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The Seattle IOM Update

• A FREE DIGITAL NEWSLETTER COVERING IOM RADIO SAILING IN THE SEATTLE AREA & PACIFIC NORTHWEST •
January – March 2015



USA's Gary Boell wet launching at 2014 Europeans on Lake Garda. Gary is serving as ViceChair for the 2015 Worlds Organizing Committee, and his experiences and contacts from attending this EC and the 2013 WC will be very useful. You'll find more about Worlds later in this issue and at <http://www.usaiomworlds.com/>. Hanneke Gillissen © 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 here: <http://www.ibextrax.com/Update/201306.pdf>. 2010 marked the beginning of our 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 come together 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.dpmysc.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/>.

2015 Regatta Schedules:

2015 SMYC IOM & PacNW Regional Schedule: Go to the last pages of this newsletter for our comprehensive schedule with many local and regional regattas. Many of us work together to coordinate all the weekend IOM sailing in Washington State, including Gig Harbor MYC and the Deception Pass Model Yacht club. We try to include the major events in Oregon, British Columbia, Idaho, and Alberta too. We publish our schedule at the beginning of the year and generally have a few changes through the year. If you sail with us, rest assured you won't be stuck at the same old pond every time. Regattas that are more than 1-day are highlighted.

For Seattle MYC and or Gig Harbor MYC also see: <http://www.ibextrax.com/RC2015/>

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

2015 COW CanAm Series Regional Schedule: Four great regattas are planned including Victoria's Beaver Lake for the first time as a CanAm Series event. Go to the last pages of this newsletter for our comprehensive schedule or here: <http://www.ibextrax.com/RC2014/>.

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 2015 Calendar.

Raffle Removed

The Raffle Notice that was previously here to benefit the IOM USA National Class Association is removed at the request of PayPal. PayPal considers this gambling, and if you look in their fine print of your agreement this activity is not allowed.

Washington State IOM Regatta Reports:



Heading south for the shift at GHMYC's venerable Surprise Lake with the sun popping through. Bob Wells photo.

2014 Seattle Cup & Gig Harbor Cup Series Results

Bob Wells Reporting & Jerry Brower Scoring:

Our seasons are over until March, so time to tally the overall results. A few of us make the effort to record regatta scores because it unquestionably makes for more focused and interesting racing, and it provides some fodder for razzing each other at the end of the day. I don't think anybody except maybe J. Warren Brower obsesses over who finished where. For Seattle and Gig Harbor Cup results we provide both cumulative scores for all regattas and with two throw-outs. We won't officially say which takes precedent so it provides more fodder to argue who is the 2014 Champion.

2014 Seattle Cup season point standings

With all eight regattas completed.

rev10/2014

			3/29		4/19		5/24		6/28		7/26		8/16		9/20		10/25 pls			
pls	Skipper	Home port	Points	Coulon 1	Coulon 2	Coulon 3	Coulon 4	Coulon 5	Coulon 6	Coulon 7	Coulon 8	T/I	With 2 throw-outs	Pts	T/I					
1	Scott Thomas	2 lap PRO	103	2	15	2	17	2	10	2	14	2	13	2	9	2	11	1	84	
2	Bob Wells	Mercer Is, WA	95	1	16	4	15	4	8	2	14	6	10	4	11	1	10	2	11	77
3	Joe D'Amico	Sequim, WA	88	6	11	7	12	3	9	1	15	1	15	1	14	8	3	4	9	76
4	Jerry Brower	Lk Stevens, WA	81	3	14	1	18	2	10	9	7	2	14	2	13			8	5	76
5	Larry Stiles	Sedro Woolley	73	2	15	3	16			3	13	4	12	6	9	3	8			73
6	Peter Sternberg	Redmond, WA	70	4	13	6	13	1	11	4	12	5	11	5	10					70
7	J Kelly Martin	Bellingham, WA	65			2	17			2	14	3	13	3	12	2	9			65
8	Kurt Wells	Seattle, WA	63	7	10	8	11	5	7	7	9	7	9			4	7	3	10	56
9	Ron Blackledge	Portland, OR	48	10	7	10	9	6	6	8	8	9	7			7	4	6	7	44
10	Byron Pimms	Seattle, WA	46	11	6	16	3	7	5	6	10	8	8	13	2	5	6	7	6	41
11	Steve Young	Tacoma, WA	39	5	12	5	14						10	5				5	8	39
12	Bill Langjahr	Anacortes, WA	39	8	9	13	6			5	11	10	6	8	7					39
13	Drew Austin	Sequim, WA	37	9	8	9	10			10	6			7	8	6	5			37
14	Mike Pearson	Port Orchard	26	15	2	14	5	9	3	15	1	11	5	9	6	9	2	11	2	25
15	Daryl Ruff	Bellevue, WA	19	16	1	15	4	11	1	13	2	12	4	12	3			9	4	18
16	Craig Rantala	Sequim, WA	16	13	4	12	7			11	5									16
17	Ron, Hornung	Seattle, WA	15	14	3	18	1	8	4	13	3	13	3					12	1	15
18	Scott McConnell	Lynnwood, WA	13	12	5	11	8													13
19	Chris Brundege	Portland, OR	12															1	12	12
20	Rick Shattock	Milton, WA	11			17	2	10	2	12	4	15	1	14	1	10	1			11
21	Michael Holly	Bellevue, WA	9								14	2	11	4				10	3	9

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

2014 Gig Harbor Cup Season Points

With all eight regattas complete

rev 10/13/2013

	Skipper	Points	3/08		4/05		5/10		6/14		7/12		8/16		9/06		10/11		T/B	With 2 throw-outs	Pts	T/B
			pts	pls	pts	pls	pts	pls	pts	pls	pts	pls	pts	pls	pts	pls	pts	pls				
1	Jerry Brower	61	7	4	14	2			12	1			13	2	3	4	12	3		1	Jerry Brower	58
2	Bob Wells	54	4	7	10	6			11	2			11	4	4	3	14	1		2	Bob Wells	50
3	Ron Blackledge	53	9	2	11	5	8	2	8	5			8	7	2	5	7	8		3	Joe D'Amico	49
4	Joe D'Amico	49					9	1	10	3	C		12	3	5	2	13	2		4	Steve Young	46
5	Steve Young	46	10	1	13	3	7	3			A		5	10			11	4		5	Ron Blackledge	44
6	J Kelly Martin	37			15	1					N		14	1	6	1	2	13		6	J Kelly Martin	37
7	Peter Sternberg	34	8	3	12	4	5	5	9	4	C								3	7	Peter Sternberg	34
8	Kurt Wells	34	6	5	7	9	4	6	7	6	E						10	5	5	8	Kurt Wells	34
9	Byron Pimms	34	5	6	8	8			6	7	L		7	8			8	7	6	9	Byron Pimms	34
10	Scott McConnell	23			9	7					L		9	6			5	10		10	Scott McConnell	23
11	Larry Stiles	21			5	11	6	4			E		10	5						11	Larry Stiles	21
12	Ron, Hornung	20	3	8	1	15	2	8	5	8	D		3	12			6	9		12	Ron, Hornung	20
13	Rick Shattock	16	2	9	4	12	3	7	1	12			2	13	1	6	3	12		13	Craig Rantala	15
14	Craig Rantala	15			3	13			4	9			4	11			4	11		14	Rick Shattock	14
15	Drew Austin	11			2	14											9	6		15	Drew Austin	11
16	Mike Pearson	10	1	10	6	10			3	10										16	Mike Pearson	10
17	Michael Holly	6											6	9						17	Michael Holly	6
18	Daryl Ruff	5					1	9	2	11			1	14			1	14		18	Daryl Ruff	5

One point for each boat you beat plus 1 point for starting a race in the regatta.

Gig Harbor Cup: With 18 skippers competing over 7 regattas; there can be no argument that J. Warren Brower is our 2014 Gig Harbor Cup Champion as he ran away with this one with his consistency. Of the seven regattas sailed, five different skippers won at least one regatta and Kelly Martin scored a total of three wins. The dogfight was for 2nd place and it was a squeaker resolved by one point between the top two in the last regatta. Joe Damico is dogfight bridesmaid yet again! Ron Blackledge was our farthest traveler logging about six hours in his car for each of our regattas, and a very credible 3rd in overall points – his best by far.

Seattle Cup: With 20 skippers competing over 8 regattas, in most years JWB's scoring would show Bob Wells the outright 2014 Seattle Cup Champion. This time JWB added the wrinkle where the PRO receives second place points, and Scott Thomas did a great job for us all year doing this. SMYC has a long established precedent of providing PRO points to encourage folks to drop their transmitter and run the regatta, because this provides better sailing. In the past you would get one (1) PRO score per year for volunteering. This time JWB gives PRO Scott points for all the Seattle Cup regattas, but none of the Gig Harbor Cup – an obvious inconsistency depending on who finished first. Jerry is just trying to get a rise out of me, but once again it won't work – I know his tactics too well. Six different skippers scored wins out of the eight regattas, so nobody dominates in our local competitions; just some have better attendance and are more consistent.

It was a great year sailing at both venues, and our gathering together at the end of each regatta maintained our camaraderie off the course. We'll do it again next year with essentially the same program that is unchanged since we began sailing IOMs in 2010. We developed our SMYC racing program sailing EC-12s in the late 80's and 90's, and continue that same program with IOMs after a too long interlude.



Looking for international regatta reports?

A new Internet resource for regatta reports from around the world is the **2015 WC website** managed by Harry Drenth in the Netherlands. Harry has a very active website that every few days has another news article. It may be a regatta report, an interview of a skipper attending, his new Worlds ranking system, or he'll surprise us with something as he is a creative guy. Go here: <http://www.usaiomworlds.com>.

Looking for local regatta reports? We have cleared the local reports to make space for other content in this issue, but the reports/results are all here: <http://www.ibextrax.com>.

David VanAmburg Sails on:

By Julian Lee

David VanAmburg passed away recently in Arizona. Always the friendly competitor, he didn't miss a sailing day on our Deception Pass MYC Wednesday and Sunday regattas in our warm weather season. He came early and was always pitching in to haul buoys, etc. David was so looking forward to proving that his orange Ericca USA 71 could beat my light wind optimized V7 this summer. He was also excited about another Caper Regatta in balmy September. This is very sad news about a wonderful member of our club. David's wish was to have his ashes scattered with the kitty litter on any oil slick at the racetrack where he spent time, in a previous auto racing life, in Tenino. No date is set yet (Spring or Summer), but once I have a date for that I will pass it along. I would like to hold a regatta honoring his memory and believe this is best done at Bowman Bay where David particularly liked to sail. The date will be determined when our snowbirds like Trish and Steve Bechtold arrival for the summer.

Using the emergency phone number on his regatta application, I contacted his sister Jana and enjoyed reminiscing. I learned that he talked on the phone daily with one or other of his sisters. When they had not heard from him for a few days, one of them called the Sheriff who went to the RV Park and found that he had passed. Sneakers, David's Dalmatian, has already gone back to the breeder so she is with friends. David's sister in Oklahoma is hoping to adopt Sneakers. David's RV is back at the dealer in Texas for sale and there is an interested party already. His RC boats are with his sister in Federal Way, who lives on a lake and is hoping to put them to fun use. She may even race his Errica at Surprise Lake some day. I have suggested that they may like to consider funding a bench in David's memory at Deception Pass Park, and she liked the concept and will discuss it with her sister.

David's bio in his own words from our website:

"Born in Seattle 3/18/1950. Raised in Yakima. BS degree in Psychology from WSU in 1972. Clinical caseworker for the Bureau of Developmental Disabilities (region 6) until 1975. Decided you can't fix crazy.... so I moved to Seattle and spent the next 10 years working on and racing sailboats. Worked for Valiant Yachts, Islander Yachts and Nordic Yachts. Commissioned and delivered new yachts to locations in North America and Europe. On the side, I delivered private yachts throughout the Eastern Pacific, Atlantic and Mediterranean oceans. Competitive sailing included several trips to J24 nationals, Olsen 30 nationals, and SORC in Florida and countless races in Puget Sound. Favorite boats I've sailed on.... Warrior, Pendragon, Tenacious, and Wings. In 1981 I was hired by John Graham as owners representative for the building of his 87ft Ron Holland aluminum maxi sloop "Aspasia" in Antibes, France. Cruised that yacht extensively through the Med and in 1985 delivered it back across the Atlantic to Seattle. Moved to Bellingham and took a job with the ARCO refinery. Bought my 1st house and my 1st Dalmatian. Retired from BP Cherry Point refinery in 2011 and currently live in my 42ft Foretravel coach. Lots of fun stuff left out. Buy me a beer and I'll bend your ear. My goal is stay warm and be near a sailboat race."



David VanAmburg after accepting his trophy as the DPMYC's 2014 IOM "Sailor of the Month" with Sneakers at his side. He sailed aggressively, which belies his easy manner that kept it fun and friendly. There's that smile again.

IOM USA Class News: Fred Rocha's Section**IOM USA Class News**

By Fred Rocha, USA Class Secretary

Happy New Year. It has been a particularly busy period planning for our 2015 season and for Worlds in Foster City this May.

Scheduling the 2015 USA ranking regattas is always a priority this time of year and I want to share our progress so far. More ranking races are being confirmed so this is incomplete. Having ranking regattas spread throughout the USA remains our goal that we are working towards, but we still have most of our IOM skippers on the left coast so we have more annual races on the left coast that are the first to be confirmed. So our schedule is particularly unbalanced early this year, but it will get better soon. Be sure to thank the organizers that make these events happen:

Date:	Regatta	Host Club	Ranking	AMYA Chevrons
FEB 13 th - 15 th	MID WINTERS San Diego, CA	CA San Diego Argonauts (AMYA Club # 8)	Annual Club Ranking 1.0x	Green
MAR 21 st - 22 nd	BLOWOUT Dallas, TX	TX Trinity River Yacht Club (AMYA Club # 10)	Regional 1.1x	Red
APR 25 TH - 26 TH	COW CUP Seattle, WA	WA Seattle Model Yacht Club (AMYA Club # 132)	Annual Club Ranking 1.0x	Green
MAY 8 th - 16 th	USA IOM WORLDS Foster City, CA	CA South Bay Model Yacht Club (AMYA Club # 84)	--	--
JUN 5 TH - 7 th	CAN NATIONAL Saltspring Island, BC	CAN West Coast Model Yacht Assn. (AMYA Club # 260)	Annual Club Ranking 1.0x	Green
JUL 17 th - 19 th	AMYA PNW R6 Hood River, OR	OR Oregon Model Yacht Club (AMYA Club # 45)	Regional 1.1x	Red
AUG 13 th - 15 ^t	IOM RACE WEEK San Diego, CA	CA San Diego Argonauts (AMYA Club # 8)	Annual Club Ranking 1.0x	Green

Planning for 2015 Worlds continues and everything is coming together nicely if not easily. It is well worth your time to check out our actively updated website <http://www.usaiomworlds.com> and Facebook page <https://www.facebook.com/USAIOMWORLDS>. Harry Drenth from the Netherlands is doing a great daily job on our website and Chuck LaMahieu from Texas is all over managing our Facebook site. For example Bob Dunlap mentioned we have a limited number of rooms left at the Marriott Courtyard, the walk to the venue hotel where many competitors are likely staying. Harry has created a Worlds Ranking List that covers all past Worlds with over 400 competitors results for each event. The top three are from AUS, GBR, and GBR; but you will have to see the list under the tag EVENT INFO/WORLDS HISTORY to find out who they are. Under the tag NEWS you can read Bob Wells interviews of a number of skippers coming to Worlds, results of regattas leading up to our WC are being added regularly, and more.

Our Worlds race management team is very close to being finalized as follows. If you are new to an IOM Worlds you might be surprised how international our team is. It is also a very experienced team. For example Geert Geelkerken was PRO at the 2014 M Worlds in the NED. Jeff Beyerly has been PRO on a number of international events over the years. Chris Watts is an ISAF International Judge well known to radio sailors, and all are ISAF Judges of course. Harry manages our scoring team in addition to the website, while Hanny is new to the organizers. She is coming at Harry's request from the success they had teaming up for the scoring at M Worlds, which included multiple remote monitors providing quick updates on promotion/relegation, etc. The organizers want a fast paced regatta with one race after another, and the monitors are one of the solutions to speed communication. Why so many Race Officers, so we can rotate and stay fresh and alert. Our Worlds Race Management team:

Principal Race Officer
Race Officer
Race Officer
Race Officer
Race Officer

Fred Rocha **USA**
Geert Geelkerken **NED**
John Super **USA**
Pierre Gonnet **FRA**
Jeff Byerley **AUS**

Chief Judge
Judge
Judge
Judge
Judge
Judge

Chris Watts **UK**
Gordon Davies **IRL**
Don Martin **CAN**
Patrick Vilain **FRA**
Gustavo Leibovici **BRA**
Grant Baldwin **USA**
(not confirmed)

HMS / Scoring Team

Harry Drenth **NED** & Hanny Geelkerken **NED**

With all this talk of ranking events and Worlds, I want to acknowledge our local club organizers. They are the heart of IOM USA and we can only have this success because of their critical work to support our class.

I apologize that our class website, IOMUSA.org, is a mess. Without dues we simply don't have the funds to pay to have the website's regatta scheduling commercially managed. We gratefully relied on George Georgiadis' free website maintenance for years, but George had to step back some time ago. What George did for us was significant, and we can't thank him enough. While we look for a long-term website solution, the forum portion is functioning fine, so please make announcements there. For online registering for regattas I hope to implement the AMYA's online system. Thank you to Rob Suydam for mentioning his success with this to me. There will be announcements in IOMUSA.org regarding this.

Call for IOM Class Secretary Nominations: This is my last year as Class Secretary (CS), so effective January 1, 2016 we will have a new CS. Per AMYA Election Guidelines we must have all our IOM CS nominations with their seconds into the AMYA no later than March 3rd, 2015. For me to do this properly with time to check the nominations and seconds so everything is in order, I ask you to have your nominations to me no later than February 20th, 2015. You also have the option to submit nominations directly to the AMYA. It has been an honor to be IOM Class Secretary, and I look forward to supporting our new CS in any way that I can.



Hard working PRO Fred Rocha plying his trade at the 2014 EC. Fred is also PRO at the 2015 WC, where he'll have to look a little harder to find such a plush comfortable chair at the venue. Photo © Hanneke Gillissen.

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.

Finishing

Not a close finish! – photograph by Bob Wells

This article is the last in a five part series. In previous issues, we discussed:

The Start : <http://www.ibextrax.com/Update/201312.pdf>.

The Weather Mark : <http://www.ibextrax.com/Update/201410.pdf>.

The Downwind Gate : <http://www.ibextrax.com/Update/201406.pdf>.

Hailing : <http://www.ibextrax.com/Update/201403.pdf>.

If you were able to apply the tactics and advice in those articles to your racing, you should be in a good position in the fleet as you round the final mark. Now you are on the final beat to the finish line. At this point, you need to decide whether to be aggressive and try to pick off boats, or be conservative and consolidate and try to protect your position. If you are in a multiple fleet HMS style regatta with promotion and relegation, then the first priority is to be high enough to be promoted, or high enough NOT to be relegated. If the regatta uses 6 up/6 down, and you round the last mark in (say) fifth place, then you need to sail hard to the finish to stay in front of sixth and seventh place – especially seventh. By now, the fleet should be spread out, and getting clear air should not be an issue. Concentrate hard on your sail trim. Ease the sails a little, and drive the bow down for speed. Watch for the heel angle to increase to show that you are powered up, and try to hold that groove. Speed is your friend to minimize leeway and make the best Velocity Made Good (VMG) to weather. Cover the sixth place boat – go the same way that they do and try to stay between them and the finish line. If they tack, cross ahead and then tack to cover. That way you are inside them on any lift, and yet clear to tack if there is a header. Now is the time to throw bad air at them to slow them down. If the seventh place boat splits tacks, try to sit on sixth so that they want to tack away to clear their air – now they are both going the same way, and you can throw a loose cover over both boats. Better yet, they may start fighting each other, allowing you to sail off to the finish.

