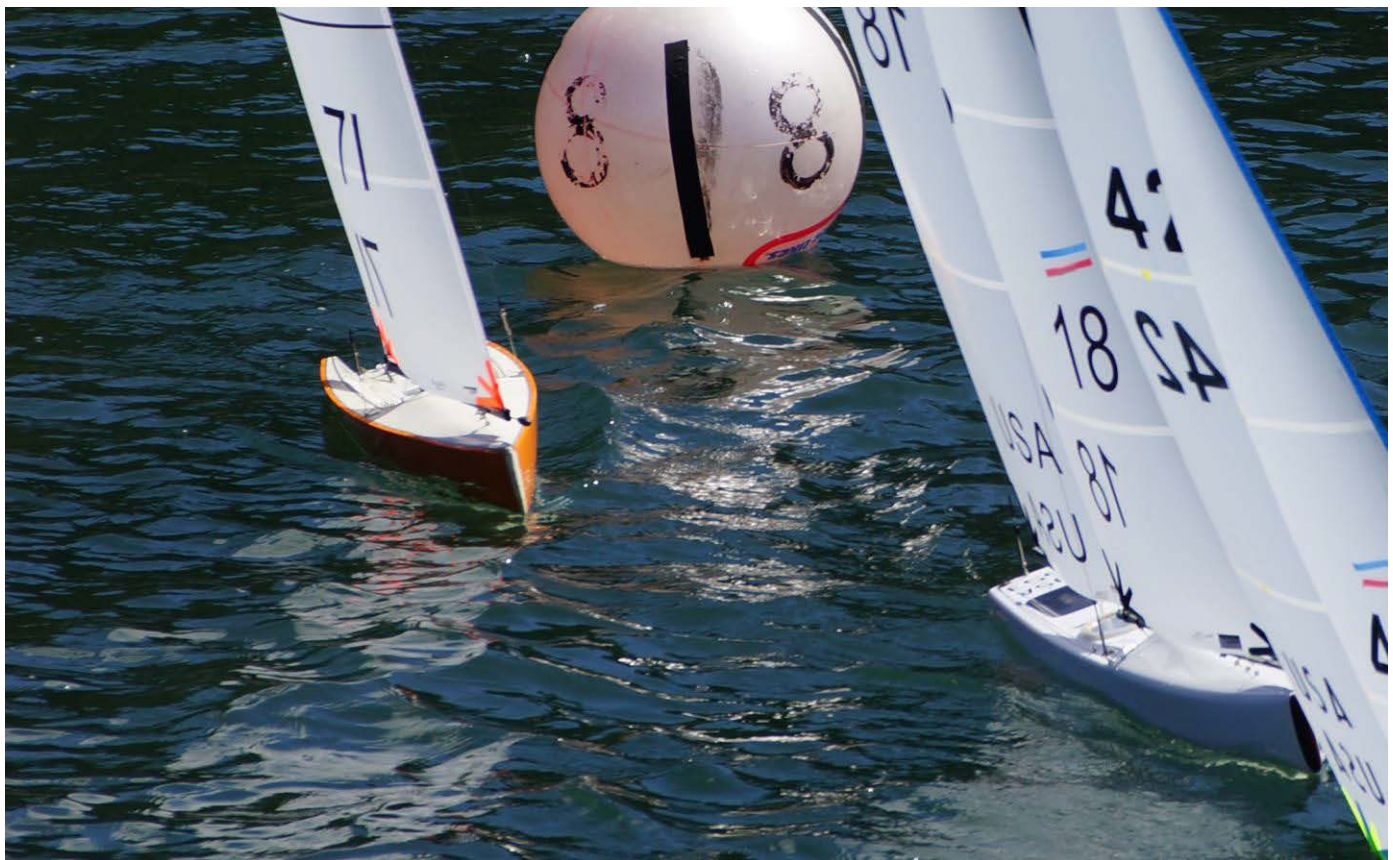
Mike Eldred: I followed up as shore crew/boat builder again in the 1995 AC on Bill Koch's women's America³ team conveniently held in San Diego again. This including crew training on the East coast on Bill's Maxi. The stronger women were all Olympic rowers and weight lifters, and they needed crewing experience. The good women sailors were all from smaller boats so they needed experience at the AC scale. I recall teaching the girls how to throw a wrap on a winch for the wire runners on Bill's maxi – without losing a finger. Bill Koch was a good guy and it was a pleasure to have been part of that teams.

