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The Seattle IOM Update

• A FREE DIGITAL NEWSLETTER COVERING IOM RADIO SAILING IN THE SEATTLE AREA & PACIFIC NORTHWEST •
Annual Summary - December 2015



Canadian Graham Herbert and his striking and fast custom woody are captured here in a quintessential Pac NW setting. We have our gray drippy sky, fir trees, tidal shoreline, parka, and very light wind. Of course Graham would have a custom transmitter cover too, and this artsy custom tool is open on the bottom to lessen condensation. He must have had a beard trim recently, because facial hair is relatively neat.

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 thriving International One Metre (IOM) fleet, in addition to the established Victoria fleet still 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 Fidalgo Island the Deception Pass MYC sails year-round on Sundays and Wednesdays, as they don't know when to stop. Actually they don't stop because their venue is located in the Olympic Mountains rain shadow, which is amazingly effective at driving away rain, but not the wind. We habitually comingle our IOMs like one big club at these three 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 to 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.
- **Bowman Bay:** The Deception Pass Model Yacht Club has two venues, both at Bowman Bay on Fidalgo Island in timeless Deception Pass State Park. The new winter venue is now Sharpe Cove (accessed from the Rosario Beach parking area). Sharpe Cove is SW facing at the NW side of Bowman Bay. The summer venue continues on the saltwater of Bowman Bay, and this west-facing bay is just north of Deception Pass Bridge on SR 20. Both of these venues offer quality sailing, great views, and great CCC built infrastructure. The views just driving here justify the trip. Go here for directions: <http://www.dpmc.org>.

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

2016 Regatta Schedules:

2016 SMYC IOM & PacNW Regional Schedule: You can go to the last pages of this newsletter for our comprehensive schedule that has many local and regional regattas. We work together to coordinate all the weekend IOM sailing in Washington State, including Gig Harbor MYC and the Deception Pass Model Yacht club. We 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 Jerry Brower's site: <http://www.ibextrax.com/>
For Deception Pass MYC also see: <http://www.dpmc.org>.

Three changes in PacNW sailing are notable:

1. For 2016 Gig Harbor MYC's venue moves back to Surprise Lake in Milton. After 1.5 years the new dock is complete, and if all goes well on the new dock it will be permanent.
2. Deception Pass MYC moved their 2015/16 Winter venue to salty Sharpe Cove, and it has proved to be a success. Sharpe Cove is at the NW corner of Bowman Bay and accessed from Rosario Beach Road. The move is due to toxic algae at Cranberry Lake, and you dry launch off the dock. The map link is here: <http://www.ibextrax.com/Style/DPPark.jpg>
3. Deception Pass MYC has began a "Winter Series" where for December, January, February and March. The monthly Wednesday winner is awarded our revolving Sailor of the Month trophy. Sunday score tallies will award our 1st, 2nd, and 3rd places with a winter series trophy.

Washington State IOM Regatta Reports:

2015 Deception Pass MYC Race Results <http://www.dpmyc.org>.

2015 Seattle MYC & Gig Harbor MYC Race Results

We had another great year of sailing at Coulon Park on Lake Washington, and the regatta results with reports are all on Jerry Brower's website here: <http://www.ibextrax.com/RC2015/>. Those that race locally receive an email with the results and report after each race, and otherwise they are always available on Jerry's dependable website. We have not included our local reports to make space for other content in this issue

Jerry's website is a very useful reference for all things IOM, and I go there often. It is our 'unofficial' Seattle MYC and Gig Harbor MYC website. Besides results and photos by year and date, it has under the 'miscellaneous' button all kinds of practical links for rules, forms, etc. Jerry's website is the reference for all my past Seattle IOM Update newsletters. Now I see Jerry is scoring the "official" US Ranking results, and he is doing his typical solid work keeping it updated regularly. Note that Jerry wants you to contact him with any questions regarding the ranking. Thank you Jerry for your useful and comprehensive website.

2015 Seattle Cup & Gig Harbor Cup Series Results

Bob Wells Reporting & Jerry Brower Scoring:

Our weather has changed for the worse so our racing season is over until March, so it is time to tally the overall results. (Deception Pass MYC is our Washington State winter IOM alternative, and they race Wednesdays and Sundays year round.) We make the effort to record regatta scores because it makes for more focused and interesting racing, and it provides some fodder for razzing each other at the end of the day. Thank you to Jerry Brower, who provided the scores after every race with updated season points. I don't think anybody except maybe Jerry 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 over who is the "Champion".

It was a great year sailing and gathering together at the end of each regatta to maintain 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 an interlude that extended too long .

2015 Seattle Cup Series Championship: Scorekeeper Jerry Brower keeps us current on the Seattle Cup points that are attached below. He has been recording our regatta scores and season points since our EC-12 period beginning the late 80's, and Jerry was Seattle Cup Champion regularly with EC-12s. This year he finally becomes our IOM Seattle Cup Champion for his first time. Jerry has always been one of our top local IOM skippers, and this year he raced in all our regattas for his first time. In the past he missed a few local regattas to travel to out-of-state ranking regattas with the goal of qualifying for Worlds, which he accomplished regularly. Jerry won this years championship easily over Bob Wells, who likewise distanced himself from the fleet to finish in second place.

Four different skippers won a SMYC regatta including; Kelly Martin (3), Brower (2), Wells (2), and Larry Stiles won his first Seattle MYC regatta in April. Ron Blackledge was the other skipper to race in all our regattas, and he traveled the farthest so somebody please buy him a beer. Kurt Wells moved up from 8th last year to 5th this year, a sizeable jump because the closer to the top the harder it is to move up. Next year Kurt will have the extra burden of "expectations", and a pack of boats that will likely be harder to separate from.

Overall our fleet performance and consistency keeps getting incrementally better with our increased experience and kit improvements. We've had a lot of new or used IOMs purchased in the last few years, and our fleet is very current now with the new skinny designs popularized by the Britpop. I did a brief informal survey of our fleet plans for new boats/gear for 2016, and most of us are improving what we have. David Jensen is our outlier with a Vickers V9 on order and he is designing/building his own IOM, so we can look forward to seeing David's new boats. See you next year.

2015 Seattle Cup Season Points

With all 8 regattas complete

rev 10/19/2015

		3/14		4/18		5/23		6/27		7/25		8/15		9/26		10/17		pls			pts		
	Skipper	Points	SC 1		SC 2		SC 3		SC 4		SC 5		SC 6		SC 7		SC 8		T/B	With 2 pt throw-outs	Pts	T/B	
			pts	pls	pts	pls	pts	pls	pts	pls	pts	pls	pts	pls	pts	pls	pts	pls					
1	Jerry Brower	108	9	6	14	3	18	2	13	2	15	1	14	1	11	2	14	2		1	Jerry Brower	88	
2	Bob Wells	95	14	1	12	5	15	5	14	1	14	2	13	2			13	3		2	Bob Wells	83	
3	Joe D'Amico	81	13	2	11	6	17	3	11	4	11	5	9	6	9	4				3	Kelly Martin	74	
4	Kelly Martin	74			15	2	19	1			13	3			12	1	15	1		4	Joe D'Amico	72	
5	Kurt Wells	70	3	12	8	9	8	12	9	6	10	6	12	3	8	5	12	4	3	5	Larry Stiles	59	1
6	Ron Blackledge	70	7	8	9	8	14	6	10	5	6	10	8	7	6	7	10	6	5	6	Kurt Wells	59	3
7	Larry Stiles	59	10	5	16	1			12	3	12	4					9	7		7	Ron Blackledge	58	
8	Daryl Ruff	47	4	11	4	13	9	11	5	10	5	11	7	8	5	8	8	8		8	Steve Young	46	
9	Steve Young	46	12	3			13	7					11	4	10	3				9	Bill Langjahr	45	
10	Bill Langjahr	45	8	7			11	9	8	7	8	8	6	9	4	9				10	Peter Sternberg	43	
11	Byron Pimms	44			6	11	5	15	6	9	3	13	10	5	7	6	7	9		11	Byron Pimms	41	
12	Peter Sternberg	43	11	4	13	4	12	8			7	9								12	Daryl Ruff	39	
13	David Jensen	37	5	10	7	10	10	10	2	13	4	12	4	11			5	11		13	Scott McConnell	35	4
14	Scott McConnell	35			10	7	16	4			9	7								14	David Jensen	35	10
15	Scott Thomas	33	6	9	5	12	4	16	7	8	1	15	5	10	2	12	3	13		15	Ron, Hornung	33	
16	Ron, Hornung	33	2	13	1	16	3	17	13	2			13	2			1	15		16	Scott Thomas	31	
17	Mike Pearson	18	1	14	3	14	7	13					1	13			6	10		17	Mike Pearson	18	
18	Drew Austin	17					6	14									11	5		18	Drew Austin	17	
19	Jim McCaa	13			2	15			4	11			3	12			4	12		19	Jim McCaa	13	
20	Craig Rantala	5					2	18	1	14	2	14								20	Craig Rantala	5	
21	Rick Martin	3													3	10			10	21	Rick Martin	3	10
22	Rick Shattock	3											1	14	2	11			11	22	Rick Shattock	3	11
23	Bill Wilson	3							3	12									12	23	Bill Wilson	3	12
24	Dennis Pittis	2															2	14		24	Dennis Pittis	2	
25	Ryan Ruff	1					1	19												25	Ryan Ruff	1	

One point for each boat you beat plus 1 point for starting a race in the regatta. PRO all day gets 2nd Pls Pts.

2015 Gig Harbor Cup Series Championship: Overall an excellent year with 23 skippers competing in 8 regattas at Gene Coulon Park on Lake Washington. This is starting to irritate me, but Jerry Brower repeats as our 2015 Gig Harbor Cup Champion, whether you count the throw-outs or not. However, consistent Joe Damico had a solid shot to win with our two throw-out scoring system going into the last race. Alas he had his worst regatta in years stumbling to 10th. Joe said it was just a bad day in almost every way - no excuses. Joe settled in 2nd place, one measly point behind after two throw-outs - bridesmaid yet again! You have to credit Joe with a very good series overall.

Our top four skippers won exactly two races each, a nice balanced competitive distribution. But if Kelly Martin sailed more than two races it would likely be a different story.

We had four skippers who sailed all eight races: Brower, Damico, Kurt Wells, and Byron Pimms. Kurt and Byron are moving up incrementally in their finishes with more time on the water. Actually our whole fleet is more competitive in our 6th year with better kit and more experience, so moving up is more challenging than in the past. Ron Blackledge was once again our farthest traveler logging about six-seven hours in his car for each of our regattas, and he scored a credible 5th in overall points. A lot of guys travel 4 hours overall to race, so we are committed group to radio sailing.

We expect only minor changes in our overall results at the end of the season, until now. Out of nowhere Scott McConnell leaped from overall 13th place to 8th with his surprising 2nd place in the last regatta. What made the performance difference? Scott credits mast rake forward for the stronger wind as the key, eliminating a difficult weather helm for a forgiving and fast neutral helm. Or in other words, he finally followed Zvonko's trim guidelines on rake in stronger winds. It is all in learning his newish boat. Scott knows he needs to work less and play more, but he hasn't quite figured out how to do it yet.

We will schedule our 2016 regattas at Coulon Park, and we plan to move back to the Surprise Lake venue if the new dock is ever completed. Rick Shattock reports there is finally an entitlement permit submittal this fall, but there is still a lot of permit process left, then funding, and then construction to accomplish. My guess is late 2016 there could be a dock if all goes well, and Rick is monitoring it for us.

2015 Gig Harbor Cup Season Points

2015 Gig Harbor Cup Season Points

With all 8 regattas complete

rev 10/3/2015

		3/07		4/04		5/02		6/13		7/11		8/22		9/05		10/03		pls			pls
Skipper	Points	GHC 1		GHC 2		GHC 3		GHC 4		GHC 5		GHC 6		GHC 7		GHC 8		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	96	16	3	14	3	13	1	11	2	9	5	12	1	11	2	10	3				
2 Joe D'Amico	89	18	1	13	4	11	3	12	1	11	3	11	2	10	3	3	10				
3 Bob Wells	62	11	8	15	2					13	1	11	2	12	1			1			
4 Peter Sternberg	58	13	6	11	6	12	2	10	3	12	2										
5 Ron Blackledge	55	14	5	9	8	5	9	9	4					9	4	9	4				
6 Kurt Wells	62	12	7	8	9	10	4	8	5	5	9	8	5	4	9	7	6				
7 Byron Pimms	58	8	11	7	10	9	5	7	6	6	8	7	6	8	5	6	7				
8 Scott McConnell	44	10	9							8	6	9	4	6	7	11	2				
9 Bill Langjahr	44	15	4	10	7					4	10	10	3			5	8				
10 Drew Austin	42	9	10	15	2	7	7									11	2				
11 Larry Stiles	39	17	2	12	5					10	4										
12 Craig Rantala	33	4	15	4	13			5	8	12	2	3	10	3	10	2	11				
13 Scott Thomas	32	6	13	5	12	8	6	2	11	1	13	6	7			4	9				
14 David Jensen	29	7	12	6	11			6	7	3	11			7	6						
15 Kelly Martin	28			16	1											12	1				
16 Mike Pearson	22					1	13	4	9			4	9	5	8	8	5				
17 Daryl Ruff	23	5	14	2	15	4	10	3	10	7	7	2	11								
18 Ron, Hornung	12	3	16	1	16	6	8							1	12	1	12				
19 Jim McCaa	5					3	11			2	12										
20 Rick Shattock	4	1	18									1	12	2	11						
21 Ryan Ruff	3					2	12	1	12												
22 Michael Holly	3			3	14																
23 Dennis Pittis	2	2	17																		

1 Jerry Brower	77		
2 Joe D'Amico	76		
3 Bob Wells	62	1	
4 Peter Sternberg	58	2	
5 Ron Blackledge	55		
6 Kurt Wells	53	4	
7 Byron Pimms	46	5	
8 Scott McConnell	44	2	
9 Bill Langjahr	44	3	
10 Drew Austin	42		
11 Larry Stiles	39		
12 Craig Rantala	31	2	
13 Scott Thomas	31	6	
14 David Jensen	29		
15 Kelly Martin	28		
16 Mike Pearson	22		
17 Daryl Ruff	21		
18 Ron, Hornung	12		
19 Jim McCaa	5		
20 Rick Shattock	4		
21 Ryan Ruff	3	12	
22 Michael Holly	3	14	
23 Dennis Pittis	2		

One point for each boat you beat plus 1 point for starting a race in the regatta. PRO all day gets 2nd Pls Pts.

[Excel](#)

2015 Caper Regatta & R 6N Championship & COW CanAm #4 (Bowman Bay 9/11-13)

By Bob Wells

Kelly Martin is our new Region 6N Champion with his dominant performance in the expected light wind in Bowman Bay - which happens to be Kelly's favorite venue. Nothing new here to the locals who have witnessed this played out time after time. Another local, Jerry Brower, finished a distant 2nd place with a nice consistent effort that separated him from the fleet. Third through 5th was more contested, with Californian Gary Boell holding on to his position by his fingertips. After the first day Californian Craig Mackey was in solid 2nd place, but unfortunately he couldn't stay for day 2. Bruce Andersen also had to leave after the first day for one of his patients. Fortunately local regular Rich Cushing, who missed the 1st day for a golf tournament, sailed the 2nd day. Life is good for Rich.

I'm used to a steadier and a little stronger westerly when sailing Bowman Bay where the consistent wind is ideal for timing starts and speed/tactics are the determinant, not who plays the wind shifts best. It is amazing how adding 2mph improves a light wind for sailing. But Michael Doherty explained that this year it has tended to be lighter and flukier like this Caper regatta that included some drifter conditions. Fluky makes starting much more difficult. I eventually learned if you linger in the front row at the line you lack the momentum needed to stay at the front. Then if you fall behind at the start it is hard to recover with all the disturbed air. It is so much easier in the front row. Weed was a factor too as expected, and when you see a top guy with scores in the teens it is most likely weed. Eelgrass is the most common variety here and it was not much of an issue in our 'stronger' light wind, but in drifting conditions it is significant. Overall I'll call it manageable weed.

Given all this it makes Kelly's consistent performance even more impressive, and his V8 was higher and faster upwind as well as very fast downwind. Summer sailing in Bowman Bay's is where the old wider designs still perform, and it was nice to see the Michael's vintage Glam Rock (older BG one-off) and Julian's V7 (formerly Ian Vicker's turquoise boat in 2011 Worlds) do so well. In fact Julian has a very nice (lightly molested and used) SailsEtc Pikanto for sale on consignment in his shop right now, and there is another one available in the area from J. Warren Brower. Pikantos perform well and are great starter boats at Deception Pass MYC.

Seattle Model Yacht Club



The Caper and Region 6N Regatta at Deception Pass State Park in Washington State. The 400' long pier was built in the 30's, and it was as if it was built for radio sailing. Here the leaders are on the 2nd weather leg in a northwest shift, and this time the wind is flowing under the pier, and other times it is a dead zone. Wayne Martin photo.

After 26 races Peter Stevens noted we finished with nine different designs in our top ten, and such diversity is currently highly unusual in this class. For example Worlds had only three different designs in their top ten. Overall our fleet included 5 Britpops and 4 Kantuns out of 18.

This event is always particularly well organized by Julian Lee, and definitely not a bare-bones style regatta. For example the competitors received their own large framed image taken from past sailing events, wives received packets with local information for their sojourns, and Julian even provided a Porta-Potty at shore edge for the sailors to shorten the walk to restrooms. Craig Mackey had his mast snap just below the gooseneck on Saturday morning, and amazingly Julian had the joiner tube for the groovey mast sections, so Craig was quickly good to go as Julian's shop is just a mile away. Who uses the groovey mast besides Craig anymore?

Another good organizer move was to have Barry Fox serve as our PRO (Barry was our 2015 COW and Hood River Nationals PRO also). In summary, this was another great Caper Regatta in picturesque Deception Pass State Park. Thank you Julian and all.

Summary of the 2015 Caper Regatta & R6N Championship & COW CanAm #4:

Class: IOM

Date: September 11-13, 2015

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

Host Club: Deception Pass Model Yacht club

Entries: 18

Winds: 3.1mph avg.; 11.9mph max

Races Completed: 26

Scoring System: 2014 HMS

Regatta Committee & Valuable Assistants: Julian Lee – Organizer; Barry Fox - PRO; Jean Lee – Race Office; Jack Gibson – Observer & rescue boat; Marc DeJong – Observer; Julian & Jean Lee – Hosts for party; Collie Martin – registration/scorekeeper

2015 Caper Regatta - IOM R6N - Bowman Bay, Deception Pass Park - 9/12-13th.																	
Pis	Skipper	Sail	Home Port	Design-Designer	Score	1	2	3	4	5	6	7	8	9	10		
1	Kelly Martin	77	Bellingham, WA	V8-I Vickers, Eldred	43.0	1.0	3.0	2.0	2.0	4.0	2.0	4.0	3.0	1.0	1.0		
2	Jerry Brower	42	Lk Stevens, WA	Fraktal-G Bantock	93.0	4.0	2.0	6.0	11.0	1.0	13.0	9.0	4.0	2.0	8.0		
3	Gary Boell	71	Richmond, CA	CHEINZ-Jeff Byerley	113.0	3.0	7.0	4.0	10.0	5.0	3.0	2.0	1.0	6.0	12.0		
4	Peter Stevens	54	N Saanich, BC	V9-IanVickers	116.0	5.0	5.0	3.0	5.0	6.0	5.0	7.0	8.0	3.0	7.0		
5	Bob Wells	7	Mercer Is, WA	Kantun S-ZJ&RG	119.0	12.0	1.0	8.0	4.0	7.0	6.0	14.0	6.0	10.0	14.0		
6	Joe D'Amico	86	Sequim, WA	Fraktal2-G Bantock	128.0	8.0	6.0	10.0	3.0	13.0	1.0	3.0	5.0	11.0	4.0		
7	Julian Lee	40	Fidalgo Is, WA	V7-Ian Vickers	145.0	14.0	8.0	7.0	6.0	3.0	7.0	12.0	12.0	4.0	5.0		
8	Mike Doherty	142	Anacortes, WA	Glam Rock-B Gibson	153.0	7.0	13.0	11.0	7.0	15.0	4.0	5.0	10.0	8.0	13.0		
9	Steve Young	13	Tacoma, WA	britPOPI-BG Astbury	175.0	10.0	10.0	15.0	15.0	10.0	9.0	8.0	14.0	9.0	11.0		
10	Ron Blackledge	217	Portland, OR	britPOPI-BG Astbury	177.0	9.0	9.0	5.0	8.0	8.0	10.0	10.0	11.0	12.0	6.0		
11	Craig Mackey	29	OceanSide, CA	britPOPI-BG Robot	198.0	6.0	4.0	1.0	1.0	2.0	8.0	1.0	2.0	7.0	2.0		
12	Kurt Wells	37	Seattle, WA	britPOPI-BG Vinaixa	225.0	11.0	14.0	13.0	13.0	9.0	14.0	6.0	13.0	5.0	15.0		
13	Bill Willson	69	Port Ludlow, WA	Kantun SMX-ZJ&RG	265.0	15.0	19.0	17.0	19.0	14.0	16.0	13.0	9.0	14.0	16.0		
14	Daryl Ruff	67	Fife, WA	Kantun SMX-ZJ&RG	277.0	16.0	12.0	12.0	16.0	12.0	12.0	11.0	17.0	15.0	10.0		
15	Craig Rantala	12	Sequim, WA	Kantun SMX-ZJ&RG	285.0	13.0	15.0	14.0	12.0	17.0	15.0	17.0	16.0	16.0	3.0		
16	Bruce Andersen	16	Boise, ID	britPOPI-BG Robot	291.0	2.0	11.0	9.0	9.0	11.0	11.0	15.0	7.0	13.0	9.0		
17	Jim McCaa	25	Seattle, WA	Topiko-G Bantock	310.0	17.0	16.0	16.0	14.0	16.0	17.0	16.0	15.0	17.0	17.0		
18	Rich Cushing	131	La Conner, WA	Pikanto-G Bantock	314.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0		

Pis	Skipper	Sail	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	Score
1	Kelly Martin	77	1.0	2.0	3.0	6.0	1.0	1.0	1.0	11.0	8.0	1.0	2.0	1.0	4.0	1.0	6.0	2.0	43.0
2	Jerry Brower	42	4.0	3.0	10.0	1.0	4.0	11.0	5.0	1.0	2.0	2.0	8.0	4.0	3.0	9.0	4.0	7.0	93.0
3	Gary Boell	71	2.0	17.0	4.0	3.0	5.0	2.0	3.0	16.0	11.0	7.0	4.0	14.0	6.0	2.0	11.0	14.0	113.0
4	Peter Stevens	54	11.0	4.0	8.0	5.0	8.0	5.0	2.0	4.0	6.0	10.0	3.0	8.0	8.0	8.0	9.0	1.0	116.0
5	Bob Wells	7	16.0	10.0	5.0	2.0	10.0	3.0	6.0	2.0	3.0	3.0	9.0	5.0	2.0	16.0	2.0	3.0	119.0
6	Joe D'Amico	86	7.0	8.0	9.0	7.0	2.0	9.0	4.0	6.0	12.0	8.0	16.0	6.0	7.0	5.0	5.0	5.0	128.0
7	Julian Lee	40	13.0	13.0	7.0	8.0	14.0	7.0	12.0	3.0	1.0	4.0	7.0	2.0	9.0	7.0	1.0	15.0	145.0
8	Mike Doherty	142	3.0	9.0	6.0	11.0	15.0	16.0	7.0	5.0	5.0	5.0	1.0	3.0	5.0	4.0	14.0	11.0	153.0
9	Steve Young	13	12.0	7.0	11.0	13.0	9.0	8.0	10.0	7.0	7.0	9.0	6.0	9.0	1.0	3.0	3.0	6.0	175.0
10	Ron Blackledge	217	14.0	14.0	12.0	10.0	3.0	4.0	13.0	8.0	4.0	6.0	5.0	13.0	12.0	6.0	7.0	12.0	177.0
11	Craig Mackey	29	6.0	1.0	1.0	4.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	198.0
12	Kurt Wells	37	5.0	6.0	14.0	12.0	11.0	13.0	8.0	9.0	13.0	15.0	11.0	10.0	13.0	12.0	15.0	4.0	225.0
13	Bill Willson	69	10.0	12.0	2.0	14.0	12.0	10.0	9.0	12.0	14.0	11.0	15.0	11.0	10.0	13.0	13.0	19.0	265.0
14	Daryl Ruff	67	15.0	15.0	15.0	16.0	6.0	12.0	14.0	14.0	16.0	14.0	13.0	15.0	15.0	11.0	10.0	8.0	277.0
15	Craig Rantala	12	17.0	5.0	17.0	15.0	13.0	15.0	15.0	10.0	15.0	13.0	12.0	12.0	16.0	15.0	16.0	9.0	285.0
16	Bruce Andersen	16	9.0	11.0	13.0	9.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	19.0	291.0
17	Jim McCaa	25	8.0	16.0	16.0	17.0	16.0	14.0	16.0	15.0	10.0	16.0	14.0	16.0	11.0	14.0	8.0	10.0	310.0
18	Rich Cushing	131	19.0	19.0	19.0	19.0	7.0	6.0	11.0	13.0	9.0	12.0	10.0	7.0	14.0	10.0	12.0	13.0	314.0

Hosted by Deception Pass MYC - PRO: Barry Fox-

2015 COW CanAm PacNW Series:

2015 COW CanAm Regional Series Results:

Bob Wells Reporting & Jerry Brower Scoring:

Our fifth annual COW CanAm Series again comprised of four regattas: the Canadian and USA Nationals, the Canadian Westerns, and the USA 6N Regionals. This was easily our most significant lineup of regattas yet. We had ten days of scheduled sailing (nine days actual) with over 100 races, and in the end Californian Gary Boell is our new champion for his second time. Gary's win is well deserved as he traveled the farthest to compete and sailed consistently well to finish near the top in all three of his regattas. Once again Washington's Joe Damico is the bridesmaid in a regatta series, and you have to wonder how many times this can continue to happen? Joe is also the only skipper that raced in all four regattas. Last year's winner, Jerry Brower, placed third. Jerry likely would have repeated as this year's champion if he didn't man the buoy boat at US Nationals in Hood River when we needed help. Unfortunately our simplified scoring system doesn't allow points to compensate volunteers, so file this under "Jerry's good deed did not go unpunished". BC's Peter Stevens was the highest finishing Canadian in fourth, finishing only four points behind the champion. This was another tight series where our championship was undecided until the last few races.