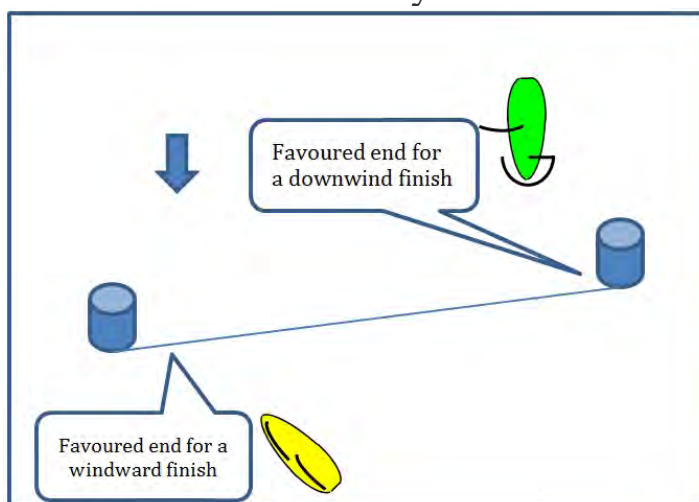
In HMS promotion, if you are in the top group, your actual finish position in this heat does not matter, your objective is to get promoted. Your actual finish position in the overall race will be determined in a subsequent heat. If you are in the A fleet, then you want the highest finish position you can gain, but the logic of attacking boats ahead – by splitting tacks – or covering boats astern by staying between them and the finish line still applies.

Seattle IOM Update

You want finish as soon as possible, so look for the favoured end of the line— hint – look where the leading boats are finishing. You should always try to be on Stbd tack for the finish line, so try to make your final tack from Port to Stbd so that you can easily lay the favoured pin on Stbd. It is better to over stand a little than risk being unable to lay the pin and having to lose time and distance making extra tacks.

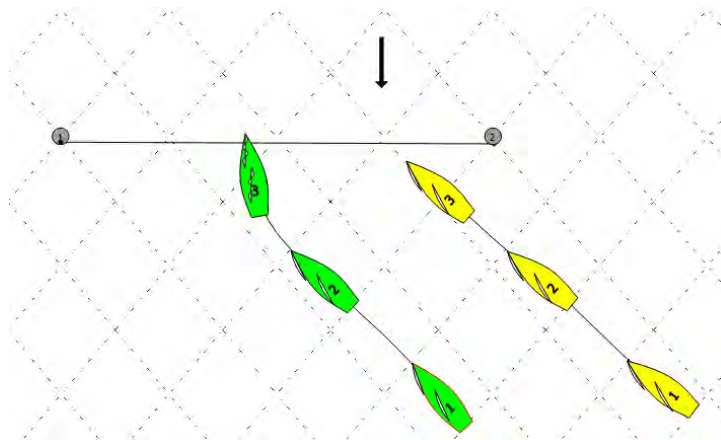
Finding the favoured end

Just like a starting line, a finishing line can have a favoured end – one end is closer to the wind than the other. If you are finishing on a beat, then you want the lower end, but if finishing on a run, then you want the upwind end. The finish line is frequently the same line that was used to start the race. If the left pin was favoured at the start, then for a weather finish, expect the right end to be favoured for the finish – however check your sailing angle, compared to what it was on the previous beat. If you are sailing higher on Port, then the wind has gone left and the left end is even more up wind – so the right end is even more favoured for the finish. If you are sailing higher on Stbd, then the wind has gone right, then the right pin may be more upwind so look for the left pin to be the best end to finish.



Shooting the line

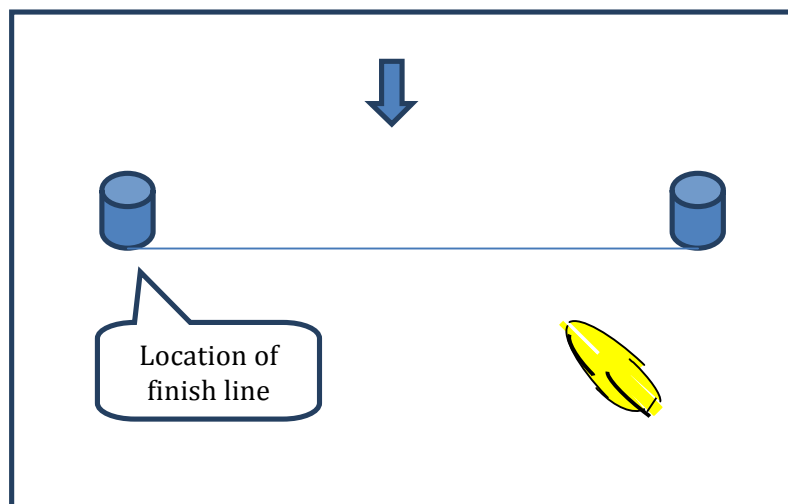
A useful trick to have in your toolbox - In this diagram, Green and Yellow are dead even at P1 and P2 as they approach the finish. Green luffs up just before P3 and crosses the line first. This is often called 'Shooting the Line'. What Green is doing by luffing is using her momentum to increase her VMG towards the finish line. Practice this to understand how far your boat will carry – go too soon and you will run out of steam before the line and let the other boat's bow get in front.



Where exactly is the finish line?

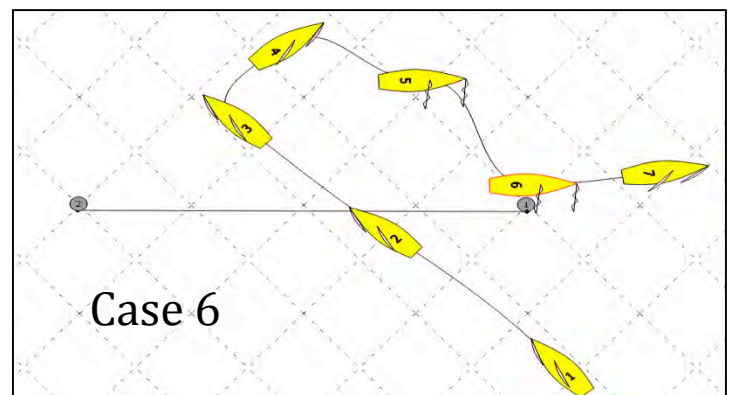
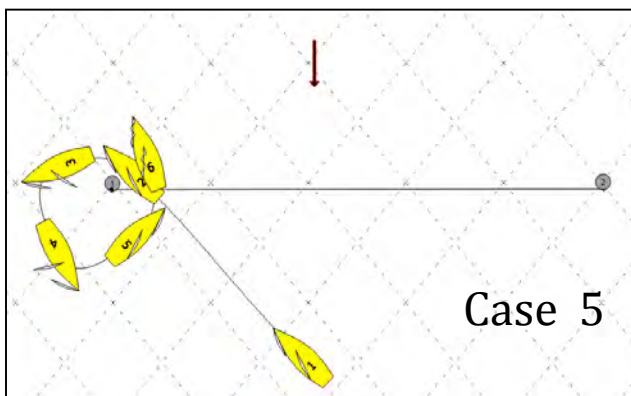
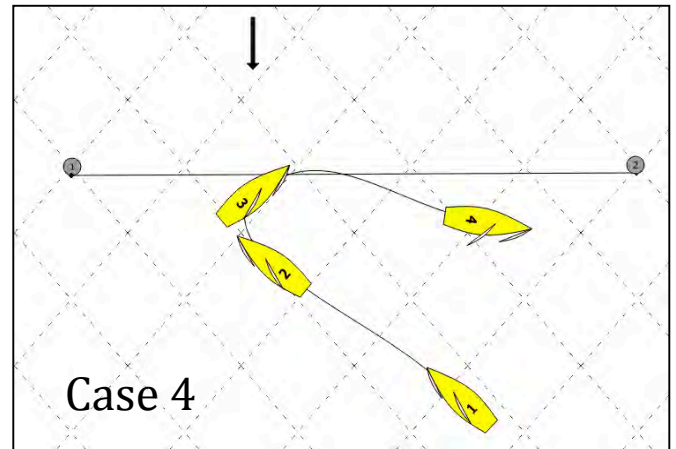
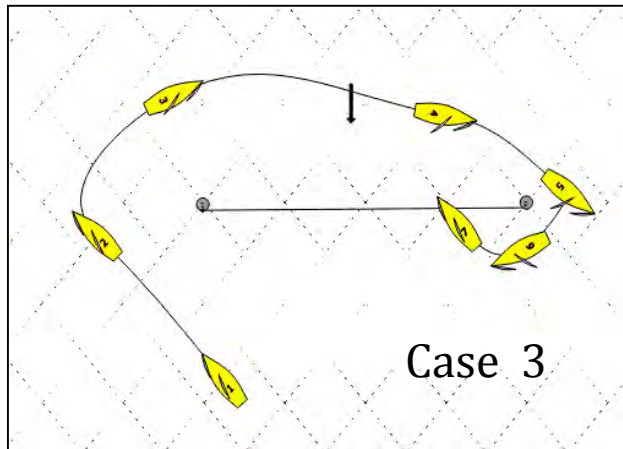
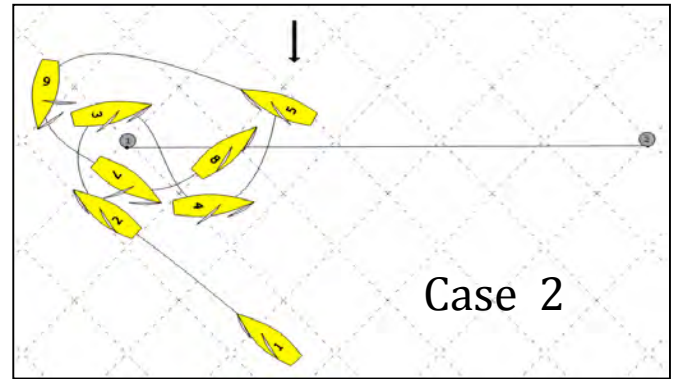
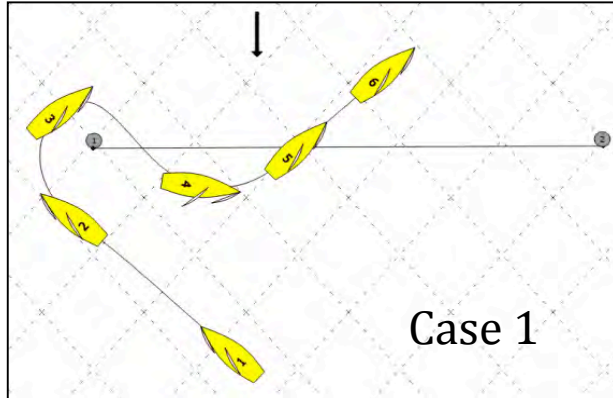
*RRS Appendix E3.4b
(b) The starting and finishing lines shall be between the course sides of the starting and finishing marks.*

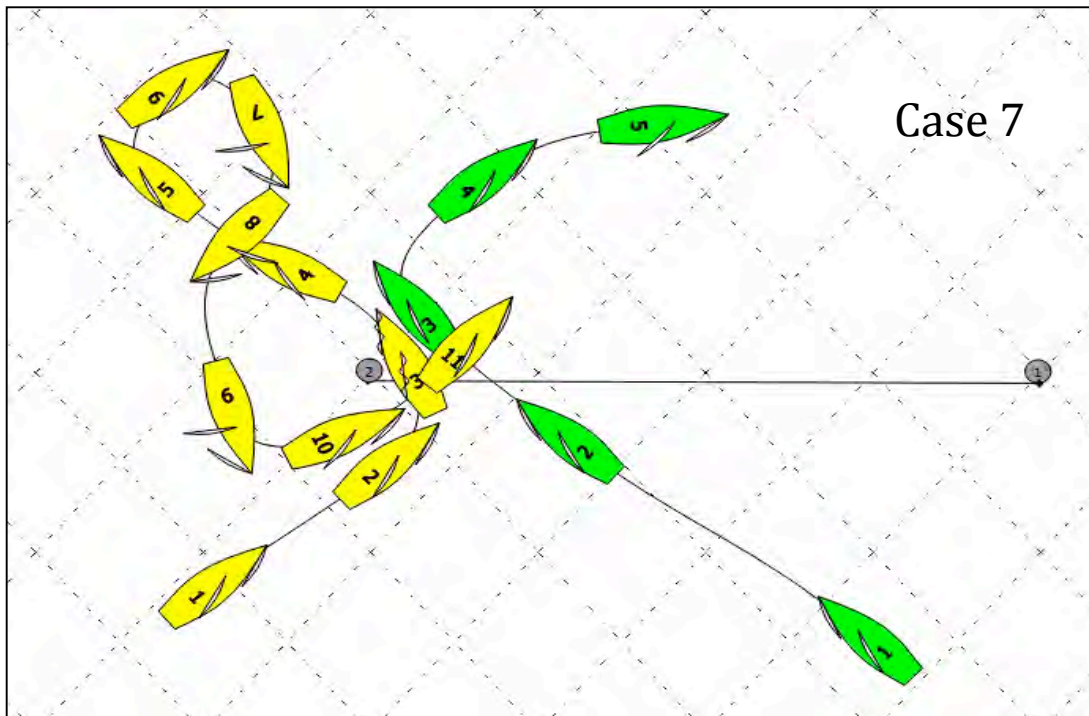
The Sailing Instructions or the Skippers Meeting should describe the finish marks. Unless they state something different like –“the Finish line is between the flagstuffs on the marks”, then the default is that the line is placed on the course side of the edges of the marks – not the centre line of the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



A Finishing quiz

Let's test your knowledge with a quiz – you may be surprised by how much you know already. Decide your answers. Then read the rules and definitions below, and take then the quiz again to see if you want to change anything. There are seven diagrams. In each case, the question is “Has Yellow finished?”





Finishing and the Rules

Basically, you finish a race when you cross the finish line from the course side, having sailed the course around all the marks on the correct side, in the correct order, and completed any penalties. However, you are still subject to the racing rules until you have cleared the racing area. Here are some extracts from the RRS that provide the basis for my simplified summary.

Definition & Rules that relate

Finish A boat finishes when any part of her hull, or crew or equipment in normal position, crosses the finishing line from the course side. However, she has not finished if after crossing the finishing line she

- (a) takes a penalty under rule 44.2,
- (b) corrects an error under rule 28.2 made at the line, or
- (c) continues to sail the course.

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

28 SAILING THE COURSE

28.1 A boat shall start, sail the course described in the sailing instructions and finish. While doing so, she may leave on either side a mark that does not begin, bound or end the leg she is sailing. After finishing she need not cross the finishing line completely.

28.2 A string representing a boat's track from the time she begins to approach the starting line from its pre-start side to start until she finishes shall, when drawn taut,

- (a) pass each mark on the required side and in the correct order,
- (b) touch each rounding mark, and
- (c) pass between the marks of a gate from the direction of the previous mark.

She may correct any errors to comply with this rule, provided she has not finished.

31 TOUCHING A MARK

While racing, a boat shall not touch a starting mark before starting, a mark that begins, bounds or ends the leg of the course on which she is sailing, or a finishing mark after finishing.

E3.4 Starting and Finishing

(a) . . .

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

With these extracts, go back and take the quiz again. See if you want to change any of your answers?

Spoiler - My Answers

Case 1. No, this boat has not finished. See R 28.2 (the string rule). If you pull the string tight, then the boat's course will lay on the wrong side of the finish mark. Yellow needs to unwind by sailing back outside the left mark and then crossing the line from the course side.

Case 2. Yes. This boat (from Case 1) has now finished correctly.

Case 3. Yes. This boat has finished correctly. I did this myself just recently – I was so focused on getting to the lay line of the weather mark that I forgot this was the last leg and sailed beyond the finish line. This case is covered in the ISAF Case Book, Case 106 which says:

When the string representing a boat's track lies on the required sides of finishing marks or gate marks, it is not relevant that, when drawn taut, it also passes one of those marks on the non-required side.

When the course requires boats to pass between two marks at a finishing line or at a gate, a boat complies with rule 28.2 if the string representing her track when drawn taut passes between the marks from the direction of the previous mark. She complies with rule 28.2 even if the string also passes one mark of the finishing line or gate on the non-required side. In this case the boat passed the buoy serving as a mark of the finishing line on the non-required side before passing it on the required side.

Case 4. Yes. This boat finishes when the bow crossed the line. She may clear the line in any direction – but be careful not to foul any other boats still racing. We don't normally see this in RC racing, but I have done it myself in big boat racing – struggling just to get to the line in light winds against a foul current – it was much faster to clear the area by bearing off and using the current to get clear. The important items to note here are that you have finished once you clear the finish line, and you are no longer *racing*, BUT under the preamble to Part 2 of the RRS, as a boat that WAS racing, you have to keep clear of boats still racing. So if you foul someone, you can be protested and DSQ, but as you have finished and cleared the area, you cannot now do an R44 penalty and go back and refinish!

Case 5. No. This one is more difficult to see. Yellow touches the finish mark and breaks R 31. She must now do a penalty of one tack and one gybe before finishing. Yellow bares away and gybes to port, then rounds up and tacks to stbd to complete the penalty BUT she has not completed her tack before she re-crossed the line, so the penalty was not yet complete and so she has still not finished.

Case 6. Yes. Yellow has cleared the finish line and marks so she has finished. Later, she drifts down and hits a finish mark, but as she has already finished (fits the definition) she does not have to do a penalty and refinish. But note she is still in the racing area, so she must still avoid other boats. ISAF Case 127 covers this and says in part:

A boat clears the finishing line and marks when the following two conditions are met: no part of her hull, crew or equipment is on the line, and no finishing mark is influencing her choice of course. For example, a boat that clears the finishing line and then continues to sail toward a finishing mark, where current sets her into the mark, is still racing and has broken rule 31. However, a boat that crosses the finishing line, and sails to a position at which no finishing mark is influencing her choice of course, is no longer racing. If, later, she hits a finishing mark, she does not break rule 31.

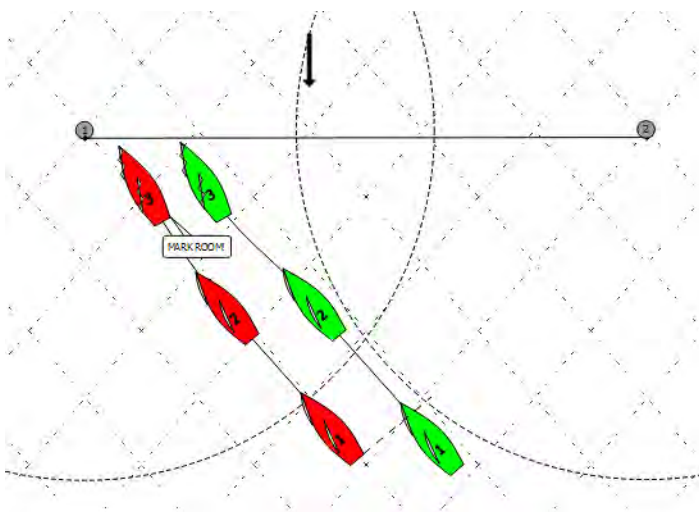
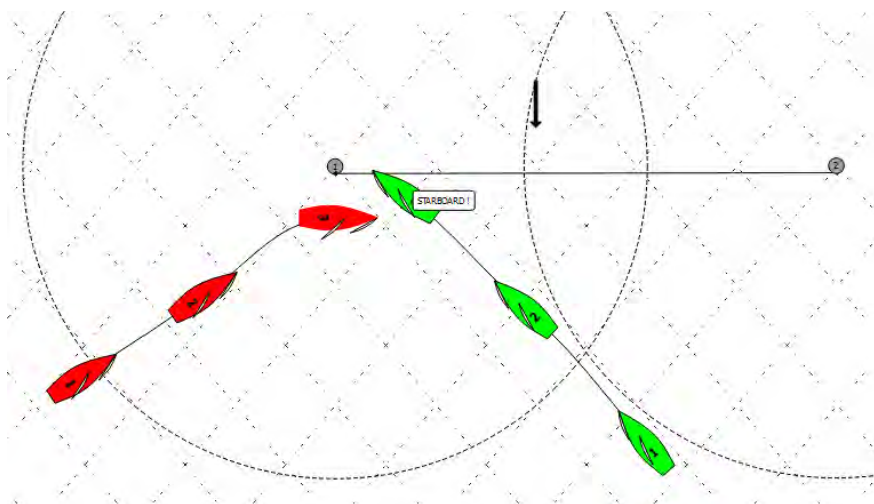
Case 7. Yes. There are several things going on in Case 7. Yellow tries to squeeze in from port tack to avoid a stbd boat (Green), but in doing so, she hits the mark while still racing (she has not cleared the line). As she is clear of other boats, she does a tack and a gybe, promptly (meets the definition of a penalty), and then she returns, outside the mark, to the course side of the finish line and refinishes. It does not matter where she does the penalty, as long as she completes the penalty before refinishes correctly. A penalty is not a 360 degree turn – just a tack and a gybe, promptly, in the same direction. She returns outside of the line, before re-crossing to finish. This was not a requirement here, but the ‘string rule’ requirement is satisfied anyway – see case 3 above.