SMYC: Any comments about the dominant '95 Black Magic designed by Laurie Davidson and Doug Peterson? That stands out as a break-through skinny AC boat in my fading memory. And it was skinny like the best Marbleheads of that era.

Mike Eldred: The Kiwi team was well put together and the boat was very fast in the San Diego light air and chop.

SMYC: What happens next?

Mike Eldred: I signed on as shore crew/boat builder again in the 2000 AC on Paul Cayard's America One team, and the venue moved to New Zealand. In New Zealand was when I saw IOMs for the first time. I became friends with Ian Vickers and Martin Firebrace; and I brought back a boat for Roy Langbord in NY. I wanted to bring back two, but the New Zealand guys were getting protective of their designs. Ian thought that was B. S., and sold us one of his boats. Actually I became pretty good friends with Martin and he took me to a CNC machine shop in NZL, and from his kindness I came back with Errica molds and began making boats in San Diego.



USA #71 is an Eldred built ERRICA that found its way to the PacNW a few years ago and is owned by Dave VanAmburg. Dave purchased it from John Castelli in SoCal, and it goes well in our predominately light air and excels downwind. USA #18 is Peter Sternberg's Ian Vickers designed and built V8 that was repaired by Mike Eldred after it suffered hull and foil damage in Foster City. Ian had moved back to NZL and Peter was happy to have a USA alternative for the repair, which has an Eldred keel now and a nice new paint job. Photo Wayne Martin.

SMYC: I recall reading that the 1997 IOM Worlds was in New Zealand and it was a big wind affair won by Craig Smith sailing his TS2. Did you get to see any of it?

Mike Eldred: I was not in NZ during that time so I missed that one.

SMYC: The 2000 AC was the first without an American team in the final. Russell Coutts was skipper for

NZ for the last time and famously jumped to Alinghi afterwards. I assume you were there?

Mike Eldred: Yes I was there. I started the 2000 AC in Italy putting the America³ boats together for the Prada campaign. I then moved on to the America One group.

SMYC: Were you ever a pro racing sailor other than AC campaigns?

Mike Eldred: Yes I was involved with the IOR 50 circuit for four years or so.

SMYC: The next AC was in 2003. Alinghi won it, and this time it was a disjointed NZ effort with Dean Barker now on the helm.

Mike Eldred: I joined the Oracle syndicate for that one, which was Larry Ellison's first AC. After we were eliminated in the Challenger's final Larry Ellison called a mandatory team meeting in 15 minutes. Our mood prior to the meeting was foreboding, but actually Larry called us in to apologize for losing. He acknowledged he didn't provide everything we needed to win. I know he receives a lot of bad press, but I found him a good guy who had total respect for good sailors. He always remembers my first name and has me call him Larry.

I'll add that there is also a lot of bad press on the forums about the next AC likely being held in San Diego. Since you get 10-15 knots all day long in the summer, those big cats will be foiling. I don't see San Diego as a venue problem regarding AC competition.



Another view of one of our local ERRICA's, which is well suited for Bowman Bay light westerly's predominant through the summer. Photo Wayne Martin.

SMYC: What happens next?

Mike Eldred: After the 2003 AC I became involved in building a military powerboat program with wave piercing bows. It had four 2,000hp diesel engines and would do 50 knots in any condition. After that I was part of the build team on James Cameron's 24' vehicle, Deepsea Challenger, which explored the Mariana Trench. That included building models for testing stability and then many pieces that went into it. We had to use materials that couldn't absorb water and be light. It is called a vehicle and not a sub because it is foil shaped and sails through the water for much faster descents and ascents than are possible with a sub that sinks or floats by controlling buoyancy. This allowed a much smaller vehicle yet with a longer time to explore in the trench and room to carry more scientific equipment. It is pretty cool.