Seattle IOM Update

Annual Summary – December 2015

Cali's extraordinary sailmaker Dave Ullman is a past winner of three 470 Worlds, who sailed conservatively and famously never won an individual 470 race at Worlds. In a similar vein none of our top four skippers won a regatta in our series. The regatta winners Graham Herbert (undefeated with two wins for serious bragging rights), Kelly Martin, and John Ebey all sailed well of course, but did not enter enough regattas to finish higher than 5th. All the regattas were well run this year by Canadian PROs, with Barry Fox serving in three regattas and Lawrie Neish. Most importantly all events continue to be social successes as well as providing excellent competition at great venues.

2015 COW CanAm Regional Series														rev 10/13/15												
				BFR		CAN		USN		TCR		T/B	1pt for every boat you beat + 1pt for competing				BFR		CAN		USN		TCR		T/B	
pls		total	pls	pts	pls	pts	pls	pts	pls	pts	pls	pts		pls		total	pls	pts	pls	pts	pls	pts	pls	pts		
1	Gary Boell	Richmand, CA	65			2	29	4	20	3	16			30	Mark Wallace	Saltspring IS, BC	13	18	5	23	8					
2	Joe D'Amico	Sequim, WA	64	7	16	7	24	13	11	6	13			31	Julian Lee	Fadalgo Is, WA	12							7	12	7
3	Jerry Brower	Lake Stevens, WA	61	2	21	8	23			2	17	2		32	Steve Toschi	Grover Beach, CA	12					12	12			12
4	Peter Stevens	North Saanich, BC	61	3	20	5	26			4	15	3		33	Roger Kibble	Saltspring IS, BC	12	17	6	25	6					17
5	Kelly Martin	Bellingham, WA	59			3	28	11	13	1	18			34	Andrew Baak	Calgary, AB	12			19	12					18
6	Graham Herbert	Hornby IS, BC	52	1	22	1	30							35	Mike Doherty	Anacortes, WA	11							8	11	8
7	Mark Golison	Long Beach, CA	49			4	27	2	22					36	Kurt Wells	Seattle, WA	11					20	4	12	7	12
8	Bob Wells	Mercer Island, WA	45			14	17	10	14	5	14			37	David Cloud	Hornby Island	11	12	11							12
9	John Ball	Parksville, BC	40	4	19	10	21					4		38	Dale Chase	Hornby IS, BC	11			20	11					20
10	Steve Young	Tacoma, WA	34			13	18	18	6	9	10			39	Fred Herfst	Sidney	10	13	10							13
11	Bob Lewis	Vancouver, BC	32	10	13	12	19							40	Jim Wondolleck	San Rafael, CA	10					14	10			14
12	Larry Stiles	Sedro Woolley, WA	31			9	22	15	9					41	Scott McConnell	Lynwood, WA	10			21	10					21
13	Craig Mackey	Oceanside, CA	29					3	21	11	8			42	Ron Blackledge	Portland, OR	9							10	9	10
14	Steve Kibble	Victoria, BC	27	16	7	11	20							43	Bob Copley	Port Alberni, BC	9	15	8	30	1					15
15	Martin Herbert	Saltspring IS, BC	25			6	25							44	Daryl Ruff	Fife, WA	8	21	2			23	1	14	5	14
16	Stan Schofield	Nanaimo, BC	24	14	9	16	15							45	Bruce Andersen	Boise, ID	8					19	5	16	3	16
17	John Ebey	San Rafael, CA	23					1	23			1		46	Nick Allen	Burbank, CA	8					16	8			16
18	Nigel Ashman	Vancouver, BC	23	9	14	22	9					22		47	David Jensen	Bellevue, WA	7			24	7					
19	Adrian Harrison	Victoria, BC	20	8	15	26	5					8		48	Bill Willson	Port Ludlow, WA	6							13	6	
20	Bill Langjahr	Anacortes, WA	20			18	13	17	7			17		49	Jim McCaa	Seattle, WA	5					21	3	17	2	
21	Jon Elmaleh	Brooklyn, NY	19					5	19			5		50	Craig Rantala	Sequim, WA	4							15	4	15
22	David Seager	Victoria	18	5	18							5		51	David Taylor	Saanichton	4	19	4							19
23	Stephen Cohen	Los Angeles, CA	18					6	18			6		52	Vic Childs	Anacortes, WA	4			27	4					27
24	Andy Slow	Hornby Island	17	6	17							7		53	Matt Law	Calgary	3	20	3							20
25	Bill Wright	Alameda, CA	17					7	17			7		54	Ole Andersen	Saltspring IS, BC	3			28	3					28
26	Peter Sternberg	Redmond, WA	16					8	16			8		55	Scott Thomas	Edgewood, WA	2					22	2			22
27	Al Finley	Brentwood, CA	16			15	16					15		56	Mark Verrey	Calgary, AB	2			29	2					29
28	Morgan Dewees	Portland, OR	15					9	15					57	Rich Cushing	La Conner, WA	1							18	1	18
29	David Cook	Victoria, BC	14			17	14							BFR=Beaver 3/28-29. CAN=Saltspring 6/5-7. USN=Hood 7/17-19. CRB=Bowman 9/12-13.												

Thanks to BC's Lawrie Neish the COW CanAm Series (Canada – Oregon – Washington) got off to a great start in 2010 with lots of enthusiasm when Lawrie and Bob Wells met on the phone and quickly organized a promotional IOM regatta in Renton, WA. Lawrie cajoled ten BC skippers to trek to Renton to promote the IOM class, and five skippers from Oregon and five fledgling skippers from Washington joined in. This regatta was the catalyst for IOM sailing enthusiasm in Washington State and our regional series. The next year our COW Series was fully functional with lots of folks crossing borders to join in the fun. The COW buzz continued in 2012 and 2013.

Somehow in 2014/2015 the juice dissipated from the COW CanAm Series concept, and the organizers have decided to drop this regional series as no longer relevant. Ranking regattas are a draw for skippers to travel and attend. However, the COW is no longer a strong enough draw to get people to travel or even to talk about the series. Canucks have all but stopped traveling to the US to race. Many of us still habitually cross PacNW borders to attend IOM regattas, and this will continue with no drop anticipated in attendance. Our regional regattas are popular enough now that they stand on their own, and part of the reason is from exposure as a COW event.

The COW Series served us very well and now we move on with great memories. Jackie and I look forward to traveling next year to BC and Oregon to attend our established regional regattas. The trips are always a little adventure and the people and sailing are great. And I hope you join us when Seattle MYC hosts the "original" COW Regatta in Renton on big Lake Washington and later at Deception Pass MYC's Capers Regatta on Bowman Bay in the fall.

2015 USA Worlds:

This article was first published in the AMYA's Model Yachting magazine and is used with permission. It is added here for our international friends that don't subscribe to the magazine, and it has been further edited a bit and many images were added:



An A-Fleet start on the middle course, which is the show that everybody stops to watch. Photo © Hanneke Gillissen

2015 IOM Worlds Observations

By Bob Wells

Congratulations to the USA organizers and all the volunteers for pulling off a first-class event. After six days of excellent and challenging racing conditions, GBR's Brad Gibson is our World Champion for his second time. This time there was no obvious drama for a rare dominate win in an IOM World Championship. Brad now joins GBR's Graham Bantock and Aussie Craig Smith as our only Champions with two wins. His Worlds roommate and our 2011 World Champion, Peter Stollery, was a distant second and our 2009 World Champion, Zvonko Jelacic from Croatia, finished a close third to complete the podium. For a while the top six were all from the UK or Croatia, but Ian Vickers from New Zealand and Olivier Cohen from France closed well for fourth and fifth positions. Croatian Mario Skrjil held on for sixth place and GBR's Rob Walsh, our 2013 World Champion, held on to seventh. To suggest they "held on" is a misnomer as they sailed very well to the end, but A-fleet is so competitive at the top that if you miss a start or a shift you are accumulating points you don't want. All five fleets were strong but A-fleet is the show; and it was tough to break into it. The perennial regulars at the top swapped positions with each other, and they made it tough to join this exclusive club. Also check out the event website with lots of fresh content at usaalomworlds.com. Find an excellent recap video produced by Rick Francesconi and Kaleu Wildner here: <https://www.youtube.com/watch?v=XIMFLTQ9sBA>. Find the digital version of the event magazine here: http://issuu.com/radiosailing.today/docs/10_worlds_magazine?e=16590791/13109003.

After the regatta Ted Flack summarized the competition level best, "The Worlds sailors are just what they should be, the best in the world". There's no question this was easily the deepest field of radio sailors I've seen, but like Ted I haven't traveled to see first-hand other World Championships (WC), European Championships (EC), or a UK National championship for that matter. I asked German Kym Daub how Foster City compared with the 2014 UK Nationals he attended, and he said no question Worlds talent pool is deeper. Huub Gillissen has been to a number of Worlds, and he thought the skipper quality at the 2011 West Kirby WC is comparable to this championship. He also thought the 2013 Israel WC and the recent ECs had a few top skippers missing. We had 76 skippers spread over five heats per race with

20 boats on the line, and even the lowly E fleet was mostly really solid skippers. So if you're coming to Worlds, you need to be really good or bring moral support because your ego will be bashed. I have this on good authority from many competitors.

The Boats: I don't suggest this WC is the deepest field ever, as the 2011 UK Worlds was essentially the same field, particularly at the top. The top guys keep making the commitment to come back as does the rest of the field frankly. But it is easier to maintain speed now thanks to Brad Gibson's 2010 Britpop prototype, a breakthrough design that inspired all the other designers to narrow their hull forms. This is old news, but IOMs are all now much skinnier with high prismatic (full) bows. And they all have soft or hard chines running the length of the hull with the topsides either vertical or most likely with tumblehome. Through waves this style hull steers and maintains speed easier, and Worlds tend to be held at windy venues. Also very importantly Brad provides a total system with his sails and a rig and trim guide, which he conveniently developed for his customers after untold hours of development. He didn't invent the idea of a boat as a whole package, but he refined it to a very high degree. The Britpop was also by far the most popular hull entered in this WC, and they happen to be the only IOM produced by three different licensed international builders. For the record, four Britpops finished in the top ten and Brad sailed a similar slightly narrowed proto version called "Pop" for his win, making it 5 in the top 10 for the Britpop family in my book.



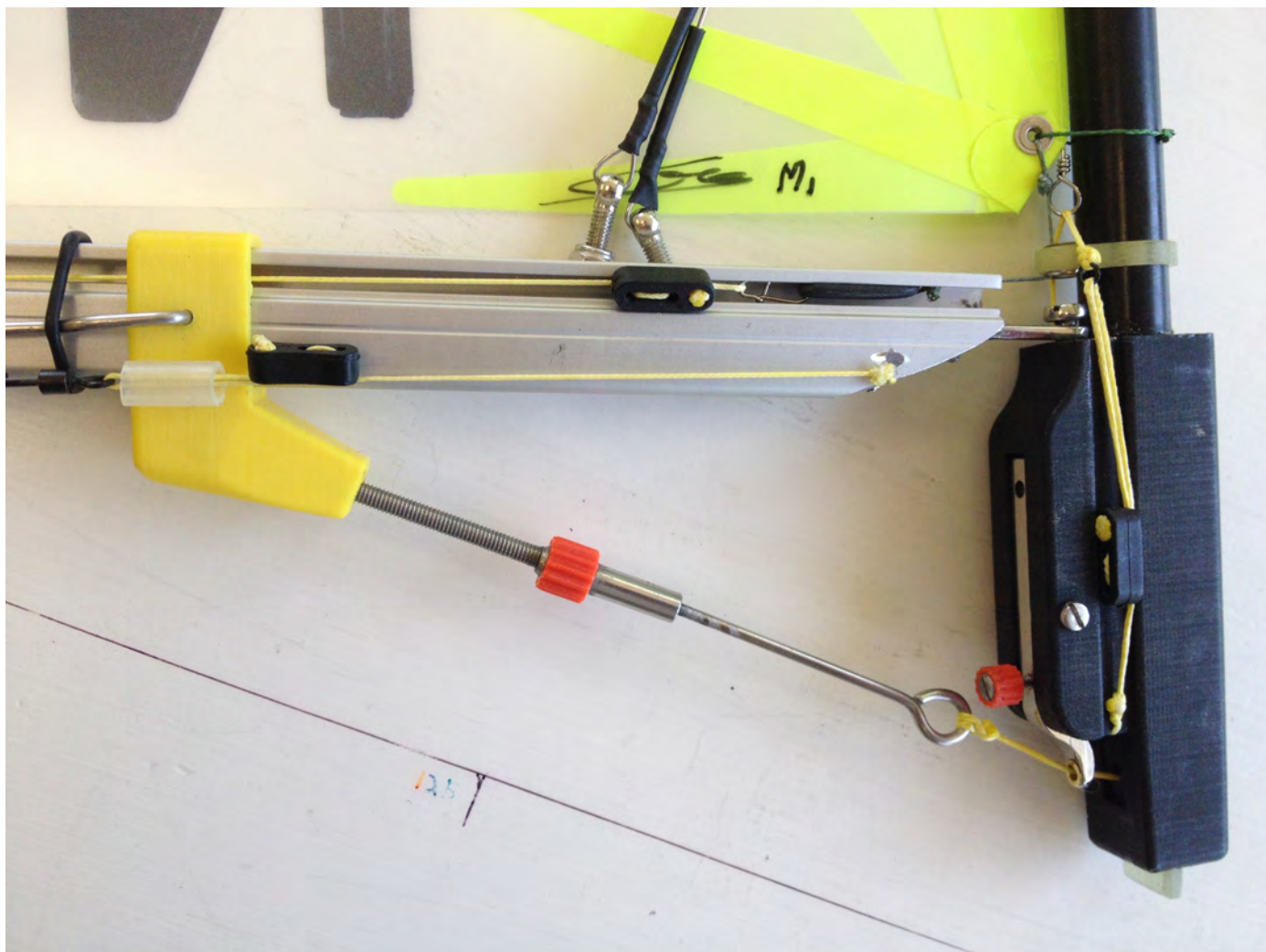
Winner Brad Gibson's POP was impeccable in execution in every detail that I could see, including the rig and sails. Brad's extra smooth sails tended to be a little less twisted and he was often very active easing his sheets then pulling back in to stay powered up. And Brad worked the sheets going downwind as well as upwind. Photo © Hanneke Gillissen

Of course there were many other high quality designs in our IOM fleet, many that I had only seen in pictures before. The diversity of designs within our box rule for the hull and foils is impressive and fun to follow. I assisted for two days of the check-in process to measure in the boats, and I was often distracted gawking at the cool gear. The innovative KantunS design from Croatia stands out with four in the top ten finishers that includes a strong third place finish from designer-builder-sailmaker Zvonko Jelacic. With the KantunS package you can purchase just the hull or everything except the radio, and it will include rig and

tuning guides. Jelacic Sailing also produces the only heat molded sails shaped without seams in the class. The young strong Croatian team of eight skippers uses the KantunS almost exclusively, and their travel expenses were partially funded by their government to promote tourism in their country. Nice work if you can get it!

Rounding out the top ten finishing boats is Ian Vickers in fourth sailing his latest design called the V9. Ian's day job is to produce his V9 and now also sails out of New Zealand. I asked him if he felt business pressure to perform well at Worlds? Ian admitted there was an element of that, but he tries his best to block it out because it doesn't help performance. Compared to his V8, Ian's V9 features a wider more powerful beam and stern; and his new foils have a distinctive flair at the top where they join the hull. Ian told me that he borrowed the flared foil idea from the legendary Geoff Smale, who in the 1997 Worlds used something similar with success, but then he abandoned the concept. USA's Mark Golison, also sailed his new V9, but Mark chose the conventional V9 foil after trialing both. Conservative Mark knew his boat was fast, and didn't want to try something new just before the regatta. Showing experience like Brad Gibson and Ian Vickers, Mark also trial sailed his equipment on the first day of measurement because you can't change after measure-in. I think BG was trialing different sails.

Mark Golison began radio sailing just two years ago; and he was the USA's best hope after placing very high in his first four races. Mark spent the early days in the top ten, but he couldn't sustain it and he finished as the highest American at a very respectable 13th. Mark proves an extensive history in people race boats can transfer well to radio sailing in a short time.



The most amazing rig fittings were Huub Gillissen's 3D printed custom fittings, and his new vang is shown here. By adjusting the red lever Huub easily fine-tunes his downwind main leech tension – that's cool. Photo Larry Stiles.

Almost breaking into the exclusive top ten club on his first try was the young and always smiling Kym Daub from Germany, who finished 11th and almost always placed in A-fleet. Kym was sailing the apparently no longer in favor Lintel MMX, the only one in the fleet, with German scrim Mylar sails from a sailmaker that I hadn't heard of. Kym had the extra burden of his Mother and Father intently watching every race. When I suggested to him this might be extra pressure, he just laughed and told me he is really glad they could join him. The Lintel and Lintel MMX performed very well at the 2011 Worlds, and it was good to see this yacht perform so well again. Kym's boat might be the only pre-2010 design sailing in the fleet, which shows how complete the design transformation to narrow boats has been since.

In 12th place is two-time former World Champion Craig Smith from Australia sailing his Chase, a design by his buddy Huub Gillissen from the Netherlands. Craig is an Australian boatbuilder that scaled down to building meticulous radio sailing boats about twenty years ago, and in particular I admired his tasteful rigs refinements. The rig on Huub's Chase featured his custom 3-D printed fittings no less. Craig and Huub build the Chase in a limited production series, and Sweden's Claes Brunnhage explained how he got Huub to build him his Chase. Begging didn't work, so he invited Huub and Hanneke to a 2014 Swedish IOM sailing vacation in the countryside at a superb cabin on an inlet. Claes said that at the end of the trip Huub finally relented and agreed to build his Chase. The lengths the IOM consumer sometimes goes to snag their coveted boat...

Yannick Rossignol was part of the large strong French team and the third highest French finisher in 15th place. Yannick was one of three sailing the best-named design in the fleet - *Il était un petit navire*. The translation is "There was once a little boat", the first line in a traditional French song. Marc Pomarede, another WC competitor, designed *petit navire*; that is similar to the current narrow IOMs, except I noticed a little horizontal spray rail in the bow just below the deck. I could go on with other designs, but you get the idea there are lot of different takes on what makes a fast IOM. What we didn't see is the wide beam designs like the Pikanto, which won the Barbados World Championship in 2009 and UK Nationals in 2010. At the Worlds level the transformation is complete away from wide beam designs, although they continue to perform well at light air venues and at club races.



Ouch! Torvald Klem's bow is seen over the deck yet under BG's mainboom, something probably impossible to repeat? Peter Sternberg photo.

The Skippers: As good as the boats and related equipment are, the deciding factor for this fleet is the
Seattle Model Yacht Club

skipper's overall ability. You simply cannot buy your way into a high position at a WC with better equipment; you have to be a skilled skipper that can manage a long competitive regatta and that takes time. The guys at the top are all silly good, and they have been there for a while. Speed is similar for all the boats in the top fleets, but how you handle the transitions and position yourself within the course of the race make the difference. No question A-fleet is where everybody stops what he or she is doing to watch. I know from experience that Central Lake in Foster City is a challenging venue and they made it look almost easy. It is not easy; it is the high skill level. This is skill sans the fuss of shouting or collisions.

For an idea of how good the competition is, the UK's Graham Bantock is a two-time former World Champion who finished 16th. Most of us would be thrilled with this, but it is by far his worst result in the ten WC championships he has entered. Graham has amassed more overall points than anybody counting all WCs. A few months previous Graham swept the Australian Nationals in IOMs, 10R, and A Class - an impressive and rare feat. In both IOM events Graham was sailing the same white Aussie built Fraktal2 IOM that he designed, and I think he had only one breakdown where his boat was rescued. Ever candid Graham admitted that early on he was struggling with carrying his 1-rig in the high wind ranges, something he was good at in the past. Eventually he figured it out though, as he moved up to finish in A-fleet for the last half of the regatta.



Foster City hospitality on display again. These ex-Mayors, Police Chiefs, Fire Chiefs, and others barbecued the ribs and chicken for our Tuesday evening crew barbeque at the Community Center. Another fun evening in perfect weather thanks to our organizers and Foster City. Photo © Hanneke Gillissen

At the 2014 US Nationals on this same lake, Tony Gonsalves from Barbados collected a solid dominant win, which is nothing new for Tony in major US events. Tony just has a knack for sailing smart and making radio sailboats go fast, and for sharing his happy go-lucky island personality. At this Worlds he finished 18th, as compared to 16th at the WCs in 2009 and 2011. I was privately expecting Tony to finish higher, but that was without observing a WC before. There's just a lot of depth in the talent here.

The USA's Ted Flack finished 53rd, and he summarized the skippers well, "Yes it was my first Worlds, believe me, the Worlds is a big deal! I thought I was going to puke the first day. And my sailing reflected that I was more than a little nervous, and intimidated. Every fleet down to the E was full of good sailors and the guys that were always in the A fleet are at a completely different level. I spent most of my week in C and D Fleet and was not happy with my performance until I looked at the guys I was racing against. Then I didn't feel quite as bad as lots of really good sailors came down to C or D fleet to race with

me. The fun part is that even in the lower heats the sailing is really tough, close and everyone sailed very well with a lot of respect for each other, the rules, and they had fun with the close racing. Some races there would be 10 boats finishing within seconds of each other. Beat the big pack and you move up, but be 10 feet behind and you go down. And of course finally meeting a bunch of people I had only read about was the highlight of the week. The IOM fleet is full of really nice people, which is one of the reasons I like the class so much.”

The Worlds skippers are a fairly mature group, with an average age of 52. The youngest skipper was 25 and the oldest admitted to 80. In the USA we bring the average up – we’re older. When it comes to the top 10 though the skippers are younger. For the top 5 an age range of 43-46 was the narrow sweet spot, except Zvonko Jelacic at 32 was the outlier. For those finishing 5-10 the average age drops to around 30. For the record the younger skippers at the WC all are experienced skippers, as they all had the good sense to start sailing earlier in life. The Worlds website has bios on all the skippers and their boats if you are interested. I agree with Ted, this is a friendly bunch of sailors to hang out with.



Reaching to the offset mark in modest waves are NED's Huub Gillissen (99) and CRO's Zvonko Jelacic. Both are designers and sailmakers creating fast IOM equipment. Photo © Hanneke Gillissen

Finally there are also a select few skippers who design and build their own boats, and this is the multitasking IOM group I particularly respect. The internationally well-known commercial suppliers that work full-time in radio sailing include: Brad Gibson (1st), Zvonko Jelacic (3rd), Ian Vickers (4th), Craig Smith (12th), and Graham Bantock (16th). Each of these guys has also been a World Champion except Ian, and I think Ian just needs to enter a few more WCs to eventually win his. Brad Gibson is primarily focused on sailmaking, but he builds his prototype hulls as part of refining his designs to be commercially built by others under license. Zvonko teams up on hull design with Robert Grubisa (50th), and Robert also molds their hulls that Zvonko completes. Zvonko is the sailmaker and innovator on this Croatian team. In addition to designing/building his boats, Ian has just recently began selling his line of sails produced in collaboration with Trevor Bamforth, another well known name in the IOM class. I think it is safe to say Graham Bantock runs the biggest radio sailing enterprise in the world, SAILSetc, where he is the hull designer and sailmaker. SAILSetc's comprehensive equipment range is sold worldwide, and it has been

for many years. Then we have hard working Denis Astbury (19th), who commercially builds the *Britpop* under license in Brazil after he finishes his day job, and young Denis builds impeccable boat as well as being an excellent sailor. If Dennis spent more time traveling to sail IOMs his finishes in Worlds would be higher. The well travelled Huub Gillissen (22nd) from the Netherlands designs/builds his own boats and sails with excellent craftsmanship, and I get the feeling he sells occasionally to friends. Huub is all about quality and refined innovation without commercial commitments – smart guy. I know less about Frenchman Marc Pomarede (47th), the designer and builder of the *Il était un petit navire*, but Olivier Cohen calls him “the God of boatbuilding”. I’ll accept that and point out that he is a good sailor too, like everybody in this group. My apologies to any other designer-builders in the field that I failed to acknowledge. The Worlds website under ‘news’ has my recent interviews with Brad, Ian, Denis, and Robert Grubisa.

Race Management: Race management was international and well run as expected. The class takes fair sailing very seriously. You see it in the concern to have a good windward-leeward racecourse, and how quickly they adjust or move the course for wind shifts. You see it in management of the class rule, and in the protocol for international judges (IJs) at a WC. Easily the most expensive item for WC race organizers are the IJs, of which six of the eight must by rule not come from the host country. When you add up all travel, housing, and food expenses required for each IJ, then you understand the organizers made a significant financial commitment to have them. Because of the long race day we used two teams of four IJs, so they stay fresh through long days. Each IJ is paired with an observer chosen from the skippers; so eight pairs of eyes are independent observers to ensure clean sailing. They allow contacts to be resolved on the water, but if they are not resolved after about 45 seconds the offending boat hears a whistle and a loud PROTEST call with their sail number. The offender now must quickly do two “circles” to exonerate; the extra “circle” is the punishment. This system allows many more races because less time is spent in a protest room. The weakness is I think some skippers begin to rely on the observers call instead of sailing Corinthian as we are supposed to do. There is no perfect system.



Rounding the leeward gate in sparkling steep waves with 3-rigs are boats from BAR (Peter Allen), USA (Gary Boells),

A significant commitment by the organizers to improve fleet communication was the digital scoring with large monitors developed and run by scorekeeper Harry Drenth from the Netherlands. It all worked amazingly well providing fast results, and it was connected to the Internet to share the results instantly around the globe. The system wasn't perfect though, as it turned out transferring the signal through the slower Netherland servers slowed the faster 4G signals from the USA by about 15 minutes. No one recognized this delay until a promotion error was discovered. You try to think of everything, but stuff happens.

Protest hearings, reciprocity hearings, general recalls, course changes for wind shifts, and unsettled wind all conspired to slow getting races off. Starts were aggressive causing general recalls to be called regularly in every heat, and I estimate 1.6 general recalls per heat overall. That's a lot of recalls. What was surprising is early on the Line Judge often skipped the "I" Flag progression and went straight to the black flag after just one general recall. This was questioned at the second day's Skipper Representative Meeting, and in response the PRO defined the protocol to include the "I" Flag before the black flag. I noticed a few A-fleet guys seemingly lost their mental edge after being black-flagged, and it took a day or more to recover their swagger and return to A-fleet consistently. PRO Fred "Boats in the Wadda" Rocha and his race management team did well to achieve 26 races (or 130 heats) over the six-day competition. For a good reference the 2011 WC in West Kirby, the previous Worlds with five heats, achieved 21 races in the same period. The overall planning and race day efforts paid off I think.