R 18 and Mark Room at a finish mark

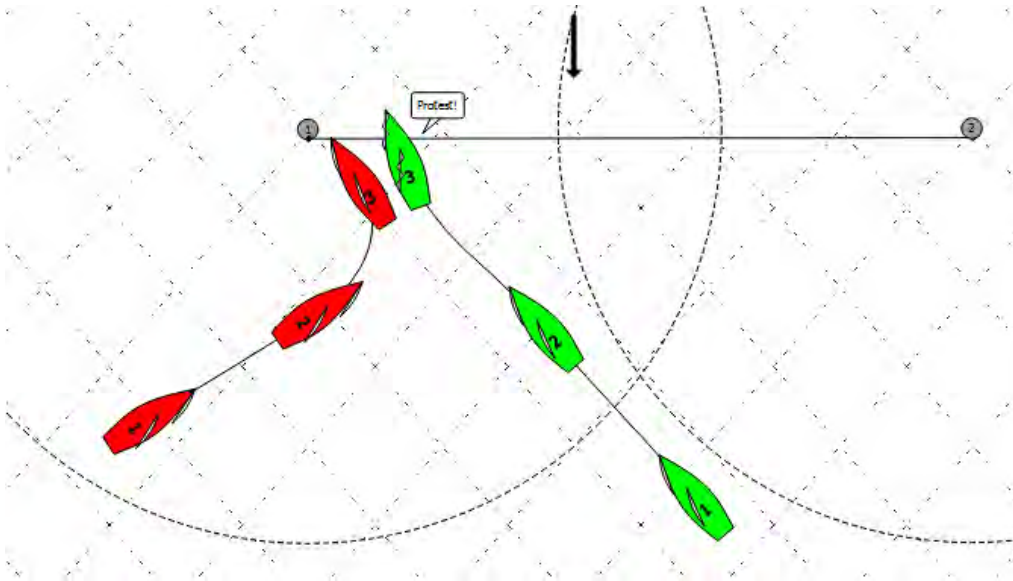
The marks at each end of the finish line are marks of the course – and just like a rounding mark, they each have a required side and they each have a zone. So R 18 applies just as at any other mark. And just like any other mark, how R 18 and Mark Room applies, depends upon the sailing angle of the boats as they approach the mark.

When the finish is on a beat to weather

If the finish is a beat, then R 18.1.a says Mark Room does not apply to boats on opposite tacks on a beat to windward, and so R 10 (P/S) applies between them. In the diagram right, Green is on Stbd and Red, on Port, has no Mark Room rights (R 18.1.a). Red has to keep clear, so she ducks Green before hardening up to finish. Hint - Always try to make your final approach to the line on STBD tack to give you right of way.



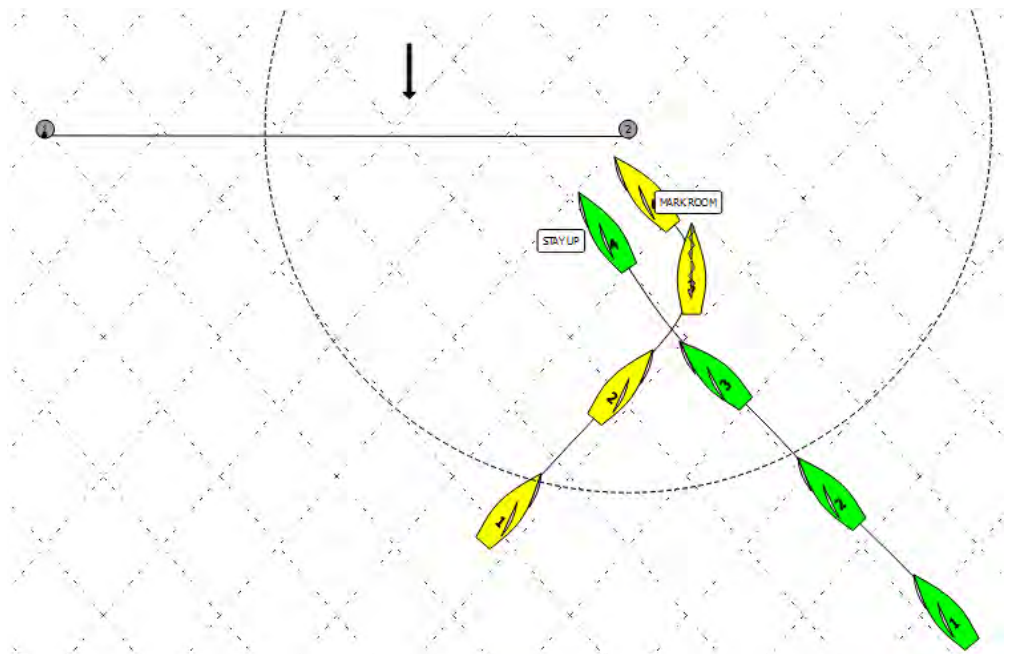
If the boats are on the same tack as they enter the zone, then R 18.2.b applies. Here on the left, Red, with Mark Room hails Green to remind her to give Mark Room. As they were fetching the mark from outside the zone, Red is allowed to luff up to head to wind if she needs, and Green as windward boat must keep clear.



Tacking in the zone of a Finish Mark

In the diagram on the left, Red comes in on Port and tacks to try to squeeze in. Green has to luff above close hauled to avoid Red. Red breaks R 18.3.a.- just the same as if they were rounding a 'Marks to Port' weather mark.

In the diagram right at P4, Yellow is hailing "Mark Room" and Green is hailing "Stay Up". Yellow tacked in the zone, clear of Green, so the question is "Is Yellow entitled to Mark Room, or can Green force Yellow away to miss the mark?" The answer is that Yellow is entitled to Mark Room and Green cannot force her into or outside of the mark. This is one of those situations where R 18.2.a applies because the other parts of R 18 do not apply. R 18.2.a is difficult to apply as it is the exception and you have to eliminate the other parts of R 18.2 and 18.3 first.

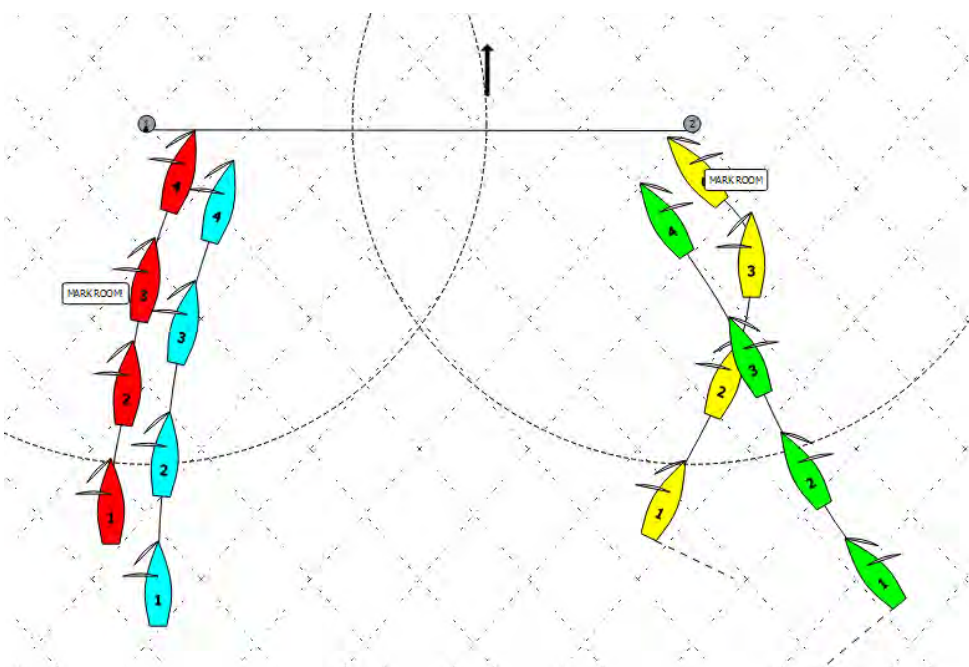


At P1 and P2, as Yellow approaches the zone on Port and Green is on stbd. R 18.1.a says that R 18 does not apply. So initially, we have an R 10 P/S and Yellow keeps clear. At P3, Yellow tacks to weather of Green and does not break R 13. After Yellow has completed her tack at P4, we have a new situation and both boats are both now on the same tack, so R 18.1.a no longer applies, but as Yellow tacked in the zone, R 18.2.b and 18.2.c do not apply either. It may help to think of this as a weather mark to be rounded to stbd then it becomes easier to understand. Now you can infer that Green is not fetching the mark (she would need to tack to round it), and so R 18.3 Tacking does not apply. So we are left with R 18.2.a. and Green must give Mark Room to Yellow.

When the finish is on a run

A downwind finish offers several opportunities to attack a boat in front of you. If you are in a good breeze, then look for the quarter wave of the leading boat and surf along it to close the gap. Once you are close astern, get right behind and just on the weather quarter to use your big main sail to throw a wind shadow at them. As they slow down, you can either pass to weather or to leeward to hit the line, before they clear their wind and re-accelerate. If going to weather, try to time it so that you are overlapped before their bow touches the zone – that way your Mark Room rights kick in and prevents them from luffing you. If you are passing to leeward, don't go too soon, or you will run into their wind shadow and begin to slow, giving them a chance to regain their speed.

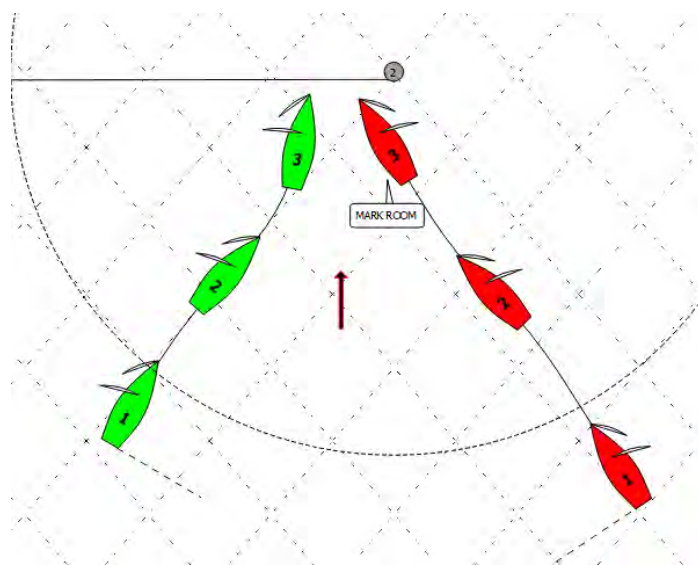
This diagram shows several situations. At the left end of the line, Red touches the zone first and Blue is either clear astern, or they are slightly overlapped. In either case, Blue must give Mark Room to Red under



R 18.2.b. Note that Blue is throwing a wind shadow at Red and overtaking – Almost made it. Well, may next time!

At the right end, we have a very complex situation – and Yellow caused it by unnecessarily crossing Green. Yellow on Stbd, reaches the zone first. At P1, and under the definition of Clear ahead/Clear Astern/Overlapped, Yellow and Green are overlapped as neither is behind a line drawn off the other's transom and they are sailing more than 90 degrees off the wind. As they are overlapped when the first boat (Yellow) reaches the

zone, and Green is inside boat, Yellow must give Mark Room to Green – and that include the right to sail her Proper Course if the proper course is close to the mark. Yellow passes ahead of Green and the overlap is broken, but under R18.2.c.1 Green's Mark Room remains even when a new overlap is created R 18.2.c.1. So Yellow is NOT entitled to Mark Room at P4. Green is allowed to sail her proper course R 18.2.c.2, and that could be argued to include bearing off to sail close to the mark – leaving no room for Yellow. While Yellow becomes ROW under R 11, she has to allow Green to sail her Proper Course – including Green sailing close to the mark. The bottom line is that Yellow put herself in a tight situation by crossing Green, and should have gybed at or before P2 and she should have crossed the finish line before Green. This would be a nasty one to argue in a Protest Hearing as it hinges on deciding the Proper Course for Green.



Now look at the diagram - right. Question - Is Red, on Port, entitled to Mark Room from Green, on Stbd? To get to the answer, read the definition of Clear Ahead/Clear Astern/Overlapped, and also read R 18.1 and 18.2.

As they are on a run, they fit the definition of overlapped. They are sailing more than 90 degrees to the wind and neither is behind the line drawn off the transom of the other. Even though they are on opposite tacks (gybes), they are not on a beat to windward, so R 18.1.a does not apply. So we can say that they were overlapped when the first one reached the zone and Red is inside boat. R18.2.b applies, and the answer is "Yes" – Red is entitled to Mark Room. This one is much easier than the Yellow/Green situation from the previous diagram.

After finishing

Once you have finished, it is polite to sail up the course a bit, before heading over to the bank. Avoid sailing back into the course to stay clear of boats still finishing and to avoid confusing the Race Officer who is still calling and recording finishes. Avoid sailing in front of the Race Officers in case you block their view of the line. If carrying your boat back to the launch area, walk behind the Race Officers. If you had to withdraw from the race, go to the Race Officer and at a convenient moment, let them know you have retired, so that time is not wasted looking for you to finish or rechecking the results to see if you were missed.

Protests

If you protested another boat, or were protested, report to the finish line Race Officer as soon as reasonably possible after finishing, to let them know that you are protesting – and whom – or that you took a penalty turn. This has to be matched up with the information from any Race Observers. If you are protesting and the other boat took a penalty, and you both reported in - then the loop is closed. But once you finish, and if there is a need for a protest hearing, then the clock starts for the time limit for you to notify the Race Committee (Appendix E 6.4 – as soon as reasonably possible), and for you to fill out and deliver a protest form (Appendix E 6.5 – ten minutes). However, these limits are frequently restated or modified in the Sailing Instructions.

Letters to the Editor:

The following is another response to "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 and in regard to the new IOMICA interpretation on topping lift restraints. Henry Farley is eager to join the Editor, who came out in the previous newsletter as one of SecretSquirrel's 'effing' morons. Congratulations Henry – the Editor:

(11/10/14) Hi Bob, from one 'effing' moron to another! I'm the one that raised the restraint lines issue with IOMICA.

Here in the UK I am an Official Measurer for the IOM and as part of that have had to frequently advise folks that two restraint lines were not permitted. They took the form of one to prevent the topping lift from catching on the spreaders and another to pull it forward away from the mast. Most skippers accepted my judgement until one decided that I must be wrong as a championship winning boat had both. Clearly not all measurers and owners understood the rule. I took the issue to the Tech Team in the UK (the group led by the Technical Officer, that offers advice on class rules) who backed my view.

Earlier this year I measured a boat that had both and the supplier took issue with me. The Tech team decided to settle the matter by asking for an interpretation and at the same time lodged a motion for the AGM to permit more than one restraint line.

As the MYA's Technical Officer was about to go on holiday it fell to me to do the dastardly deed. When IOMICA issued the interpretation I again came under fire over here until I explained the background

to the matter. Having seen the emergency rule change to avoid issues with tell tales, the MYA then asked for an emergency rule change to avoid problems with restraint lines at the forthcoming European Championship and IOMICA reacted swiftly. Hopefully everyone is now happy.

It seems to be human nature to blame the 'judge' when a rule prevents folks doing what they want to do rather than to understand and accept the rules or make a case for a rule change. In many cases, the restraint line issue is probably one and the two receivers issue was another, there are unexpected consequences of the words used in rules when unforeseen things crop up. Guess who raised the two receivers issue!

Other names are withheld to protect the guilty! Cheers,
Henry (Farley, UK)

(10/13/14) Bob, I really enjoy your newsletter! The photos are just fabulous! Do you want me to add the 2015 dates that are noted at Coulon, on the calendar? I just added Mitch's from Classic Thunder.

Kris Simpson, Renton Parks Recreation Director

(Kris coordinates our SMYC regatta schedule at Coulon Park to avoid conflicts. Mitch Dillard coordinates the RC hydroplane "Classic Thunder" regatta schedule, and is a group we need to not conflict with. Both do a great job, and we are good for 2015. The only other known conflict we can anticipate is SeaFair weekend. – Editor.)

(12/1/14) Hi Bob, Just a quick note to say that your newsletter is great, very inspirational. So much so that after a bit of research I have decided that one of my winter projects will be to build a wooden Goth here in Northern Ireland and hopefully join the fleet here next year! All the best,
Trevor (Fisher, IRL)



Here's an example of our sharing Lake Washington with the T-37s of the Pacific Northwest MYC. They are on the left inside the walkway, and we're outside on the big water during a restroom break. If the RC hydroplanes "Classic Thunder" are sailing they fill the dock with their gear, and there is not enough dock space for both of us. Ron Horning photo.

(10/13/14) Bob, Hope all of you are having a great Christmas Holiday.

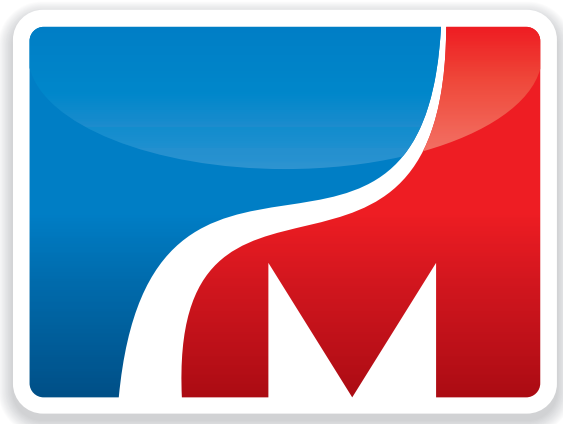
All that remains for Bullwinkle III's build is the bumper and lots of sanding, paint and varnish. All of the electrics and appendages (fin, bulb and rudder) fit perfectly. The boat was built specifically to challenge your Merlo (a beautiful all wood IOM built by Denis Astbury) for supremacy of the seas. It is a retro tweaked Red Wine/Tinto hull design that Bantock sailed to win the world championship in the 90's. I have reduced the beam to 160mm, added buoyancy to the bow and fabricated a Bantock "well" at mid

deck and a few other things to mirror the new state of the art in IOM design. It should be faster than Jerry's super Fraktal.

And I thank you once again for being so gracious in allowing wood boats a five second head start in the Seattle Saturday series...



Ron Blackledge's BULLWINKLE III nearing completion in Portland, OR. Is that a cannon integrated into the foredeck?



peters & may

Leaders in global boat transport, Peters & May also sponsored Seattle MYC's COW Cup regatta last year. Our own Ron Hornung is a mechanic on the Seattle based *Peters & May Racing* unlimited hydro team GBR-11, and he is our connection with P&M. More about this impressive UK based company with offices around the world here: <http://www.petersandmay.com>.

A Brief IOM History: with World Championship Podium Finishes

We expect some of our readers are relatively new to the IOM class so this brief history borrowed from the 2015 Worlds website will be useful for you and a refresher for others. The Netherlands Harry Denth, who is the 2015 Worlds scorekeeper and Webmaster, compiled the list of podium finishes below and he is doing a great job keeping the website interesting and updated:

The International One Metre (IOM) is a radio sailing class used for racing under the ISAF Racing Rules of Sailing. It is a measurement-controlled box rule originally created by the ISAF-RSD (now the IRSA) in 1988 in an attempt to harmonize the various one metre rules created around the world. The IOM Class Rules specify a standardized sail plan and control of the other major performance dimensions (displacement, length, and draught) while allowing some freedom in hull, fin, and bulb design.

The IOM is now the largest and arguably most competitive of all radio sailing classes in the world. The IOM International Class Association was formed in 2003 as an owners association to support the class and promote racing. This function was originally carried out by the IRSA (previously known as the ISAF-RSD). The continuing association with IRSA entitles the class to hold World Championships officially recognized by the International Sailing Federation.