SMYC: You are involved in such interesting projects. I looked it up and it is a good read on the development of the Deepsea Challenger. It was made in Australia. Did you have to move to Oz to work on

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the boat?

Mike Eldred: No I started the project working on the testing program in San Diego. I built three different models for the test program in a shop I had in San Diego. Then some parts were built in LA and I worked on them in San Francisco. In the last days we built the front doors and the ballast hopper in San Diego.

SMYC: You are in the composite fabrication business doing business in San Diego as ME Composites. I look up ME Composites on the Internet and find nothing?

Mike Eldred: We don't need to advertise for our big boat business. My preferred day job is performance modifications to racing yachts with my partner, Brad Fitzgerald, and we do this as Fitzgerald Racing. The top designers all know us well and trust our work.

SMYC: I've heard that you keep a crate loaded with tools and materials ready to travel to a yacht needing some "speed doctor" attention - anywhere in the world.

Mike Eldred: Yes, that rumor is true.

SMYC: I've also heard a rumor that you have a device that measures the stress in carbon boats. It was described as some kind of wand similar to a Geiger counter measuring radiation. The faster it ticked the more the carbon was stressed. It might have saved One Australia in 1995 if they had one, because that would have been ticking like crazy.

Mike Eldred: That is not quite accurate. I discovered an electronic tool I already had gave me the ability to listen to parts of the boats that were under high load. I was able to hear sounds the carbon fibers were making.

SMYC: Are there any Fitzgerald Racing projects that you care to mention.

Mike Eldred: We had the 72' mini-maxi BELLE MENTE in San Diego for 6 months for extensive performance work. We worked with the designer Judel/Vrolijk on many things; for example carbon water tanks, carbon helmsman footrests, etc. The boat got a new rig at this time also. We will do repair work on rigs, but we don't provide new rigs.

We have also worked on MIGHTY MARY from the 1995 AC. This work including moving around various parts of the cockpit, and we lifted the whole guts of the boat out and moved the mast aft. A pretty extensive scope.

During the last AC campaign we were repairing the AC 45s when they were being campaigned. It gets tight working inside those hulls.

SMYC: Anything else interesting that you've worked on?

Mike Eldred: I've been part of the build team on a couple of TP 52s in Spain. These are the most advanced keelboats racing today I think. Later we reinforced some areas of some of the 52s that were just too aggressively light.

On a smaller scale I've developed a carbon fiber wand for the top of mast electronics, and in the '95 AC every team but one used it. This product I have sold for years, and it has been a nice steady little income provider.

I also developed an effective kelp cutting system in '94, and most of the good big boats have it on their keels. It includes a titanium blade.

SMYC: How did your marriage survive you being gone so much on AC and other campaigns. Or did it survive because you were gone so much?

Mike Eldred: I married Lisa after the '92 AC, and my AC contracts provided a round trip plane ticket to use every three months for Lisa or me. It probably was hard on Lisa and it was very lonely at times for me.

SMYC: What a resume and I know we could go on, but let's talk about IOMs too. What was the period that you built ERRICAs and how many did you build? What motivated you to start building IOMs again?

Mike Eldred: I built most of the ERRICAs after the 2000 Cup, maybe 15 - 20. Later with the advent of this era of skinny boats I contacted Ian Vickers, as a number of people wanted me to make some for them.



Jess Atkinson's Eldred V8 at the 2014 US Nats. I measured the rig tension on this boat and Ian Vickers' "Jumpin Jack Flash" at Foster City in August 2013. They were both very high at 14–15 lbs shrouds and 9-10 lbs backstay. Rig tension was high as I have ever measured on any IOM, and conditions were gusty in mid and upper 1-rig. Ian in particular was fast and smart, and Jess was... fast with very good sails. Thor Larsen © photo.