Surprisingly there was one Rule 69 hearing. This was a brief aberration as the skippers were all well behaved, including the Rule 69 perpetrator except for that brief moment. He was very apologetic, as frankly he needed to be. You can read a summary about it on the IRSA website.



Reaching to the offset mark Ted Flack USA 45 has inside overlap as he fends off a pack that includes BRA, JPN, BRA, and NZL. Photo © Hanneke Gillissen

The Venue: Central Lake is a special place to radio sail providing challenging winds that are consistently strong, blustery, and shift. The long shoreline curves so the PRO can move around the curve as the wind changed direction, providing three course options that were all used. Race management would sometimes have a second course being set up while we were racing to reduce the time between course changes. If you raced the “flag course” you also get incredibly steep chop from the long windy fetch with rebounding waves, as seen in some of the videos. This chop caused some grumbling from some of the skippers who hadn’t seen anything like it before. It is a test for skippers for sure, but IOMs handle it well. Actually in my two previous regattas in Foster City we always raced the flag course, so the WC skippers got off easy racing the “flag course” chop only about a third of the time.

This well-used park also provided convenient parking and clean restrooms and the essential room to store the boats over night. And it provided a luxurious water oriented multi-purpose room for opening and closing ceremonies and our banquet. I’ve never seen better facilities for radio sailing or a more supportive Parks Department. Well done Foster City.

Volunteers: I have also never seen so many volunteers working a regatta, and we were a happy enthusiastic bunch glad to be there. If you volunteer for the duration of the regatta then you are on for six days of racing and two days of the measure-in process, and that doesn’t count the meeting day before or the lay day in the middle of the regatta. You are on for long days too, 8.5 hours of non-stop racing for six days. Then there is the travel time to attend the regatta, and many came from overseas. It is no surprise the volunteers are mostly all retired or semi-retired.



Ten seconds before an A Fleet start on the choppy Flag Course. I count five former World Champions in this heat – Gibson, Walsh, Jelacic, Smith, and Stollery. And there is one 3-rig, John Cleave GBR 0. Photo © Hanneke Gillissen

I was a volunteer for the duration and we all had fun and felt appreciated. I’ll mention a few that I saw on the job every race day. Everybody knows Hanneke Gillissen from the Netherlands, our official photographer here and for events around the globe. Aussie Annie Walker was perpetually smiling during

Seattle Model Yacht Club

her important job as line judge assistant for every heat. Scoring assistant Hanny Geelkerken from the Netherlands worked every heat also. I saw the USA's Tom Brighton all over the place providing critical A/V equipment support, which is a real challenge when the course moves through the day because there is a lot of A/V equipment to schlep and reconnect. Tom was the first guy on the job in the morning and the last to leave. USA's Baron Bremer was everywhere providing whatever was required at the moment with a smile and enthusiasm. USA's Larry Grant was moving our buoys all day every day, a thankless solo job for sure and he showed great patience as the wind shifted. The USA's clipboard carrying Gene Harris was a key cog for the organizer team, who managed things like our opening and closing ceremonies and seemingly detail after detail. USA's Larry Stiles and Kelly Martin, my roommates, spent the regatta in the rescue boat, and swooped in at a moments notice to keep the course clear of disabled boats. Melodee Dunlap was at the lunch table everyday passing out food, but her critical job was bookkeeper for the regatta. I'm not sure if it was a help or hindrance that she is also the Regatta Chairman's wife, but Worlds was a serious family commitment. Everybody mentioned here was also served on the two measure-in days. Vice Chair Gary Boell acted like a volunteer before and after the racing as he schlepped equipment, then he was a skipper during the racing. There are many other volunteers, but these are the ones I noticed most often. It's a great gig.



The Flag Course has steep waves, as AUS 747 Craig Smith is experiencing in his 2-rig. Photo Larry Grant.

The Organizers: Full credit to the USA organizers for pulling off this memorable first class event. They didn't miss anything, including the social events in the evenings. It all started with Fred Rocha's hard work to bring more professionalism to IOM USA regattas, and then his crazy notion that USA could host Worlds. A regular IOM regatta organizer, Bob Dunlap bought in very early and in 2012 they were meeting regularly to plan 2015 Worlds. Bob already had Foster City in mind as a potential ideal big regatta venue, although it had not been used for organized radio sailing. Bob's big first step was to sell Foster City Parks on radio sailing and then hosting a few small trial regattas to prove the concept. After much scrutiny and many meetings Foster City was onboard. They turned into a great partner with ideal lakeside facilities for Worlds. With the venue in hand, next they had to win the International Class Associations' involved

selection process, where the USA succeeded over a strong bid from Spain.

Some panic and the real work kicked in after the selection with detail after detail to resolve. Bob Dunlap of South Bay Model Yacht Club was Regatta Chairman with Gary Boell stepping forward as Vice Chairman; and both have made significant contributions in so many areas for so long. Blame Gary Boell for bringing the cool digital scoreboard into the regatta. He first saw it in operation in the 2013 Israel WC, and then it received glowing feedback from the 2014 M Worlds in Europe. Gary advocated for it for the efficiency it offered for heat management. Our other key organizer was Fred Rocha, who officially was our PRO. Fred's responsibility included skipper allocations and the Race Management team selections. I have no inside knowledge of the many meetings, but obviously the organizers consistently chose first-class over a bare bones event. It showed in many areas such as the top-notch website loaded with new content, the over-the-top cool digital scoring connected to the Internet, the 52 page event magazine with all new content, some excellent group dinners, and the slick highly edited daily video reports provided. All were costs on top of the prescribed items like International Judges. This was expensive, and it took a number of benefactors to cover these significant extras that were way beyond the first budget. The skippers all benefited, but without much more significant sponsorship support these extras are not sustainable.

Harry's top-notch website unfortunately lost significant content in a server crash a month after the event. Without backup our most recent content is gone, including Hanneke's event images, and our news/interviews for two months leading up to and including the regatta. It is a shame to lose our most relevant content, and now revisiting the event via the website will be forever disappointing. The event Facebook page is still a reference.

Do I have anything else negative to say; well it certainly was chilly standing in the wind and especially at the end of the day. My first IOM World Championship was memorable - everything I hoped for and more. I worked harder than expected and to socialize with folks from around the globe was terrific as expected. And the slow drive wine tasting through Napa Valley with Larry Stiles on the way home capped everything off nicely. Fortunately Larry was designated driver and only sipping.



Before the last races we all knew Brad Gibson was our 2015 World Champion, no need to tally the scores. Obviously elated here after the last race, our new champion poses with his signature plaid hat and his custom proto, Pop. Earlier in this regatta BG told me he thinks that he'll trial another similar prototype iteration with modest bow revisions, and then consider commercial production for this design. He also thinks Britpop owners have nothing to be concerned about, "It will continue to be very competitive design at the highest levels of competition". Photo © Hanneke Gillissen

2015 IOM USA Worlds Results after 26 Races with Four Throw Outs:

Position	Skipper	Nation	Design	Score
1	Brad Gibson	GBR	Pop	84
2	Peter Stollery	GBR	Britpop!	109
3	Zvonko Jelecic	Croatia	KantunS	112
4	Ian Vickers	New Zealand	V9	135
5	Olivier Cohen	France	BritPop!	139
6	Mario Skrijl	Croatia	KantunS	141
7	Rob Walsh	GBR	Britpop!	149
8	Alexis Carre	France	BritPop!	177
9	Marko Matic	Croatia	KantunS	191
10	Robert Matulja	Croatia	KantunS	216.9
11	Kym Daub	Germany	Lintel MMX	221
12	Craig Smith	Australia	Chase	241
13	Mark Golison	USA	V9	312
14	Miguel Salvador	Spain	Britpop!	337
15	Yannick Rossignol	France	Il était un petit navire	346
21	John Ebey	USA	BritPop!	503.3
27	Craig Mackey	USA	BritPop!	535
37	Jess Atkinson	USA	V9	736
41	George Pedrick	USA	V9	761
45	Dennis Rogers	USA	BritPop!	838
51	Gary Boell	USA	Mojo	886
53	Ted Flack	USA	Britpop!	986
57	Stephan Cohen	USA	Britpop!	1,072
62	Jerry Brower	USA	Fraktal 2	1,269
66	Peter Stevens	CAN	V9	1,304
73	Bruce Andersen	USA	Britpop!	1,442

Full Results: <http://www.ibextrax.com/RC2015/Results/0508WC.pdf>

Video by Ricardo Francisconi & Kaleu Wildner: at Media Center on Worlds website.

Larry Grant Images: <https://www.dropbox.com/sh/lw2g4eoochstfsn/AAAY5eISxJFEO6YGK8qc8znca?dl=0>

Video by Baba Aurhum:

<https://www.youtube.com/playlist?list=PLRDGe7QbNUn3M7f3klUaBb7xJKUqy560t>

Summary of the 2015 IOM USA Worlds

Class: International One Metre

Date: May 8th-16th, 2015

Location: Central Lake in Foster City, CA

Host Club: South Bay MYC

Number of Entries: 76

Winds: 2 – 27 knots

Races Completed: 26 (5 heats per race = 130 heats)

Scoring System: HMS 2014, version2.0.

Race Committee & Assistants: Regatta Chairman – Bob Dunlap, Vice-Chairman - Gary Boell; Official Website – Harry Drenth; Facebook – Chuck LeMahieu; Publicity – Hanneke Gillisen, Bob Wells; Registration – Gene Harris, Ann Walker, Melodee Dunlap; Measurement Team – Mike Eldred, Mike Eades, Dick Carver, Larry Stiles; Scorekeeper – Harry Drenth, Hanny Geelkerken; Race Committee – Fred Rocha, Barry Fox, Geert Geelkerken, John Super, Pierre Gonnet, Ann Walker, Jeff Byerley; Judge Team – Chris Watts, Gordon Davies, Don Martin, Patrice Vilain, Gustavo Leibovici, Grant Baldwin, Mike Gross; Buoy Boat – Larry Grant; Rescue Boat – Larry Stiles, Kelly Martin; Most Popular Assistant – Baron Bremer. (Not all of the volunteers are listed to save space.)



Volunteers came from around the globe to serve at Worlds. Line Judge/comedian Jeff Byerley came from Tasmania and also worked with the measurement team. If your bulb came in a few grams heavy, well he would fix that carefully for you too. Most of the skippers though wouldn't let anybody work on their boat but themselves. Photo Bob Wells.

Ian Vickers – Reflections on the 2015 IOM Worlds

By Ian Vickers (Copied from a 6/4/15 post in the NZ Radio Yachting Association website)

It was a fantastic event and well worth doing. Catching up with friends and sailing against the world's best was a big learning experience, and was a nice check in to see where we are at. It was a fantastic facility at Foster City and the Americans were amazing hosts. It may be remembered as one of the best. It was for me anyway.

I think that the top three sailors showed a lot of experience and confidence in their sailing, which showed right from the start. Other sailors, like myself went through flat patches but could repeat good results once the mind-set changed and the mojo kicked in. To put it simply, when you could focus on speed and tactics without worrying about crashing, the racing starts to flow a bit better.

For me, near the beginning of the regatta, I had trouble trying to sail the 1st minute of the race and I think due to nerves it took me a little long to figure out why. In the mean time it shook my confidence in starting and I was digging deep to try to come back to a reasonable position, which was happening quite well fortunately. I had some trouble with the radio signal off the startling on one of the racecourses, which affected me, but I also made the decision to stand still after the start signal and really get my boat sailing well before I started walking up the course. But I was constantly losing sight of the boat and getting spat out the back. So for the middle part of the regatta I changed my tactic and started at the windward end, holding back the reigns, and starting with space, speed and visibility. This would not get me a ripping 1st leg, but at least I had some sort of foundation to work off and it seemed to work quite well with no more trips to B fleet. My speed seemed to be no problem, and in general I was sailing through the fleet most of the time. Working the shifts and letting it rip at the right times was paying nice dividends in the lifts and

puffs, and in general, I had to set the boat up for neutral helm and keep fast the whole time or you would get rolled. There really didn't seem to be the need for height, apart from the odd time off the start line. My boat was set up with quite a different feel from what I had been sailing at home in smooth water and in close visibility where you can sail the boat accurately by sight. I'm glad I cottoned on to that quickly, particularly on the course at the lower end of the lake where the waves were big and like a washing machine since they reflected off the solid wall where we stood. I needed to keep the boat bow down and pressed. Letting the boat slow down could cost a lot and it was very hard to get going again.



This is our Canadian Peter Stevens' V9 with Worlds stickers on foils and the mark that matches fin to bulb – all courtesy of the measurement team who toiled for two days documenting their measurement work. Compared to his V8, Ian's V9 features a wider more powerful beam and stern; and his new foils have a distinctive flair at the top where they join the hull. Ian told me that he borrowed the idea from the legendary Geoff Smale, who in the 1997 Worlds used something similar with success, but then he abandoned the concept. Photo David Jensen.

Finally the last day of the event I was beginning to start further down the line. I would run fast along the wall to maintain visibility and what do you know, a nice 1st beat and 2nd place. Finally the whole race was coming together and I felt a lot better about it. Some more good results that day and what was most pleasing for me, is that it was happening under the pressure of the 4th place spot that was up for grabs. It was like breaking through a barrier.

The good news for the local fleet in NZ is we are going pretty well! It would be an advantage to sail more venues and against different people such as going to Aussie regattas. Food for thought."

- You can find my 2015 Ian Vickers pre-Worlds interview here: <http://www.usaiomworlds.com/news/PostId/1018/a-brief-interview-with-ian-vickers-of-vickers-rc-sailing-new-zealand>
- You can find my 2012 Ian Vickers/V8 interview here: <http://www.ibextrax.com/Update/201206.pdf>

Other Regatta Reports:

Canadian National Champion Graham Herbert's winning woody is also the prettiest girl in the regatta. Look at the custom details and craftsmanship! Graham built everything you see, except the Polish built fin. Larry Stiles photo.

2015 Canadian Nationals Report (Ganges Harbour, Saltspring Island, BC; June 4-7)

By John Ball

Congratulations go to Graham Herbert, the 2015 Canadian IOM Champion (*and COW CanAm #2 Champion – Editor*). Graham was sailing his beautiful home built wooden IOM – and when I say home built – he not only designed and built the boat, but also made the foils, the ballast, the sails and all the rigging and fittings – only the electronics were purchased. Runner up was Gary Boell of California, sailing his Cheinz, and third was (almost local) Bellingham, Washington sailor Martin Kelley, sailing a V8. There were three Canadians and three US sailors in the top six positions.

The regatta was held at the traditional West Coast location - the front dock of the Salt Spring Island Sailing Club, and thanks must go to the SISC for hosting the event and to the members who assisted with logistics, such as running the mark boat, and setting the weed nets (this is salt water tidal). Thanks also to the ladies who provided the lunches and cleanup, especially Aileen Neish and grand-daughter in law Tara for the food (lunches, salads, fruit bowl, buttered bread, etc.) and to Roger Kibble for his (whiskey marinated) poached salmon BBQ. Calling the lines was CRYA President Lawrie Neish. Barry Fox and Leah Mathewson did the recording, results and heat management and provided the portable sound system for announcements and start timer. Behind the scenes, Martin Herbert provided the weed nets. A special 'Thank You' must go to Vic Childs of Anacortes, WA, who came in by boat and allowed us to use his 'head' to avoid the long hike up the hill to the club house washrooms.

The normal wind conditions for Salt Spring is left to right along the dock in the mornings, becoming right to left when the thermal builds – but not this year. In spite of sunny warm conditions, the thermal was fitful and much of the regatta was sailing in light, shifty winds, with alternate races frequently starting in opposite directions – and some heats saw 180 degree wind shifts, accompanied by dead spots in the convergence zone. Then the wind moved into the north, blowing onto the dock and the challenge was to

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set a useable starting line and weather leg. Only on Saturday afternoon and early Sunday morning did we have the great Salt Spring winds which pushed the fleet to the top of No.1 rigs – but never got to No. 2 rig conditions. Twenty (two heat) races were completed, allowing three drops, with most racing using a short course of once around, plus an extra beat to finish. Given the awkward angle of the starting line and the 'out there' weather mark, there were frequent collisions and hails of Protest, but all were settled by penalty turns and no work for a Protest Committee. Thirty boats started the regatta, after a couple of 'medical' withdrawals and the unfortunate flooding in Texas, and several boats dropped out late in the regatta with equipment problems. Some heats were so close; the Race Committee had a hard time calling the results fast enough, while the light and changeable conditions and the odd kelp caused other heats to be quite spread out. We had four skippers who were at the recent IOM Worlds, and several more 'new' boats participating that were purchased after the worlds – the standard of our racing and the quality of the fleet has risen significantly over the last few years.

Thank you to all the competitors, especially those who traveled, three from CA, ten from WA, two from Calgary, AB, and two from Vancouver, and to all the local sailors – you make the regatta by coming to race with us.

Video by Ole Anderson: <https://www.youtube.com/watch?v=9IOZ8F9Nbo0>

Images by Stan Scofield: <https://groups.yahoo.com/neo/groups/WCMYA/photos/albums/1516220604>

Position	Skipper	Sail #	City	Hull Design	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1	Graham Herbert	31	Hornby Island, BC	PDQ	59.0	3.0	4.0	2.0	3.0	5.0	1.0	2.0	1.0	4.0	2.0	6.0	1.0	3.0	10.0	16.0	16.0	9.0	3.0	8.0	2.0
2	Gary Boell	71	Richmond, CA	Cheinz	66.0	2.0	8.0	3.0	2.0	1.0	9.0	16.0	2.0	7.0	3.0	11.0	8.0	9.0	2.0	1.0	2.0	1.0	9.0	3.0	3.0
3	Kelly Martin	77	Bellingham, WA	V8	68.0	1.0	2.0	1.0	1.0	2.0	5.0	1.0	15.0	24.0	12.0	4.0	9.0	2.0	6.0	3.0	1.0	11.0	2.0	12.0	5.0
4	Mark Gollison	55	Long Beach, CA	V9	86.0	1.0	9.0	7.0	7.0	7.0	4.0	8.0	8.0	1.0	6.0	1.0	3.0	1.0	4.0	6.0	15.0	16.0	12.0	1.0	15.0
5	Peter Stevens	54	Saanich, BC	V9	105.0	7.0	13.0	24.0	5.0	6.0	13.0	4.0	4.0	3.0	4.0	3.0	5.0	4.0	9.0	15.0	9.0	12.0	1.0	9.0	7.0
6	Martin Herbert	34	Saltspring Island, BC	Calypso	122.0	6.0	1.0	4.0	19.0	10.0	8.0	12.0	10.0	8.0	14.0	7.0	6.0	6.0	5.0	10.0	4.0	13.0	13.0	4.0	8.0
7	Joe D'Amico	86	Sequim, WA	BritPop!	138.0	5.0	10.0	11.0	4.0	19.0	20.0	17.0	16.0	12.0	7.0	12.0	2.0	8.0	1.0	7.0	10.0	2.0	4.0	15.0	12.0
8	Jerry Brower	42	Lake Stevens, WA	Fraktal	139.0	9.0	21.0	20.0	10.0	4.0	2.0	18.0	23.0	19.0	19.0	2.0	13.0	5.0	3.0	5.0	3.0	7.0	7.0	2.0	11.0
9	Larry Stiles	64	Sedro Woolley, WA	Cheinz	148.0	4.0	6.0	15.0	16.0	11.0	6.0	3.0	11.0	5.0	5.0	10.0	14.0	24.0	24.0	13.0	7.0	3.0	5.0	16.0	14.0
10	John Ball	7	Parksville, BC	V8	152.0	11.0	20.0	12.0	9.0	3.0	12.0	10.0	7.0	13.0	9.0	9.0	10.0	13.0	14.0	2.0	5.0	4.0	10.0	13.0	19.0
11	Steve Kibble	3	Victoria, BC	Pop Eye	178.0	4.0	11.0	14.0	17.0	20.0	11.0	5.0	9.0	6.0	10.0	14.0	26.0	26.0	11.0	14.0	23.0	6.0	15.0	7.0	4.0
12	Bob Lewis	27	Vancouver, BC	BritPop!	182.0	2.0	14.0	18.0	8.0	9.0	18.0	19.0	3.0	18.0	16.0	5.0	16.0	21.0	7.0	8.0	6.0	14.0	22.0	20.0	1.0
13	Steve Young	73	Tacoma, WA	Cheinz	190.0	3.0	5.0	9.0	12.0	12.0	16.0	21.0	26.0	20.0	24.0	21.0	23.0	10.0	13.0	4.0	8.0	8.0	11.0	11.0	6.0
14	Bob Wells	17	Mercer Island, WA	Kantun S	198.0	8.0	3.0	13.0	22.0	23.0	24.0	6.0	17.0	17.0	1.0	8.0	4.0	11.0	8.0	12.0	11.0	18.0	18.0	21.0	24.0
15	Al Finley	74	Brentwood, CA	Cheinz	217.0	9.0	26.0	27.0	21.0	17.0	14.0	22.0	14.0	2.0	8.0	13.0	11.0	7.0	15.0	11.0	13.0	17.0	20.0	6.0	19.0
16	Stan Schoefield	94	Nanaimo, BC	Zoom	228.0	12.0	12.0	10.0	6.0	15.0	7.0	7.0	18.0	16.0	25.0	25.0	18.0	28.0	27.0	24.0	20.0	10.0	8.0	10.0	10.0
17	David Cook	76	Victoria, BC	V8	233.0	11.0	19.0	5.0	13.0	22.0	3.0	14.0	27.0	9.0	17.0	15.0	7.0	18.0	22.0	17.0	22.0	5.0	17.0	19.0	25.0
18	Bill Langjahr	88	Anacortes, WA	Cheinz	243.0	5.0	7.0	8.0	11.0	16.0	21.0	11.0	13.0	25.0	22.0	22.0	12.0	16.0	26.0	9.0	14.0	22.0	14.0	25.0	20.0
19	Andrew Baak	65	Calgary, AB	Cockatoo2	273.0	10.0	22.0	22.0	27.0	19.0	23.0	9.0	6.0	11.0	11.0	18.0	21.0	15.0	16.0	18.0	21.0	27.0	17.0	19.0	19.0
20	Dale Chase	37	Hornby Island, BC	Calypso	278.0	8.0	25.0	6.0	14.0	21.0	15.0	24.0	20.0	22.0	20.0	17.0	22.0	17.0	19.0	21.0	24.0	19.0	16.0	5.0	16.0
21	Scott McConnell	21	Lynnwood, WA	Kantun S	279.0	10.0	18.0	17.0	19.0	24.0	26.0	27.0	5.0	10.0	13.0	20.0	19.0	27.0	21.0	22.0	19.0	20.0	6.0	14.0	22.0
22	Nigel Ashman	28	North Vancouver, BC	Vancouver	298.0	16.0	31.0	31.0	23.0	8.0	10.0	13.0	21.0	21.0	28.0	19.0	15.0	22.0	25.0	20.0	12.0	15.0	21.0	24.0	13.0
23	Mark Wallace	92	Saltspring Island, BC	Zoom	330.0	13.0	24.0	21.0	20.0	13.0	29.0	23.0	24.0	26.0	19.0	29.0	27.0	14.0	17.0	25.0	17.0	23.0	19.0	23.0	9.0
24	David Jensen	68	Bellevue, WA	Pikanto	338.0	7.0	17.0	26.0	28.0	27.0	25.0	29.0	12.0	15.0	21.0	27.0	17.0	19.0	23.0	19.0	21.0	25.0	23.0	18.0	23.0
25	Roger Kibble	168	Saltspring Island, BC	IKON	353.0	12.0	27.0	16.0	15.0	14.0	28.0	28.0	19.0	28.0	26.0	24.0	20.0	20.0	20.0	23.0	25.0	24.0	25.0	22.0	21.0
26	Adrian Harrison	23	Victoria, BC	BritPop!	371.0	14.0	15.0	19.0	24.0	28.0	17.0	15.0	28.0	27.0	23.0	16.0	28.0	12.0	12.0	31.0	31.0	31.0	31.0	31.0	31.0
27	Vic Childs	198	Anacortes, WA	Widget	371.0	6.0	16.0	25.0	25.0	26.0	19.0	25.0	25.0	23.0	15.0	23.0	25.0	18.0	27.0	27.0	26.0	24.0	31.0	31.0	31.0
28	Ole Anderson	281	Saltspring Island, BC	Zoom	412.0	13.0	23.0	23.0	26.0	25.0	22.0	20.0	22.0	14.0	27.0	26.0	24.0	25.0	29.0	31.0	31.0	31.0	31.0	31.0	31.0
29	Mark Verrey	29	Calgary, AB	Widget	466.0	15.0	28.0	28.0	29.0	29.0	27.0	26.0	29.0	29.0	29.0	28.0	29.0	29.0	28.0	26.0	31.0	31.0	31.0	31.0	31.0
30	Bob Copley	20	Port Alberni, BC	Ska	510.0	14.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0	31.0



The ferry rides getting to and from Saltspring Island mostly are magical, and at certain times frustrating when you are the last car not to get on. This Washington State ferry is coming into Friday Harbor. There are many ferry options...



The elevated spit and prevailing westerly parallel with our control area provide great sight lines to the 2-rig action on the water at IOM Nats in Hood River Marina. Jon Elmaleh smiled when he saw the venue, and said, "We don't have anything like this <on the East Coast>". J. Warren Brower photo.

2015 USA Nationals Report (Hood River Marina in Hood River, July 17-19)

By Bob Wells

This annual ranking regatta on Hood River Marina at The Gorge was elevated to the IOM National Championship this year, as Class Secretary Fred Rocha wanted to have Nationals outside of California, where it has been the last few years. We felt honored and were happy to accept, although we were new to hosting Nationals. This was also Regatta #3 in our annual COW CanAm Pacific Northwest series.

Attendance was down for an IOM Nationals though, which I think is mostly due to USA Worlds in Foster City burning up everybody's vacation time. Still it looked like a brilliant venue choice on the day before the regatta as three Cali boats practiced in upper 2-rig conditions – just what we travel here for. Of course it was also honkin' the day after the regatta. Unfortunately during our regatta the wind and wind direction was so bad that 60% of our racing was postponed. No wind at the Gorge, an LA Angels baseball game rained out in Anaheim, and thunder and lightening to start TransPac – freaky stuff this weekend.