Event	Country	Competitors	Gold	Silver	Bronze
2013	Israel Scott Yam	43	Rob Walsh GBR BritPOP!	Marko Matic CRO Kantun S	Soren Andresen DEN Cheinz
2011	United Kingdom West Kirby	76	Peter Stollery GBR BritPOP!	Brad Gibson GBR BritPOP!	Graham Elliott GBR BritPOP!
2009	Barbados	66	Zvonko Jelacic CRO Pikanto	Brad Gibson AUS Widget	Mario Skrlj CRO Topiko
2007	France Marseille	76	Brad Gibson AUS Widget	Guillermo Beltri ESP Italiko	Craig Smith AUS Obsession
2005	Australia Mooloolaba	84	Craig Smith AUS Obsession	Graham Bantock GBR Topiko	Paul Jones AUS Cockatoo
2003	Canada Vancouver	82	Trevor Binks GBR Isis	Craig Smith AUS TS2	Paul Jones AUS Disco
2001	Croatia Omislj	79	Martin Roberts GBR Gadget	Graham Bantock GBR Ikon	Gary Cameron AUS TS2
1999	Malta	80	Graham Bantock GBR Ikon	Craig Smith AUS TS2	Martin Roberts GBR Widget
1997	New Zealand Wellington	60	Craig Smith AUS TS2	Geoffrey Smale NZL 2 Dogs	Trevor Bamford NZL TS2
1994	France Saint Cyr	55	Graham Bantock GBR Red Wine	Chris Dicks GBR Metrick Magick	Mark Dicks GBR Crossbow

Some observations on the list of Worlds podium finishers above:

1. Look at the different places the Worlds event are held. IOMs are an “International” class in more than just name. The skipper rosters would prove the point even better.
2. Look at the numbers of skippers attending. This is a big diverse event, and it would be much bigger if entries were not restricted by an merit allocation system.
3. While many have consistent results at or near the podium, only the GBR’s Graham Bantock and AUS’s Craig Smith have repeated as world champions so far. Both happen to be commercial radio sailing sailmakers, as are many of the world champions on this list.
4. The most dominant recent run is Brad Gibson with a first or second in 2007, 2009, and 2011. Brad did not compete in 2013. Brad is another commercial sailmaker.
5. The most recent World Champions Rob Walsh and Peter Stollery, both from GBR, stand out as not being sailmakers or in the radio sailing business. Maybe they are starting a new trend as the other world champions all have business interests in radio sailing.
6. Obviously it takes a serious commitment to be an IOM World Champion. It also probably helps your game if you sail in the GBR where more champions reside and the competition is keenest. But you can overcome that if you travel regularly to major international regattas. What a nice solution don’t you think?

For a lot more about the design development of the IOM over the years you might enjoy reading Graham Bantock’s long running series of articles that include illustrations from Lester Gilbert. A world champion radio sailor, Graham has made significant contributions to model yachting and the IOM class as a designer, sailmaker, and supplier of components to the world from his UK company SAILSetc that distributes globally. His articles provide a class history of performance at the major international regattas with a decidedly technical comparison analysis. They were published in Seahorse Magazine and Acquaint, a UK Model Yachting publication:

<http://www.onemetre.net/OtherTopics/IOMcomparisons/SeahorseArticle.pdf>

http://www.mya-uk-members.org.uk/library-files/acquaint/7_IOM_2013-1.pdf

http://www.mya-uk-members.org.uk/library-files/acquaint/14_IOM_2013_2.pdf



Holding positions for the all-important start at the 2011 WC at West Kirby, UK. Duvancic photo.

The ISAF One Meter Class: *By Graham Bantock*

Graham Bantock recently wrote this article for Model Yachting magazine issue #177 that featured the IOM, and we use it with permission. It is the latest of his long running series and brings us up-to-date with design developments in the IOM Class from 2012 and addresses technical issues including those of beam and stability. The AMYA's MY magazine has featured the IOM three times now and each time Graham has graciously updated his series for MY: see previous issues Winter 1999, #114; and Winter 2007, #150. For another earlier article in his series you can find Graham's 2008 Seahorse article linked on Lester Gilbert's website here: <http://www.onemetre.net/OtherTopics/IOMcomparisons/SeahorseArticle.pdf>

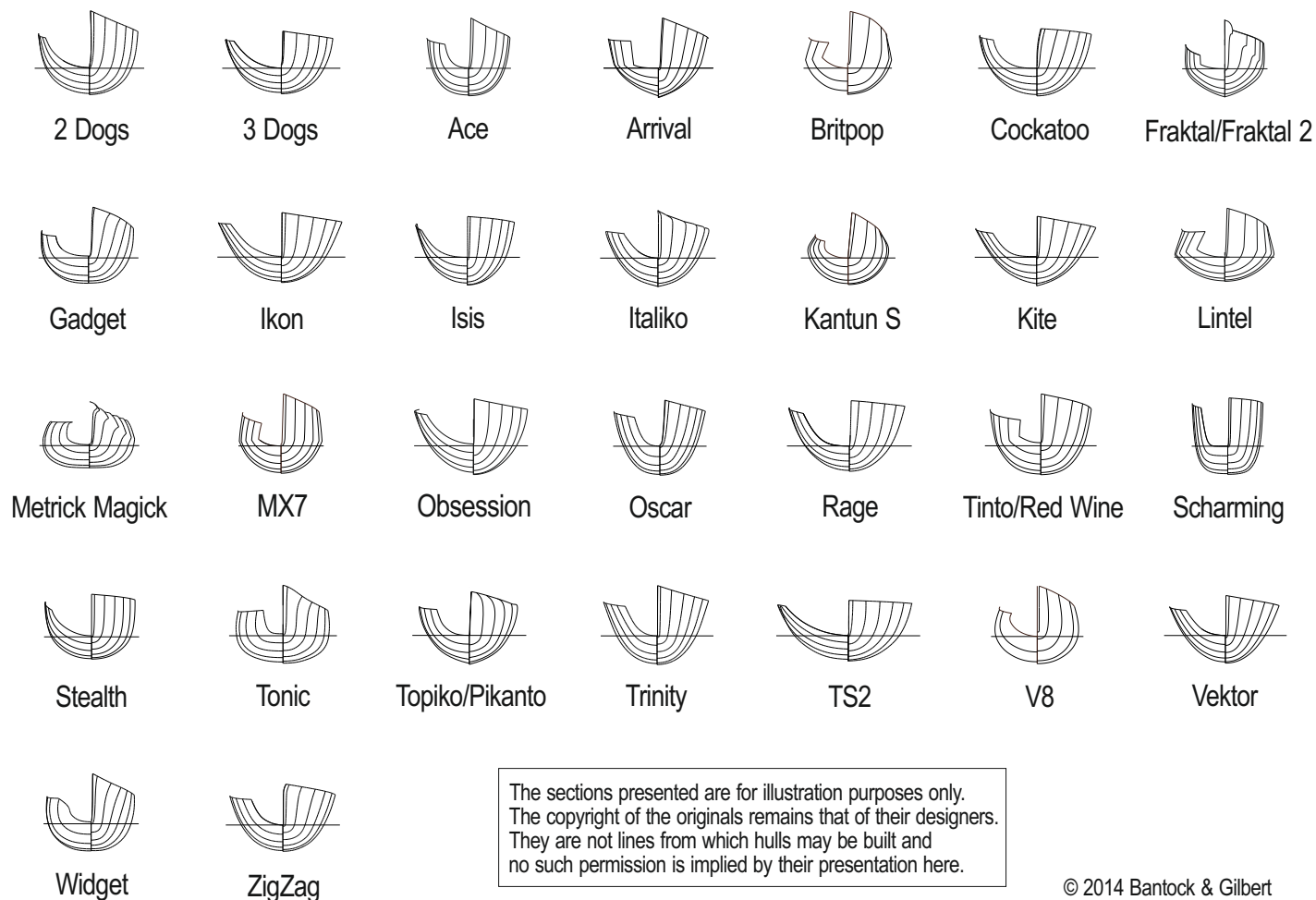


Figure 1 IOM lines

The 2012 European championship held on the sea in Cres, Croatia, gave two days of stronger winds and relatively big seas where boats were hard pressed in No 1 rig or more comfortable in No 2 rig. Following that the wind died slowly leaving only 13 races completed after 6 days of racing. Still, more than enough races to decide a champion. Many of the narrow designs were present. Twenty per cent of the fleet were BRITPOPs with 10 or so other designs from the narrow camp. Possibly there would have been more sailors using narrow hulls but the perennial shortage of building capacity in the sport means transition to any new theme will usually be relatively slow. This is good as it gives time for new trends to be well evaluated against the existing fleet. In the aftermath of the 1997 world championship anything labeled a 'skiff' was desirable and the wider the better! Although there were several 'fashion' copies of the TS2 none came close in terms of performance.

The TS2 was, in fact, a well-designed system that worked well as a whole. This should ring warning bells both for owners and would be designers.... it is not one feature of a boat (the hull, the fin, the rig, etc) that renders it a success, it is invariably the integrated whole system. Likewise we should learn to not write off any design of hull (or whatever) just because it does not perform at world championship winning level. We should always seek to identify the elements that are good and bad and, more importantly, the way they work together. The record will show that BRITPOP has joined the ranks of great IOM designs by taking 6 of the top 11 places at the 2012 European championship and winning 9 of the 12 A fleet races. Of course, other designs took part in the event too!

The trend towards narrow

World championship winning boats in the IOM class have taken just 14 years to go from the 300 mm beam of the TS2 (1997) to barely over half that with BRITPOP (2011). But during that time there has been the opportunity to evaluate properly the strengths and weaknesses of designs over a long period of time. The best designs (TS2, IKON, WIDGET, TOPIKO, PIKANTO, OBSESSION) have all proved competitive over a relatively long life. We can reasonably expect the same for BRITPOPs and its sister designs provided they each have all the other details right and are well sorted systems.

Michael Scharmer pioneered very narrow IOMs as early as 2000 but without consistent success. His best place was 4th at the 2004 Europeans with many wins at national level in Germany. The SCHARMING design is representative of them. Now he can take comfort that others have built successfully on the foundations he laid down.



Michael Scharmer and one of his later pioneering narrow SCHARMINGS (center) at 2010 Worlds in West Kirby. Another German wood SCHARMING on the left shows the bow form. For comparison the PIKANTO on the right has a more conventional and much wider max beam for this period in IOM development. Hanneke Gillissen © photo.

Why the long route?

So why have very narrow boats come to the fore after many years of design led by pure intuition, deduction and observation, in the case of many designers, assisted by powerful velocity prediction programs (VPPs) in the case of a few? If those costly VPPs were right, how is it that the designers who used them (Bantock, Dicks, Hollom, Lewis) were not led directly to what seems to be the best solution?

Back to basics

Let's go back to 1997. At that time the fleet of European IOMs were of what we now think of as moderate beam (RED WINE, METRICK MAGICK, WIDGET). The 1997 world championship was sailed mostly in stronger winds and was won by the TS2 of Craig Smith. Many sisterships gave excellent results in the same event. Only Martin Roberts and Geoff Smale placed more moderate boats towards the top (2 DOGS, WIDGET). The phone at SAILSetc was constantly ringing with potential customers wanting to know if we would be making a 'skiff'. Several 'fashion' copies of the TS2 appeared soon afterwards and their performance was universally dismal. The next world championship would be held on the sea in Malta where it could be breezy but there would be a preponderance of European boats present with fewer from Australasia. The boat I used to win the 1994 worlds where wind was predicted to be light, and was light, was clearly inadequate in even a moderate breeze. What should we do next?

My conclusion was that I needed the best quality design tools for guidance. The use of VPPs was becoming commonplace amongst designers of big boats and a little research showed the cost of purchase was similar to the real cost of taking a new design through from the drawing board to sailing trials (design time, planning, plug and mould making, construction, rigging, counting materials and time for all those). On that basis why should we not buy a VPP? It was an easy decision to take and the chosen WinDesign program was delivered with adjustments making it suitable for use at model rather than big boat size.

The first use of the VPP was to compare the performance of as many existing IOMs as possible with a view to seeing how their VPP rating compared to 'real life'. Quite well as it happened. The next step was to work through alternative designs to produce a boat that would be capable of competing with, and beating, the TS2. The design that seemed the best choice was eventually named IKON and its performance was indeed very strong. Job done.

Useful tool for other classes too

Since that first use I have found the VPP to be a very useful and reliable tool to aid hull/yacht design. Its great virtue is that it allows many alternative designs to be compared quite quickly. The hydrostatics (wetted surface area, prime dimensions and stability of the boat in the upright and many heeled conditions) can be found in a few minutes for a boat whose lines are on a CAD program. This data can be fed into the VPP in a similar time. The VPP run takes the blink of an eye. Comparison of the performance data with that of other successful boats is also quick. Thanks to this, many diverse, even wacky, hull forms can be explored fairly quickly.

The second use of the VPP for me was in the design of the Ten Rater (10R) we built for the 1999 world championship. Successful designs in the 10R and Marblehead (M) class have a depth/length ratio in the region of 0.46 to 0.50 compared to 0.42 for the IOM. Whereas a M has a restricted rig height the Ten Rater does not. So it seems reasonable that a 10R hull should have a larger waterline beam and maximum beam for its waterline length than a M in order to support the taller and larger rig that it is permitted to carry. Waterline beam of the better 10Rs was around 15% of waterline length against 12% for the better Ms. Indeed that was exactly what we found seemed to be the case. VPP predictions matched the current reality fairly well. The best design went into production as PRIZM and remains a strong performer.

By 2006 we wanted to produce our 10R using pre-preg carbon and this meant investing in new moulds. This represented an opportunity to re-visit the design of PRIZM with a view to seeing if more performance could be extracted. It could, marginally so, by making the hull slab sided. This sacrificed some stability but increased the sailing length by virtue of dropping the hull deeper into the water on heeling. Some stability could be recovered by using a slightly deeper fin whose drag could be compensated for by shortening the measured waterline and gaining some sail area. The slim new boat, DIAMOND, represented an overall improvement in performance of about 0.5%. Hardly a great deal for the many hours of work involved, testament to the thoroughness of the original design work for PRIZM, but worth having nonetheless.

Pointers for the IOM from other classes

What does this indicate for the IOM class? In the IOM, ballast ratio is 62.5% against 72-75% for M and 10R. Draught is limited to 0.42 of the waterline length, sail area for its length ($\text{area}/\text{length}^2$) is larger than for the M and the same as for a 10R, sail area for its displacement is similar to the M and 10R. On this basis we could expect waterline and maximum beam to be higher than for both the M and 10R as

there will be a clear need to compensate for the loss of stability due to the combined effect of shorter fin and lower ballast ratio. The benefit of gaining a longer waterline length when a slab sided 10R is heeled cannot accrue for an IOM where waterline length will be much the same at all heel angles.

Pointers from the IOM class

IOMs with a waterline beam of around 160-180 mm and with maximum beam in the region 180-210 mm would seem a likely best solution. Indeed the graph of wetted surface area (wsa) against waterline (wl) beam (Figure 2) shows there is little reduction in frictional drag to be gained by going much narrower than that region. Figure 3 tells a similar story. The boats with low WSA compared with others of similar beam generally have a shorter waterline. Although this is a neat way of reducing WSA without sacrificing stability, it has the unwanted side effect of increasing wave making resistance at higher speeds and increases the frictional drag per unit area thus partly negating the effect sought.

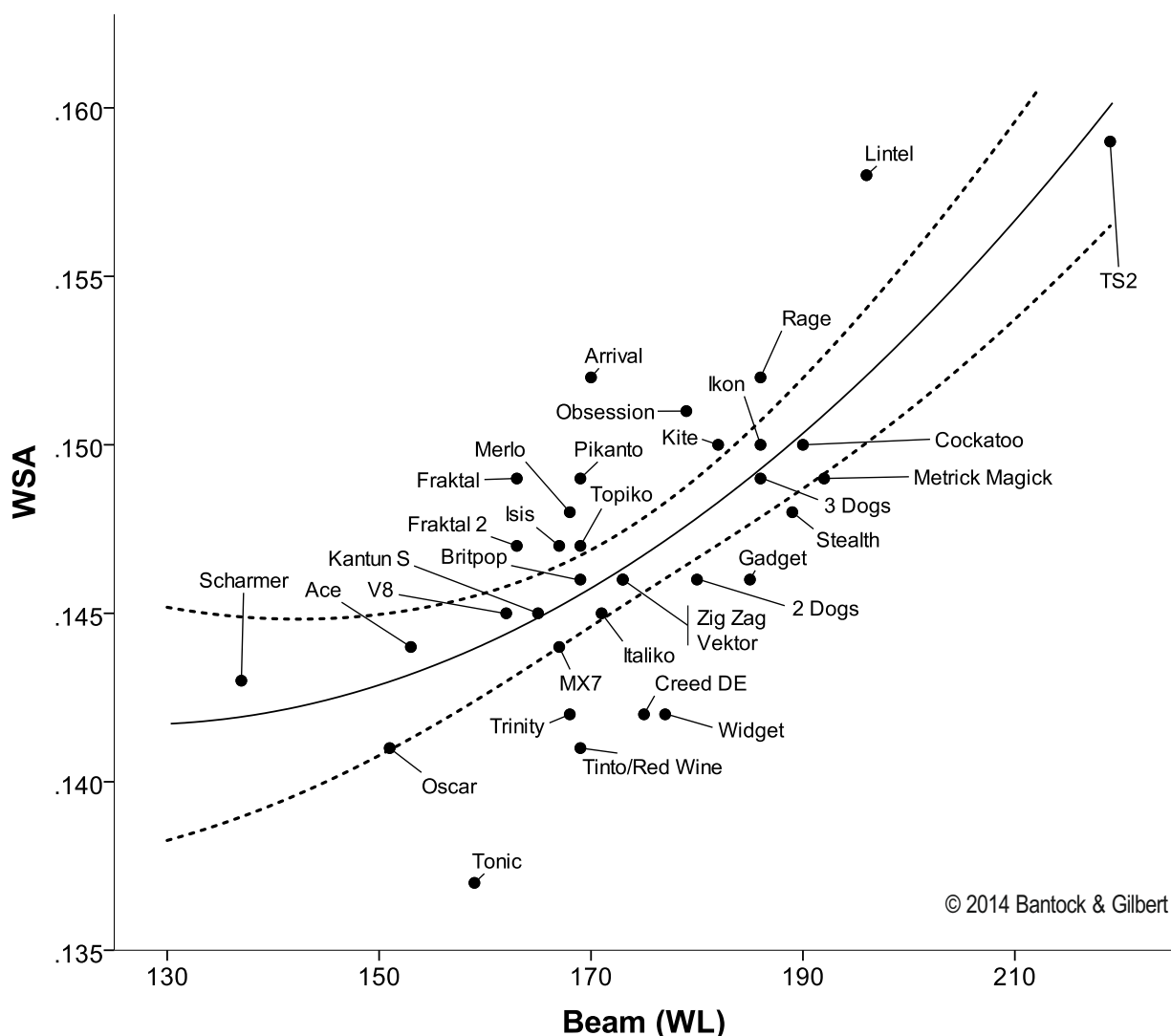


Figure 2 Wetted surface area (WSA) against waterline beam (BeamWL)

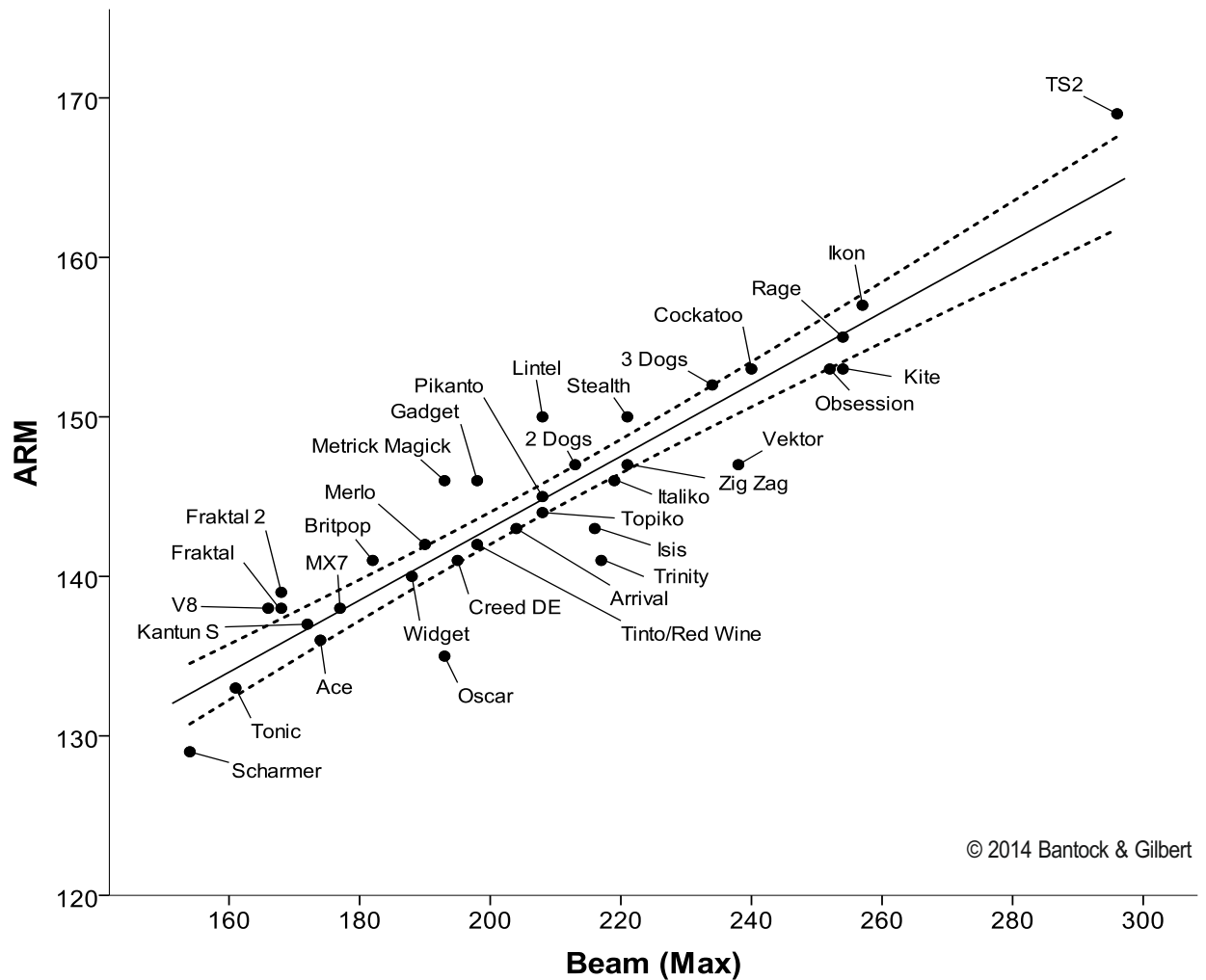


Figure 3 Wetted surface area (WSA) against maximum waterline beam (BeamMax)

The graphs of righting arm (Figure 4 & Figure 5) show a continuing reduction in stability as waterline beam and maximum beam drop to lower figures.