Jess Atkinson's Eldred V8 at the 2014 US Nats. It is warm – notice the deck patch is puffing a little with higher air pressure inside. John Ebey built his excellent rig. Thor Larsen © photo.

SMYC: I get that you have extensive fabricating experience in composites, quietly working with your eyes just above the foxhole. This was the case at General Dynamics and your many AC campaigns. Who does your marketing for your V8s, because I would never know you manufactured them if it wasn't mentioned to me while sailing in a regatta in SoCal.

Mike Eldred: I am choosing to keep this low-key and word-of-mouth. As soon as I advertise I get expectations and demands that I don't need. I want to quietly build this great IOM to a high build standard. When I take orders I don't accept deposits. I ask for some money when she comes out of the moulds,

which I'll return if the customer decides he doesn't want the boat after all - after that boat sells. There may be times when I don't respond to a customer request right away, that is just how it has to be because I have other commitments. Please be patient and I will get back to you.

SMYC: If after reading this interview somebody wants to buy an Eldred V8, how do they contact you and what is the current cost? Mike, there is no charge for this blatant advertising.

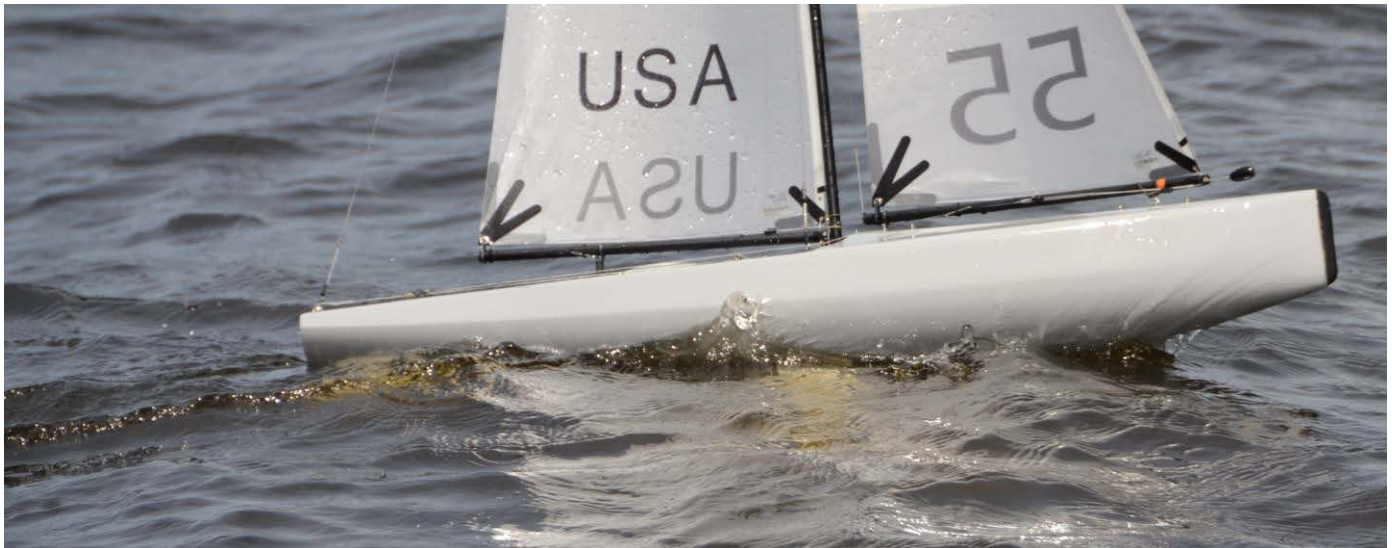
Mike Eldred: Funny Bob. I am easy to find if you ask around. The price is around \$2,200.

SMYC: How do you manufacture your V8 components, I've read it is a vacuum bag process from one of your AC campaigns?

Mike Eldred: Yes, my V8 components are vacuum bagged. I learned how to vacuum bag at General Dynamics, so I've been doing it a long time. A very long time now that I think about it.

SMYC: What layup do you use on your hulls?