Day 1: We measured the boats in the morning and raced in the afternoon as planned. Unbelievably our first day was light wind in lower 1-rig range. It was the prevailing westerly we want, and we had great light air sailing. After 6 raced (12 heats) John Ebey held a slim lead of 2 points over a hot Mark Golison with three wins and a 2nd place. Promotion-relegation was 6 boats, so a number of skippers on the bubble sailed a lot of races. We used one observer at the windward and one at the leeward marks from the fleet not sailing.

Day 2: I thought the one thing that I could count on, as Organizer, was the Gorge's wind. Yet this day was a sailing bust - no races even started due to light fluky wind from the wrong direction. For stretches there was no wind at all. Finally at 1:30PM PRO Barry Fox mercifully canceled racing for the day. There is no shade on the elevated spit we sail on, and temps abnormally rose to over 100° in the afternoon making it stifling. Windfinder says that the wind blows from the NE only 2.3% of July, yet this was what we mostly had over most of our regatta. (In other words, 17 hours of 744 in July on average blow from the NE, and they all happened during our regatta – what are the odds?) Unfortunately we can't set a fair course with an unstable NE wind. For comparison, here is a more typical Hood River report and the kind that I prefer to write: <https://sailnorthwest.wordpress.com/2015/08/10/hood-river-moores/>.

Day 3: Our nice forecast for westerly's beginning at 7:00AM was a bust also until about 12:30, when the westerly established itself in the top of 1-rig, and then our last three races finally were in 2-rig. It was very hot again too, but the higher winds made the heat more tolerable. This is easily the hottest Hood River regatta we have ever experienced in five years.

After 11 races over two afternoons of sailing our well-deserved 2015 IOM USA Champion is John Ebey from San Rafael, CA, his first one. John was also our 2014 Hood River Carnage Champion, an endurance contest with 41 races, so he knows this venue. Fellow Californian Mark Golison finished a

strong second, and the difference between them was Ebey's consistency. Golison had five first place finishes to Ebey's two, but Ebey's worst finishes were only two 5ths. Joe Damico didn't just haul his RIB dinghy hundreds of miles for our buoy boat; he also picked up two 1st place finishes himself. Unfortunately for Joe and the rest of us not named Ebey, championship consistency was not to be in this regatta.

Everybody has to travel to get here because there are no active IOM skippers living here. We appreciate those that travel the farthest, and Jon Elmaleh wins the farthest distance prize, coming from New York. It was great that Nick Allen got up here for his first time from LA. I met Nick at last year's Foster City Nats, and he is a much more competitive one year later with his new pink Britpop and a little more IOM experience. From our SMYC club we had three first time IOM travelers: Jim McCaa, Scott Thomas, and Daryl Ruff. Jim is very new to IOMs and starting to figure it out with the advantage of a racing background. Scott has seriously blown-out leeches (ease the vang for storage!), with new sails on order and I have some old ones I'm giving him in the interim that are much better. Daryl had his drum unwind early on, but resolved that issue. Daryl has new sails on order too, and is improving. Traveling to multi-day regattas speeds the learning curve, and they'll all be better at our next club race.

Two guys stand out because they are sailing their own custom designed and built IOMs, and both look and sail great. Steve Toschi is sailing his sweet Micro Brew 5. He tells me his latest iteration, MB 6, is in plug form now. Toschi is a pro sailmaker nearing the end of his career, and I look forward to visiting with him every year as I always learn something. Elmaleh has a long history of designing and building his own IOMs (and Ms), and another top 5 finish. Top five has been elusive for him recently, but were common over a decade ago. He's an interesting guy to talk with too, who approaches design more from the technical side.

Thank you to our PRO, Canadian Barry Fox, who (no surprise) did a great job under challenging wind conditions. Barry was scheduled to assist PRO Fred Rocha, but Fred canceled his plane ride at the last minute due to upper respiratory illness. This is the first USA Nats that Fred has missed since 2003, a remarkable run. I marvel at the high quality PRO's and race management we attract in IOMs. Also thank you to Jerry Brower, who sacrificed sailing to man the rescue boat. And thank you to Ron Blackledge who was everywhere assisting race management before and during the regatta. Ron arranged the Saturday outdoor evening dinner at Divots restaurant, once again a most appreciated oasis after a long hot day. At Divots we raffled the option-to-purchase three Bruce Andersen custom mast drill guides, and raised \$100 for the class from three very happy 'buyers'. Thanks to Bruce your new masts will have accurately aligned spreader and forestay holes. The regatta also collected \$10 per head on the entry fee, for an additional \$230 going to the class. Someday we will have class dues of some kind, but in the interim this will help.

This year Seattle MYC joined forces with Oregon MYC to co-organize this regatta, and we worked well together. We plan to continue organizing this great annual regatta as a team. Next year the Hood River Carnage will be another PacNW ranking regatta in mid-July, and we expect to be back to the higher winds inflicting 'Carnage' on our fleet. You need to book early though if you want the convenience of being in Hood River, and we will try to reserve a block of rooms again at the Best Western for "radio sailing regatta". The 'Carnage' did not live up to its name this year, but we did have one boat almost sink. Some fool named Bob Wells tried to race without his hatch cover after a hurried rig change.

Summary of the 2015 IOM USA Nationals & COW CanAm Series #3:

Class: IOM

Date: July 17-19, 2015

Location: Hood River Marina at Hood River, OR

Host Club: Oregon MYC & Seattle MYC

Entries: 23

Winds: 2 – 18 knots plus gusts.

Races Completed: 11 (22 heats)

Scoring System: 2014 HMS

Regatta Committee & Valuable Assistants: Bob Wells – Organizer; Barry Fox – PRO & Scorekeeper; Larry Stiles and Bruce Andersen – Measuring; Jerry Brower – Entries, Finances, and Rescue Boat; Morgan Dewees; Joe Damico – hauled and provided buoy boat; Ron Blackledge – Lunches, Dinner, and Race Management.

Jerry Brower images: <http://www.ibextrax.com/RC2015/0717USN/>

	Skipper	Club/City	Hull	Score	1	2	3	4	5	6	7	8	9	10	11
1	John Ebey	San Rafael, CA	BritPOP!	25.0	2.0	1.0	2.0	2.0	8.0	4.0	5.0	1.0	3.0	5.0	8.0
2	Mark Golison	Long Beach, CA	V9	30.0	1.0	2.0	11.0	8.0	1.0	1.0	14.0	16.0	1.0	1.0	4.0
3	Craig Mackey	Oceanside, CA	BritPOP!	35.0	2.0	4.0	3.0	9.0	4.0	6.0	8.0	5.0	2.0	6.0	3.0
4	Gary Boell	Richmand, CA	Cheinz	41.0	5.0	6.0	1.0	1.0	9.0	8.0	10.0	3.0	10.0	7.0	1.0
5	Jon Elmaleh	Brooklyn, NY	New World	60.0	3.0	5.0	12.0	15.0	18.0	14.0	3.0	11.0	8.0	2.0	2.0
6	Stephan Cohen	Los Angeles, CA	BritPOP!	63.0	4.0	8.0	5.0	7.0	15.0	20.0	9.0	2.0	13.0	10.0	5.0
7	Bill Wright	Alameda, CA	Pikanto	67.0	10.0	15.0	4.0	11.0	6.0	10.0	4.0	16.0	4.0	11.0	7.0
8	Peter Sternberg	Redmond, WA	V8	67.0	6.0	7.0	6.0	4.0	5.0	7.0	7.0	12.0	14.0	13.0	23.0
9	Morgan Dewees	Portland, OR	MMX	68.0	7.0	3.0	13.0	5.0	11.0	12.0	11.0	10.0	12.0	3.0	6.0
10	Bob Wells	Mercer Island, WA	Kantun S	69.0	9.0	12.0	7.0	3.0	3.0	3.0	12.0	4.0	16.0	23.0	19.0
11	Kelly Martin	Bellingham, WA	V8	69.0	8.0	18.0	8.0	6.0	10.0	9.0	6.0	8.0	6.0	8.0	15.0
12	Steve Toschi	Grover Beach, CA	MB	72.0	4.0	9.0	9.0	12.0	17.0	11.0	2.0	6.0	11.0	9.0	11.0
13	Joe D'Amico	Sequim, WA	BritPOP!	74.0	1.0	11.0	24.0	14.0	14.0	2.0	1.0	13.0	17.0	4.0	14.0
14	J. Wondolleck	San Rafael, CA	BritPOP!	92.0	3.0	15.0	24.0	10.0	2.0	16.0	18.0	9.0	9.0	16.0	12.0
15	Larry Stiles	Sedro Woolley, WA	Cheinz	103.0	8.0	10.0	14.0	19.0	12.0	24.0	17.0	7.0	5.0	14.0	16.0
16	Nick Allen	Burbank, CA	BritPOP!	106.0	5.0	13.0	10.0	17.0	7.0	13.0	15.0	17.0	21.0	17.0	9.0
17	Bill Langjahr	Anacortes, WA	Cheinz	123.0	6.0	17.0	16.0	22.0	21.0	16.0	22.0	18.0	7.0	12.0	10.0
18	Steve Young	Tacoma, WA	BritPOP!	138.0	10.0	16.0	17.0	18.0	16.0	18.0	16.0	20.0	16.0	16.0	13.0
19	Bruce Anderson	Boise, ID	BritPOP!	142.0	7.0	19.0	24.0	13.0	13.0	5.0	13.0	24.0	24.0	24.0	24.0
20	Kurt Wells	Seattle, WA	BritPOP!	150.0	11.0	20.0	15.0	16.0	20.0	17.0	24.0	16.0	19.0	19.0	17.0
21	Jim McCaa	Seattle, WA	Topiko	169.0	9.0	21.0	19.0	23.0	22.0	19.0	21.0	19.0	20.0	20.0	21.0
22	Scott Thomas	Edgewood, WA	MOJO	171.0	12.0	22.0	18.0	20.0	23.0	21.0	20.0	24.0	22.0	18.0	18.0
23	Daryl Ruff	Fife, WA	Kantun SMX	176.0	13.0	24.0	24.0	21.0	19.0	22.0	19.0	21.0	18.0	23.0	20.0



Bob Wells' Kantun S going low (in the water) and slow without a pot lid. The white froth below the main is where the agitated water is pouring in. Why didn't I have the lid on? I was woefully ill prepared to sail in this regatta being distracted by other things. While crazy in hindsight, I had never had the 2-rig on the boat when I arrived and I didn't realize it until I was putting the rig on. Shoulda, coulda during down time at the regatta. No surprise the rig didn't go on well and tune was crap, and I launched it worried about the rig (and not the pot lid). Next race the electronics are working sort of, but the jib sheet wraps on the mast ram, so that is two DNFs in a row. The last race my tune was still off and I go in irons for an extended period a few times, and I finished the regatta DFL. This was self-inflicted, and I'm moving on. I take some solace that until this fiasco it was by far my best Nationals - I was in 4th and believed a podium finish was possible. There is always next year... Jerry Brower photo (and my boat rescue – thank you my friend).



A happy Ian Dundas in rain gear with his woody “Corbie”. Corbie is a variant of the Jeff Byerley’s “Cheinz”, and you can read my November 2011 interview of Ian Dundas and his woody IOMs here: <http://www.ibextrax.com/Update/201111.pdf>. This looks like an updated version from 2011.

Scottish Wooden IOM Championship 2015 (June 13, 2015 at Forfar Loch)

By Tich Summers

The Scottish Wooden IOM championship was hosted by Tayside Radio Sailing Club at Forfar Loch on Saturday the 13th June. The wooden IOMs are nearly all home built by their skippers in garages, garden sheds or even on the kitchen table. Some are self-designed and at least one skipper make his own sails all in the spirit of the one meter class (an economic high performance radio sailing yacht?). The result is some beautiful wooden yachts planked mostly in red cedar but the down side is that on the water they all look very similar and it is not uncommon for skippers to be trying to sail the wrong boat.

The wind blew at about 8 knots all day from the east with a touch of north at time making for great close racing on good windward leeward courses. Forfar Loch gives an elevated view of the race course from the control area which meant that the twelve entries were able to compete as one fleet without too much conflict and with few OCSs or mark contacts. All contacts between boats were also sorted out on the water between the parties without the need for protests make the work of the race team easier. The race team was led by Boyd Baird as race officer who managed to run twenty one races throughout the day with a couple of coffee breaks and a stop for lunch.

Steve Taylor took an early lead winning three out of the first five races, a lead he would not relinquish. Ian Dundas did come close by the end of day with the lads from Aberdeen Model Yacht Club again fighting it out for the top spots leaving Tich Summers from the host club to take the last podium position. The racing was closely fought all the way up and down the fleet with the standard of Wooden IOMs in Scotland clearly in good shape. Steve thanked the race team and Forfar Sailing Club for the exceptional catering. he also commented that he thought his wooden Corbie was every bit as fast if not faster than his professionally built plastic IOM.

Seattle Model Yacht Club

Seattle IOM Update

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All who attended thoroughly enjoyed there day with great racing in good company agreeing that the wooden IOM class if alive and healthy in Scotland. Congratulations must go to the race team for making the day seam very relaxed but still managing twenty-one races on quite a long racecourse.

Results after 21 races:

1	Steve Taylor	Aberdeen	Corbie**	35
2	Ian Dundas	Aberdeen	Corbie 4	38
3	Tich Summers	Tayside	Alternative	68
4	John Owens	Aberdeen	Corbie	79
5	Richard Ennos	Levenhall	Rythme	87
6	Ali Law	Buchanness	Intulit	92
7	David Williams	Tayside	Corbie	109
8	Ian Thompson	Buchanness	Teja	135
9	David Stewart	Forfar	Eco	137
10	Colin Deakin	Birkenhead	Corbie	155
11	Malcolm Worsley	Tayide	Widget	170
12	Pat Johnston	Ayr Bay	Alternative	205



The IOM fleet headed upwind on the first leg of the 2015 San Diego Race Week at Mission Bay Model Boat Pond. Congratulations to the San Diego Argonauts for hosting their 12th Tri-Annual Race Week, a wonderful tradition that celebrates competitive radio sailing with many classes in a friendly atmosphere. Pictures by RCphotoguy.

IOMs at 2015 Race Week (8/13-14/15 at Model Yacht Pond in San Diego, CA)**Summary of the 2015 IOM Race Week Regatta:**

Class: IOM

Date: August 13 - 14, 2015

Location: Mission Bay Model Boat Pond, San Diego, CA

Host Club: San Diego Argonauts

Entries: 17

Winds: 1 – 9 knots plus gusts.

Races Completed: 21

Scoring System: 2014 HMS

Position	Skipper	Sail #	Club/City	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	John Ebey	93	North Bay MYC	Fusion	79.5	9.0	4.0	1.0	3.0	4.0	3.0	2.0	3.0	17.0	18.0	18.0	7.5	4.0	2.0	2.0	4.0	4.0	4.0	1.0	4.0	3.0
2	Craig Mackey	29	Seattle MYC	britPOP!	89.0	1.0	18.0	3.0	4.0	9.0	4.0	1.0	1.0	5.0	4.0	3.0	2.0	6.0	15.0	1.0	5.0	1.0	3.0	7.0	2.0	9.0
3	Dennis Rogers	43	San Diego Argonauts	britPOP!	104.0	5.0	3.0	2.0	7.0	7.0	1.0	4.0	2.0	17.0	10.0	2.0	6.0	1.0	3.0	7.0	7.0	7.0	6.0	2.0	9.0	2.0
4	Gary Boell	71	North Bay RC	CHEINZ	105.0	2.0	2.0	7.0	6.0	1.0	14.0	8.0	5.0	1.0	1.0	1.0	5.0	2.0	12.0	8.0	1.0	11.0	5.0	3.0	6.0	5.0
5	Stephan Cohen	28	Balboa MYC	britPOP!	147.0	6.0	9.0	13.0	8.0	3.0	7.0	3.0	8.0	2.0	13.0	9.0	3.0	7.0	4.0	6.0	3.0	5.0	10.0	15.0	1.0	17.0
6	Bob Dunlap	37	South Bay MYC	V8	175.0	3.0	1.0	1.0	14.0	13.0	10.0	16.0	4.0	8.0	7.0	6.0	13.0	11.0	1.0	4.0	6.0	18.0	8.0	11.0	3.0	1.0
7	Ken Campbell	81	San Diego Argonauts	V8	178.0	7.0	5.0	11.0	2.0	12.0	6.0	5.0	9.0	17.0	11.0	7.0	1.0	9.0	10.0	10.0	8.0	2.0	14.0	9.0	13.0	6.0
8	Jim Wondolleck	49	North Bay RC	britPOP!	187.0	18.0	18.0	5.0	9.0	8.0	2.0	10.0	15.0	6.0	2.0	8.0	7.0	8.0	7.0	3.0	13.0	12.0	13.0	5.0	5.0	11.0
9	Larry Grant	85	Balboa MYC	Pikanto	191.0	8.0	10.0	6.0	1.0	6.0	9.0	6.0	12.0	7.0	6.0	11.0	11.0	3.0	8.0	5.0	12.0	8.0	1.0	6.0	16.0	13.0
10	Bruce Andersen	116	Famous Potatoes SC	britPOP!	196.0	4.0	11.0	18.0	10.0	2.0	15.0	7.0	6.0	18.0	3.0	14.0	12.0	12.0	5.0	11.0	18.0	3.0	11.0	10.0	15.0	4.0
11	Steve Toschi	94	St. Francis YC	MB 5	199.0	10.0	8.0	4.0	5.0	5.0	5.0	11.0	7.0	3.0	12.0	10.0	8.0	14.0	9.0	15.0	18.0	18.0	17.0	14.0	8.0	7.0
12	Dick Carver	22	San Diego Argonauts	Mad Max	217.0	18.0	13.0	9.0	11.0	11.0	8.0	12.0	10.0	4.0	8.0	4.0	9.0	7.0	6.0	14.0	14.0	10.0	7.0	4.0	14.0	10.0
13	Glen Murray	59	North Bay RC	Zulu	248.0	13.0	12.0	12.0	12.0	15.0	11.0	13.0	14.0	9.0	14.0	5.0	10.0	5.0	13.0	12.0	10.0	6.0	9.0	8.0	7.0	12.0
14	Nick Allen	87	Balboa MYC	britPOP!	288.0	14.0	18.0	18.0	18.0	14.0	13.0	15.0	16.0	11.0	5.0	12.0	4.0	13.0	11.0	9.0	11.0	9.0	15.0	12.0	12.0	8.0
15	Kim Robbins	21	San Diego Argonauts	Stealth	302.0	11.0	6.0	10.0	18.0	16.0	16.0	14.0	11.0	10.0	9.0	13.0	15.0	17.0	14.0	13.0	15.0	14.0	12.0	16.0	10.0	15.0
16	Mike Eldred	39	San Diego Argonauts	V8	314.0	12.0	7.0	8.0	13.0	10.0	12.0	9.0	13.0	12.0	15.0	15.0	14.0	10.0	18.0	17.0	9.0	13.0	16.0	13.0	11.0	14.0
17	Scot Tempesta	41	San Diego Argonauts	V8	418.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	2.0	18.0	2.0	18.0	18.0	18.0



The winning boat in the IOM class at 2015 Race Week in San Diego is John Ebey's Fusion, which is designed and built by Craig Smith in Oz. There's some nice looking Craig Smith sails on the boat too – draft is a little forward, just the ticket for acceleration at the fluky Model Yacht Pond. It appears that Ebey favors his Fusion for lighter air venues and his Astbury Britpop in the stronger wind and waves. Ebey's IOMs are always especially well prepped, and he is getting very good results consistently in USA events the last few years. Pictures by RCphotoguy.

2015 IOM R6 Championship Regatta in San Rafael

By John Ebey

Two days of single fleet racing concluded today after 23 races in challenging conditions with variable winds building to the top of No.1 Sunday afternoon. The North Bay volunteer team of Bill Wright, Kevin Mullnix and Phillip Salz provided excellent supported for PRO Ron Lock on both days. George Pedrick reset the course multiple times each day and made it possible to get in 23 races. Thank you all for a well-run regatta.



Craig Mackey's Britpop by Robot Yachts has served him well over the last few years. Photo © Hanneke Gillissen.

Steve and Karen Schneider hosted another fantastic Saturday night party complete with a wonderfully prepared Italian meal and 16-year-old single malt whiskey from Scotland, one of many adult beverages Steve broke out! Thank you again Karen and Steve! Karen did 99% of the work, and then Steve told Karen, "Ebey said I have to sail".

Three SoCal and two Washington skippers made the trek to join the SF Bay Area fleet for a total of nineteen boats on the crowded line. With only a few general recalls, but I Flags and Black Flags were sometimes needed to bring the amped up fleet under control. Puffy conditions made it difficult at times to stay in control and still close behind the line at the start.

Skippers had to be aware of the shifts and their patterns or lack thereof to have any success. If you could find the favored side, get a good start, hit the shifts, and avoid the mayhem then racing was relatively easy for you in the front of the fleet. And it was for one skipper almost all of the time, but for the rest of us it wasn't so easy. There were many fast boats and smart skippers all trying to get to the front of you. One skipper dominated both days with consistent sailing and some out-of-nowhere comeback finishes. Well-done Craig Mackey USA 29, our 2015 IOM Region 6 Champion.

Some notable fast boats and skippers did their best to keep the pressure on Craig. This was Gary Boell's USA 71 first-time out with his Chase, which previously owned by IOM International Super Star Huub Gillissen. He scored numerous single digit finishes and with a bullet Sunday afternoon finishing 8th. Jess Atkinson USA 56 got his V8 with his BBJ sails back on the water working hard both days to a respectable 7th place finish. Jerry Warren Brower USA 42 sailing his new to him V9 (boat only had one Worlds regatta on the odometer) was quick both days finishing 6th. Also quick was Jim Wondolleck USA 49 scoring his best ever ranking event finish in 5th. Once again Mark Golison USA 55 was sailing well, and for his first time managing the Marin conditions he looked like a seasoned veteran. Mark was just off the podium with a finish in 4th. George Pedrick USA 57 sailed an excellent consistent regatta finishing just

Seattle IOM Update

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behind second place - like 0.2 points behind! Considering the distraction of his addition duties of resetting the racecourse multiple times this was impressive. John Ebey USA 93 finished a distant second and felt fortunate to hang on from a charging George Pedrick. Thanks to everyone who attended and helped out.

Photos: None have surfaced as everyone was racing or working.

Full Results: <http://www.ibextrax.com/RC2015/Results/0829R6.pdf>

Summary of the 2015 AMYA R6 Championship:

Class: IOM

Date: August 29 & 30, 2015

Location: Marin Civic Center, San Rafael, CA

Host Club: North Bay RC Sailing Club

Entries: 19

Winds: light to gusty top A

Races Completed: 23

Scoring System: 2014 HMS, version 2.0

Regatta Committee & Valuable Assistants: Organizer – John Ebey; Registration – Jim Wondelleck; PRO – Ron Locke; Race Management Assistants - Bill Wright, Kevin Mullnix, Phillip Salz; Rescue boat – George Pedrick; Lunches – Mindy Ebey; Scorekeeper – John Ebey, Bill Wright; Measurements – Jess Atkinson, Steve Toschi; Saturday evening party hosts - Steve & Karen Schneider.

Results after 23 races with three throw-outs:

Position	Skipper	Sail #	Club/City	Hull	Score
1	J. Craig Mackey	29	Oceanside, CA	BritPOP!	48.0
2	John Ebey	93	San Rafael, CA	Fusion	68.8
3	George Pedrick	57	Pt. Richmond, CA	V9	69.0
4	Mark Golison	55	Long Beach, CA	V9	79.0
5	Jim Wondolleck	49	San Rafael, CA	BritPOP!	127.0
6	Jerry W. Brower	42	Lake Stevens, WA	V9	137.0
7	Jess Atkinson	56	Alameda, CA	V8	142.0
8	Gary Boell	71	Pt. Richmond, CA	Chase	151.0
9	Chris Sullivan	62	Albany, CA	BritPOP!	171.0
10	Steve Toschi	94	Grover Beach, CA	MB5	196.0
11	Al Finley	74	Brentwood, CA	Cheinz	204.0
12	Gene Harris	99	Pt. Richmond, CA	V8	205.0
13	Glen Murray	59	Danville, CA	Zulu	211.0
14	Steve Schneider	84	Novato, CA	Pikanto	211.0
15	Nick Allen	87	Los Angeles	BritPOP!	245.0
16	Mark Jurasin	36	Burlingame, CA	Mojo	264.0
17	Bill Langjahr	88	Anacortes, WA	Cheinz	265.0
18	Al Chernin	107	Sonoma, CA	Swift	310.0
19	Bob Dunlap	37	San Jose, CA	V8	370.0

2015 King Regatta in Thailand (Dec 10th – 21st)

By Bob Wells

This was Thailand's fourth King Regatta that is typically held in mid-December, their coolest time of year. It was held to honor His Majesty the King's 88th birthday and 48 years (or 4 cycles) of his receiving a Gold Medal sailing his OK Dinghy in the 1967 SEAP Games. The IOM class has always been included in the King Regatta; while the Optimist class was added on the 3rd running for kids and the OK Dinghy was added this year. This regatta had a strong IOM international presence for the first time that was initiated by IOM enthusiast Admiral Yuttana "Oh" Phagpolngam. Oh had a huge supporting cast of around 160 to ensure our vacation was a great experience. It was exceptional and well beyond my expectations.



The 2015 King Regatta in Pattaya was sailed on the Gulf of Thailand with three sailboat classes: the IOM, Optimist, and OK Dinghy. Here we are racing and the other classes are almost to their venue. Hanneke Gillissen © Photo.

Our 11-day IOM event included two regattas with a first-class tour of exotic Thailand in between, and was organized by the Thai Radio Controlled Sailing Club and well supported by the Ministry of Tourism and Sports. Between the weekend regattas we had four full days of guided touring in and around Bangkok to visit the sights and experience the culture. Our two buses even included a Tourist Police escort, which at first I thought a little over the top. But it proved to be handy many times assisting us through Bangkok's impressive traffic. Our hosts seemingly never missed an opportunity to feed us three meals a day with snacks between, and each dinner on the tour was a special event. The Thai cuisine was excellent of course, as I arrived a lover of Thai food. Other travelers nervously tried to avoid the spicier offerings. Overall it was an excellent condensed introduction into Thai culture, but I will spare you the full tour itinerary for brevity. Better to see our many travel photos found here:

Thai RC Sailing Club: https://www.facebook.com/rcscthailand/photos_stream

Hanneke Gillissen's site: <https://plus.google.com/116701581080999681496>.