“World championship winning boats in the IOM class have taken just 14 years to go from the 300 mm beam of the TS2 (1997 – on left) to barely over half that with BRITPOP (2011 – on right).” The visual comparison is dramatic.

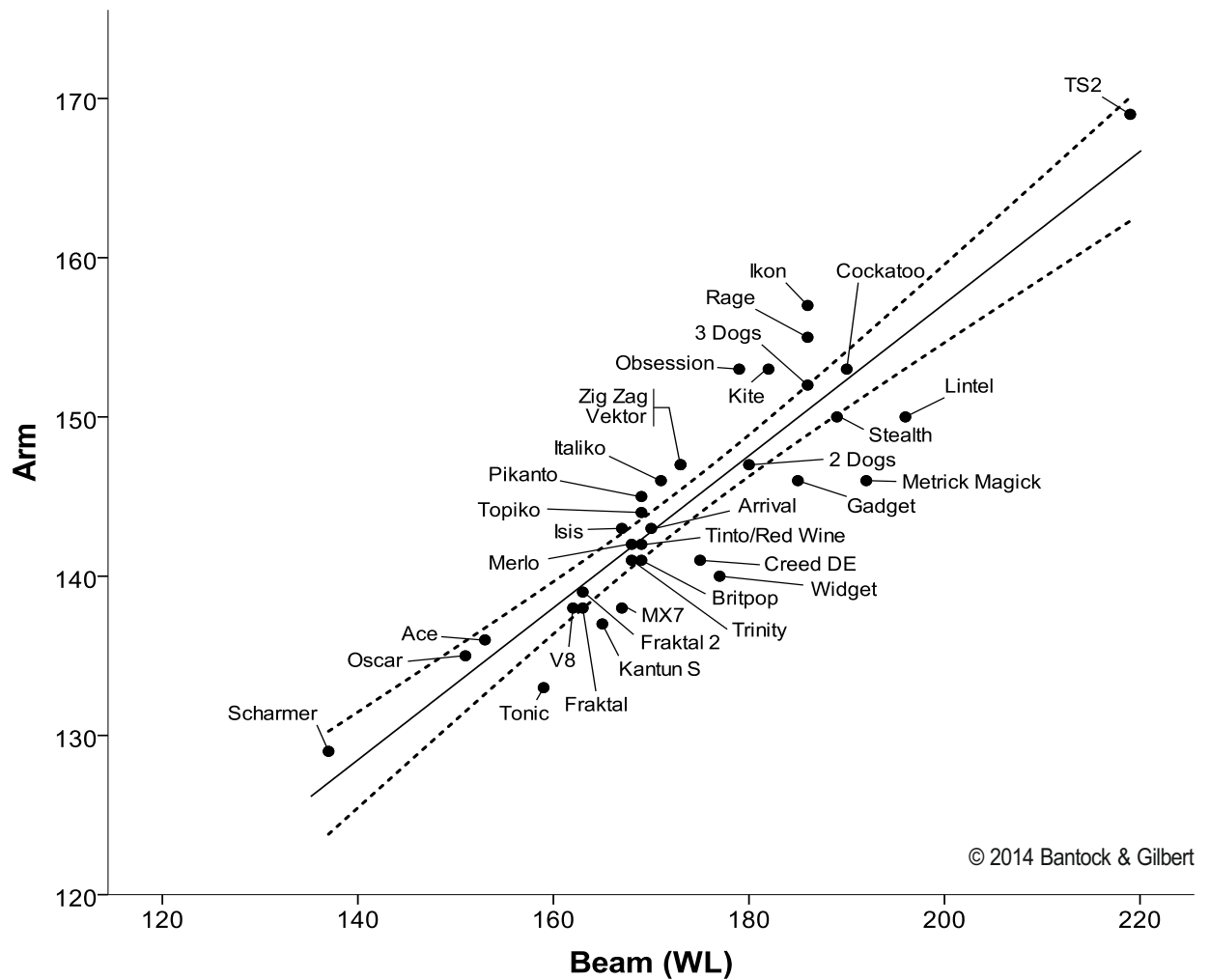


Figure 4 Righting arm (Arm) against waterline beam



Another new BRITPOP: "The record will show that BRITPOP has joined the ranks of great IOM designs by taking 6 of the top 11 places at the 2012 European championship and winning 9 of the 12 A fleet races." Denis Astbury photo.

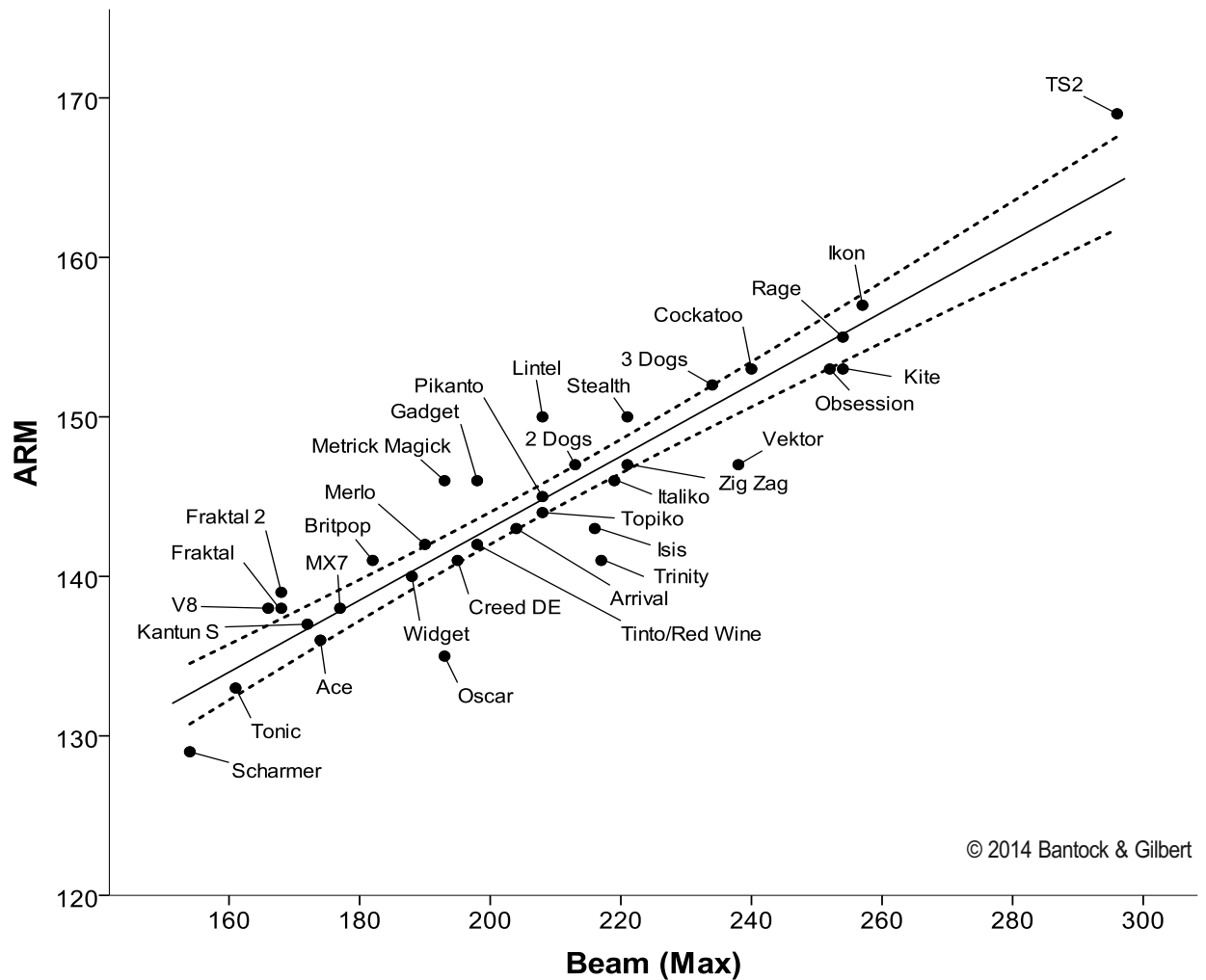
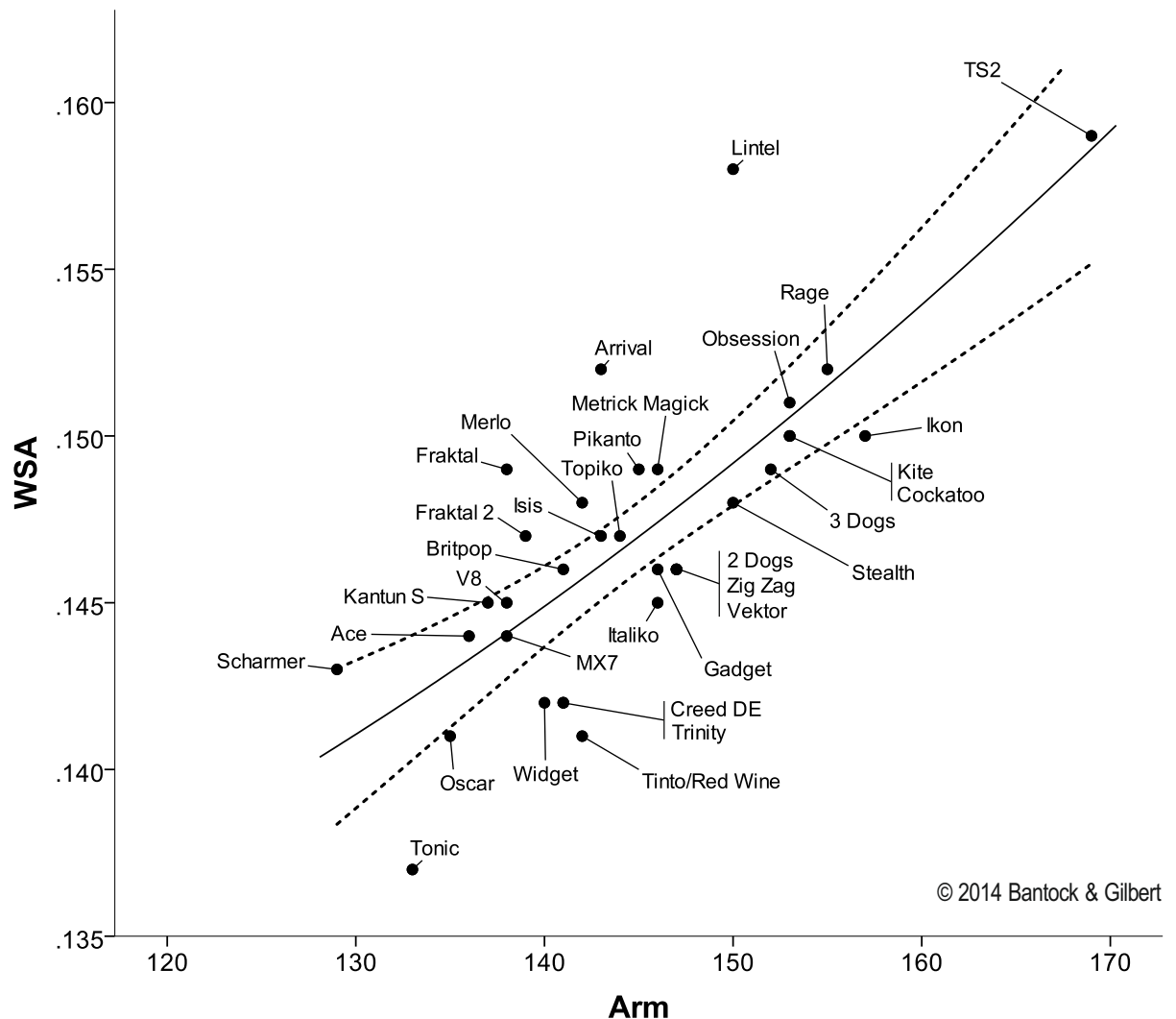


Figure 5 Righting arm (Arm) against maximum waterline beam



The distinctive bow of the narrow FRAKTAL designed by the author, Graham Bantock. Dean Miculinic photo.



© 2014 Bantock & Gilbert

Figure 6 Graph of righting arm against wetted surface area

All the indications were that hulls as narrow as BRITPOP and its close sisters should not be expected to give best performance across a wide range of conditions. The logic above seemed to be confirmed by the evaluation of the VPP. However it was difficult, and possibly foolhardy, to ignore the results these boats were giving even allowing for the high level of ability of the sailors involved.

So, what exactly is going on? There is a possibility that the data and assumptions on which the VPP bases its calculations overvalues the contribution of stability and/or overestimates the added drag of narrow hull forms in surface waves.

The issue of stability ...

Looking at the stability issue first; if the effect of stability on performance is fundamentally overestimated (and experience with big boat rating rules that use a VPP as a basis have tended to confirm this) then narrower boats will be more competitive in real life than the VPP predicts.

... and of surface waves...

Then to consider the effect of surface waves; imagine a wide boat sailing to windward though large surface waves with the associated pitching and heaving motions induced as the boat makes its passage through the waves.

There is more drag associated with that motion compared with the drag in flat water as the hull and appendages are constantly changing their attitude in the water. Additionally there will probably be less

forward force generated by the rig as it will only rarely be trimmed to suit any instantaneous condition well. It is not hard to imagine that a hull half as wide will experience less disturbing force from the encountered waves, less added drag, and less degradation of the forward force produced by the rig. If the added drag experienced by a hull when sailing to windward through surface waves (and reduced forward force produced by the rig) is not taken into account by the VPP it seems likely narrower hulls will become more competitive than wide hulls (all else being equal) where there are surface waves.

... and of balance...

A factor that Lester Gilbert and I have been able to learn a little about recently is the balance issue. Some tests we were able to carry out using the University of Southampton's towing tank showed how much less helm a narrow hull needs to counteract the luffing tendency that grows with heel angle. Less helm, less drag, faster boat. That is a simple dictum that does not necessarily follow since weather helm is known to be useful for reducing drag. See David Hollom's excellent article in the Seattle club's newsletter on why boats with chines may be fast. The truth is that a boat that tends to remain on course relative to the wind (in the GROOVE) is faster simply because it is more able to sail happily without continual external input from the sailor.

... and sailor skill

Another possibility is that hard working and inventive rc sailors have learned how to make rigs on narrow and over canvassed boats work well enough to get them to the windward mark quickly enough for them to do their devastating work downwind. This is a new variation on an older discovery.... Martin Roberts learned a long time ago that the way to beat a TS2 with a WIDGET in a breeze was by changing down a rig rather than by attempting to match rigs. In the meantime some have learned how to de-power the rig in a breeze to the point where it will get the boat to windward without losing too much to more stable designs. This may well be the key to getting to the leeward mark at or near the front most of the time even if not all of the time. From there it is possible to control the race.

So, why not go narrow?

Where does this leave us? If the VPP was wrong, and the new breed of narrow hulls was indeed faster, then the VPP could be useful as a tool to discriminate between a batch of narrow hulls. If the VPP was right and choosing a narrow hull with low stability was the wrong course of action then, if all the top sailors were choosing such boats, there is not much danger in doing the same. So, with some trepidation, in early 2012 we chose to make an IOM design, named FRAKTAL, that the VPP rated marginally less well in some conditions than previous SAILSetc designs but, importantly, better than other narrow designs.



"The new design from Ian Vickers, the V8, is indeed a well performing narrow hull." Bob Wells photo.

Few surprises at the 2013 GBR Championships

The 2013 GBR national championship showed few surprises from a design perspective. A large part of the fleet has been attracted to narrower hulls, mostly BRITPOPs. Martin Roberts seems to have restored his performance somewhat by choosing to campaign the BRITPOP clone CHEINZ by Jeff Byerley. Peter Stollery failed to match his previous success after switching to an ARRIVAL by David Hollom although part of this can be attributed to lack of familiarity with the boat. With fewer of the better sailors using wider boats it was not surprising that the next top placed wider boats (DEPARTURE, the

close sister to ARRIVAL, OBSESSION, ARRIVAL) were lower down the scale at 11th, 22nd and 23rd. Bantock's FRAKTAL fared well in the lighter conditions but less so in the breeze. The new design from Ian Vickers, the V8, is indeed a well performing narrow hull. It was good enough in Ian's hands to win the USA IOM nationals from Brad Gibson who was handicapped; it seems, by some rc failure. FUSION, the recent design by Craig Smith was seen at Fleetwood in the hands of visiting sailor Lindsay Walker who placed 21st. It is also in the narrow boat category.

Looking to the future

What for the future then? Narrow hull forms are certain to remain the best choice for a considerable time if only because all the top sailors are using them. My guess is that it would take an exceptional sailor combined with an excellent match of boat and conditions to get an opportunity to succeed against the current status quo.

2013 IOM World championships

A lower than usual number of competitors travelled to Sdot, Israel, for the 2013 IOM world championship. Those that did attend enjoyed some spectacular sailing in the early part of the week where ability to sail well in large and sometimes breaking waves was essential. Later in the week a change in wind direction led to the course being moved to an area where the waves were less regular and wind and current less predictable. Nevertheless the top sailors continued to cope well with the conditions, especially the Croatians who provided 6 of the top 10 places.

Zvonko Jelacic had learned from his time with the KANTUN design finding it not easy to keep in the groove. KANTUN S has wider and fuller ends giving more buoyancy forward as well as aft. The chine has been removed completely and the flat topsides replaced by well-rounded ones. The low freeboard remains. In Sdot, the new boat was used by Matic, Jelacic and Kovacevic who placed 2nd, 5th and 7th respectively. These first three boats from the mould were finished only 2 weeks before the event leaving little time for fine tuning but Jelacic's moulded sails had a good shape and were no longer the impediment to top level performance they were in 2011 when they were asymmetrical and too full. The original KANTUNs of Skrlj and Matuja placed 4th and 9th but at a race in Croatia in March 2014 only two KANTUNs were present. The S version is clearly more popular.

The CHEINZ of Soren Andresen placed 3rd. The FRAKTAL of Bantock placed 6th and the PIKANTO of Ukas placed 8th, the latter being the only boat of moderate beam in the top 19 places. The BRITPOPs of Montero and Rob Walsh placed 10th and 1st respectively. Bearing in mind that the Croatian sailors found conditions not unlike what they are used to at home and were using improved boats, this feat of Walsh's is impressive.

Aside from those boats at the 2014 worlds there have been several other designs from several designers that are similar to the other narrow hulls. Amongst them are the V8 from Ian Vickers and the GOTH from Frank Russell. The V8 clearly performs well, having won the 2013 USA national championship against stiff opposition. The GOTH in its various formats and iterations is proving very popular and some examples have indicated it is capable of good performance.