Mike Eldred: I like to keep the way I build my boats a little private, but the hulls and decks are all vacuum bagged to control resin content. The fibers of the materials used are oriented for max strength and impact resistance.



Mark Golison's Eldred built V8 shedding water at the 2014 Canadian Westerns on Salt Spring Island. This boat led this regatta after two days, and Mark is a big boat skipper new to IOMs this year. Electrical problems dropped him to 4th. You can just make out the soft chine line that extends almost to the bow. J. Warren Brower photo.

SMYC: You once told me once that you personally assemble all your V8s. How much of your V8 construction is you hands on, and how much do you delegate?

Mike Eldred: 100 % hands on!

SMYC: I've read that Vickers built V8s are light enough to have 450-550 grams of hull corrector weight. Eldred V8s have substantially less, and my friend Kelly Martin's has 300 grams for one example. This is still quite a lot of corrector weights, but a noticeable difference from Ian's build. What's up?

Mike Eldred: My hulls are very light and stiff out of the mould. I build each of my V8s as if I was building for myself. Like most of my customers I will race my IOM hard, and I expect it to be durable with no unnecessary weight. Hulls need to be able to take impact, and my newest V8 hulls now are using a very light S-glass to improve that capability. My ERRICAs are proven durable boats, and most are still sailing. My V8s will also have a long life.

SMYC: Who designs your fins?

Mike Eldred: The boat designer - Ian on the V8 and Martin Firebrace on the ERRICA. Actually over time
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with Martin we developed six different fins on the ERRICA and the trend was to a thinner and shorter chord. I still have all my fin moulds.



Kelly Martin's Eldred manufactured V8 at 2014 Canadian Westerns. The pink stripe is just above the soft chine. I see the transom of this boat all the time locally, which is frankly pretty much same as when he started with a TOPIKO that I sold him. J. Warren Brower photo.

SMYC: Do you have any thoughts on IOM fin design?

Mike Eldred: A short chord fin like in the V8 is an advantage in light air because of less drag. In general IOM chord length might be getting too short for all-around performance. I have been thinking lately of trying a longer chord V8 fin to hold the height in stronger wind. In mid-range wind the groove is not as wide

as I would like, and it does not excel in heavy wind. I should add it excels in Ian's hands, and he is a special sailing talent with a rare ability to focus.

SMYC: Along the same lines I have heard from two seasoned skippers that their Eldred V8s fly when tuned correctly, and they are a challenge to keep in optimal tune. It is easy to be a little off and then it gets a little sluggish. Both are happy campers with their V8 and both want to up their game that is already pretty good. Do you think that there might be a new Eldred V8 longer chord fin available in the future, and this might widen the groove a little and "hold the height" a little better?

Mike Eldred: Stay tuned, as I like fast boats that are easy to sail!



The Eldred V8 bulb is on top in white, and it has seen some wear. The one on the bottom is primed and not sanded. I note the fin does not penetrate very deeply into the bulb. The fin on the table is for an Eldred ERRICA. Bob Wells photo.

SMYC: We have a lot of light air in the PacNW, and Kelly Martin consistently has superior light air speed with his Eldred V8. He doesn't achieve the same separation in middle and upper wind range, so maybe he needs a new fin for those conditions?

Mike Eldred: That sounds like a good idea to try.

SMYC: Do you have any opinions on IOM fin construction?

Mike Eldred: Of course good foil design is very important. I'm a fan of super-stiff fins too, and to achieve that precise fiber alignment to the engineered design is critical. In aerospace inspectors check each layer's alignment. My V8 fins are light, thin, and stiff; and I am placing my layers of carbon over a balsa core. And I bake them of course.

SMYC: Couldn't you save a few grams by removing that outer skin and just paint for protection? For the record I have tried to twist one of your ERRICA fins in Bruce Andersen's possession recently – that is a very stiff and light one.

Mike Eldred: The ERRICA fin program was a study for me in the use of materials and processing.



Kelly Martin's V8 (USA 77) having some recent fun locally in waves and solid 3-rig conditions. J. Warren Brower photo.