Suffice it to say we left early on the tours and returned late tired, happy, and enlightened; then did it again the next day. It wasn't all visiting Buddhist temples and significant sites. Surprisingly Thai massages were provided for everybody (scheduled for 2 hours, but reduced as traffic made us late), a wonderful interlude, and a nice break from more traditional cultural venues. Our hotels were great too, especially the beachfront Ocean Marina Yacht Club Hotel at Pattaya with one of the largest marinas in Asia. Everybody I know that has visited Thailand loved the experience and the culture. Certainly a big part of it is the Thai people, who are so gracious to interact with.

What was the motivation to host this incredible IOM international event? Part of it is that Oh wants to elevate the quality of Thai IOM sailing, so they enticed world-class sailors with quality race management and international judges (IJs). To mentor Thai race management, PRO Fred Rocha arrived early from San Diego, as did IJ Chris Watts from the UK. Fred was PRO and Chris headed the IJ's at our 2015 Worlds in May, and they both bring enthusiasm to improve radio sailing. The regattas had 36 skippers representing 14 countries, with 12 from Thailand. The field included three IOM World Champions and ranged dramatically from very skilled international skippers to the much lesser experienced Asian guys getting their first exposure to the IOMICA championship regatta structure. This included our measurement process, the HMS (Heat Management System) with promotion/relegation, and IJ's calling fouls from the control area if the skippers don't sort it themselves. And most important they get to sail against and mix with some top IOM skippers. A highlight for me was hanging out with the skippers from so many different countries. Many of the skippers were also IOM builders, and they always bring some interesting thoughts. The production builders included Jeff Byerley, Graham Bantock, Tim Brown, Maurizio Morbidelli, and Zvonko Jelacic. Homebuilders had a few nice Thai "Alternative's" to BG's plans, plus Patrick Chang's unique custom "Rhino" to a very high build quality.



Another typical congested start that had one or two general recalls before getting off. Hanneke Gillissen © Photo.

The first two-day regatta was at Rama 9 Royal Park in Bangkok with the measure-in process, practice, and Opening Ceremonies all on Friday before the weekend regatta. Many officials from the government attended the ceremonies, which are a big deal. Closing ceremonies and awards giving were even a bigger deal with refreshments at the close of racing on Sunday. We weren't done celebrating though, because dinner and traditional Thai entertainment followed, and thankfully it was moved to a building with air conditioning. It was a welcome relief to get back into air conditioning, because Bangkok was unseasonably hot and humid since our arrival until our last day in Bangkok.

In Bangkok we only raced on Saturday as light variable wind canceled Sunday's regatta, except for demonstration races. The park has a big pond, but the PRO was limited to one area to accommodate TV cameras. All our ceremonies and some of the racing were televised both weekends. With the sailing location fixed we were "stadium" sailing, and often we were reaching in light fluky wind. The top guys still do well of course, and this regatta went to former World Champion Rob Walsh from the UK in a close one with two Croatians a few points back. It would be an understatement to say they wanted one more race.

Results for 2015 King Regatta – Bangkok (Dec. 11th – 13th)

Position	Skipper	Sail #	Hull	Country	Score	1	2	3	4	5	6	7
1	Rob Walsh	25	britPOP!	GBR	13.0	2.0	1.0	4.0	1.0	3.0	6.0	2.0
2	Zvonko Jelacic	35	Kantun S	CRO	15.0	1.0	6.0	1.0	6.0	2.0	4.0	1.0
3	Mario Skrlj	8	Kantun S	CRO	17.0	1.0	2.0	9.0	3.0	1.0	1.0	10.0
4	Marc Alazia	188	britPOP!	FRA	24.0	4.0	4.0	8.0	5.0	5.0	2.0	4.0
5	Mark Golison	55	V9	USA	32.0	3.0	3.0	3.0	9.0	9.0	17.0	5.0
6	Yannick Rossignol	22	Il était un petit navire	FRA	36.0	3.0	9.0	11.0	2.0	8.0	37.0	3.0
7	Graham Bantock	95	Fraktal 2	GBR	39.0	8.0	7.0	7.0	7.0	4.0	11.0	6.0
8	Tim Brown	7	Fraktal 2	AUS	41.0	5.0	17.0	2.0	10.0	10.0	3.0	11.0
9	Huub Gillissen	99	Shuffle	NED	49.0	6.0	12.0	5.0	8.0	11.0	7.0	14.0
10	Lin Yining	07	Kantun SMX	CHN	61.0	12.0	11.0	6.0	4.0	13.0	15.0	18.0
11	Claus Lindstrom	14	Amoress	SWE	68.0	7.0	13.0	12.0	15.0	17.0	12.0	9.0
12	Jeff Byerley	711	CHEINZ	AUS	69.0	12.0	20.0	10.0	11.0	15.0	5.0	16.0
13	Ervin Scully	31	Kantun S	SIN	71.0	9.0	27.0	15.0	13.0	7.0	14.0	13.0
14	Burak Sahbaz	10	britPOP!	TUR	74.0	2.0	14.0	14.0	12.0	14.0	18.0	22.0
15	Gong Qunxing	98	Gong 1	CHN	75.0	5.0	5.0	19.0	18.0	23.0	16.0	12.0

Seattle IOM Update

Annual Summary – December 2015

16	Vedran Vesanovic	44	britPOP!	CRO	78.0	13.0	21.0	21.0	16.0	12.0	8.0	8.0
17	Gary Boell	71	Maxim	USA	79.0	6.0	15.0	13.0	17.0	22.0	21.0	7.0
18	Mikael Pophillat	85	French Thai 2	THA	82.0	10.0	22.0	16.0	14.0	16.0	9.0	17.0
19	Maurizio Morbidelli	52	MX 16	ITA	93.0	17.0	26.0	23.0	22.0	6.0	10.0	15.0
20	Khosit Kanishthathisha	18	MX 14	THA	100.0	4.0	10.0	17.0	25.0	24.0	22.0	23.0
21	Zach Chan Kok Leong	78	Kantun SMX	MAS	121.0	11.0	29.0	31.0	28.0	21.0	13.0	19.0
22	Patrick Chung	69	Rhino	CHN	129.0	13.0	8.0	18.0	31.0	29.0	30.0	31.0
23	Bob Wells	17	Kantun S	USA	130.0	16.0	37.0	26.0	21.0	27.0	19.0	21.0
24	Dome Rimpirungsi	56	Alternative	THA	131.0	7.0	18.0	30.0	29.0	20.0	27.0	32.0
25	Kevin Tan	61	britPOP!	SIN	131.0	9.0	24.0	25.0	23.0	18.0	32.0	33.0
26	Varanan Yusananda	54	R 1	THA	131.0	16.0	23.0	22.0	19.0	25.0	26.0	26.0
27	Parinya Tatiyarat	159	MX 16	THA	133.0	8.0	16.0	20.0	34.0	31.0	29.0	29.0
28	Vipart Promsunthorn	1	Alternative	THA	137.0	10.0	31.0	29.0	20.0	19.0	28.0	36.0
29	Phadungpol Saensanit	100	R 2	THA	142.0	14.0	28.0	24.0	27.0	28.0	24.0	25.0
30	M.L.Panasam Hasdin	140	R 2	THA	144.0	11.0	19.0	27.0	36.0	33.0	34.0	20.0
31	Kuerkool Yamanont	6	MX 14	THA	151.0	15.0	25.0	36.0	26.0	26.0	25.0	34.0
32	Bob Dunlap	37	V8	USA	159.0	17.0	33.0	33.0	24.0	30.0	31.0	24.0
33	Adm.Yuttana Phagpolngam	9	EVO 3	THA	163.0	14.0	30.0	34.0	32.0	34.0	23.0	30.0
34	Arjin Piyachokanakul	65	EVO 3	THA	167.0	15.0	37.0	28.0	30.0	32.0	35.0	27.0
35	Plyawongs Karnasuta	50	Kantun SMX	THA	184.0	18.0	37.0	32.0	35.0	35.0	36.0	28.0
36	Abin Sheikh	57	Kantun SMX	THA	186.0	18.0	32.0	35.0	33.0	36.0	33.0	35.0

The following weekend at Ocean Marina Yacht Club in Pattaya offered some excellent radio sailing on the walkway/breakwater at the end of the marina. This is a world-class venue, and I hope this event inspires more radio sailing here. Farther outside we could see the Optimist and OK Dinghy also participating. Obviously youth sailing is big here with lots of kids in a large Optimist fleet. We sailed in light wind with some ocean swell on Saturday, and waiting for the wind to establish direction did postpone some racing. Sunday the wind was stronger and in the afternoon it was glorious with the wind parallel to the breakwater with some big waves and swell noisily crashing on the riprap. We began in 1-rig then went to 2-rig mid-day, where it was fun to see the IOMs jumping off a wave exposing their keel on the big ones. It was even more fun to hook on a wave downwind and plane on it, and clearly some are better at this than others. You know it is fun when skippers are running to catch up to their boat nearing the leeward gate.

In the stronger Pattaya winds with better visibility positions shuffled from the Bangkok results, but the same top three emerged. This time Croatia's Mario Skrlj survived a jib sheet wrap around his ram to finish three points in front of Rob Walsh. Mario is not a World champion yet, but he has some nice top ten finishes in Worlds with a 3rd at Barbados, 4th in Israel, and 6th this year. Rob was closing fast though, as he was very fast in 2-rig in the biggest winds and waves in the last two races. The UK's Graham Bantock finished 4th and USA's Mark Golisson was Mr. Consistent finishing 5th in both King Regattas – a solid effort from both. The 'old guy' Croatian, Vedran Vesanovic, was happy to finish 6th, just in front of France's Yannick Rossignol. Yannick is very fast downwind sailing his *Il était un petit navire*, still the best named design in the fleet. Singapore's Kevin Tan competed well despite rig reconstruction on Saturday and surviving in 1-rig all of Sunday. Just hanging in through adversity and tough competition and to sail all the races is it's own reward. Kevin wasn't the only one over-canvassed, but I was too busy on the 'bubble' to notice much else.

Results for 2015 King Regatta - Pattaya (Dec. 19th – 20th)

	Skipper	Sail	Hull	Country	Score	1	2	3	4	5	6	7	8	9	10	11
1	Mario Skrlj	8	KantunS	CRO	22.0	1.0	2.0	1.0	1.0	1.0	6.0	1.0	21.0	9.0	3.0	6.0
2	Rob Walsh	25	Britpop	GBR	25.0	1.0	10.0	2.0	10.0	2.0	1.0	8.0	4.0	5.0	1.0	1.0
3	Zvonko Jelacic	35	KantunS	CRO	41.0	2.0	1.0	13.0	8.0	3.0	10.0	4.0	1.0	4.0	8.0	21.0
4	Graham Bantock	95	Fraktal 2	GBR	49.0	2.0	3.0	9.0	11.0	9.0	2.0	9.0	5.0	6.0	4.0	14.0
5	Mark Golisson	55	V9	USA	54.0	4.0	17.0	5.0	2.0	14.0	8.0	11.0	8.0	1.0	13.0	2.0
6	Vedran Vesanovic	44	Britpop	CRO	55.0	11.0	7.0	4.0	6.0	13.0	5.0	5.0	7.0	13.0	6.0	4.0

Seattle IOM Update

Annual Summary – December 2015

7	Yannick Rossignol	22	petit navire	FRA	58.0	5.0	8.0	11.0	17.0	5.0	9.0	14.0	2.0	3.0	7.0	8.0
8	Claes Lindstrom	14	Amores	SWE	63.0	4.0	16.0	16.0	4.0	10.0	4.0	2.0	11.0	7.0	11.0	10.0
9	Huub Gillissen	99	Shuffle	NED	72.0	6.0	9.0	7.0	13.0	12.0	13.0	3.0	12.0	10.0	2.0	11.0
10	Mark Alazia	188	Britpop	FRA	75.0	8.0	15.0	3.0	15.0	18.0	17.0	7.0	9.0	8.0	5.0	5.0
12	Gary Boell	71	Maxim	USA	78.0	3.0	11.0	14.0	16.0	4.0	7.0	16.0	10.0	18.0	10.0	3.0
11	Tim Brown	7	Fraktal 2	AUS	78.0	6.0	14.0	17.0	3.0	20.0	15.0	6.0	3.0	12.0	12.0	7.0
13	Burak Sahbaz	10	Britpop	TUR	79.0	3.0	4.0	6.0	5.0	11.0	18.0	23.0	17.0	2.0	16.0	15.0
14	Jeff Byerley	711	Cheinz	AUS	92.0	13.0	6.0	18.0	21.0	36.0	3.0	10.0	6.0	14.0	9.0	13.0
15	Lin Yining	07	Kantun SMX	SHN	105.0	8.0	12.0	12.0	21.0	7.0	11.0	13.0	15.0	15.0	18.0	12.0
16	Maurizio Morbidelli	52	MX16	ITA	108.0	5.0	13.0	10.0	12.0	6.0	14.0	18.0	21.0	21.0	23.0	9.0
17	Ervin Scully	31	Kantun S	SIN	117.0	19.0	5.0	15.0	9.0	8.0	19.0	12.0	13.0	17.0	21.0	36.0
18	Bob Wells	17	Kantun S	USA	140.0	14.0	21.0	8.0	7.0	16.0	20.0	15.0	21.0	23.0	22.0	18.0
19	Mikael Pophillat	85	French Thai 2	THA	150.0	10.0	26.0	22.0	14.0	15.0	12.0	19.0	16.0	21.0	36.0	21.0
20	Kevin Tan	61	Britpop	SIN	156.0	7.0	18.0	21.0	23.0	28.0	24.0	31.0	14.0	11.0	17.0	21.0
21	Bob Dunlop	37	V8	USA	163.0	14.0	20.0	36.0	18.0	17.0	21.0	21.0	21.0	36.0	14.0	17.0
22	Zack Chan Kok Leung	78	Kantun SMX	MAS	166.0	13.0	36.0	36.0	22.0	21.0	23.0	17.0	23.0	16.0	15.0	16.0
23	Gong Qunxing	98	Gong 1	CHN	176.0	7.0	19.0	36.0	21.0	27.0	16.0	20.0	27.0	24.0	19.0	23.0
24	Phadungpol Saensanit	100	R 2	THA	204.0	9.0	30.0	23.0	36.0	32.0	22.0	27.0	24.0	21.0	24.0	24.0
25	Varanan Yusananda	54	R1	THA	206.0	9.0	29.0	21.0	24.0	26.0	26.0	24.0	22.0	25.0	36.0	36.0
26	Vipart Promsunthorn	1	Alternative	THA	208.0	11.0	24.0	19.0	31.0	31.0	36.0	29.0	25.0	26.0	21.0	22.0
27	Adm. Yuttana Phagpolngam	9	EVO 3	THA	221.0	12.0	27.0	24.0	29.0	22.0	25.0	28.0	28.0	36.0	26.0	36.0
28	Kuerkool Yamanont	6	MX14	THA	222.0	12.0	25.0	26.0	28.0	23.0	31.0	26.0	36.0	36.0	25.0	26.0
29	Kasamay Thawron	18	MX14	THA	225.0	19.0	28.0	36.0	27.0	19.0	27.0	22.0	36.0	22.0	36.0	25.0
30	Arjin Piyachokanakul	65	EVO 3	THA	233.0	15.0	23.0	27.0	26.0	24.0	30.0	32.0	29.0	27.0	36.0	36.0
31	Dome Rimpirungsi	56	Alternative	THA	262.0	10.0	22.0	36.0	25.0	25.0	36.0	36.0	36.0	36.0	36.0	36.0
32	Abin Sheikh	57	Kantun SMX	THA	264.0	16.0	33.0	25.0	36.0	33.0	29.0	30.0	26.0	36.0	36.0	36.0
33	M.L.Panasarn Hasdin	140	R2	THA	267.0	15.0	31.0	36.0	30.0	30.0	28.0	25.0	36.0	36.0	36.0	36.0
34	Patrick Chung	69	Rhino	CHN	296.0	19.0	32.0	36.0	36.0	29.0	36.0	36.0	36.0	36.0	36.0	36.0
35	Plyawongs Karanasuta	50	Kantun SMX	THA	307.0	19.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0	36.0

Getting this King Regatta to have its international flavor is a story. Admiral Yuttana initially emailed IOMICA Chairman Fred Rocha to invite ten of the Worlds top skippers and their family to a regatta in Thailand with all expenses paid except the flight (the event evolved from there). Fred first thought it was a hoax, an offer too good to be true. Fred ignored three emails with this offer, so Oh tried a different tack. He didn't make Admiral (retired) or now parliament for nothing, so he went through his Thai sailing buddy Narongrith "Tui" Singhaseni. Tui and Oh sail IOMs every Sunday west of Bangkok. Tui had retired from graphics work in LA (and IOM sailing at Hansen Dam), and he already knew Fred well. Tui contacted Fred to validate this is real, and with Fred now finally on board regatta planning became serious and IOM skippers began paying attention. Tui was drafted as Vice Chairman so Oh could participate, and Tui was everywhere keeping things running smoothly and translating. Tui happened to be traveling to USA Worlds in May, which is where I first heard the announcement of this regatta. At Worlds I suggested to Fred and Tui they needed somebody from the West to write the regatta report for international publicity, and that is how I snagged an at-large position (I think).

Five years ago I returned to radio sailing, and I wanted to couple competition with traveling with my wife, Jackie. The question of which class to compete in was resolved fairly easily. The IOM is the obvious choice to travel internationally and compete because of how extensively the class has regattas around the world. That is exactly why Sweden's Jan Dejmo wrote the IOM rule in the late 1980s. It is a bonus that it is such a well-mannered, versatile, and tough boat. So far we have done our fair share of traveling to regattas in the US and Canada, and with this King Regatta we can finally say we have done it

internationally. We have more of this to come, but I don't expect to top this experience. Thank you for our wonderful vacation Oh, Tui, Freddie, and of course Thailand.

Final thought: Oh, I have to say you made one big mistake of which you are well aware. Bring your 2-rig next time! How fun that was as nicely captured here by our globe trotting photographer, Hanneke Gillissen from the Netherlands: <https://www.facebook.com/rcscthai/?ref=ts&fref=ts>).



Thailand's Kuerkool Yamanont showed conservatism by protecting himself from the sun by covering his arms and head. He let caution go in rescuing his MX-14 on the riprap in the big winds and sea of the last day. He wasn't the only one making this kind of rescue though, despite the request at the skipper's meeting that this was not allowed for safety. Next time I'm sure the rescue boat will have a faster response system to avoid this risky behavior. Hanneke Gillissen © Photo.



2015 King Regatta's Overall IOM Champion Rob Walsh from the UK adjusting his 2-rig on our last day. Note that skippers who fly regularly typically do not bring a cradle because it takes up too much precious space. Instead they use
Seattle Model Yacht Club

towels and foam protection of their bulb. The launch area was from the steps and fixed float behind Rob inside the breakwater, which was added for our IOM regatta. Hanneke Gillissen © Photo.



The morning view from my Ocean Marina Yacht Club Hotel room in Pattaya speaks for itself. Inside was very nice too. A local told me that 3rd floor pool has the coldest water in all of Thailand, but I didn't find the time to test it. We sailed off the breakwater/walkway at the far end, in what proved to be a world-class radio sailing venue. Bob Wells photo.



The overall winners L to R: Varanan Yusananda - 3rd Thai Skipper; CRO's Zvonko Jelacic – 3rd Overall; GBR's Rob Walsh – 1st Overall; Mrs. Kobkarn Wattanavrangkul of the Ministry of Tourism and Sports; CRO's Mario Skrijl – 2nd Overall; Mikael Pophillat – 1st Thai skipper; Phadungpol Saensanit – 2nd Thai skipper. How did the Euro guys get all their trophies home on the plane? Hanneke Gillissen © Photo.

IOM USA Class News: Fred Rocha's Section

IOM USA Class News

By Fred Rocha, previous IOM Class Secretary

It has been my pleasure to serve as IOM Class Secretary for two terms, and my honor to announce that our new Class Secretary is Bruce Andersen on January 1st, 2016. There is too much class business for one person to effectively handle, and I have been so appreciative of the support I received from my management team during my tenure. It bodes well that many from my team will continue on Bruce's team.

Hosting the 2015 IOM Worlds at Foster City is the most memorable regatta during my tenure, and it was a great event thanks to the efforts of so many. We have had many great IOM regattas together though, and each one leaves positive memories. This is a great class with great people. I will continue to be active in the class, so see you at the pond.

I have submitted four USA skippers for the coming 2016 EURO Championship in Spain from June 25th – July 1st as follows with highest ranking first: John Ebey, Craig Mackey, Gary Boell, and Mark Golison. Unfortunately I believe only one USA skipper will be allocated for this EURO.

Continued by Bruce Andersen, 2016 IOM Class Secretary:

Following Freddy is a hard act to follow! I agree with Fred that there are simply too many things to handle to keep the class informed, happy, and growing for one person. I am implementing a class management style of a Class Secretary with an Executive Board of volunteers and advisors (or conscripts in certain cases). I'm proud to announce our very experienced class management team as follows, and if you are active in the class you already know these guys are committed IOM enthusiasts:

Bruce Andersen – IOM Class Secretary (*I'm a regular traveler to major regattas in the IOM class almost from our inception in 1998, and I often serve on jury duty at those events.*)

Gary Boell – Secretary Elect (*You know Gary from his significant Worlds contributions as Vice Chairman and his penchant to travel to many regattas in many classes. Did you know he is currently serving as the IOMICA Secretary also? After my single term as Class Secretary, Gary is next in line to run for AMYA Class Secretary - part of our plan for class management continuity and to avoid burnout of our volunteers. Of course you can always vote to throw the bums out...*)

Bob Wells – Communications & Publicity (*Continues on from Fred Rocha's team, and he is also the PacNW author of the Seattle IOM Update eNewsletter and involved with most of our articles and regatta reports published in Model Yachting. You have been reading his material for years. He travels with his wife regularly to regattas outside his Seattle area.*)

Ted Flack – Treasurer & Registration (*Continues on this important post from well before Fred Rocha's time in office, and is another well-known active skipper that travels regularly to regattas each year from Detroit, often with his son Bobby. Sometimes he even finishes in front of Bobby.*)

George Georgardis and Mark Golison – Website (*George returns rejuvenated after a break from our class website, and fortunately for us his day job is web development. We need to get George sailing more though. Mark is relatively new to radio sailing and the IOM class, but not racing. He already is sailing at a top level and traveling frequently. Mark is an amateur web developer, providing balance to this important post.*)

John Ebey – Racing Schedule & Technical (*Continues on from Fred Rocha's team, and is our current National Champion after finishing 2nd in 2014. Very involved as an organizer/competitor in IOM sailing in Cali for years. An excellent IOM préparateur.*)

Jerry Brower – Ranking (*Continues on from Fred Rocha's team, after taking over from Stephan Cohen after 2015 Worlds. Jerry likes to crunch numbers, delve into rule minutiae, and travel to regattas when he is not sailing locally. Has attended three IOM Worlds to date. Did you know he is a former EC12 Class secretary?*)

These are early days, as we're just getting our feet wet and sorting out an agenda which will include fleet building, ranking regatta scheduling, fund raising, and improved communication. Not much else to report inasmuch as I've only been in office a few days, but your team is already focused and moving forward. Stand by for more to come!