Most of the narrow breed sport chines and it is worth reading what Juan K has to say about chines as a design feature in the May 2014 issue of Seahorse magazine. His assessment of their origin is that they are an output of the design process rather than a starting point. For example, where beam is limited, as on a VO70 and you want high stability, then slab sides and widely spaced chines are inevitable. Interestingly he notes their positive contribution to directional balance, principally on windward courses, which is in line with my own findings. But he also says "On most boats I've seen it's merely fashion".

What It Takes to be an Elite Skipper

By Ron Blackledge

I often wonder why the elite skippers keep winning. They have their boats prepared, sail trim in order, check the wind and of course have excellent handling skills and tactics. But our fleets are large, courses are relatively short and boats don't vary in speed that much which should negate consistent strong finishes. It seems you have to be lucky to win. But the same guys win over and over again. Also no matter how much I practice or read books on tactics, aerodynamics, rules, etc; the pecking order doesn't change at the club level either.

What separates the likes of Gibson, Jelacic, Walsh and Bantock, or for that matter your club champion, from you? After studying countless IOM races on YouTube, I at last have the answer. Here is a hint. It is what the Beavers left in Corvallis last weekend getting mauled by the Huskies.

Its BALLS. Sometimes you just have to charge the windward mark on port in a crowd or peel off quickly at the start clearing the fleet by inches. The below video is a perfect example and will help you up your game.

<http://www.youtube.com/watch?v=SMzXe84VoLs>

Plug Construction the BG way – a video

Homebuilders, this is for you – a quality video about how Brad Gibson builds his plugs. We sure can't argue with his results. Thank you Chuck LeMahieu for posting. Use "pause" as needed, and enjoy.

<http://www.rcgroups.com/forums/showthread.php?t=1155891&page=538>

Design 101 - taking it on the chin(e):

(This Q & A is a posting from Sailing Anarchy 12/12/14. It has been a while since this newsletter has had any discussion on chines, and this is a good one to fill that void – Editor.)

Question: Chines, chines, chines! Anarchy will you find a pro to explain why we have the chine instead of arcs on boats like Ran, Comanche, and all the open 60s??? Grey McGown Fort Worth.

Answer: From Ian Gordon, [Farr Yacht Design](#):

The selection of a chined or round-bilged hull form is often not a clear-cut choice and a number of competing factors need to be considered. For grand-prix offshore focused designs like the Volvo 65's, Volvo 70's, IMOCA 60's, Class 40's etc. we are seeing designs that approach or even exceed the power to weight of the highest performance dinghies [18' skiffs, i14's ...]. These designs spend a lot of time in the planing boat zone so considering powerboat and skiff-like features such as chines makes a lot of sense.

As you move into this high sail area, high stability, light displacement design space, the chined hull form starts become very appealing. For a given beam, the chine lets us maximize form stability when heeled, while the flatter sections that result provide dynamic lift that assist the boat into the transitional planing regime and provide a more optimal shape for high speed. On these wider boats, the chine also acts to give some directional stability to the boat when sailing at heel, which assists handling and allows for higher average speeds especially on the short-handed boats. There are an infinite number of takes on how to blend the chines into the sections forward, but the objective is to develop a shape that is fine enough to go through waves well but one that also provides dynamic and buoyant lift to keep the bow up when sailing at speed and heel. Remember that unlike a powerboat we have to resist a sizeable pitching moment from the sails and this needs both a hull that reacts well with speed and the help of crew weight and stack aft and the use of water ballast in some cases. The quest for dynamic bow up trim has been one drive for the use of spray strakes and other sectional features forward that we have seen implemented on a number of VO70's and IMOCA 60's.

For classes like the TP52's or IRC 72's that sail more windward-leeward races and have lower average speeds, the small amount of low speed added drag from the chine makes the choice a little more nuanced. We see explorations of shapes both with chines and with rounded off chines or lifted high hard bilges. The choice to go with chines is all about rule limitations, the type of racing and the targeted sailing conditions.

That covers the high performance choices you say, but why is it that so many of the latest production cruising boats have chines?

Clearly these boats aren't designed to plane and sail around the ocean at high speed. No doubt, some of it is fashion bringing some of the high performance features down to the masses and giving the boats a straighter, more modern look. Beyond a fashion statement there are some advantages in allowing wider total beam aft, resulting in more deck space and the ability in smaller models to fit twin wheels. For cruising boats, chines can be complementary to the function of twin rudders. Performance differences aside, cruising boats often appreciate the control that twin rudders and chines provide when the boat is overpowered. For these heavier cruising boats there is a drag penalty due to the chine but it allows a big increase in form stability and a much larger interior volume for accommodations. Compare a modern 35' cruising boat with one from even 5 years ago and the amount of usable interior volume and deck space that's been added is staggering. The chine helps us achieve this interior volume without significant waterline beam increases. This keeps the low speed and low heel drag manageable while taking advantage of the control and righting moment of the chines at higher heel angles. The increased form stability also helps us achieve stability requirements without piling on keel weight that is a significant cost center.

The bottom line is there are no hard and fast rules about where and when to use a chined hull shape. As with all the other parts of a yacht design, nothing comes for free and each design needs to balance the performance trade-offs with the design objectives to come up with the right solution.

jj



www.usaiomworlds.com

Check out this site and follow the almost daily updates. If nothing else you'll get a geography lesson because this website has reports and interviews from around the world in the lead up to the first ever USA IOM Worlds.

Building a Timber Vickers V8

By Basil Hart

Radio Yacht Squadron Nelson; Nelson, NZ

(I stumbled upon this article at the Radio Yacht Squadron Nelson website, and it is included here with permission. You can visit RYSN here: <http://radioyachtingnelson.com> - Editor.)

June 2012

I have sailed and raced mostly dinghies all my life, Lasers for the last 25 years. I trained as a wooden boatbuilder in the sixties and during my working life have built carvel fishing boats, cold moulded yachts, aluminum launches and yachts. On retiring from my job as manager of Dickson Marine, a boatbuilding yard in Nelson, which also specialised in refits of vessels from 40' to 80', I took up a long held ambition to race and build RC yachts.

So I bought a 6-year-old Martin Firebrace IOM design, a modified Victory 3, which incorporates a chine over the aft 200 mm and commenced to teach myself how to sail these yachts. NZL 29 turned out to be quite a quick boat and made me look good for a beginner.



The next move was to decide what design to build, I wanted to build a woody to test my long dormant skills, so bought a set of plans from Ian Vickers for his latest design, a V8, which is a pretty quick design in the right hands.

Planning

After studying everything I could about building wood IOM's on the web, I settled on 2.7 mm x 8 mm western red cedar planks, tapered to the bow and stern, glued with epoxy, and fibreglassed inside and out with 50 gram cloth using WEST epoxy. I did consider using a PVA type aliphatic glue for the planking as the bond is excellent but was a little concerned the epoxy resin used when fibreglassing the hull may melt the PVA. PVA is cleaner, cheaper, quick drying, cleans up with water and kinder on the health than epoxy. Maybe next time I build I will try PVA.

I was very aware that the challenge would be to build as light as possible to be competitive with the fibreglass hulls. My goal was to achieve 100 grams of trim ballast when finished.

The jig

I cut the 20 frames out from Ian's plan using 4 mm MDF board and set them up at 50 mm centres. I cut the planks using a fine circular saw blade and so did not need to dress them further before planking the hull, as I knew I would be sanding the hull prior to fibreglassing.

I set up a "dummy" 4 mm MDF bow and transom with the idea that I could run the planking past the bow and stern and pin the planks to the dummies to avoid having pinholes in the finished hull.

I also checked out a rebate in the gunwhale of each frame and started my planking by fitting this inner gunwhale in 4mm cedar. I thought this would assist building some thickness to help in achieving the radius on the outside deck hull corner, but in reality it made planking this area very difficult and I would not do this again. I would glue an inner gunwhale in after the hull is turned over next time, which would still allow me to radius the outside gunwhale to the plan.



Planking

The first plank I laid down the keel centreline and I marked a hull centreline on both sides of this plank so I could find the centre of the hull later when fitting the keel box, mast step and rudder. I tapered most planks prior to fitting (I bought a small Stanley plane and sat the planks in a 3 mm groove in my workbench, (Thanks for the tip Antonio) and held them to the building jig with a combination of plastic clothes line pegs, masking tape and some swearing. I fitted a mahogany sheer plank to give the finished boat a contrasting colour in this area.

I have made the transom but will not fit it until the hull is off the jig and fibreglassed inside. Transom is a piece of 3mm cedar with a 1.5 ply backing.

Once the planking was complete I sanded the hull to make sure it was fair, then fibreglassed it and laid a peel ply over the glass. Peel ply absorbs any extra resin and makes for a more even finish to the fibreglass cloth. Once the resin is dry I peeled off the peel ply, and prepared to lift the hull off the frames.



Fitout

I unscrewed the frames from the base board, turned the boat and frames up the right way, sat the hull into a cradle I had prepared and then removed the frames from inside the hull. They came out surprisingly easily as the hull is still a little “floppy” at this stage.

I then cut a plan profile from 4 mm MDF of the deck line perimeter from Ian’s plan and sat it over the hull at gunwhale level to confirm and hold the correct shape while I fitted the interior.

I also made a template of the exterior keel line or rocker to check the accuracy of my build once the boat is off the building frame. It is accurate to within 1 millimeter. (phew!)

I then fibreglassed the inside hull which was quite difficult and I ended up with a few air bubbles under the glass. I was concerned about weight and probably did not use enough resin inside, and once I laid the peel ply over the glass I could not easily see the air bubbles. Next time I would not try to lay one piece of fibreglass cloth to the interior, I would break it into about 4 pieces making it easier to handle. I laid 3 layers of 100 gram extra cloth in the keel box area, chain plates under the gunwhale, and rudder stock area inside the hull.

I purchased my centrecase, mast step, chain plate bulkhead, transverse rudder stock frame, keel

and rudder from Mike Garden in Wellington. Mike build's beautiful fibreglass V8s.

My lead bulb came from Steve Walters at Radio Yacht Supplies in Auckland; Steve builds bulbs for V8's among other things. Steve's bulb was overweight, and rather than risk destroying the moulded aerofoil shape, I bored some 8 mm holes in it to reduce the weight and filled them with lightweight filler. Rather than use the normal brass tube for the rudder tube, I bought a 4 mm ID pultruded fibreglass tube from Gracol in Christchurch. (Gracol actually gave it to me as it wasn't worth the trouble to invoice it). In my experience metal is a lot more difficult to achieve a good glue bond than fibreglass, hence my preference for the fibreglass tube. I also glued in a piece of this tube to fit my mast ram into under the foredeck so the ram goes into a tube that is sealed off from the inside hull to prevent any leaks.

Next job was to glue the mast step to the chain plate bulkhead, this was done on the work bench, then fitted and glassed into the hull. I spent plenty of time making sure the hull was level and plumb while fitting these crucial parts.

Ian suggested I move the keel aft about 3 mm as the wood boat will be heavier than its fibreglass cousins and the V8 likes to be trimmed aft. I would not have the flexibility of putting in up to 300 grams of trim ballast that the glass hulls have.

My thoughts on the weight difference are that all boats will weigh 4 kg and the wood boats will have the weight spread fore and aft rather than the extra trim weight concentrated in the centre as the fibreglass models will have. This weight concentration in the center is the normal preference in yachts. I will be keen to see if it really does make a difference on the racecourse.

So I moved the keel, mast step, chain plates and jib boom attachments aft 3 mm.

After gluing the keel box in place I made two knees fore and aft of the box from 3 mm cedar and glued them in to the front and back of the box and along the keel line to the inside hull bottom. I am anticipating a few collisions on the race course and don't want to tear the keel out. The mast base and chainplate bulkhead supplied by Mike was also glassed in at this time, and a "block" of epoxy fitted under the deck, then drilled and tapped for the chainplate bolts.

Interlude



Turning 65 I retired from work at the end of 2012 and we bought a campervan, went tripping around our South Island of New Zealand for 8 weeks, then visited my wife's parents in Brisbane for a couple of months, then to Perth to visit our grandchildren for a month, then as summer arrived, I bought another Laser and went into training as the NZ Laser championships were in my home town of Nelson in Jan 2014, so very little boatbuilding took place in 2013.

After another 6 weeks at the top of the North Island in our campervan in February, March 2014, I was ready to finish the V8.

Next job was the framing under the foredeck to take the loads from the jib boom. I made up three deck beams, a centre kingplank, and also built a couple of vertical cedar posts connecting the deck to the keel to transfer the loads. I also fitted the 3 bolts for the A, B and C rigs boom attachment through the deck and epoxy glued their nuts under the beam. I built the sailwinch combined rudder servo mount from 4 mm marine ply and glued it to each side of the hull and also to the mainsheet post tube. I am mounting my rudder head under the deck and so Mike Garden supplied me a beam to glue in aft to take the rudderstock and tiller arm loads.

Next job was to make the aft deck from 1.5 mm ply with circular access holes for the rudderstock and RMG sailwinch and battery.

The foredeck was made from 1.5 mm cedar and I forced the shape into it as I glued it down, with some weights on it. Then I glassed the foredeck with 50-gram cloth and epoxy. If I build another IOM, for the deck I will try using .7 mm veneer glassed both sides with 50-gram cloth to keep the weight down and also keep the timber look.

For the mast ram I bored a clearance hole into the kingplank, and glued my 4 mm ID fibreglass tube in. Then I fitted my chain plates, rudderstock, jib boom attachments, sheet leads, all glued in with epoxy glue. My glue is WEST epoxy resin thickened with "aerosil" or "glue powder."



For the bow bumper I wrapped masking tape around the bow and left the tape protruding about 15mm forward and filled this cavity with white Sika, then sanded the shape to it once the Sika dried.

Seattle IOM Update

January – March 2015

I fitted an alloy tube inside the masts at the goosenecks and drilled and screwed the goosenecks through the mast wall and the inner tube. I also coated all screws going into the alloy masts in zinc chromate paste to avoid corrosion as we sail in salt water here in Nelson.

After having trouble with electronics and corrosion with my existing IOM and after reading an article by Garry Bromley in the Australian Radio Yachting website, I bought a product called Corrosion X and liberally coated all my electrical connections and turnbuckle threads with this liquid. I also took Garry's advice and used XT60 connectors on all my electrics, as they are more waterproof than most others.

The bulb was then fitted to the keel and the rudder and keel checked and fitted to the hull. I am a little concerned about water forcing up the rudder tube into the hull when the boat is running fast and so coated the stock with Vaseline to minimise any water ingress. Time will tell whether this works. As Ian suggested, I also put a dab of Sika sealant over the holes in the tubes that take the sheets below decks to minimise any water getting down here.

I sprayed an Awlgrip single pot varnish to the boat, but any good polyurethane varnish will be adequate.

The Rigs

I followed Ian's instructions on all the measurements for the A, B and C rigs, and all worked out fine.

I purchased my sails from Gerry at Powersails as he also owns a V8. The luff curve he cuts on the A rig mainsail is 9 mm so I set the mast up to match this curve.

The completed boat weighed in at 3930 grams, 70 grams under the 4 kg minimum, fully rigged "A" rig, with a 5-cell NiMH battery.



April 19, 2014

I took my new V8 out to a fresh water pond to launch and have a test sail. Wind was 12 to 14 knots and gusting so I tried both A and B rigs and while no other boats were present to race against, she felt OK, and sailed herself for 100 metre beats without me touching the tiller. Downwind I need to adjust the travel of the sails but she ran well and when she did try to nosedive I found I could shake her out of the nosedive with a flick of the rudder. So the coming weeks will tell me how my new treasure will really perform as I get her tuned up and start racing against my local fleet.

I am already thinking of how I can build an IOM better and lighter in wood next time.



Seattle IOM Update

January – March 2015

February 1, 2015 (Update from Basil for this newsletter)

I have sold my first woody V8, and I am 70% through building a lighter one. This time I have bought a fibreglass aft deck from Ian Vickers and my foredeck will be .7 mm veneer glassed each side with 50-gram cloth. See my progress photos below. So far it looks like I may need 200g of trim ballast!

Hopefully this will inspire others to build a wooden IOM.



Building my Wooden Calypso

By Graham Herbert
Hornby Island, BC



Introduction A select few IOMs are so well conceived and crafted they transcend to become functional art – this looks to be one of those. Denis Astbury's woody Merlot and Huub Gillissen's woody Obsession are two other examples.

Graham Herbert just completed another CALYPSO design shown here, one of his more recent narrow designs. As an admirer of his boats it is all very familiar, except for the very obvious red and yellow cedar planking that replaces his usual fiberglass hull and deck. Graham's fiberglass IOMs are also the canvas for his bright abstract art in acrylic, with each distinctive and unique. I like all his boats, but I like this classy woody best. I especially like the molded mast well and transom well - how did he do that in wood? The tubercle bumps on his rudder are occasionally found on Graham's boats. Graham has said in the past that he can't figure out if they help – but they don't hurt. Editor

Building my Wooden Calypso

By Graham Herbert,
Hornby Island, BC

Martin (Herbert, a brother) had the idea to build wooden IOMs, and I thought I should try building one using my male mould for my CALYPSO design. I cut cedar planks 1.75 mm thick. I taped 2 oz. fibreglass cloth onto the mould with the weave at 45 degrees then I glued the planks on with epoxy resin. I glued them to each other and also to the glass cloth starting at the sheer line and working toward the centre, just one plank each side at a time. When I got to the centre I left a 3 mm gap so that I could take the sides off the mould independently and so that when I glued the 2 sides together the beam would come back to what it should be as the hull is much thicker than a glass hull.



Here you can see the bicycle inner tubes holding the planks to the mould.



The hull planking finished and the sanding started.



This shows the foredeck planking. I glue a 1.5 mm yellow cedar to a 8.5 mm red cedar about 50 mm wide then I cut 1.25 mm thick planks off of it.



Here the foredeck planking is finished and a layer of 1 oz, cloth is set in epoxy over it.



The aft deck is a bit more complex as there is a well for the vang and an aft scoop. Here I had to sand the planks thinner at the ends so they could bend and twist into shape easily and I had to make some custom blocks and pads to hold them down but it all worked out fine.



Launching day about one month after starting, I used the rudder, keel and rigs from another boat. I coated the glassed hull and decks with epoxy 3 times sanding between coats then I really sanded it back till there were no shiny spots left. Next I gave it 4 coats of spar varnish then sanded it down to 2000 grit then polished it with toothpaste. The light wood at the gunwale is beech. I sanded the hull-deck joint on a bevel and glued the beech onto the bevel then sanded it fair to the hull and the deck. I wanted a hardwood gunwale so that it wouldn't get so beat up during crashes. She came out really lightweight, I had to add 280 gm of corrector weight and she is remarkable stiff and strong. I have been racing her and she seems really fast. Cheers, Graham

2015 IOM WORLDS: *A visit with some of our WC skippers*

Ian Vickers (L) and Trevor Bamforth checking sail shape on one of their mainsails in their shop near Auckland. I didn't know this when I started this interview, but they are another option in the crowded field of IOM sailmakers. Read more about their sails here: <http://vickersiom.com/sails>. The picture on the back wall of Ian's yellow V8 proto is by Bob Wells, your editor.

A Brief Interview with Ian Vickers of Vickers RC Sailing, NZL

By Bob Wells

New Zealand's Ian Vickers is well known around the world for his radio sailing skill and as a designer and production builder of his IOM designs. I think that Ian was immersed in sailboat racing while growing up in the southern hemisphere in NZL, and similar to Brad Gibson growing up in AUS, it serves them both very well in radio sailing as adults. Skill at racing is somehow hard-wired into them. Just like in skiing, tennis, etc., those of us that start later in life don't quite have their magic. On to the interview, but do check out my earlier interview with Ian on the development of his V8 on page 33 here: <http://www.ibextrax.com/Update/201206.pdf>:

Bob Wells: I see you are on NZ roster for 2015 Worlds in Foster City? You certainly have figured out how to perform well at that venue.

Ian: Hi Bob. Yes I do plan to be there. I really look forward to catching up with the IOM guys in the Bay area, and I know that there is a lot of effort from the organizers of the Worlds to make it something special. The venue is pristine and has ideal facilities with convenient onsite car parking; ample grass area for rigging up, and the onsite Community Centre will be used for the event. It is also just 15 minutes from SFO. It's an easy one for me with just one flight to get there from Auckland. I have enjoyed sailing at Foster City, and I think competitors will love it.