SMYC: While we are talking fins, I have an issue with one of your V8 fins. Downwind at speed at Hood River Carnage this year I'm sailing my Pepe BP and end up crossing keels with my buddy Kelley Martin. He was avoiding a give-away boat just when I stepped behind a pier and couldn't see my boat. Kelly is sailing his Eldred V8 and his keel barely shows a scratch afterwards. My four-month old Pepe 2nd gen keel suffers a 1/2" gouge. What do have to say about your dangerous fins?

Mike Eldred: No comment, but I enjoyed the question.

SMYC: Do you have any thoughts on IOM bulb design?

Mike Eldred: I think my bulb is another reason my V8 is very good in light air. From my AC campaigns I like a "flat" section on top of the bulb beginning 1/3 back from the front and extending to the flattened tail. My bulbs are a little flattened on the bottom also, but still rounded. My bulb form is also influenced by what I see on the TP 52s.

SMYC: I have heard a second hand rumor that Ian and/or you have experimented with bulbs less than max weight. If true that would surprise many who obsess trying to maintain their fin/bulb assembly one gram under the limit. Care to confirm or deny?

Mike Eldred: I can't believe Ian would do some thing like that. What could he gain?

SMYC: Do you have any thoughts on IOM rudder design?

Mike Eldred: A stiff rudder is important too. To that end I am using 5/32" titanium shafts (1/8" stainless is typical), which don't flex or corrode. And the larger diameter shaft allows smoother rotation with less friction. Also if you sail in saltwater, do remove and flush the shaft and rudder.

SMYC: I sail in a lot of wet weather, which is why it is so green around here. I prefer my batteries and Rx in a pot for ease of access in damp weather, but on the V8 there is a lid with the battery mounted low in hull. Hypothetically, if I order a V8 with a pot would you provide it? I should add Kelly Martin solved it by placing his battery in a clear waterproof tube that sits on the bottom of his hull where Ian wants it, a reasonable alternative.

Mike Eldred: I can be talked into any thing I think is reasonable and not too ugly.

SMYC: You haven't mentioned the new V9 Ian is trialing. Do have plans to be a V9 builder in the future?

Mike Eldred: Ian plans to manufacture that one himself so I won't be involved.

SMYC: OK. What are your plans for manufacturing model yachts in the future?

Mike Eldred: I'm going to continue manufacturing V8s under license from Ian for the foreseeable future. It's a great boat that will continue to be in demand.

SMYC: I've always liked the aesthetics of Ian's various recent designs, and particularly his V8. It just looks fast, clean, and low drag to my eye. Do you have any thoughts on IOM rig improvements?

Mike Eldred: I'm a carbon guy – hulls and foils. On the V8 certainly follow Ian's Rig Set Up Guide.

SMYC: Do you have any suggestions for trimming a V8?

Mike Eldred: I'll pass on a tip from Ian: "Use the same 1-rig setting for light air as in a breeze".

SMYC: If somebody gets new painted foils or repaints their old IOM foils, what procedures would you recommend to obtain a high-end low-drag finish for a major regatta? And maybe more importantly what are the don'ts so you preserve the foil shape. This is for a layman like me, and I'll bet a lot of our readers will appreciate some direction here.

Mike Eldred: Send them to a professional.

SMYC: Do you see any IOM improvements on the horizon?

Mike Eldred: Certainly the narrower hulls are faster; you don't see any fat racing catamarans. I think it would take a lot of money to develop a marginally better IOM. I am working on some keel fin improvements so stay tuned.

SMYC: What is it about radio sailing IOMs that is so attractive to you. You could be instead sailing on crazy good boats that I only read about in Seahorse.

Mike Eldred: I think IOM's are a good thing to sail when you need a break from boats.

SMYC: Mike it has been a pleasure, and I look forward to sailing with you soon.

Mike Eldred: What color would you like your new Eldred V8?