IOM USA Honor Roll

By Fred Rocha

Our Honor Roll below listing all of our 18 National Championship Regattas to date. It is not easy to win a USA IOM National Championship, especially if you hail from America. Canadian Peter Van Rossem leads overall with four Championships, and Barbadian Tony Gonsalves follows with three. Three skippers have two wins: the UK's Graham Bantock and Brad Gibson, as well as the USA's Craig Mackey. Congratulations to the USA's John Ebey, who is our 2015 Champion with his first well-deserved win. Steve Landeau is the only other USA skipper to win our Nationals in 2001. Thank you to Bruce Andersen who helped greatly to compile the list and Bob Wells filled in with additional research. If you can fill in the small amount of missing information shown as "NA" in our earlier regattas, please share with us

1998

Host: Trinity River Yacht Club & Rush Creek Yacht Club Venue: Lake Ray Hubbard
 City: Dallas, TX Date: Nov 14th – 15th Number of Boats: 13 Countries: USA, CAN, GBR
 1998 US National Champion: Graham Bantock GBR 95

Top 5 Skippers:

- 1st Graham Bantock GBR 95 / Ikon / SAILSetc Sails / Great Britain / 38 pts
- 2nd John Cleave / TS2 / SAILSetc Sails / Great Britain / 53 pts
- 3rd Jon Elmaleh / Chinook / Sterne / Brooklyn, NY / 89 pts
- 4th Mickey Peterson / Nimbus / Sterne / Houston, TX / 118 pts
- 5th John Rizopoulos / TS-2 / Sterne / Sugarland, TX / 119

1999

Club Host: STMYA Venue: Mud Lake or Clear Lake
 City: Houston, TX Date: Nov 13-14 Number of Boats: 30 Countries: USA, CAN, AUS and GBR
 1999 US National Champion: Keith Skipper GBR

Top 5 Skippers:

- 1st Keith skipper GBR 90 / Ikon / SAILSetc Sails / Great Britain / 55 pts
- 2nd John Rizopoulos / TS2 / Sterne Sails / Sugarland, TX / 60
- 3rd Peter Van Rossem CAN 66 / Mandarin / Bob Stern Sails / Kingston CAN / 62 pts
- 4th Jon Elmaleh USA 02 / Rush / SAILSetc Sails / New York, NY / 65 pts
- 5th Paul Beard USA 95 / Ikon / SAILSetc / Orange County, CA / 73 pts

2000

Club Host: South Bay Model Yacht Club Venue: Hillary Park
 City: San Jose, CA Date: Sept 30 – Aug 1 Number of Boats: 19 Countries: USA, CAN, NZL
 2000 US National Champion: Trevor Bamforth NZL 33

Top 5 Skippers:

- 1st Trevor Bamforth NZL 33 / Stealth / Bamforth Sails / NZL / 34 pts
- 2nd Gordon Stout CAN / Image / Stout Sails / Calgary, CAN / 50 pts
- 3rd Paul Beard USA 95 / Ikon / SAILSetc / Orange County, CA / 54 pts
- 4th George Pedrick USA / Ikon / Karl Tulp / Pt. Richmond, CA / 56 pts
- 5th Micky Peterson USA / Tornado 250/ Blackwell / Houston, TX / 73 pts

2001

Club Host: Central Park Model Yacht Club Venue: Mill Pond
 City: Port Washington, NY Date: NA Number of Boats: NA Countries: USA, CAN
 2001 US National Champion: Steve Landeau USA 12

2002

Club Host: NA Venue: Fluor Daniels Corp. pond
 City: Sugarland, TX (Houston) Date: April 19-21 Number of Boats: 32 Countries: USA, CAN, UK

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2002 US National Champion: Peter Van Rossem CAN 99

Top 5 Skippers:

- 1st Peter Van Rossem CAN 66 / TS2 / Bob Stern Sails / Kingston CAN / 54 pts
- 2nd Jon Elmaleh USA 02 / TS2 / Bob Stern Sails / New York-NY / 56 pts
- 3rd Steve Landeau USA 12 / Stealth /Black Magic Sails / Orange County-CA / 98.5 pts
- 4th Don Martin CAN / NA / NA / Vancouver CAN / 148.8pts
- 5th Gary Ward NA / TS2 / NA / 184 pts

2003

Club Host: San Diego Argonauts Venue: Mission Bay Pond

City: San Diego, CA Date: August 13th - 14th Number of Boats: 28 Countries: USA, BAR, CAN

2003 US National Champion: Tony Gonsalves BAR 51

Top 5 Skippers

- 1st Tony Gonsalves BAR 74 / Cockatoo /Black Magic Sails / Bridgetown BAR 49.0 pts
- 2nd Peter Allen BAR 87 / Disco /Black Magic Sails / Bridgetown BAR 56.0 pts
- 3rd Craig Mackey USA 29 / Image / Black Magic Sails / Seattle-WA 61.0 pts
- 4th Steve Landeau USA 12 / Stealth /Black Magic Sails / Orange County-CA 69.0 pts
- 5th Richard Diamond USA 21 / Stealth /Black Magic Sails Orange County-CA 98.0 pts

2004

Club Host: Mystic River Radio Sailors Venue: US Coast Guard Academy

City: New London, CT Date: June 18th - 20th Number of Boats: 41 Countries: USA, CAN, BAR & GBR

2004 US National Champion: Graham Bantock GBR 95

Top 5 Skippers

- 1st Graham Bantock GBR 95 / Topiko / SAILSetc Sails / Great Britain 26.0 pts
- 2nd Richard Silverman USA 214 / Ericca /Black Magic Sails / Miami-FL 42.0 pts
- 3rd Ken Binks GBR 183/ Isis /Great Britain 46.0 pts
- 4th Tony Gonsalves BAR 51 / Ericca / Black Magic Sails / Bridgetown BAR 48.0 pts
- 5th Steve Landeau USA 12 / Isis / Black Magic Sails / Orange County-CA 64.0 pts

2005

Club Host: San Diego Argonauts Venue: Mission Bay Model Pond

City: San Diego, CA Date: Nov 3rd - 5th Number of Boats: 45 Countries: USA, CAN, BAR, AUS & ARG

2005 US National Champion: Craig Mackey USA29

Top 5 Skippers

- 1st Craig Mackey USA 29 / Patriot / Black Magic Sails / Seattle-WA 66.0 pts
- 2nd Richard Silverman USA 214 / Ericca / Craig Smith Sails / Miami-FL 74.0 pts
- 3rd Brad Gibson AUS 42 / Disco / BG Sails / Australia 76.0 pts
- 4th Steve Landeau USA 112 / Topiko / Black Magic Sails / Orange County-CA 85.0 pts
- 5th Filippo Busalacchi USA 51 / Extreme / Black Magic Sails / San Diego-CA 90.0 pts

2006

Club Host: Detroit Model Yacht Club Venue: Camp Dearborn

City: Milford, MI Date: May 4th - 7th Number of Boats: 36 Countries: USA, CAN, BAR and GBR

2006 US National Champion: Craig Mackey USA 29

Top 5 Skippers

- 1st Craig Mackey USA 29 / Patriot / Black Magic Sails / Seattle-WA 74.0 pts
- 2nd Ken Binks GBR 83 / Isis / Great Britain 87.7 pts
- 3rd Peter Van Rossen CAN 66 / TS2 / Vector Sails / Kingston-CAN 91.0 pts
- 4th Jon Elmaleh USA 02 / Twang / Vector Sails / New York-NY 99.0 pts
- 5th Steve Landeau USA 12 / Isis / Black Magic Sails / Orange County-CA 116.0 pts

2007

Club Host: Central Park Model Yacht Club Venue: Mill Pond

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City: Port Washington, NY Date: September 21st - 23rd Number of Boats: 16 Countries: USA, BAR and CAN

2007 US National Champion: Peter Van Rossem CAN 66

Top 5 Skippers

- 1st Peter Van Rossem CAN 66 / TS2 / Vector Sails / Kingston-CAN 122.0 pts
- 2nd Roy Langboard USA 70 / Disco / New York-NY 144.0 pts
- 3rd Hugh Kidd CAN 117/ KF II / Canada 145.0 pts
- 4th Tony Gonsalves BAR 51 / Topiko / Vector Sails / Bridgetown-BAR 146.0 pts
- 5th Jon Elmaleh USA 02 / Twang / Vector Sails / New York-NY 148 pts

2008

Club Host: Detroit Model Yacht Club Venue: Camp Dearborn

City: Milford, MI Date: Oct 31st - Nov 2nd Number of Boats: 27 Countries: USA, BAR and CAN

2008 US National Champion: Peter Van Rossem CAN 66

Top 5 Skippers

- 1st Peter Van Rossem CAN 66 / Topiko / Vector Sails / Kingston-CAN 64.0 pts
- 2nd Steve Landeau USA 12/ Isis / Black Magic Sails / Orange County-CA 104.0 pts
- 3rd Jon Elmaleh USA02 / Twang / Vector Sails/ New York-NY 106.0 pts
- 4th Richard Silverman USA 14 / Ericca / Vector Sails / Hollywood-FL 112.0 pts
- 5th Craig Mackey USA 29 / Patriot / Black Magic Sails / Seattle-WA 120.0 pts

2009

Club Host: San Diego Argonauts Venue: Mission Bay Model Pond

City: San Diego, CA Date: August 7th - 9th Number of Boats: 39 Countries: USA, BAR, BRA, CAN and GBR

2009 US National Champion: Peter Van Rossem CAN 66

Top 5 Skippers

- 1st Peter Van Rossem CAN 66 / Topiko / SAILSetc Sails / Kingston CAN 63.0 pts
- 2nd Brig North USA 111 / Topiko / SAILSetc Sails / Dallas-TX 74.2 pts
- 3rd Zach Alyea USA 46 / Cockatoo /Craig Smith Sails Las Vegas-NV 85.0 pts
- 4th Craig Mackey USA 29 / Patriot / Black Magic Sails / Oceanside-CA 103.0 pts
- 5th Dennis Rogers USA 43 / Ericca / BG Sails / San Diego-CA 118.0 pts

2010

Club Host: Trinity River Yacht Club Venue: Bass Pro Shop, Lake Ray Hubbard

City: Garland, TX Date: October 21st - 24th Number of Boats: 36 Countries: USA, BAR, BRA, CAN & GBR

2010 US National Champion: Brad Gibson GBR 42

Top 5 Skippers

- 1st Brad Gibson GBR 42/ britPOP! / BG Sails / Birkenhead MYPC - UK 17.0 pts
- 2nd Richard Silverman USA 14 / Lintel / Vector Sails / Hollywood-FL 43.0 pts
- 3rd Eric Arndt USA 13 / Lintel / Vector Sails / San Raphael-CA 43.3 pts
- 4th Tony Gonsalves BAR 51 / Lintel / Vector Sails / Bridgetown-BAR 59.0 pts
- 5th Peter Allen BAR 74 / Lintel / Vector Sails / Bridgetown-BAR 86.0 pts

2011

Club Host: Sabal Pines Model Yacht Club Venue: Quiet Waters Park

City: Deerfield Beach, FL Date: Nov 3rd - 6th Number of Boats: 32 Countries: USA, BAR, CAN, TRI and GBR

2011 US National Champion: Brad Gibson GBR 42

- 1st Brad Gibson USA70 / britPOP! / BG Sails / Birkenhead MYPC - UK 33.0 pts
- 2nd Tony Gonsalves BAR51 / Lintel / Vector Sails / Bridgetown-BAR 85.0 pts
- 3rd Peter Allen BAR74 / Lintel / Vector Sails / Bridgetown-BAR 101.0 pts
- 4th Craig Mackey USA 29 / Lintel / Black Magic Sails / Oceanside-CA 116.0 pts
- 5th Dennis Rogers USA 43/ britPOP! / BG Sails / San Diego-CA 117.4 pts

2012

Club Host: San Diego Argonauts Venue: Mission Bay Model Pond

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City: San Diego, CA Date: August 2nd - 5th Number of Boats: 46 Countries: USA, BAR, BAH, BRA and CAN

2012 USA National Champion: Tony Gonsalves BAR51

Top 5 Skippers

- 1st Tony Gonsalves BAR 51 / CHEINZ / Vector Sails / Bridgetown-BAR 73.0 pts
- 2nd Zach Alyea USA 46 / Topiko / Craig Smith Sails / Las Vegas-NV 86.0 pts
- 3rd George Pedrick USA 99 / Pikanto / BG Sails / Pt. Richmond-CA 89.0 pts
- 4th Craig Mackey USA 29 / V7 / Black Magic Sails / Oceanside-CA 96.0 pts
- 5th Peter Van Rossem CAN 66 / Topiko/ SAILSetc Sails / Kingston-CAN 103.0 pts

2013

Club Host: North Bay R/C Sailing Club Venue: SF Bay off Pier 80 (Oracle Team USA base)

City: San Francisco, CA Date: April 25th - 28th Number of Boats: 55 Countries: AUS, BAR, BAH, BRA, CAN, GBR, NZL & USA

2013 USA National Champion: Ian Vickers (NZL) USA 171

Top 5 Skippers

- 1st Ian Vickers USA 171 / V8 / Power Sails New Zealand / SF-CA 29.0 pts
- 2nd Brad Gibson GBR 70 / britPOP! / BG Sails / Birkenhead MYPC - UK 36.0 pts
- 3rd Erick Arndt USA13 / Lintel / Vector Sails / Fairfax-CA 46.0 pts
- 4th Jeff Byerley USA71 / CHEINZ / Mirage Sails / Queensland AUS 60.0 pts
- 5th Tony Gonsalves BAR51 / CHEINZ / Vector Sails / Bridgetown BAR 71.0 pts

2014

Club Host: South Bay Model Yacht Club Venue: Central Lake

City: Foster City-CA Date: May 15th, 16th, 17th and 18th Number of Boats: 45 Countries: BAH, BAR, CAN and USA

2014 USA National Champion: Tony Gonsalves BAR 51

Top 5 Skippers

- 1st Tony Gonsalves BAR 51 / CHEINZ / Vector Sails / Bridgetown-BAR 68.0 pts
- 2nd John Ebey USA 93 / britPOP! / BG Sails / San Rafael-CA 89.0 pts
- 3rd Craig Mackey USA 29 / britPOP! / Black Magic Sails / Oceanside-CA 123.0 pts
- 4th Peter Allen BAR 74 / britPOP! / Vector Sails / Ch. Church-BAR 126.0 pts
- 5th Gary Boell USA 71 / CHEINZ / Mirage Sails / Pt. Richmond-CA 129.0 pts

2015

Club Host: Oregon MYC & Seattle MYC Venue: Hood River Marina

City: Hood River-OR Date: July 17th - 19th Number of Boats: 23 Country: USA

2015 USA National Champion: John Ebey USA 93

Top 5 Skippers

- 1st John Ebey USA 93/ britPOP! / BG Sails / San Rafael-CA 25.0 pts
- 2nd Mark Golison USA 55/ V9 / Vickers Sails / Long Beach-CA 30.0 pts
- 3rd Craig Mackey USA 29/ britPOP! / Black Magic Sails / Oceanside-CA 35.0 pts
- 4th Gary Boell USA 71/ CHEINZ / Mirage Sails / Pt. Richmond-CA 41.0 pts
- 5th Jon Elmaleh USA 2 / New World / Vector Sails / Brooklyn-NY 60.0 pts

IRSA (International Radio Sailing Association):

(In the fairly recent and rare contentious IRSA election, Lester Gilbert promised more transparency among other things. Lester and his hard working team have delivered. Check out their excellent website here: <http://www.rudiosailing.org/>. Check out my interview of IRSA's excellent Webmaster Henning Foss here: http://issuu.com/rudiosailing.today/docs/10_worlds_magazine. The following caught my interest from Lester's blog – Editor.)

IRSA's Chairman's blog: 'The IRSA - ISAF Relationship and Appendix E'

By Lester Gilbert

Henning suggested I try out the new "blog" feature of the new Web site, and I found myself writing about the IRSA-ISAF relationship and our racing rules in Appendix E...

The relationship between IRSA and ISAF could fill a large book, and starts from way back when model yachts raced each other. For some reason, the relationship has been much more difficult for some sailors and for some sailing countries, usually English-speaking countries. Steering a reasonable and mutually rewarding path is thus notoriously difficult, and deserves close and thoughtful discussion on both sides. In this blog article, I want to offer some comments on Appendix E from what I think should be IRSA's point of view.

Historically, there were very good reasons for asking ISAF (IYRU as it was) to incorporate the racing rules for radio sailing into their rule book, and the same very good reasons remain. The consistency and coherence between the racing rules for radio sailing and for full-size allows a much greater pool of Race Officials, especially for international events; allows common training programmes for officials; and allows radio sailing to exploit the experiences of full-size, especially for handling protests, developing fleet umpiring, interpreting the rules, and managing fair racing. In the bigger picture, having Appendix E in the RRS means that IRSA is part of the greater community of sailors world-wide, making radio sailing more attractive to prospective owners and making well-endowed clubs more interested in hosting significant events. In the big picture, it is good to be part of sailing worldwide.

When the rules for radio sailing were incorporated into the RRS, however, no particular provision was made to give radio sailors a say in the special rules by which they race. A tension inevitably arises when it is ISAF that controls Appendix E on the one hand, whereas on the other hand it is pretty much exclusively IRSA and radio sailors who are affected by Appendix E and who are the only significant stakeholders in what it says.

By various processes of grace and favour, ISAF has from time to time received requests about Appendix E and has largely responded positively to these requests. This has been through sympathetic ISAF MNAs making submissions on behalf of IRSA (RSD as it was), and more recently through sympathetic officials connected to the ISAF Racing Rules Committee.

Sadly, grace and favour do not provide the transparent and sustainable processes that a modern association of worldwide members expects, and sympathetic officials do not necessarily provide the rules changes that IRSA owners want. One of the election promises made by the CEEFIE group was that, if voted in, the new IRSA Executive Committee would seek to introduce procedures to yield the kinds of rules that radio sailors want, and to yield an effective management of Appendix E which emphasises transparent consultation with all stakeholders.

Following Gordon Davies' work as an ISAF International Judge and his connections with the ISAF Racing Rules Committee (RRC) and other interested parties, I am now hugely optimistic that IRSA can achieve these ambitions through existing ISAF procedures and structures for "Working Parties" (WPs). A WP under the ISAF RRC would review all Appendix E submissions, and would include members of the IRSA Racing Committee. In turn, the IRSA Racing Committee under Gordon's chairmanship would ensure formal communication of proposals, feedback, and consultation with all IRSA Members (DNMs and IOMICA) and informal communication with radio sailors through the members of the committee.

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. You can find all of John's excellent RRS article collection here: <http://crys.ca/information/rules-tactics/> - Editor.

Protests**How to Protest successfully – What happens in a Protest Hearing**

Yacht Racing is a multi-faceted sport. You need to be an Engineer to build a good boat and rigs. You need to be a Meteorologist understand and predict the wind and water conditions. You need to be a Lawyer to understand the rules. You need to be a Sailor to handle and maneuver the boat. You need to be a Saint to not kill the competitor that just T-boned your shiny new yacht! We all have some of those attributes in different measure – and the one we are all weakest on, is understanding and applying the Racing Rules of Sailing, the RRS.

Winning a race is a combination of going fast, in the right direction, and applying tactics to gain (or not lose) position when maneuvering close to other boats. The RRS allow us to apply tactics to a racing situation – or to put it another way – Without the RRS there would be no tactics – just mayhem. But what happens when two skippers see a given situation differently, or apply different rules to an incident on the course? Frequently, we end up with a collision or a wild avoidance, and a hail of “Protest!”

Some skippers take offence at being protested and taking a penalty turn – but why? I suspect that it is human nature – that part of us that is unwilling to accept that we may have made a mistake – “It couldn't be me! – It must be the ‘other’ guy”. But I take a different view. To me a protest is not about who made a mistake or who can yell the loudest. Rather, it is the result of someone not understanding which rule to apply. So I see each protest as a learning opportunity. And the best outcome is that everyone benefits from understanding the rules better. This is why I always advocate that Protest Hearings be held in public and all competitors be made welcome to listen in as observers.

In some ways, the current rules have reduced the learning opportunities of the Protest Hearing. Go back to the rules of 30 years ago, and the consequence of breaking a rule was harsh. It was either retire from the race, or go to a Protest Hearing. But then there was a major change of philosophy in the rules with the concept of the ‘Alternative Penalty’. With that change, you could now take a penalty on the course and carry on racing. As a result, now there are fewer Protest Hearings; but in consequence, the learning opportunities have been lost. Frequently, following an incident, I see the wrong boat take a penalty turn. From that incident, there is no learning – just a reinforcement of poor practice and two skippers who did not learn anything and may repeat the mistakes again.

Protests can be intimidating, but they don't have to be. Protests are resented by some; but instead, they should be appreciated as a way of clarifying and fostering a better understanding the rules. Big boats have few protests – they may do one race in a day, with one start, several mark roundings and a finish. Then they can go back to the club house and hold a protest hearing, and the only consequence may be a late dinner. In RC sailing, we may do fifteen races in a day. That's fifteen starts, fifteen finishes, and 60 or more mark roundings. Add to that the additional problems of depth perception and the speed with which incidents come and go and the opportunity for a contact is greatly magnified. Additionally, in a multi-heat RC regatta, usually a protest must be settled before the next heat can start. So we have the added pressure to cut corners and complete the hearing as soon as possible.

But if we want to race, we need rules. And if there are rules, then we need an adjudication system for disagreements. At special major events, like a World Championship, we utilize a team of Umpires – certified ISAF International Judges, to make calls on the spot. This gives a high quality of racing for the

world's best sailors, with quick, high quality decisions, and keeps the regatta moving. But a team of Umpires comes at a high price for a regatta, often in excess of \$20,000, just to cover their travel, hotel, meals and other incidental costs. So for the rest of our events which have very limited budgets, we have to utilize the 'self-policing' aspects inherent in our rules, and hold occasional Protest Hearings when an incident is not resolved by an on-course penalty.

Here are some extracts from the RRS that cover various aspects of Protests, from the initial Hail, to notifying the Race Committee, to filling out the Protest Form. But what happens next? In this article, I will go over what happens behind the 'closed doors' of the Protest Hearing. If you understand the process, you can present your evidence in the best way and relate it to the applicable rules. This will help you 'lead' the Protest Committee to the correct finding. I will cover how to give evidence and how to cross examine the other party, and what to focus on to help the Protest Committee arrive at the facts. How the Committee interprets the facts and applies the rules is beyond your control, but I will show you how to summarize your position, to emphasize the rules that you believe apply and help your case.

From the RRS – How to protest

E2.1 Hailing Requirements

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

E6.3 Informing the Protestee

Rule 61.1(a) is changed to:

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

E6.4 Informing the Race Committee

A boat intending to protest or request redress about an incident in the racing area or control area shall inform the race officer as soon as reasonably possible after finishing or retiring.

E6.5 Time Limits

A protest, request for redress or request for reopening shall be delivered to the race officer no later than ten minutes after the last boat in the heat finishes or after the relevant incident, whichever is later.

61.2 Protest Contents

A protest shall be in writing and identify

- (a) the protestor and protestee;
- (b) the incident, including where and when it occurred;
- (c) any rule the protestor believes was broken; and
- (d) the name of the protestor's representative.

The Hearing

You may be in a Protest Hearing as the Protestor, Protestee, or as a Witness, or you may have been 'volunteered' to serve as a Protest Committee member. If you have some experience in such hearings, you may be asked to be the Protest Committee Chairperson and chair the meeting. Being on a Protest Committee is a fantastic way to learn more about the rules, so don't be afraid to volunteer, and be willing to serve, if asked. The Chairman has a few extra responsibilities, such as directing the sequence of the hearing and keeping good order, and completing the Protest Hearing form. If there should be an Appeal, then the chairman may have to write a summary for, or answer questions from the National Appeals Committee.

If you examine a Protest Form (There is a sample form at the back of the RRS), it is a series of Questions or comments with Check Boxes and space for a diagram and comments. But if you follow the form as it is laid out, it will lead you through the Hearing in the correct order.

If you are to be Chairperson, make sure you have a current copy of the RRS and a set of miniature boats and marks available. I keep a copy of the RRS as a pdf file on my lap top computer, along with a copy of the ISAF Case Book, in case a bit of research is required. Both files may be downloaded for free from the ISAF, and it is easy to 'save' them on your computer for reference. The 'keyword' search function is especially useful in the ISAF Case Book to help you find relevant cases.

Here are the major steps extracted from the Protest Form.

1. Introductions. The Chairperson introduces the Committee and the protagonists to each other. Establish if there are any witnesses and have them close by, but not in hearing range of the proceedings.

2. Objection to 'Interested Party'. As many Protest Committees are made up of sailors from the fleet, it is important that the Protestor and Protestee have an opportunity to object to any of the Committee members with 'grounds'. The objection cannot be spurious (e.g. he does not like me); but a concern that a Committee member's place in the heat or regatta may be improved by the decision may be 'grounds'.

3. Validation of Protest. This is an important step to ensure that we have a valid protest. If any of the steps has been missed and without adequate explanation, the Protest Committee may dismiss the protest on a 'technicality'. For example, if you did not hail loudly "Your sail number – Protest - His sail number" (and repeat), then you did not give the other skipper the opportunity to take an R 44 alternative penalty. If you handed in the protest form after the time limit, be ready to explain why – e.g., "My boat was entangled out on the course and had to be rescued before I could do the form."

So did you clearly hail "Your sail number –Protest – Other boat sail number" – twice, in a loud voice? Did you notify the Race Committee as soon as reasonably possible after finishing or retiring? Did you file the Protest Form within the time limit? Does the Form clearly identify the incident (Where, When, What), and the parties involved and which rule the Protestor believes was broken? It does not matter if the Protestor gets the 'rule' wrong at this point – the PC can correct that during the hearing. If the Protest is ruled 'invalid' the matter normally ends there.

4. Giving Evidence- the meat of the hearing

With the formalities out of the way, we can now get to the evidence phase of the hearing. RRS Appendix M 3.2 outlines a procedure to follow. The order of the steps shown here have been shown to work well to keep good order as the evidence is presented.

- 4.1 Protestor describes incident
 - Protestee asks questions of clarification
- 4.2 Protestee describes incident
 - Protestor asks questions of clarification
- 4.3 Committee members ask both parties questions of clarification
(this order allows the participants to speak without being 'led' by the Protest Committee).
- 4.4 Protestor calls Witness to describe incident
 - Protestee cross examines for clarification
(this order prevents the Protestor from 'leading' his witness).
 - Protestor cross examines for clarification
 - Committee Members cross examines witness
- 4.5 Protestee calls Witness to describe incident
 - Protestor cross examines for clarification
(this order prevents the Protestee from 'leading' his witness).

Protestee cross examines for clarification

Committee Members cross examines witness

4.6 More Witnesses- ONLY if they can add additional pertinent facts – not just repeat existing information. A lot of time can be wasted, hearing the same story over and over.

5. Closing Statements

Protestor summarizes facts and suggests applicable rules and ISAF Cases.

Protestee summarizes facts and suggests applicable rules and ISAF Cases.

6. Deliberations. Committee deliberates in private. Parties are dismissed – but stay close. Any observers are dismissed.

Committee prepares a diagram and finds facts –

What happened (or what probably happened as best they can tell from the evidence)

Committee reaches a conclusion and decides which rules are applicable-

Who did what, which rules apply, and which boat if any, broke a rule or what Redress is appropriate.

7. Decision is communicated to parties. Protestor and Protestee are informed of the decision. Decision is communicated to the Race Committee to update the score sheet.

8. Appeal. If a party to the hearing thinks the Committee has made an error in applying the rules, there may be grounds for an Appeal – ask for the Committee Findings in writing. An Appeal is a Big Deal. It goes to the ‘big boat’ National authority of your country. The Appeals Committee is a formal committee of at least National Level Judges. Examples of the National authority are - the Canadian Yachting Association, the CYA; the United States Sailing Association, US Sailing, and in the UK, it is the Royal Yachting Association, the RYA.

However if you think the Protest Committee have got the ‘facts’ wrong, then you may ask for the hearing be re-opened. You cannot file an appeal about an error in the facts, only about the way the rules have been applied to the established facts.

A simulated Protest Hearing

Now let’s take a hypothetical incident and apply the Protest Hearing guidelines. For our ‘pretend’ Protest let’s say that Yellow and Green are sailing close hauled on stbd tack and are fetching the weather mark for a port rounding. Yellow is ahead, and to weather of Green. As Yellow reaches the mark, she bares off to round the mark to sail to the next mark which is down wind. Green hits Yellow’s port side and also hits the mark. Yellow hails that she is protesting Green. Green hails that she is protesting Yellow. Neither boat takes a penalty turn. Both Yellow and Green notify the Race Committee of the Protest at the finish line, as they finish. Protest forms are filled out and presented to the RC within the time limit. On her Protest form, Yellow lists another boat, Red as a witness.

From the above general description, we cannot tell which was the ‘Keep Clear’ boat. So the purpose of the hearing is to establish the facts so that we can determine which rule or rules apply, and then decide who should have kept clear. For this situation as described, it is quite obvious that the issue will involve R 18 Mark Room, and so the main fact to establish is the relative positions of the two boats at the point where the first boat ‘touched’ the zone. For each protest, it is important for the committee to figure out in general terms what type of situation they are dealing with and then ask questions relative to the rules that may apply for that type of situation to zero in on the key facts.

For a Mark Room situation, the key facts will be the heading of the boats (close hauled, or off the wind), which tack (or gybe) for each boat, and were the boats overlapped when the first one reached the zone. For a Port/Stbd or Tacking too close, the distance between the boats and their closing angle and speeds, and probable impact point would be important. For Overtaking to leeward from astern, the separation

between the boats at the point that the overlap began – was there room for the (now) weather boat to keep clear in accordance with the definitions and was there a proper course for either boat? From this summary, you can see that for each type of situation, there are key factors that the PC needs to determine.