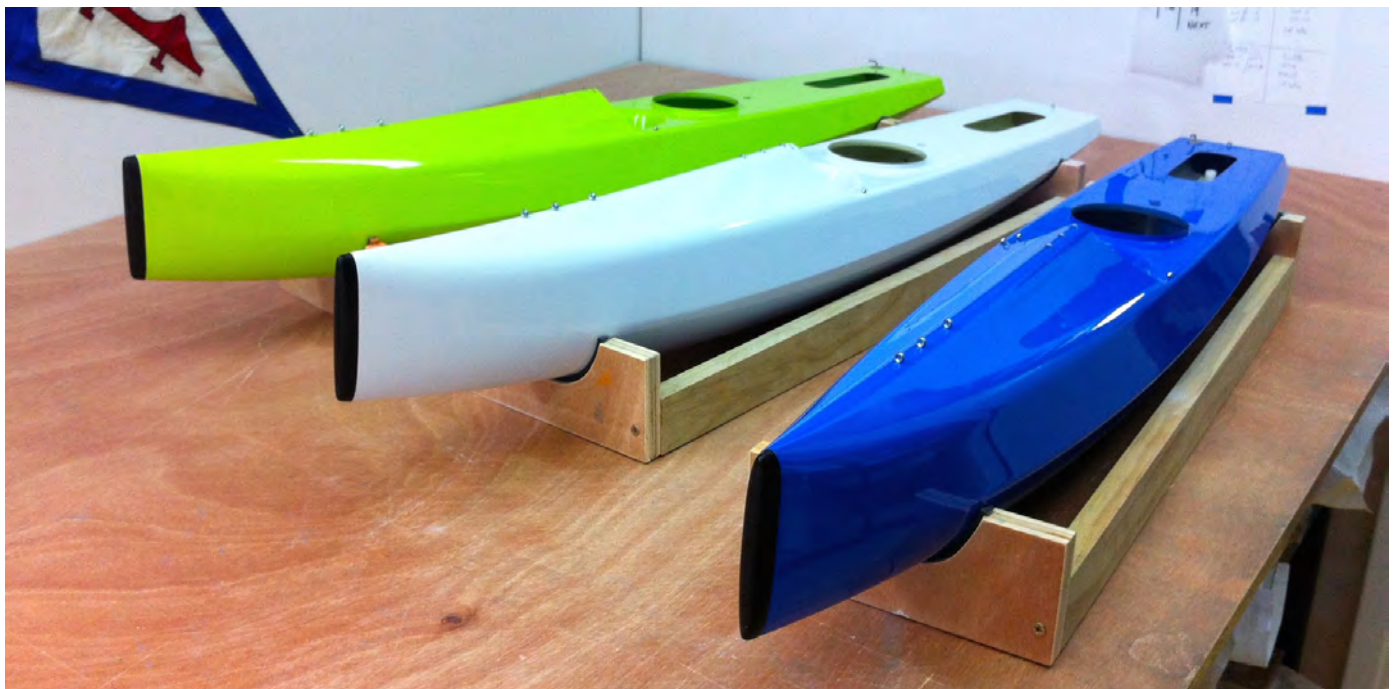
Bob Wells: And the NZ team is the same as 2011 Worlds at West Kirby, except you and Paul Goddard

will be sailing different boats this time.

Ian: Paul is a good friend and good ambassador for the sport so I am glad to be attending again with him. He has been indulging in Marblehead sailing recently, but I hope to get him sailing a V9 at the IOM Worlds.

Bob Wells: Ian, I haven't seen a good close-up photo yet, but your V9 looks a lot like the V8. What are the differences between the boats? You must like the changes?

Ian: Yes I'm very happy with the V9 design. I made quite a sudden decision to begin the new design and it came online quite quickly, although it was simmering in my mind for some time. Although the rocker line and maximum beam are similar, it is actually quite a different boat. I was happy that people familiar with the V8 freely recognize that it is different, and not just the V8 with a couple of tweaks. In some ways its a move back toward a more conventional IOM design since it is not so full in the bow/stem area, and in other ways its more radical since it has increased tumblehome, and the angle of the chine is greatly increased. The other differences are the increase in the height of the stem and a wider transom. The foredeck has more pitch and the boat is generally sexier. The winch and drum are still below decks, but it is repositioned to centerline, just aft of the centre case and below the main hatch so it is easily accessible and its weight is right where I want it. The rudder servo however is now aft on a tray just forward of the rudder, and accessible under a sticky-back hatch. I'm really enjoying sailing the V9, and it's a windy time of year here in NZ so it's getting a good workout. The harder it blows, the better she goes, and that seems to be a trend in the feedback I'm getting from the owners.



Three colorful *Vickers RC Sailing* designed and built V9s looking almost ready to deliver. Ian happily noted, "The harder it blows, the better she goes, and that seems to be a trend in the feedback I'm getting from the owners".

Bob Wells: Having looked at the pictures you provided for this article, I agree the V9 is more than an incremental refinement of your V8. Are you a full-time V9 builder? Where are you living now?

Ian: The family and I moved back to New Zealand December 2013. We enjoyed a summer break and in February I bought a 40-foot container that was sitting in the corner of a small factory unit in Beach Haven, and it remains there 5 minutes or so from my home in Hillcrest here in Auckland. It was a spray-painting booth, so it has a huge extractor fan when I need it, but I relined the walls and floor and set it up as a workshop for IOM building. I was lucky to get Trevor Bamforth in to help. Trev is back from a decade in the U.K., and we have been toiling away at V8s and V9s ever since.

Bob Wells: I see six V9s are currently listed for Worlds. I've heard one of them going to Worlds is sailed
Seattle Model Yacht Club

Seattle IOM Update

January – March 2015

by Peter Stevens in nearby British Columbia. How many V9s have you built now, and I'm sure some of the readers are curious what the wait time is if they order a V9?

Ian: I was glad to be able to build a V9 for Peter. We have built around 30 so far and we have about a 7-month lead-time currently for a boat.

Bob Wells: A 7-month lead-time is not bad for a new series built IOM. It has been a while since I have been on your website: <http://vickersiom.com/design/v9-iom>. I see that you have officially ceased V8 production and you are offering sails now. (I should note that Mike Eldred in San Diego continues to produce your V8 design under license and Mike is an excellent builder.) So how did sailmaking come about? You told me a few years ago that you were a boat builder that likes to design.

Ian: I want to be able to concentrate on building just one IOM at the moment so the V9 is it for now. It is simply more efficient building the one boat. I feel we have improved the design and the build process and I don't think the V9 is lacking anything the V8 had to offer.

Trevor has made IOM sails for decades and has the craftsman touch ensures a quality product. When the V8 list started to get thinner, sails was a natural progression to pad things out a bit. Trevor suggested it a few times, probably to break up the monotony of producing V9 parts. I designed and made moulds and then Trev began to weave his magic. It was fun getting it up and running and after some refining, I think we have some pretty nice gear to offer.

Bob Wells: I look forward to visiting with you in Worlds and maybe tipping some beers.

Ian: I look forward to seeing you too. Congratulations on your Newsletter. It is a classy read and positive publication for the IOM class. Thanks for your efforts!



Ian (R) and Trevor posing with their V9s. Just like in San Francisco a few years ago Ian's boat shop is a spruced up 40' container. They cleaned it up nicely for this picture and it looks like they are having some fun, but they call it a job.



Olivier Cohen (R) is tall and happy on the podium at 2014 Lake Garda Euros with Champion Brad Gibson and Juan Marcos (L) in 2nd. Image © Hanneke Gilissen Pont.

A Brief Interview with Olivier Cohen, FRA 100

By Bob Wells

While I have had no previous contact with Olivier, it is obvious to me that radio sailing has been a big part of his life for some time now. Olivier is a strong international competitor including 3rd at the recent 2014 Euros and he is a past FRA National Champion three times: 2010, 2012, and 2013. You don't sail at that high level without a long-term commitment in this class. I know he gives back by serving as IOMICA VCEvents and he is a balanced voice on the IOM forums. Let's get to know Olivier better:

Bob Wells: I've read that in France races like the Vendee Globe and Route du Rhum are front-page news every day so the public can easily follow progress. That would never happen in the US.

Olivier Cohen: Yes solo offshore races are very popular in France, so a lot of news during those two major races yes. I was at last Route du Rhum and Vendee Globe start and VG finish, all great memories!

Bob Wells: Well I was on the Internet enjoying the Vendee vicariously; as it was so compelling I could not stop watching. Tell us about yourself and your sailing background.

Olivier Cohen: I am 45, married, 2 children 11/14, working as project manager in the automotive industry. I have been sailing for years, starting with Optimist dinghy in 1977, then 420, then shortly big boats before a break. Then I have discovered radio sailing and IOM in 2005. At the beginning I was happy to be able to sail when I had only 2 hours available, but now clearly it takes more time when I travel to big events!

Bob Wells: I have a similar story on my involvement in radio sailing. After 20 some years it got to be bad form being gone all weekend sailing with a young son at home. At first in radio sailing I was gone for only a few hours too, but now it pretty much wastes the day. Then I come home and take a nap...

You looked pretty satisfied standing on the 2014 Lake Garda Euros podium. I gather you are happy enough with a third in that tough tough fleet with plenty of potholes on the course to avoid.

Olivier Cohen: Oh yes! In fact I was 4th before the last race behind Zvonko, and had to be 3 positions ahead to get 3rd place overall... Zvonko led the heat up to last leg when he got a weed, and I was just behind to take advantage of his bad luck on this race. But I got weeds as everyone during the event...

Bob Wells: How long have you served on IOMICA?

Olivier Cohen: I was elected as VC Events in 2009.

Bob Wells: Now that I have softened you up, as VC Events for IOMICA; how is the US doing in their preparations/submittals to IOMICA for Worlds?

Olivier Cohen: US Team is doing a great job to build a fantastic event. They spend a lot of time making it unforgettable. And seeing 20 boats on waiting list is a clue on how World competitors want to join!



Olivier is on the left posing with his French teammates at 2014 Euros. Next to Oliver we have Alexis, then Patrice, Pierre Gonnet (was on EC waiting list, and now on WC race committee in Foster City), Romain Dubreuil (22nd at EC, not at WC2015), Laurent, Marc Pomarède, Eric, and finally Yannick. Image © Hanneke Gilissen Pont.

Bob Wells: I see from Harry Drenth's fabulous Worlds Ranking that you have attended two Worlds and your best finish was 18th at the 2011 West Kirby Worlds. That's a very nice finish in my book, and yet you only rank 73rd overall of all WC skippers and 7th overall from FRA WC skippers. Obviously there are a number of good skippers in your country. Tell me your FRA Worlds team this year.

Olivier Cohen: Thanks. Marseille 2007 was my 1st international event, it was hard! West Kirby start was very difficult for me, the end was better. The French team is getting stronger and stronger, and for WC 2015 we have a great team, nearly the same that put 5 in top 16 at last Europeans:

- Alexis Carré: National champion 2014 (and also 2009/2011) our best competitor so far in International events, always in top 10 since 2008, with a 6th place in West Kirby and a 5th in EC 2012 Crès. 7th in Garda EC 2014.
- Marc Alazia: very experienced, very fast, sailing former BG's Britpop, 14th in Garda.
- Patrice Montero: Radio sailing addict that is also racing Marblehead, 10R, RG65; and made big progress recently with a 10th in Israel WC, 12th in Garda EC and 2nd at 2014 French Nationals.
- Laurent Bourriquel: 3rd at 2014 Nationals, very experienced in big boats sailing, getting better every year. 16th in Garda.

- Marc Pomarède: the god of boatbuilding, always trying to improve, always testing things, and always fast!
- Yannick Rossignol: very experienced, 2nd in UK Nationals 2009, a heat winner in Garda, will get a better final result in Foster City!
- Eric Deravin: very experienced and fast too, a great competitor who goes to Foster to forget a difficult week in Garda.
- Achille Chatin: our multilingual expert, great experience too, will show his speed!

French World Championship Ranking (Courtesy of Harry Drenth, NED):

Pos	Name	Nation	Rank	1994	1997	1999	2001	2003	2005	2007	2009	2011	2013	Total	Nett
18	Remi Bres	FRA	1	181 (6)	-	135 (27)	-	-	-	171 (12)	145 (19)	-	-	632	632
21	Laurent Chapelot	FRA	2	138 (18)	-	165 (15)	177 (10)	-	-	126 (29)	-	-	-	606	606
39	Alexis Carre	FRA	3	-	-	-	-	-	-	123 (30)	181 (7)	186 (6)	-	490	490
47	Yannick Rossignol	FRA	4	-	-	-	-	-	-	113 (34)	139 (21)	150 (20)	-	402	402
52	Patrice Montero	FRA	5	-	-	-	-	-	-	84 (45)	72 (43)	73 (49)	158 (10)	387	387
66	Achille Chatin	FRA	6	-	-	-	-	-	-	-	81 (40)	102 (38)	116 (19)	299	299
73	Olivier Cohen	FRA	7	-	-	-	-	-	-	118 (32)	-	155 (18)	-	273	273
74	Yann Masse	FRA	8	-	-	-	-	-	-	107 (36)	157 (15)	-	-	264	264
78	Pierre Marchand	FRA	9	-	-	-	75 (50)	121 (33)	52 (63)	-	-	-	-	248	248
91	Marc Alazia	FRA	10	-	-	-	-	-	-	65 (52)	90 (37)	63 (53)	-	218	218

Bob Wells: Still sailing your original blue Astbury Britpop from Brazil? How is it holding up?

Olivier Cohen: Yes, he is 3 years old soon, but still as new, I am very happy with it.

Bob Wells: Is there anything unusual about your BP kit? I'm sure you have the Pierre Gonnet masts.

Olivier Cohen: Yes, I use Pierre's masts (still best in World!) and for the rest all BG sails and settings. But yes something unusual, I use an arm winch for sails, very fast and reliable for now. I have always used such sailwinch since I began IOM.

Bob Wells: We have a funny story for you about your BP. Over beers after a local regatta, Ron Blackledge announced his BP just won FRA Nationals, which was the one you won in 2012. Of course we were incredulous and Ron explained as follows: He had an early blue Astbury BP on order the same color as yours, and he had digital photos and Dennis said it would ship "soon". Then the shipment stalled for some months, but eventually he receives his boat (and is still very happy with it). Ron claimed (in jest) that you won FRA Nats with "his" boat. Ron further explained any builder wanting to develop his reputation would ship to a rock star like Olivier first over an also-ran like Ron. Buyers look at results so you can't blame the builder who fudges a little on his list sequence to get his boat in the hands of a rock star a little early. It was all a good laugh. *(For the record, we love BRA's Dennis Asbury and his quality work in Seattle. This "fable" is manufactured from coincidence leading to another Blackledge flight-of-fancy, which we enjoy regularly from him.)*

Olivier Cohen: I also doubt if my boat was planned for Ron, as with my special winch things were prepared early for building. I was within first to order a BP from Dennis, clearly from Europe where it's not so usual, but for some reasons it was the best choice for me. My boat travelled back from Rio with an Air France captain! I got it 2 weeks before our Nationals, rigs already prepared, and it was ready to sail! But I have to correct Ron; I am not an IOM rock star!



Olivier and his Britpop won the 2013 French Nationals, his third French championship. Image © Hanneke Gilissen Pont.

Bob Wells: What is your local sailing club and how often do you get to sail.

Olivier Cohen: My club is SNO Nantes (Sport Nautique de l'Ouest) 10 minutes from my home, I sail as often as I can, usually no less than every 2nd week. But I have a small bicycle champion at home, and I have to take him to his events too!

Bob Wells: I visited your club via Google Earth, and it is very nice. Do you sail any classes besides IOM?

Olivier Cohen: I have tried Marblehead a few times, but I have definitely no time to race other classes. But when possible, I go on big boats with friends!

Bob Wells: Any questions for me about the venue or Foster City?

Olivier Cohen: Yes, if you could send me a (very) private email with all patterns of wind there depending on time of day, it would be helpful!

Bob Wells: It is no secret it will be A-rig in the morning and blustery in the afternoon where at times it is hard to figure what rig to use. I very much look forward to meeting you in person at Worlds.

Olivier Cohen: Same for me, I will be very happy meeting you too, and all other friends joining IOM Worlds.



Julian Laffin will be sailing this distinctive JIVE at Worlds, a recent narrow Graham Herbert design with tumblehome. Rigs and sails also very custom with mostly hand crafted fittings with simple tools by Graham Herbert. This is a fast dependable package not available to the general public. J. Warren Brower photo.

A Brief Interview with Julian Laffin, CAN

By Bob Wells

Canada's Julian Laffin is acknowledged for his radio sailing skill in my Pacific Northwest region, but I'm sure he is otherwise unknown in the world of IOM sailing. Rather than just interview only well-known international skippers, I think it more interesting go for a broader spectrum. A young Canadian from a ferry served (excepting stormy days) rural island of about 1,000 residents is of interest to me. My guess is Julian hails from the least populated place of any Worlds competitor, but he has an edge in being mentored by local sailmaker/artist Graham Herbert. And Julian has finished in front of his teacher lately. For more about Hornby's Graham Herbert and his sweet handcrafted boats check out my previous two interviews with him here: <http://www.ibextrax.com/Update/201209.pdf> and <http://www.ibextrax.com/Update/201011.pdf>. Now let's get to know Julian a little more:

Bob Wells: I see you are "confirmed" on the CAN roster for 2015 Worlds in Foster City, well done. Tell us about the Canadian Team for 2015 Worlds and the boats you guys are sailing.

Julian Laffin: Yes, I was happy to secure one of Canada's two spots for the 2015 Worlds. I'm excited, as this will be my first time sailing at this level. The Canadian team consists of Peter Stevens from Victoria, B.C. and myself. Peter will be sailing a V9 and I will be sailing a custom built Jive.

Bob Wells: Did you build your boat this time or did the designer Graham Herbert?

Julian Laffin: This boat was built by my friend and mentor, Graham Herbert. All his designs are fast and Jive is no slouch. I have gotten to know this boat quite well and can really make her go. I find that it really has a downwind edge over other boats.

Bob Wells: Last year was your first competing at US Nats on Central Lake in Foster City, and you finished a respectable 10th in front of some solid skippers. Sailing conditions were typical from all my previous visits there. What did you think of the venue?

Julian Laffin: I really enjoyed the sailing at Foster City and am eager to return. Conditions were all over the map so it really kept you on your toes. We get a wide range of conditions where we sail on Hornby Island, so I was well prepared. The Foster City lagoon provides a nice venue that is seaweed free. At times weeds plague our local sailing. After the first day at the US Nationals I was much lower in the standings due to mediocre sailing and getting used to sailing with a very competitive fleet. I managed to sail much better in the remaining days and was extremely happy that I pulled myself up to 10th.



Julian is receiving his 2nd place trophy from PRO Gloria Herbert (artisan wife of Graham) at the 2013 Canadian Westerns held in the fog on Hornby Island that year. A beautiful hand crafted trophy of course. J. Warren Brower photo.

Bob Wells: Having experienced the Worlds venue, do you plan to do anything differently at Worlds this time? Does the ever-inventive Graham have any ideas to try?

Julian Laffin: I will approach the Worlds the same way I did the US Nationals; no expectations. Just sail clean, sail fast, and the results will come. I don't plan on doing anything drastically different because last time at this venue the boat was going well.

Bob Wells: Last we talked I recall you were a cabinetmaker on Hornby. Is that still your day job?

Julian Laffin: No, I have started training as a potter with my father who has been producing functional pottery for over fifty years. I have always enjoyed working with my hands, so the transition from wood to clay has been enjoyable.

On the weekends I work as a deckhand on my friend's dive charter boat. The other thing that takes up a great deal of my time is serving as a volunteer firefighter. I have been on the fire department for the last seven years.

Bob Wells: Wikipedia says that sleepy Hornby Island is culturally distinctive because it was the site of a large immigration of American draft dodgers during the Vietnam War, and many of these people still live on the island. That was my era when I was prime USA draft bait. Is that true?

Julian Laffin: Hornby Island is only sleepy in the off-season. During summer the island explodes with tourists flocking here to enjoy the white sand beaches and visit the many artisans. It is true about the draft dodgers, and there are quite a few still here that arrived the same time the hippies did. Many unique characters make up this tight knit community. Living on an island three ferries away from the mainland means we have to make our own fun.

Bob Wells: I look forward to visiting with you at Worlds. Let's enjoy a few evening beers together.