Here's a comparison of bow bumpers: The V8 is in the center and Ian Vickers chose a symmetrical minimalist form that is an extension of the rounded hull-deck lines - elegant and low drag. The BRITPOP above is also an extension of the hull/deck lines, and reflects the more flared hull form with a wider rounded deck and the rounded hull-deck joint. The CHEINZ in the foreground has a sharp angled hull-deck edge and that is reflected in the bumper with a flat top. It has more of a cylinder shape with a slight taper. Ron Hornung photo.

2015 Regional IOM Regatta Schedule **DRAFT 11/8/14**

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
2/7-8	See NOR	DPMYC – Farrell Frozen Finger Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
3/7	10AM – 2PM	GHHYC – Saturday Regatta #1	Surprise Lake	Steve Young	(253) 202-6840
3/14	10AM – 2PM	SMYC – Saturday Regatta #1	Coulon Park	Bob Wells	(206) 232-9036
3/28-29	See NOR	VMSS – Beaver Fever (COW CanAm #1 and CAN Westerns)	Beaver Lake	Barry Fox	www.WCMYA.ca
4/4	10AM – 2PM	GHHYC – Saturday Regatta #2	Surprise Lake	Steve Young	(253) 202-6840
4/18	10AM – 2PM	SMYC – Saturday Regatta #2	Coulon Park	Bob Wells	(206) 232-9036
4/24-26	See NOR	SMYC – COW Cup (US Ranking event)	Coulon Park	Bob Wells	(206) 232-9036
5/2	10AM – 2PM	GHHYC – Saturday Regatta #3	Surprise Lake	Steve Young	(253) 202-6840
5/8-16	See NOR	Worlds at Foster City	Central Lake	Bob Dunlap	www.iomusa.org
5/23	10AM – 2PM	SMYC – Saturday Regatta #3	Coulon Park	Bob Wells	(206) 232-9036
6/5-7	See NOR	SISC – CAN Nats (COW CanAm #2)	Salt Spring Is., BC	Lawrie Neish	www.WCMYA.ca
6/13	10AM – 2PM	GHHYC – Saturday Regatta #4	Surprise Lake	Steve Young	(253) 202-6840
6/27	10AM – 2PM	SMYC – Saturday Regatta #4	Coulon Park	Bob Wells	(206) 232-9036
7/11	10AM – 2PM	GHHYC – Saturday Regatta #5	Surprise Lake	Steve Young	(253) 202-6840
7/17-19	See NOR	OMYC – HR Carnage (COW CanAm #3 and US Region-6PNW)	Hood River Marina	Morgan Dewees	(360) 608-4290
7/25	10AM – 2PM	SMYC – Saturday Regatta #5	Coulon Park	Bob Wells	(206) 232-9036
8/1	10AM – 2PM	GHHYC – Saturday Regatta #6	Surprise Lake	Steve Young	(253) 202-6840
8/15	10AM – 2PM	SMYC – Regatta #6	Coulon Park	Bob Wells	(206) 232-9036
9/5	10AM – 2PM	GHHYC – Saturday Regatta #7	Surprise Lake	Steve Young	(253) 202-6840
9/12-13	See NOR	DPMYC – The Caper (COW CanAm #4)	Bowman Bay	Julian Lee	(360) 299-2900
9/26	10AM – 2PM	SMYC – Saturday Regatta #7	Coulon Park	Bob Wells	(206) 232-9036
9/18-20	See NOR	CAN Prairies Regional	TBD	TBD	TBD
10/2-4	See NOR	Hornby Island Regatta	Ford Cove	Graham Herbert	(250) 335-2828
10/3	10AM – 2PM	GHHYC – Saturday Regatta #8	Surprise Lake	Steve Young	(253) 202-6840
10/17	10AM – 2PM	SMYC – Saturday Regatta #8	Coulon Park	Bob Wells	(206) 232-9036
Every Sun & Wed all year!	11:30 – 3:30PM	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://crya.ca> (CAN) Canadian Radio Yacht Association has a link to all our newsletters.

<http://myauk.wordpress.com> (UK) Model Yacht Association links 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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