Now we have organized a Protest Committee and convened a Hearing.

Step 1. Introductions

Chairman. “Good afternoon Gentlemen. My name is Tom, and I will chair this hearing. My committee members are Dick and Harry. We appear to have simultaneous protests from Yellow and Green for the same incident, so we will hear them together. As the protest from Yellow was handed in first, for this hearing, we will say that Yellow is the Protestor, and Green is the Protestee. Is that acceptable?” Pause – “OK, let’s continue.”

Step 2. Interested Party Challenge

Chairman. “Do either Yellow or Green object to any members of the Committee?” Pause – “No objections, then we may continue.”

If there is an objection to any committee member, the objector explains the alleged conflict. The Committee may consider the objection in private and then announce the decision – if the decision is upheld and there is a potential for a conflict of interest; that committee member is withdrawn, and an alternate is substituted, until there are no more objections.

Step 3 Validation of Protest

Chairman. “Yellow, please tell us how you protested?”

Note – this is a good example of an OPEN question, and is not leading the Protestor. A poor question would be a CLOSED question such as “Did you hail Protest in a loud voice.” The answer is either Yes, or No, and is leading the Protestor as to what the committee wants to hear.

Yellow. “As soon as Green hit me, I hailed “My sail number – Protests - His sail number” in a loud voice, and then repeated the hail.

Chairman. “Green, did you hear the hail?”

Green. “Yes”

Chairman. “So to summarize, your hail was immediately following the contact and you hailed both sets of sail numbers in a loud voice, and repeated the hail – so the requirement was met. We may continue.”

Note. - If the Committee felt that there was an unnecessary delay in the hail, or if the hail was not done correctly or in a way that the other party may not hear the hail, the Committee could decide to declare the protest ‘Invalid’, and reject it.

Upon hearing the announcement that the protest was declared invalid, another competitor in that heat could file a new protest against both boats on the grounds that there was a contact and that no penalty turns were taken and a proper protest was not filed. The time limit for such a protest usually starts when the current protest finding is announced.

Chairman. “Did either of you take a penalty turn?” –pause - “No – ok, let’s continue.”

Chairman. “Yellow, how did you notify the Race Committee about the protest?”

Note. - Another good open question.

Yellow. “As soon as I crossed the finish line, I hailed to the Race Officer who was recording the finishes that I was protesting Green.”

Chairman. “Very good, that is acceptable – and the RC reports that they were notified at the finish, and a written protest was filed within the time limit.”

(The chairman briefly consults the other committee members who nod in agreement)

Chairman. “So we have a valid Protest and may continue with the hearing.”

Step 4. Giving evidence.

Chairman. “Now we are ready to hear about the incident. Yellow as the protestor, you go first, so in your own words, please explain what happened.”

Yellow. “After tacking near the shore, with Green to leeward, I was beating towards the weather mark on stbd and was easily laying the mark. After the tack, which was about 8 boat lengths from the mark, Green was behind my transom. At about six lengths from the mark I hailed “No overlap.” At the zone, Green was still clear astern. As I reached the mark, I started to bare away around the mark, when Green hit my stern quarter. I hailed “Protest” and sailed on to the next mark which was back downwind.”

Chairman. “Green, do you have any questions of clarification for Yellow?”

Green. “I was sailing towards the mark when Yellow turned . . .” - Chairman interrupts.

Chairman to Green. “Sorry to interrupt you, but you will have a chance shortly to describe the incident in your own words. For now, do you have any questions for Yellow about how he described the incident?”

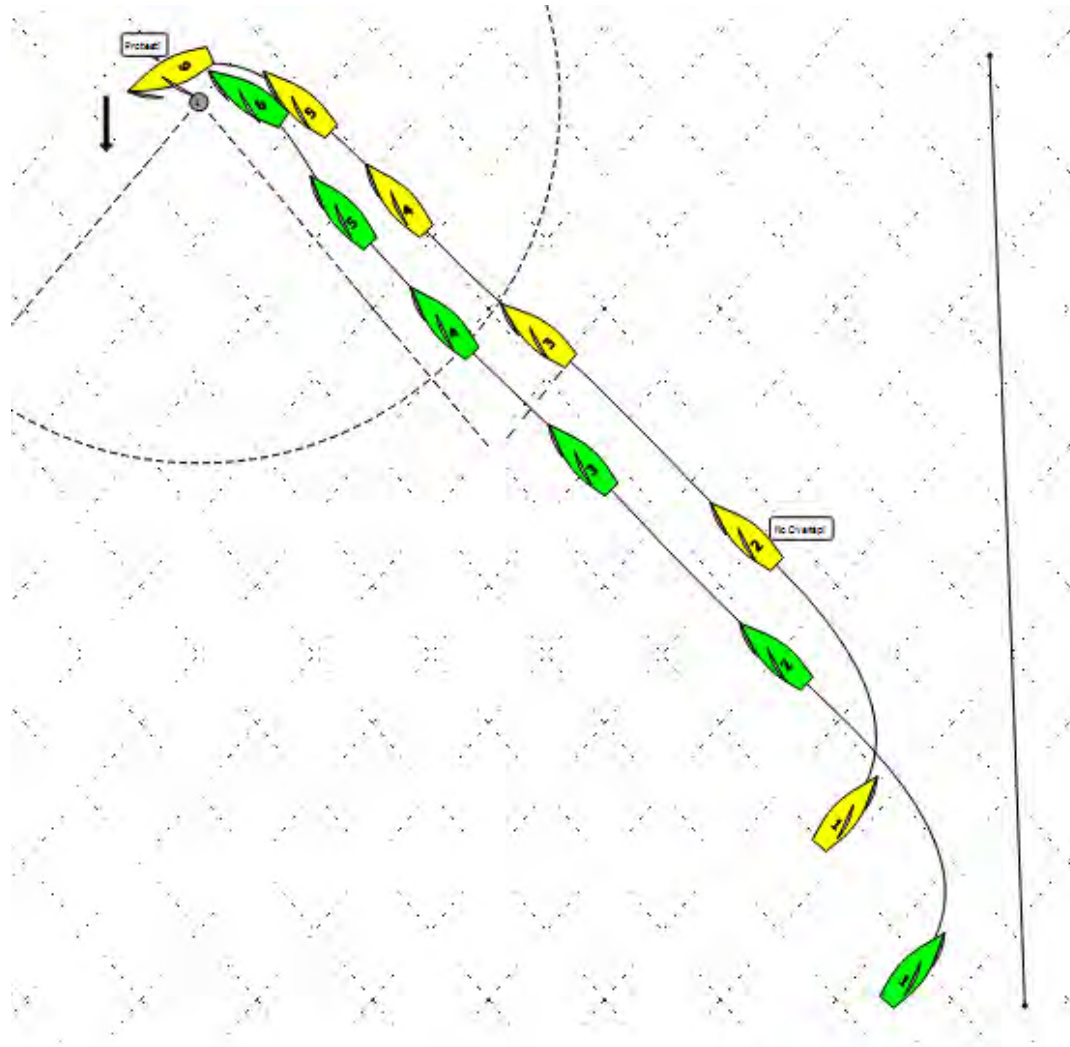
Green to Yellow. “Why did you turn down in front of me right at the mark- I had nowhere to go?”

Yellow to Green. “I was clear ahead at the zone and was entitled to mark room; so I was turning around the mark when you ran into me.”

Green to Yellow. “But when you turned, you did not give me any opportunity to keep clear. . .”
Chairman interrupts again.

Chairman to Green. “Again sorry to interrupt – but you are asking Yellow to justify her actions. At this point in the meeting, do you have any questions about how Yellow positioned the model boats as he described the incident?”

Green. “Sorry Chairman. No, I have no more questions of Yellow.”



Chairman. “Green, now it is your turn. Please use the model boats and show us the incident from your viewpoint?”

Green. “I was sailing towards the mark with Yellow a bit to weather. As Yellow got to the mark, she started to bare away in front of me. As we were overlapped and she was to windward, I hailed her to stay up, and then hailed for room – but I had nowhere to go and ran into Yellow and hit the mark – So I hailed protest under R 11, windward/leeward and because Yellow altered course and did not give me any opportunity to avoid her.”

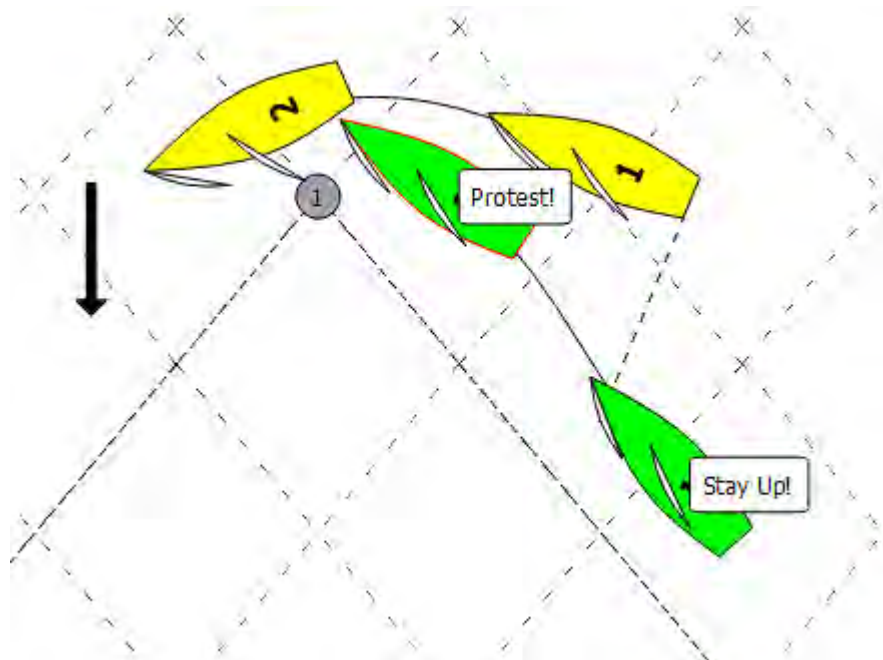
Chairman. “Thank you. Now Yellow, do you have any questions of Green?”

Yellow. “Green, did you hear me hail “No overlap” as we approached the mark?”

Green. “Yes.”

Yellow. “Can you place the boats in position when you heard that hail?”

Note. This is an important type of question as it causes the opponent to place the boats in a position that may help support your claim; i.e. they convict themselves.



Green places the boats outside the zone, but is unclear as to their relative positions.

So Yellow comes at it from a different perspective.

Yellow. “Can you show where the boats were when we both tacked to stbd?”

Green places the boats in positions similar to pos. 1 and 2 of Figure 1 (Yellow’s diagram)

Yellow. So at that point, Yellow was clear ahead of Green?”

Green. “Yes, I suppose so.”

Yellow. “From the point of contact at the mark, can you back up the boats to the point where we entered the zone?”

Note. Another very important question. Having Green place Yellow clear ahead of Green at the zone supports Yellow’s case under R 18. Walking the boats backwards from the contact is a good technique to help establish relative positions. Sometimes there is a difference of opinion and this helps the Committee understand what happened. For example, if Green collided with Yellow’s transom, then Green was probably clear astern of Yellow at some point, however if the collision was near the bow of Yellow, then it is more likely that an overlap may have existed for some time.

Green is unsure, but walks the model boats backward from the collision at the mark and places Yellow clear ahead of Green at the zone.

Yellow. “Thank you. No more questions.”

Chairman to Committee members. “Do you have any questions of Yellow?”

Dick. “Yes – I would ask Yellow where he was standing and what was his view of the incident?”

Note – this is an important question. Often RC racing involved depth perception and perspective, and so a clear view of an incident helps support any claims.

Yellow. “The control area extended along the bank, and I was standing about 12 boat lengths from the mark and level with the boats when I called ‘No overlap’. And I was level with boats when they entered the zone, so I had a clear view.”

Harry. “You show that the contact occurred right at the mark, and Green hit your port quarter. Can you say exactly where the contact point was?”

Yellow. “He hit my port side a couple of inches forward of the transom, about level with my rudder post.”

Harry. “Was there any damage?”

Yellow. “No.”

Harry. “Good. Now, from the contact point can you back up the models and show me where the boats were when you first touched the zone?”

- Yellow moves the models back to position 3 as shown in Yellow’s version diagram, figure 1 above.

Harry. “Thank you. No more questions.”

Chairman. “Where were you and Green relative to the stbd lay line?”

Yellow. “After I tacked, I was above the lay line, maybe about one length and Green was behind and below me, about right on the lay line.”

Chairman. “Are there any more questions for Yellow?” pause – “No more questions. Very good we will continue.”

Chairman to committee members. “Do either of you have any questions for Green?” pause - Dick and Harry have no questions of Green.

Chairman. “Yellow, do you wish to call a witness?”

Yellow. “Yes, I call Red?”

Note. Chairman sends a committee member to fetch the witness – do not allow either participant to bring the witness so that there is no possibility of collusion. The model boats are gathered in so the witness cannot see any positioning. Red arrives.

Chairman. “Red, we understand that you saw an incident at the weather mark in the last race. Please tell us where you were and what you saw happening?”

Red. “I was walking up the bank, level with my boat, so I was maybe 4 boat lengths away from my boat. I was approaching the bank on port and tacked onto the stbd lay line right behind Green. As I completed my tack to stbd, Yellow was just about at the zone, and Green was about a boat length behind Yellow, and I was about the same distance behind Green.”

Red moves the model boats as shown in Figure 3 – Red’s Version.

Chairman. “Thank you Red. Now, Green, do you have any questions for Red?”

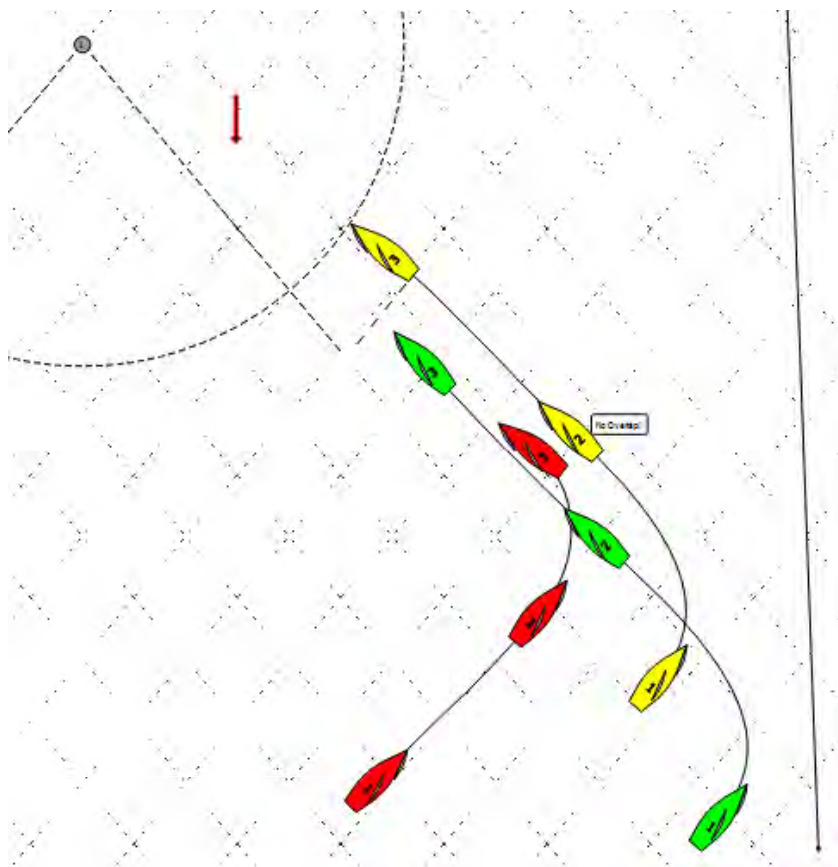
Green. “Yes. Red, did you see Yellow bare away in front of me at the mark, even though he was weather boat and did you hear me hail for him to stay up?”

Red. “Yes. I heard you hail, and I saw Yellow bare away at the mark and the collision.”

Green. “Thank you. No more questions.”

Chairman. Yellow, do you have any questions for Red about the way he positioned the boats during the incident?”

Yellow. “No questions. I think he described the incident very similar to the way I saw it.”



Note. Yellow could have asked Red to fix the boats at the point where Yellow entered the zone, but as Green and Red have both said that Yellow was clear ahead when Yellow reached the zone, this would have been redundant. The committee appreciates brevity.

Chairman to committee. “Do either of you have any questions of the witness?” pause – “No more questions – then the witness is released with thanks.”

Chairman to Green. “Do you wish to call any witnesses?”

Green. “No, I have no witnesses.”

5. Closing Statements

Chairman. “As there are no more witnesses, I will ask first Yellow and then Green each to summarize your position and highlight any rules or ISAF Cases that you think are relevant. Yellow please begin.”

Yellow. “Thank you. In the evidence that I presented and as confirmed by Green under cross examination, and by the witness, Red, Yellow was about a boat length clear ahead of Green at the zone and was entitled to Mark Room under R 18.2.b. Green tried to cut inside and hit me right at the mark as I was baring away to sail the next leg to the downwind mark.

Chairman. “Thank you. Now Green, your summary please?”

Green. “As we got to the mark, Yellow bore away and squeezed me into the mark. Yellow was overlapped to weather and failed to stay clear under R 11. Also I think there is a rule about altering course and giving room for a boat to stay clear, but I cannot remember the rule number - R 15 or 16, I think.”

Chairman. “Thank you both for your evidence. Now I will ask you to retire while the committee considers the evidence. Please stay close in case we need you.”

Now you decide

There you have it – you were on the committee as Tom, Dick or Harry. Now you get to decide what happened; which rule(s) apply, and who should have kept clear. Look back through the evidence. What key pieces of evidence were supported by multiple parties – they can be taken as ‘facts’. Then make a diagram of the ‘facts’. Now you can look at the rules to see which rule(s) apply. If you are missing key evidence to be able to draw the diagram or decide which rule(s) apply, you can call back the parties for clarification, or if there was conflicting evidence, you can try to figure out what probably happened, using your experience as a sailor.

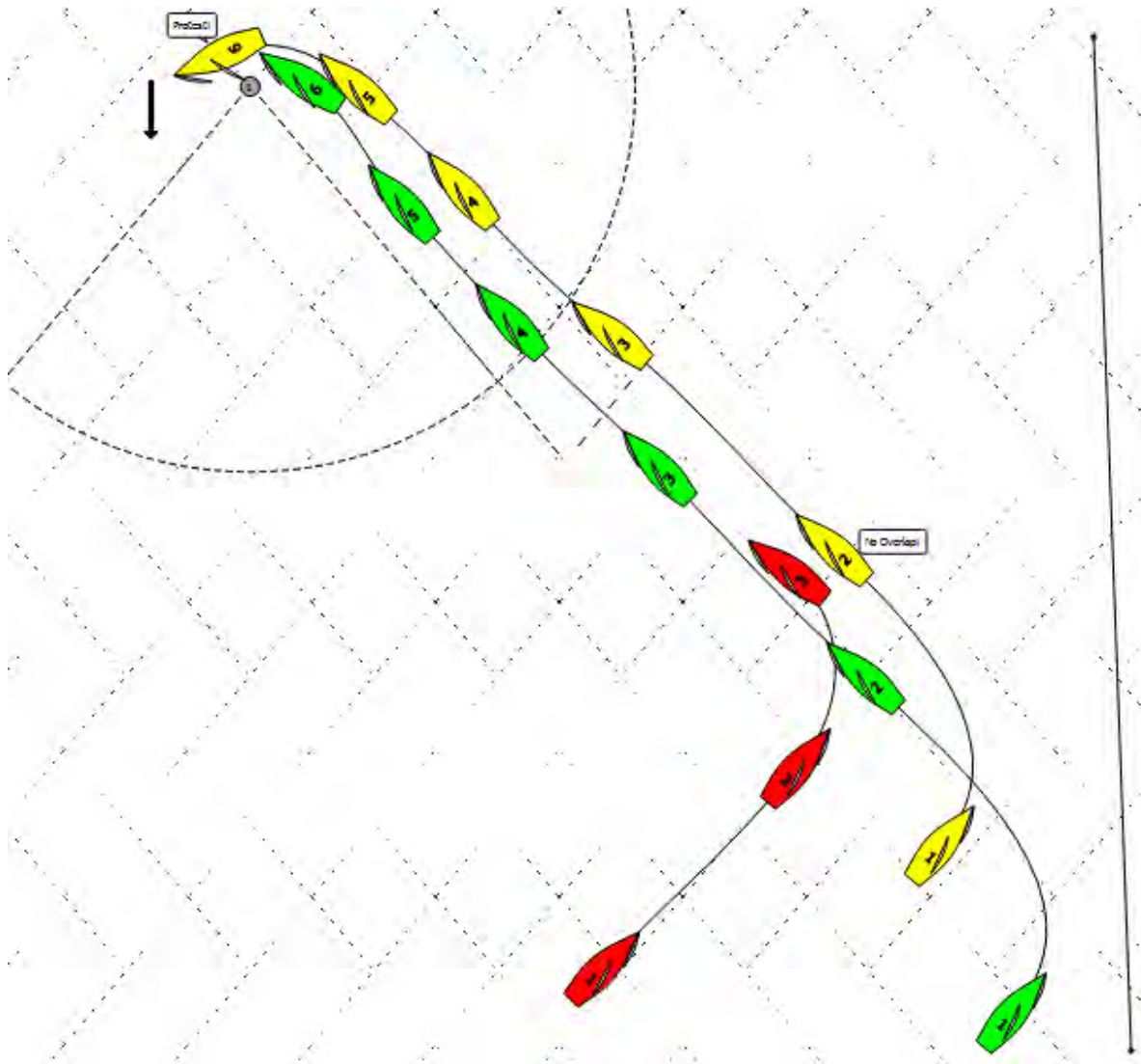
With that information, you may draw some conclusions as to who had right of way, and who should have kept clear. Was a rule broken, and who broke it? – unless they are exonerated, they will be disqualified. If no rule was broken, then the protest may be ‘dismissed’, but in this case there was contact, so a rule was broken and someone will be penalized.

Spoiler Alert. Here is what may happen in the committee deliberations.

6. Deliberations.

Chairman to committee members. “Ok, would one of you like to summarize what we heard in the evidence.”

Dick. “It seems to me to be quite clear. Here is my diagram, based on the combined evidence of the boats involved and the witness. We heard from Yellow that she was clear ahead at the zone, and Green agreed during questioning when he backed up the boats from the contact. Then Red gave the same information when she described the relative spacing after she tacked to stbd. We heard that Yellow hailed ‘No Overlap’ before reaching the zone, and Green heard but did not challenge that hail. We also heard that Green claimed ‘Room’ inside the zone and that there was contact between the boats and Green hit the mark.”



Harry. “I came at it a different way, but come to the same relative positions of the boats and so I agree with your diagram. I looked at the position of the boats at the point of

the collision and then moved them backwards. It seems clear that Yellow was clear ahead of Green before she started to bare away or the contact would have been nearer the bow of Yellow. Then I backed them up all the way to where they tacked to stbd, when Yellow was clear ahead. So it is reasonable to conclude that Yellow was clear ahead through the entire incident and specifically at the point when she touched the zone.”

Chairman. “Thank you for your descriptions. I agree with you. So we are unanimous on the diagram and the facts. So for “**Facts Found**” we may say . . .”

“In Race 1, at the weather mark, port rounding, Yellow tacked to stbd about 8 boat lengths from the mark, and one boat length to weather of the stbd lay line. Green also tacked to stbd, clear astern and slightly to leeward of Yellow, on the stbd lay line. Yellow was clear ahead of Green when the first boat, Yellow, reached the zone. As she reached the mark, Yellow bore away to sail close to the mark to sail to the next mark which was down wind. Contact occurred when Green hit the port stern quarter of Yellow, and Green also hit the mark.”

Chairman. “ For **Conclusions and Rules applicable** we may say . . .”

“We conclude that as Yellow was clear ahead of Green when she reached the zone and was ROW under R 12, Yellow was entitled to Mark Room under R 18.2.b. That room includes room to sail close to the mark when her proper course is close to the mark. In this case, the next mark was down wind, and so Yellow’s proper course when she bore away, was to sail close to the mark. When Green hit Yellow, she was interfering with Yellow’s ability to sail close to the mark breaking R 18.2.b. Green was required to give mark room to Yellow, even though a new overlap was created in the zone, so Green also broke R 18.2.c.

When Yellow bore away to round the mark, she became overlapped and to weather of Green and broke R 11 and R 16. However Yellow is exonerated under R 21.a.”

Chairman. “ For the **Decision**. We will show Green is Disqualified. “Are we all agreed? – pause – Yes. Then let’s recall the parties and give them our decision.”

Yellow and Green are recalled and the Committee Chairman reads the **Facts Found, Conclusions and Rules that apply** and then reads the **Decision**. The chairman shows the parties the Protest Committee diagram and offers the parties a copy of the completed Protest Form. The parties are dismissed, hopefully with some friendly remarks and thanks to the Committee. Finally, the decision is given to the Race Committee to update the score sheet.

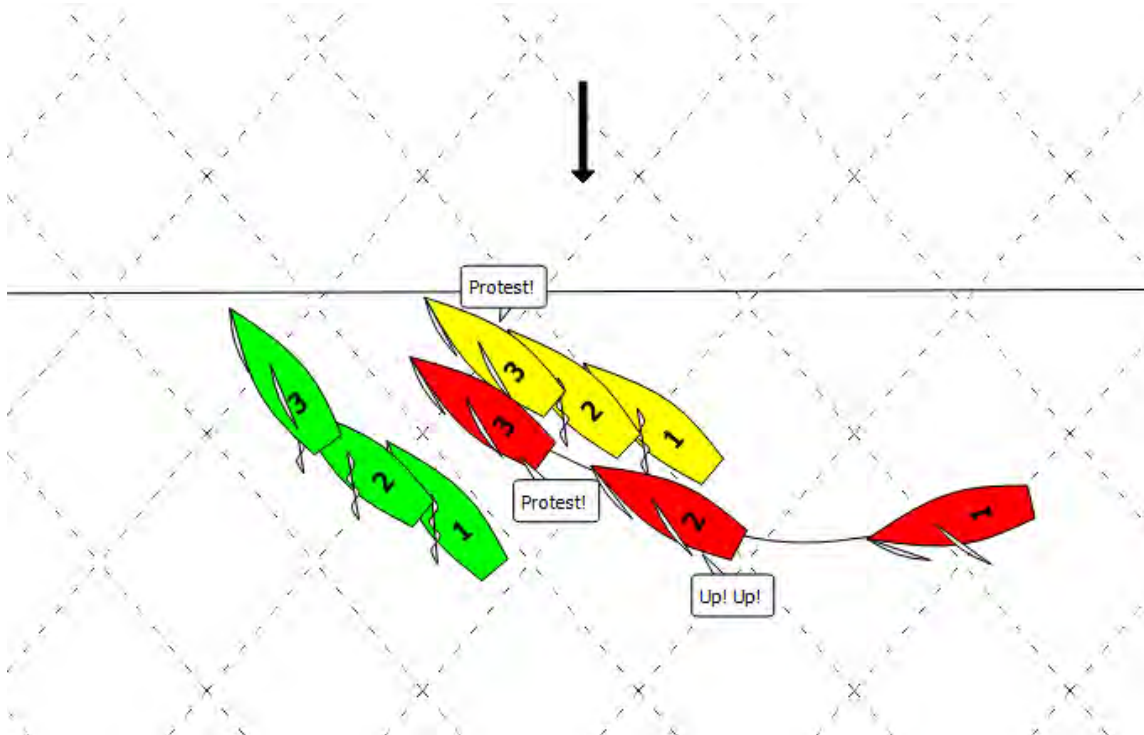
Summary

So you can see, being part of a protest hearing need not be a difficult or scary event. And if you listen carefully to the comments and questions of the other parties, you will quickly understand what factors are important for a particular rule or situation. With that information, you will be better prepared the next time a similar situation occurs on the race course. Now it is up to you to apply that learning – but without the experience of the hearing, you would not have learned about that rule.