Julian Laffin: Sounds good Bob. I love a good beer -just no watery American beer, OK?

Bob Wells: Wash your mouth out with soap and BYOB. I'll take Seattle craft beer over anything I've tasted on Saltspring Island. I've yet to taste an acceptable local IPA on Saltpring after years of trying various brands. Please put a good one in my hand at CAN Nats and prove my statement is no longer accurate.

Julian Laffin: What I meant to say was that I love a craft beer. The giant corporate beers are the watery ones I was referring to. My favorite beers are from Belgium. For this reason I made a beer tour by bike through Belgium in 2013 with my sister to sample the many brews.

Bob Wells: Nice recovery on the beer issue. On your next Cow Cup you'll want to visit the Elysian Brewing Company on Capital Hill in Seattle, a brewpub that has a range of Belgian beers on tap. Have you got a good Graham Herbert story for us before we close?

Julian Laffin: I'd like to mention how generous Graham is. Not only with his fleet of boats, but with his knowledge. He has been an amazing teacher and I would not be where I am with IOM sailing if it were not for him and what he has shared with me. He single handedly created a sailing club from nothing. He designed and built a fleet of boats, trained a bunch of sailors and now has a competitive club to sail with. The Hornby club makes a strong showing in every regatta we attend, thanks to Graham.

Bob Wells: Not exactly the funny story I was fishing for, but my wife and I enjoy his company too. Is there a new IOM coming out of Graham's shop/studio this winter?

Julian Laffin: Yes in fact, just last weekend Graham launched his newly built wooden IOM. It was built off of his Calypso molds and is a thing of beauty. The hull is extremely stiff and yet 300 grams of corrector weights are needed. I guess he will have to build a whole fleet out of wood now.

Bob Wells: We have another article on Graham's woody CALYPSO elsewhere in this newsletter.



In contrast to the grey surroundings are Graham Herbert's very artistic custom boats in their very custom trailer that also houses a sailbox for each. Laffin's JIVE is upper right and one of the more narrow designs in his stable shared with Hornby Island radio sailors, and Graham has pretty much trained them all. Clearly Graham's IOM design trend has gone to more narrow, and an example of his earlier wider Zoom design is front right. J. Warren Brower photo???



IOM circuit world travelers Hanneke and Huub Gillissen are shown here after a 16m2 race (a low-freeboard gaff wood dinghy). Beautiful NED dinghy and I like the T-shirt message here too.

A Brief Interview with Huub and Hanneke Gillissen, NED

By Bob Wells

I became aware of Huub from a thoughtful post he made on the 2011 Worlds website, his first Worlds. Already I had been admiring Hanneke's excellent radio sailing images. Since then they have traveled to a number of radio sailing World, European, and National Championships in UK, GER, FRA, MLT, ISR, and even down under in AUS. I know this because I read the race results and follow Hanneke's photo journal on the web – just search "Hanneke Gillissen Pont photos". And yes, I'm envious of how they travel and sail to so many major regattas so regularly.

Check out my previous interview with Huub about his woodie OBSESSION on page 17 here: <http://www.ibextrax.com/Update/201105.pdf>. Now let's check in with Huub and Hanneke about the coming 2015 Worlds:

Bob Wells: Huub, I look forward to meeting you and Hanneke in person. How is your woodie hulled Obsession doing? Still one of the prettiest IOMs I've ever seen from concept to execution.

Huub Gillissen: Hi Bob, I sold my wooden OBSESSION, as I don't like to have too many IOMs. Most of the time I only have one IOM. It was a beautiful boat, I agree.

Bob Wells: It appears you are the NED team coming to Worlds, and your team is down in numbers this time.

Huub Gillissen: Yes, not many guys from NED travel as far as we do. Another guy, Joey from the Netherlands, has also filled in the entry form. We hope he will join as well.

Bob Wells: Huub, what are you sailing at Worlds and why? Did you design and build it? I have no idea what a CHASE is that you sailed at Euros.

Huub Gillissen I will sail the CHASE, same boat as I sailed at the European. I designed and build it with Craig Smith doing the drawings. It is another collaboration between Craig and me. I had some basic ideas I wanted to explore, and Craig glued the ideas together :-). Craig has a good idea how a boat should look, and I think that we both did a good job.

Craig and I met in Marseille at 2007 Worlds, and from then on have we worked together. First the ACE followed by the ACE 2, then ACE 3, and finally the CHASE. The CHASE is an ACE 3 with a chine added. To be honest I think the chine provides nothing extra, and it is more a fashion thing. I find no difference between the chined and non-chined ACE. The CHASE has a bit more buoyancy designed in and I moved the fin more to the front. The boat sails like a dream. For me the best IOM I have sailed. Craig Smith has started to produce the boat.

On Creed's LINTEL it is a different story I think, where the more pronounced chines work somehow. That boat is excellent in strong winds. Michael Scharmer in GER developed a very narrow design that was far ahead for his time. All of us combine elements of other designs in our work. I liked the WIDGET and Michael Scharmer's boats, and they have influenced my thinking on the ACE designs.

Bob Wells: I recall that ACE was a skinny design for her time, but not as skinny as a Scharmer. Otherwise in photos the original ACE looks a lot like ACE 3 as I recall. Take us through the evolution to ACE 3, and what you were trying to accomplish.

Huub Gillissen: The ACE 1/2/3 are all the same hull shape. Every time with the new designs I moved the fin and rigs more to the front. I also moved the rig forward with the CHASE, and as noted I added more buoyancy. CHASE sails great. Tacking ability is incredibly improved. Down wind performance, especially in gusty conditions, is fabulous. So I am very happy with the boat. Absolutely competitive with all other designs in the market. And that's good news hey.

Bob Wells: When you design, build, further refine with more builds, and all the while compete well at the highest level - that is special. Few in the world achieve that. I bow to you to you, as I am not worthy. I like the clean polished look of CHASE too.

Huub Gillissen: I like to produce a boat with a very high finish. It's a part of the fun. I also believe that a good-looking boat sails good. It all has to do with the passion for the things you do. My boat is watertight due to a watertight winch compartment. I hate a leaking boat especially in saltwater!!!

Bob Wells: Salty describes the Worlds venue, so keep her watertight. I recall that you make your own Mylar sails. Do you change sail shape or material weight for known windy and lumpy sites like Central Lake in Foster City?

Huub Gillissen. No. Trim and a good start are more important. Ha ha.

Bob Wells: Hanneke shared with me the brief video of your jib pivot system, which is very clean looking and the recessed groove will stiffen the foredeck. Tell us about it, because if it helps make quick rig changes it will be useful at Worlds.

Huub Gillissen: The pivot system is not designed to make a quick rig change - it goes quick already. The pivot is very low on the deck; it's clean, and most important there's hardly any friction. It also looks nice. I also integrated the side-stay attachment point under deck level. So no eye bolts or whatever on the deck.

Bob Wells: Huub, this will make your third Worlds. What preparation will you do differently now with some experience that you didn't do at West Kirby or Sdot Yam Worlds? Any lessons learned?

Huub Gillissen: I learned a lot. The biggest competition is within me. I struggle with the A-B-C-D-E heat system with waiting periods that are way to long for me. I lose my concentration between the heats. I must find an answer for that. That's my biggest problem. I must work on that.

Bob Wells: Huub, I know that PRO Fred Rocha is planning on running heats with minimum down time between them. Part of that includes Harry Drenth coming from NED to operate the HMS promotion/relegation with three digital monitors for instant information like at the 2014 M Worlds in NED. Any other hints for newcomers going to Worlds.

Huub Gillissen: Enjoy. Enjoy. Enjoy. To meet all the guys again, the chats, having diner together. Have fun - that's my advice. Sometimes you see people with there face falling down. That's not my style. I laugh anyhow.

Sailing in smaller fleets A-B-C is more what I like. More movement in the regatta is what I like. It would be great when half of the fleet goes up or down. Less stress when you screw a race.

Bob Wells: Hanneke, thank you for allowing me to use your copyright images in my newsletter, having your website to search when I need a photo to support an article is a great resource. And I just like looking at them regardless of my newsletter. What is it about photography that draws you in?

Hanneke Gillissen: I like to keep the memories of things that happen on photo. If you look at the faces when some guys are sailing... Sooo much stress. I also like to make nice compositions, make a photo nice to look at. It is fun to give the sailors some nice pictures of their boats and themselves.

Bob Wells: What are your plans for 2015 Worlds? A lot of photography I hope.

Hanneke Gillissen: Yes, I will do my best to give the sailors nice memories of this championship as well. What I most like are the reactions from all over the world. Wherever I come, people know Huub and me. We have so many friends because of the many events that we visit and the pictures that I take.

Bob Wells: Any questions for me about the venue or Foster City?

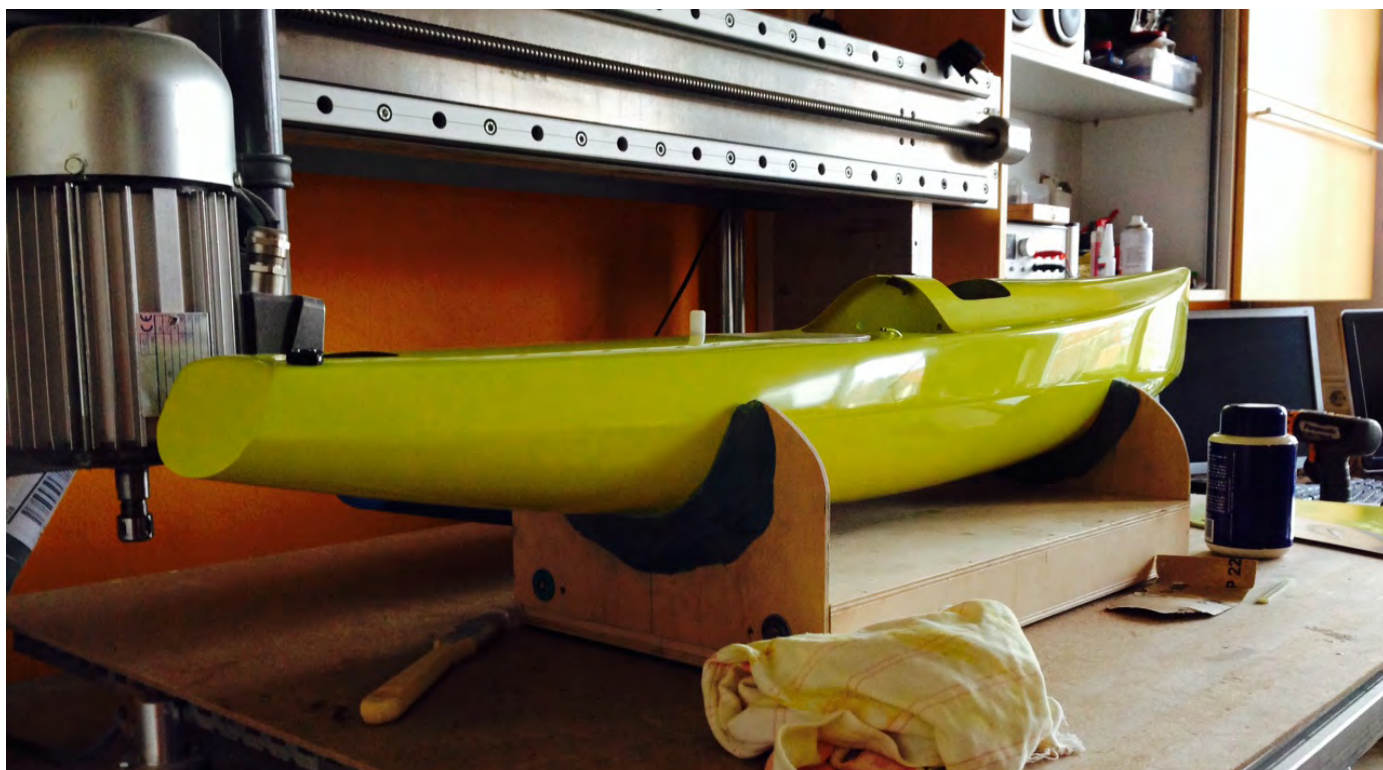
Hanneke Gillissen: It would be nice if you could move the white houses in the background so the boats will be more in the foreground on the photo's. Maybe there is a boat for me so I can take pictures on the water to the shore and from the boats near the marks?

Bob Wells: There is a boat for you. The warm light is great there in the late afternoon too. I'll warn you there is a blue dye in the water to keep weeds down by blocking sunlight. It is a strange blue color that works well, but I wouldn't drink the water.

Hanneke Gillissen: Thanks for the tip Bob, I won't drink the water :-0) Great that there will be a boat for me.



Huub and CHASE at the 2014 EC on Lake Garda. This image is chosen to show CHASE and her foils/bulb in profile, and not because of the “guber” on the bulb. Hanneke Gillissen Pont © photo.



Huub's CHASE in front of the CNC machine that produced the plug. In Huub's words, "I like to produce a boat with a very high finish. It's a part of the fun. I also believe that a good-looking boat sails good. It all has to do with the passion for the things you do". Hanneke Gillissen Pont © photo.

A Brief Interview with Robert Grubisa, CRO

By Bob Wells

Radio Sailing has been a big part of Robert Grubisa's life for a long time. Read more about my previous long interview with Robert and Zvonko Jelacic discussing their KantunS and other things beginning on page 37 here: <http://www.ibextrax.com/Update/201403.pdf>. Now let's check in with Robert and talk about the coming 2015 Worlds and his strong CRO Team:

Bob Wells: How many Worlds have you attended?

Robert Grubisa: I was a member of International Jury at my first IOM Worlds in Saint-Cyr, FRA in 1994; and the IOM representative and part of the organization on the last IOM Worlds in Israel, 2013. I competed in 2001 at Omisalj, CRO; 2003 at Vancouver, CAN; 2007 in Marseilles, FRA; and 2011 in West Kirby, GBR. So this will be my 7th, and my 5th as a competitor.

Bob Wells: Tell us about this years CRO Worlds team, which had significantly more skippers at the top than any other country at the last Worlds.

Robert Grubisa: CRO team is strong as usual ;-)

Bob Wells: OK. How is it that little Croatia has eight confirmed entries to Worlds? This is akin to the relatively small in population NZL always having so many involved in the America's Cup some like to call it the New Zealand Cup.

Robert Grubisa: As you know, the number of skippers per each country in the first stage is related to the results from previous Worlds. We are very aware of this and we try to have a strong appearance at each international event to have strong entry numbers for the next event. We have certainly noticed strong FRA, GBR, SWE and USA teams.



When he didn't qualify as a competitor, Robert Grubisa on the left chose to help out at 2013 Worlds in Israel and enjoy the vibe. Fortunately he is confirmed as an entry for our 2015 WC. Hanneke Gillissen Pont © photo.



Zvonko's distinctive KantunS sailing on Lake Garda at Euros, where he finished 4th. We'll see a lot of CRO KantunS boats with Jelacic Sails at our 2015 WC in Foster city, CA. Hanneke Gillissen Pont © photo.

Bob Wells: It appears that I am attending Worlds as a volunteer instead of as a competitor, but at least my name shows up in the third stage now on the waiting list. What deserving CRO skipper didn't get an entry?

Robert Grubisa: Ante Kovacevic is missing in this campaign. All other members of the CRO team are on the top of CRO IOM ranking list. Your support of the class through your famous newsletter and this Championship as a volunteer is great.

Bob Wells: Let's talk about your team's kit. Maybe it is easiest if you just tell us who on the CRO team is not sailing the KantunS with Jelacic Sails.

Robert Grubisa: Vedran Vesanovic will use his BritPOP, and all others are KantunS. Jelacic is our preferred sailmaker of course. We are always seeking that extra bit of boat speed!



This large 2013 Worlds CRO Team had 6 in the top 10, including Marko Matic (lower left) finishing a strong 2nd. They have a formidable blend of youth and experience, and they cleaned up pretty good for this picture on the Med. Photo by Niv Rozenblat.

Bob Wells: I had a chuckle yesterday reading the IOM General Discussion forum on RCGroups.com, where blogs #7878 and #7879 opined that Jelacic Sails were not quite all-around competitive yet. I guess you CRO guys must be super skippers to perform so well individually and as a team on the world stage despite those sails.

Robert Grubisa: Everybody can have there own conclusions, but we expect good performance from Jelacic Sails! Zvonko is constantly improving his products, and his current sails are proven very good in top Rig 1 conditions – see Zvonko's result on the first day of 2014 GBR IOM Championship for example. I am confident that he will provide us competitive suits for next years Worlds.

Bob Wells: Any questions for me about the venue or Foster City?

Robert Grubisa: The venue in Foster City looks great in photos and video! I am looking forward to having fun. Will you suggest for us what to visit and enjoy in Foster City and San Francisco when we get there.

Bob Wells: I've raced in Foster City twice now in the last two years, and the radio sailing is great. I haven't been a tourist yet because I'm always rushing back to work, but there are lots of locals to help us on that. I look forward to meeting you in person at Worlds. Please remind Zvonko that he owes me a beer or two.

Robert Grubisa: Well, after this interview, he owes me a beer too☺. See you next year!



Robert Grubisa and Zvonko Jelacic co-designed the KantunS that is sold globally. For production Robert molds the hulls as seen here and Zvonko does pretty much everything else, including sails and rigs if you want those too. I just hope Granny doesn't figure out that Robert swiped her favorite apron for commercial use!

2015 Regional IOM Regatta Schedule

Deception Pass Model Yacht Club • Gig Harbor Model Yacht Club • Seattle Model Yacht Club
(Other selected regattas listed for reference.)

Date	Time	Club - Event Name	Location	Contact	Phone
2/7-8/2015	See NOR	DPMYC – Farrell Frozen Finger Regatta	Cranberry Lake	Julian Lee	(360) 299-2900
3/7	10AM – 2PM	GHMYC – 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	GHMYC – 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 Club Ranking event)	Coulon Park	Bob Wells	(206) 232-9036
5/2	10AM – 2PM	GHMYC – 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	GHMYC – 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	GHMYC – Saturday Regatta #5	Surprise Lake	Steve Young	(253) 202-6840
7/17-19	See NOR	OMYC – HR Carnage (COW CanAm #3 and Region-6PNW Championship)	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	GHMYC – 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	GHMYC – 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	Glenmore Reservoir	TBD	TBD
10/2-4	See NOR	Hornby Island Regatta	Ford Cove	Graham Herbert	(250) 335-2828
10/3	10AM – 2PM	GHMYC – 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

Last Issue:

The four-year run for this club newsletter is over - this is the final issue of Seattle IOM Update. It has been fun and certainly enlightening. While I still find working on it enjoyable, the time commitment takes me away from other interests and projects. Something has to give, and now it will be publishing this newsletter for the foreseeable future. Thank you to all my many collaborators. You are too many to mention individually, but it has been my great pleasure

I'll call Seattle IOM Update a success because it was created to promote IOM radio sailing in my region, and radio sailing in Washington State is thriving well beyond my expectations. I could not even dream a minimum of two IOM regatta opportunities a week would be available year round from Deception Pass MYC, and that is in addition to our other sailing events at Seattle MYC and Gig Harbor MYC that were my focus. My newsletter shares some credit, and we will continue fine without it because we have committed organizers with great venues and our clubs work well together. And importantly we enjoy each other's company socially by getting together somewhere after every regatta.

I appreciate the compliments that I've received over the years, though not everybody was always pleased. My favorite backhanded compliment came from Robert Grubisa's teenage daughter in Croatia, "Surprisingly interesting and easy to read having in mind such a topic..." My favorite over-the-top review came from the UK's Lester Gilbert, "Bob Wells (of Robinson & Wells, Optimizing the EC-12 fame) publishes a club newsletter. Well, calling it a club newsletter is a little like calling the New York Times a local community newssheet. So, a must-subscribe if you have any interest in reason and evidence to accompany your sailing, particularly IOM racing."

I also appreciate the international flavor of IOM's, and that my newsletter contributors are global. The idea of sailing IOMs internationally remains on my bucket list. That was one of the reasons that I chose the IOM class in 2010 when getting back in to radio sailing, even though there were no active IOMs in Washington State at the time.

I look forward to lots of IOM racing.

Bob Wells, Editor
Wellsonisland at Comcast dot net

This issue and others live on at:

<http://www.ibextrax.com/Update/> (USA) My friend J. Warren Brower's site has all our issues with descriptions & cover images for each. Jerry's website has been an invaluable resource for my newsletter. Thank you very much Jerry.



Bob Wells, former Editor (now on a ski trip to Montana and Idaho with Jackie).