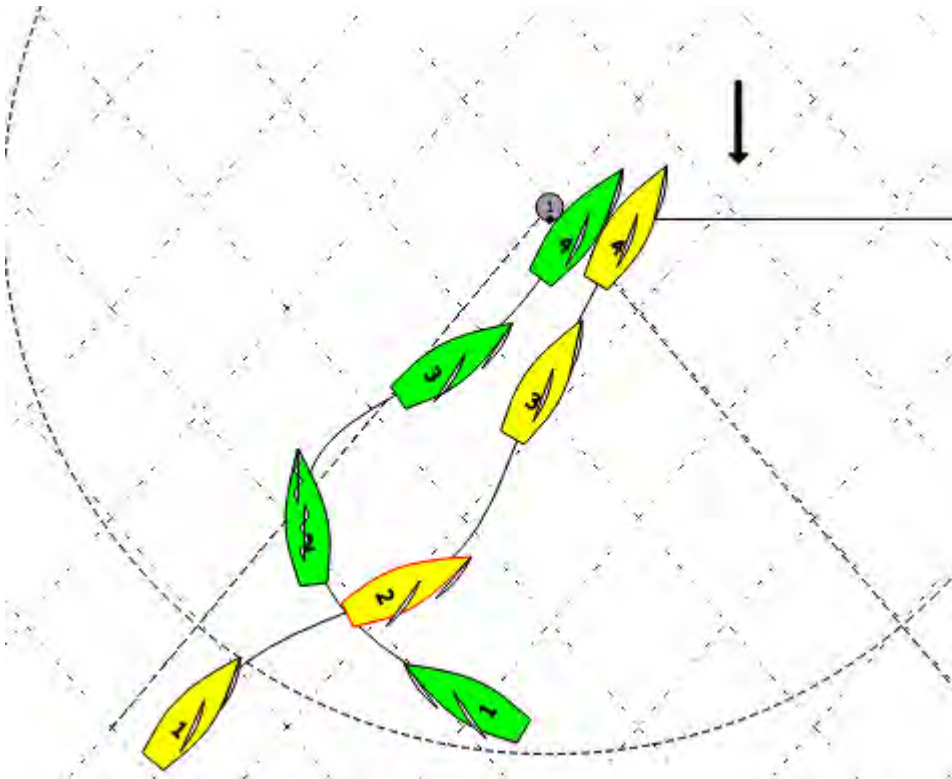
OK, so what’s next?

Back in the 1970’s when I was in my mid-twenties and had just started to race ‘big’ boats, the Race Committee Chairman of our Yacht Club, staged a ‘mock’ protest hearing as part of the winter entertainment program. He asked me to be the ‘Protestor’ and gave me a simple description of some facts of an incident. He gave another member a slightly different version and asked him to be the ‘Protestee’. And he arranged for some skippers to be a protest committee to take our evidence and ask questions. We ran this mock hearing in front of about 40 sailors and the emphasis was ‘learn by doing’. Well I was hooked! I realized immediately what a fantastic way to learn more about the racing rules, and from that point on was always willing to be a member of the protest committee for real hearings.

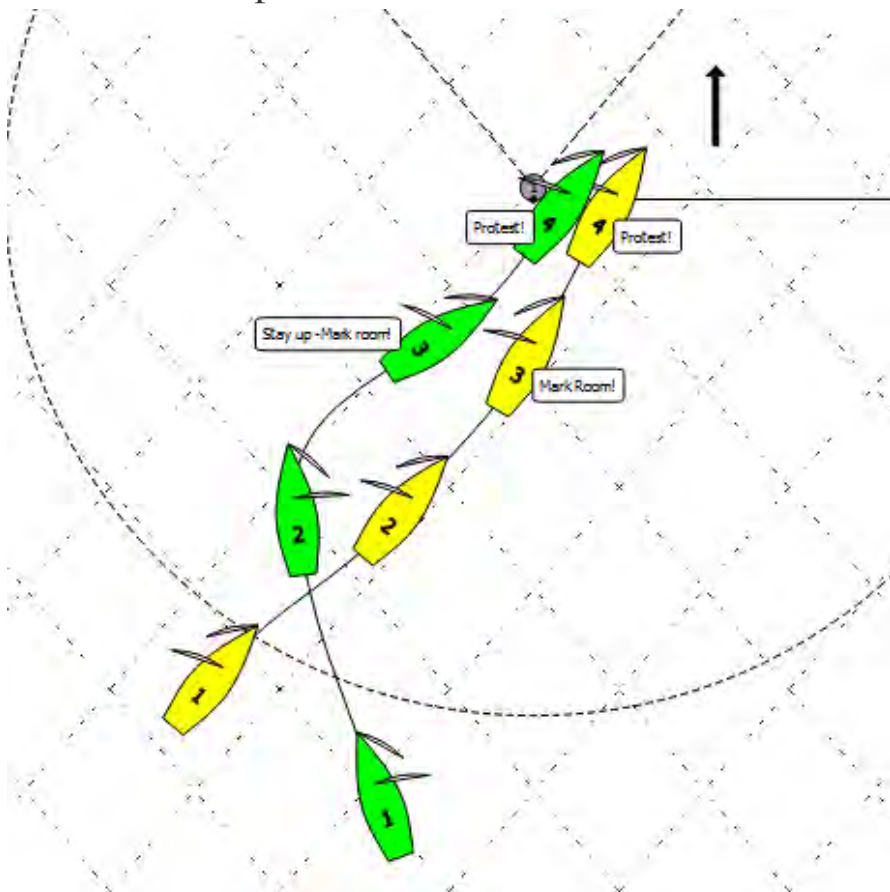
So here is what I suggest – get a few members of your sailing group together and hold a ‘mock’ hearing. Create a couple of scripts or sketches of some basic facts of an incident for the protestor and protestee. Print off a blank Protest form to use as a guide. Assign a committee and have them run a public Protest Hearing with the rest of your group as audience. The exercise is to figure out what happened, and which rules – if any – were broken. Then hold a debrief with the audience and discuss the process – the quality of the presentations – the quality of the questions and cross examinations to get to the important facts – and the quality of the findings – did the committee get it right? You will be amazed at how much you learn about the different rules by this practice and by referring to the ISAF Case Book to help you get it ‘right’. Make sure you have a few beers around and keep it light and have fun with it. I have suggested four incidents at the end of this article for you to use for mock hearings – or you can use a real situation from a recent race.

Sample cases for Mock Hearings

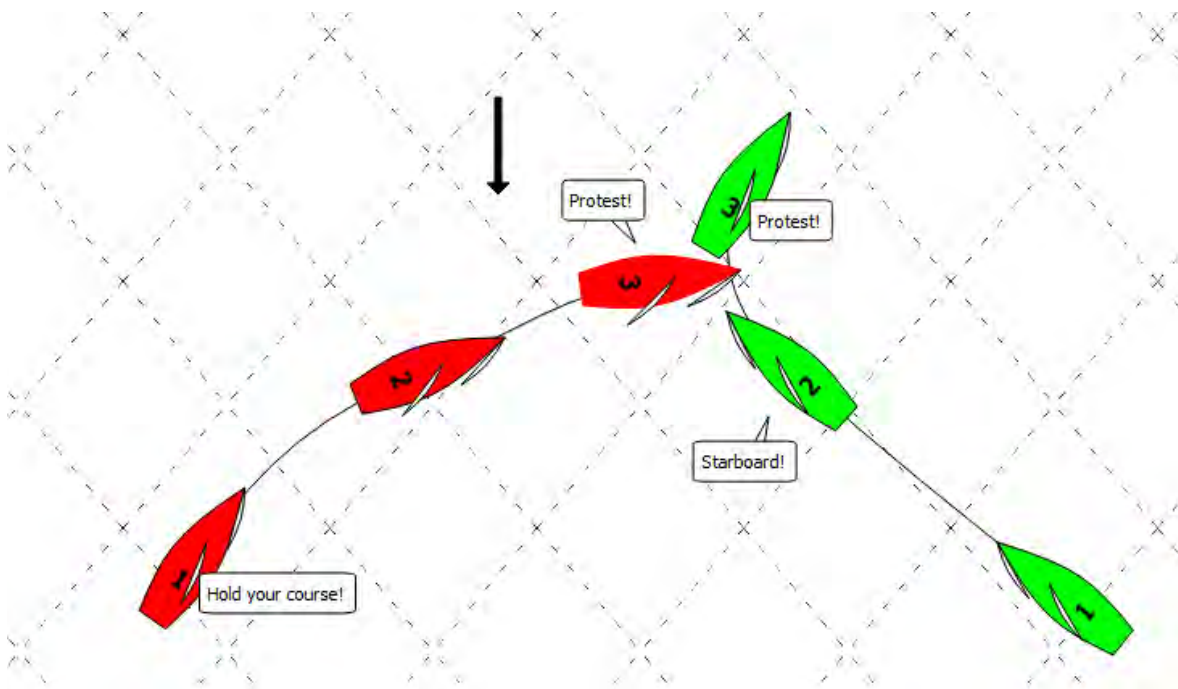
Case 1. A starting line incident in the last three seconds to the gun at Pos. 3. Contact occurs. Red claims R 11 (W/L) and Yellow claims R 15 and definition of Room.



Case2. On a beat, a finish line incident – contact occurs. Both boats hail protest. Both boats claim 'Mark Room'. Yellow cites R18.3 and Green claims R 18.1.a and 18.2.a



Case 3. A downwind finish – contact occurs. Both boats claim Mark Room and R 18.2.b



Case 4. On a beat to windward. You may do this one with or without contact. Green tacked to avoid Red and claims R 10 and RR 14. Red claims R 13, and R 16.

Letters to the Editor:

(10/12/15) Hi Bob, I don't seem to have received any of your excellent newsletters since January. I guess I have just dropped off your mailing list. If this is the case could you please put me back on because I am beginning to suffer withdrawal symptoms?

Hoping all is well with you and looking forward to the next issue. Kind regards,
Dave Hollom (UK)

(Editor: Hi David, always nice to hear from you and thanks for the "withdrawal" compliment. You haven't missed any issues as I've retired from writing a quarterly club newsletter. As I explained on the last page of the Jan 2015 issue, it was taking too much time away from other endeavors also important to me.

The good news is that I have morphed the quarterly to an annual club newsletter, and the 1st one will publish around Jan 1st. It coincides with putting out our 2016 PacNW schedule.

If you ever need a source to publish any of your articles related your radio sailing, I would be honored.)

Re: Looking for a Competitive IOM (From the MYA forum – sage advice from BG. In this case it was not taken, but I think it is good advice for Washington state skippers.)

by Brad Gibson Thu Oct 01, 2015

Hi Erick,†

As we have exchanged emails with regards to your search, I felt it might be useful to share my response for anyone else looking to enter into top line competitive racing within the sport.

With regards to starting out new, the below may assist your decision making:

I would use an analogy of myself wanting to get back into dinghy/skiff sailing with either a Moth or Musto skiff. Honestly I think I could pick it all back up within 12-18 months and a lot of sailing but the reality is that I would do a lot of swimming, make a lot of basic errors and probably damage some kit before I became confident enough to say I was sailing anything near its capabilities.

Now of course the damage aspect is reduced with radio sailing somewhat, but the mistake factor and learning curve can be one that takes a while to get the best from your equipment. Simple things such as handling light Mylar sails when changing a rig quickly, ensuring electrics and gear are well maintained etc means that with anyone naturally, a few basics take a little time.

I would always recommend a decent 2nd hand boat first up with a view that if sailed to its potential you will beat a not so well sailed new design. Once you are confident you will know when the step up is required, having not spoilt any of your brand new kit on pit falls.

Whilst it is always nice to have new and shiny, I'm afraid that in our sport this is very rarely, if ever, a direct route to the top for anyone. Those at the top of our game are essentially the ones who have done their 'Apprenticeship' with older designs, starting at the bottom and working their way up. There can be the odd exception where a natural talent may skip a few rungs of the ladder but these are rare. Having the notion of nothing to blame is nice, but it can go both ways and in many examples often works to the sports detriment. The skipper who doesn't see instant results, often without understanding or willing to understand why can leave our sport as quickly as he joins, most commonly seen in one design racing but happens in all forms. It is just far too easy to blame equipment rather than yourself....

I did also pass on to you a list of designs that will hold you in any company if sailed well for the first 12 to 18 months. Some perform better in specific conditions than others but that is all part of the learning curve. Racing such designs will give you a far better understanding of tuning, balance and sailability in all winds and be invaluable later in experience gained. They will all perform better than any newcomer will sail them over this time and will nearly always not be the reason you are not gaining early success. Dependent on anyone's level of dinghy or keelboat experience it will take anywhere from 2-5 years of commitment to gain consistent results (top 10) at the sharp end of a competitive (district/ranking) fleet. Some after 20+ years still struggle to consistently get there but they keep coming back for the challenge and the days they do get it right.

I would suggest spending the 9 months waiting for any new boat racing a quality second hand one
Seattle Model Yacht Club

as a novice would still leave anyone short on experience to get the best from the new boat for a good while. Don't sit idle as underestimating the time it takes to be truly good at any discipline often ends in failure.

If I can help further you have my email.†

Cheers

Brad

PS. I decided to try and learn the guitar late last year. In looking at what to buy did I need the 'Fender' or 'Gibson' top line gear? As you have done, I asked some experienced friends who play in bands, took their advice and went for something far more suitable to a novice and I can safely say I know it is me when the thing doesn't sound right by sounding more like Brian Griffin than Brian May.

Our Bonus Section:

The following article was published in Aqua - Gulf Island Living magazine, a very nice free publication on Salt Spring Island. Amongst the many articles focused on arts and crafts and a few real estate ads was this radio sailing article centered on Lawrie Neish, our tireless advocate for radio sailing in British Columbia.

Model Yacht sailing in the Gulf Islands

By Roger Kibble, an IOM class sailor and an “oversize” boat sailor.

In the lazy days of summer you might have driven around Salt Spring Island and slowed down to view large model yachts racing on the small lake on Sunset Drive.

These boats are serious racing machines and are attracting all sorts of people to this long established sport. Some are avid big boat sailors who want to add to their sailing enthusiasm while others enjoy the challenge of model yacht construction and then learn the art of sailing as they go.

In the last few years model sailing and racing has grown dramatically in the Gulf Islands and Vancouver Island and model sailing groups are now well established in Victoria, Nanaimo, Hornby Island, Salt Spring Island and in Vancouver.

The local guru of model sailing yachts is Salt Spring resident and master boat builder Lawrie Neish. His famous ‘Sweat Equity’ boats have helped many locals to begin their model yacht-racing journey. Lawrie’s enthusiasm is catching. He is President of the Canadian Radio Yachting Association that administers all the model sailboat classes, registers membership and sanctions all the Canadian model yacht class races. These are held across the country.

While there are a considerable number of model yacht classes raced through out the world there are four classes recognised by the International Sailing Federation and the International One Metre class is by far the most popular and active. They are raced in thirty countries around the world and are the predominant boat sailed in Western Canada. Other popular model sailboat boat classes include Lasers, Victoria’s, Marblehead’s, Soling’s, 12 Meters, ‘A’ Class Yachts and RG 65’s.

Lawrie adds that “today you can buy a ready made radio controlled sailing yacht called the Dragon Force, a RG 65 class boat, for about \$200.00 which comes with everything you need to start sailing including the transmitter.” But Lawrie admits, “I prefer the IOM boats because they sail beautifully, are very fast, can be made at home with some effort and enables one to participate in the world’s largest single model sailing yacht class.”

“I built model sailing yachts to help fund my schooling back in Scotland and that started my lifelong love of sailboat racing and building all types and sizes of boat. Back then we only had wind vane steering whereas now hi tech radio transmitters enable the skipper to steer and manipulate his boat with pinpoint accuracy.”

Model yacht sailing and racing on the west coast of Canada goes back a considerable time to the early days of the 20th century. Some of the classes raced today have their origins in the late 1800's.

During the depression era many sailors of full sized yachts found an outlet for their fascination and love of sailing in building and sailing small boats.



Lawrie Neish, PRO of the 2015 Canadian Nationals (in blue shirt), presenting David Cook's "trophy" (a nice IPA) at closing ceremonies in the SISC clubhouse. Scorekeeper Barry Fox in orange shirt looks on. Photo © Stan Scofield.

All this has led Salt Spring Island to become the host for the Canadian National Championship for IOM boats that attracts IOM sailors from across North America and even from Europe. Lawrie adds that, "Salt Spring has now hosted the Canadian National Championship in alternate years since 2007. We are hosting this years Canadian Championship at the SISC on June 5th-7th."

The IOM World Championship will be held this year in Foster City just south of San Francisco on MAY 8th to May 15th. Lawrie delightedly announced that local area sailors, Julian Laffin from Hornby Island and Peter Stevens from Victoria, have qualified to represent Canada at this hotly contested International Championship that attracts entries from twenty eight countries.

Lest you think this is sport is not very energetic, let Lawrie again put you straight. "There is an image that exists that model yachting places little demands in the area of physical exertion. Whilst this may be true as the result of physical limitations of some sailing venues it cannot be said of events held on Salt Spring. Our racing courses require that a skipper follows his boat steering and sail trimming during the race and results in walking or running approximately a kilometre pre race while all the time maintaining intense concentration. Regattas can have upwards of twenty races over a two-day event with two heats per race. Thirty-three races were sailed in a regatta some years ago with one skipper sailing in all races but one heat, and recorded walking a distance of sixty kilometres in two and a half days of racing!"

So the next time you see these impressive model boats check them out and maybe you will become a convert and discover an affordable sport and hobby that exercises both the mind and body and is a mountain of fun. You could even end up representing your country in a world championship.

Visit CRYA.ca or email: - wlnesh@shaw.ca for more information.

Craig Smith – Penalty Turns

(I downloaded this some time ago and forgot about it. It was probably written in 1997 -1998 when he was our World Champion with his TS-2, or so long ago Craig has probably forgotten about the article too. It's thoughtful and nicely answers my gybe versus tack question to initiate my exonerations. Thanks for the contribution, Craig! - Editor)

Craig Smith is a well known sailor and boatbuilder in the world of IOMs. He is our current World Champion, and he has been running the company that produces the famous TS-2.

Anyway, I have to admit your request for info about 360 deg penalties is not what I usually get asked I guess my first bit of advise is not to get involved in doing any at all! However, it does happen sometimes in this class without too much effort by one self.

So how do I think about practise for the turns? I used to sail two man dinghies like the 470, 505 and Fireballs and we would practise all sorts of maneuvers trying to work out the most efficient way to perform them and yes we used to practise penalty turns. One of the things to establish was, is it better to do the tack or jibe first and is it the same for upwind as down wind. In the dinghies upwind we would tack first and downwind we jibed first.

In the one metre however I jibe first if possible going upwind, the reason for this is because you use the speed that you already have to bare away from the wind into a jibe and then use the momentum as the boat luffs up into the wind to do a very quick tack. This definitely works the best in my experience and if done correctly by trimming the sails to match the wind strength and speed of turn it is possible to loose very little.

Down wind it is not so definite and I usually decide at the time based on the situation and proximity of other boats and how close to the lay line etc. The main thing though is the trim of the sails to match the turn. If the wind is lighter and the boat is looking for power the sails must follow the turn of the boat so that you don't loose any of the power at your disposal. However if the wind is quite strong and the boat is almost overpowered then the sails must fractionally precede the turn of the boat. This to me is the most important difference that separates the people at the top of the fleet compared to the rest. Too many people try to turn their boats at the top mark onto a reach or run either in light wind without letting the sails out subtly just prior to the turn of the boat or in heavy wind either too early or too late.

And if you look at most people at the leeward mark they pull their sails on too early and just stall the boat and there is no acceleration. If you watch Graham or myself or any of the top places the sails match the turn of the boat adjusting for the difference in the power of the wind.

The 360 penalty is no different and I practise it by just doing circle after circle after circle and try to keep right on the same spot. It takes great concentration and very good sail control. Also very boring, as is starting practise, but if you don't do them you don't win.

The only other piece of advise I can give is, if you have an incident at the leeward mark, the biggest mistake I see most people make is that they panic and try to do the penalty as they are going along on post tack and inevitably they loose distance and get involved with other boats. I always try to tack off onto starboard so you are still advancing up course and when I am satisfied that I will not hit anyone I will spin into a fast jibe and then use that momentum to tack. As long as I am sailing to get well clear then I am abiding by the rules.

Hope this helps a little.

Regards, Craig Smith

Radio Control Sailing In Saltwater

By Garry Bromley, ARYA Vice President

(I first noticed this article in the Nov-Feb 2014 issue of Radio Waves, the digital magazine from Australia Radio Yachting Association. Eight months later I stumbled into the same article on the Wollongong Radio Yachting club website when I was reading "Brian's Stuff". That's when I decided to get a copy in our newsletter because we can all learn from Garry's recommendations. Also, check out Brian's Stuff, it's good technical advice. Included here with the author's permission.)

To be honest this article was born out of frustration with a small group of people telling me that you can't sail RC long term in saltwater..... See link here:

<https://radioaclass.files.wordpress.com/2013/02/radio-control-sailing-in-saltwater-v2.pdf>

Revised 12/27/15**2016 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
Every Sun & Wed all year!	11:30 – 3:00PM	DPMYC – Sunday & Wednesday Regattas	Sharpe Cove (winter) or Bowman Bay (in summer)	Julian Lee	(360) 391-5044
2/20-21	See NOR	Mid-Winters San Diego	San Diego	Fred Rocha	??
3/5	10AM – 2PM	GHMYC – Saturday Regatta #1	Surprise Lake	Steve Young	(253) 202-6840
3/12	10AM – 2PM	SMYC – Saturday Regatta #1	Coulon Park	Bob Wells	(206) 232-9036
4/1-3	See NOR	VMSS – Beaver Fever – CAN Westerns	Beaver Lake	Barry Fox	www.WCMYA.ca
4/9	10AM – 2PM	GHMYC – Saturday Regatta #2	Surprise Lake	Steve Young	(253) 202-6840
4/16	10AM – 2PM	SMYC – Saturday Regatta #2	Coulon Park	Bob Wells	(206) 232-9036
4/22-24	See NOR	SMYC – COW Cup	Coulon Park	Bob Wells	(206) 232-9036
5/7	10AM – 2PM	GHMYC – Saturday Regatta #3	Surprise Lake	Steve Young	(253) 202-6840
5/21	10AM – 2PM	SMYC – Saturday Regatta #3	Coulon Park	Bob Wells	(206) 232-9036
6/3-5	See NOR	SISC – CAN Nationals	Salt Spring Is., BC	Lawrie Neish	www.WCMYA.ca
6/11	10AM – 2PM	GHMYC – Saturday Regatta #4	Surprise Lake	Steve Young	(253) 202-6840
6/25	10AM – 2PM	SMYC – Saturday Regatta #4	Coulon Park	Bob Wells	(206) 232-9036
7/9	10AM – 2PM	GHMYC – Saturday Regatta #5	Surprise Lake	Steve Young	(253) 202-6840
7/22-24	See NOR	OMYC/SMYC – HR Carnage	Hood River Marina	Bob Wells	(206) 232-9036
7/30	10AM – 2PM	SMYC – Saturday Regatta #5	Coulon Park	Bob Wells	(206) 232-9036
8/13	10AM – 2PM	GHMYC – Saturday Regatta #6	Surprise Lake	Steve Young	(253) 202-6840
8/27	10AM – 2PM	SMYC – Regatta #6	Coulon Park	Bob Wells	(206) 232-9036
9/3	10AM – 2PM	SMYC – Saturday Regatta #7	Coulon Park	Bob Wells	(206) 232-9036
9/9-11	See NOR	DPMYC – Bowman Caper	Bowman Bay	Julian Lee	(360) 299-2900
9/17	10AM – 2PM	GHMYC – Saturday Regatta #7	Surprise Lake	Steve Young	(253) 202-6840
9/24-25	See NOR	September Blender – CAN Prairies	Glenmore Reservoir	Mark Verrey	See NOR
10/8	10AM – 2PM	GHMYC – Saturday Regatta #8	Surprise Lake	Steve Young	(253) 202-6840
10/15	10AM – 2PM	SMYC – Saturday Regatta #8	Coulon Park	Bob Wells	(206) 232-9036

(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 @ Bowman Bay/Sharpe Cove – S. of Anacortes and 1 Mi. N. of Deception Pass Bridge & W. of SR 20

Annual Issue:

In January 2015 the four-year quarterly run for this club newsletter ended. I have morphed the Seattle IOM Update into an annual Summary Issue at the end of the year, and this coincides with when our Washington State 2016 regatta schedule is announced. The intent for the Annual Issue is to include more educational content for club skippers and dedicate less space for club and other regatta reports that you can find elsewhere. Thank you to all my many collaborators; it has been my great pleasure.

Bob Wells, Editor

Wellsonisland at Comcast dot net

This issue and others are found at:

<http://www.ibextrax.com/Update/> (USA) My friend J. Warren Brower's site has all our issues with descriptions & cover images for each. The site also has all our Washington State regatta reports and results, which we don't include in this newsletter for other content. Jerry is an invaluable resource for our club and my newsletter.