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The Seattle IOM Update

• A FREE DIGITAL NEWSLETTER CELEBRATING IOM RADIO SAILING IN THE SEATTLE AREA & PACIFIC NORTHWEST •
Annual Summary - December 2016



Croatian Zvonko Jelacic launching his Kantun 2 proto with modest twist at San Diego Nats recently. His travels last year included Dago, where he became our 2016 USA Champion. Kantun 2 commercial production has begun, and you can read about it in our interview with him at the end of this newsletter. Photo © Larry Kuechlin of Southside Photography.

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/>.

2017 Regatta Schedules:

2017 Regatta Schedule for IOMs at Seattle MYC & Washington State: You can go to the last pages of this newsletter for our comprehensive schedule that has many local and regional and national 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 damn time. Regattas that are more than 1-day are highlighted.

- For Seattle MYC and/or Gig Harbor MYC regatta reports, images, and schedule updates; see Jerry Brower's site: <http://www.ibextrax.com/>
- For Deception Pass MYC regatta reports, images, and schedule updates; see: <http://www.dpmc.org>.
- For the Pacific NW regional IOM sailing; see Jerry Brower's site: <http://www.ibextrax.com/>



We like Woody's, and here is a shiny one currently under construction by Barry Donaher. We met Barry last year in our travels, and then he traveled to our Seattle area for a few weeks of fall club sailing. Bow height to be reduced later...

Washington State IOM Regatta Reports:

2016 Deception Pass MYC Race Results; see <http://www.dpmyc.org>.

2016 Seattle MYC & Gig Harbor MYC Race Results

We had another great year of sailing at Coulon Park on Lake Washington, and this completes our 6th so we are relatively new at sailing IOMs. Individual regatta results with reports are all on Jerry Brower's website [here](#). 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 do not include our local reports in this newsletter 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. Jerry is also 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 and the friendly competition on the race course.



The exceptional Gene Coulon Park on Lake Washington is our Seattle MYC home for IOMs, providing big deep open freshwater. We sail from a 300' long concrete walkway (conveniently projected out into the lake away from shore) with a very convenient launch area, parking, restrooms, etc. Here we are beating into a nice Northerly. Photo Ron Hornung.

2016 Seattle Cup Series Results

Bob Wells Reporting & Jerry Brower Scoring:

Our season is complete and the winner is Larry Stiles or Kelly Martin, depending on how you choose to look at it. Counting all eight regattas without throw-outs then Larry wins it for his first time in a runaway, and I like this because it rewards attendance. Larry had his best radio sailing year ever no matter how you slice it. He just took off when he started sailing his new Astbury Britpop this spring, and we congratulate him. However, if you allow two throw-outs then Kelly Martin is the winner – see the three columns on the right. This method rewards higher finishes and allows a guy to miss an occasional race for "honey does". Seattle MYC has no official position on who our 2017 champion should be, it is a good discussion with multiple beverages in a bar. Let me know if you figure it out. Jerry Brower completes the podium with or without two throw-outs.

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We think the real winners are everybody who sails with us, including Art Lent all the way from Florida. I'd like to recognize those who sailed in all eight of our club regattas: Larry Stiles, Jerry Brower, Joe, D'Amico, and Bob Wells. We start again in March 2017 and the schedule will be published here: <http://www.ibextrax.com>.

2016 Seattle Cup Season Points

With all 8 regattas complete

rev 10/16/2016

		3/12		4/16		5/21		6/25		7/30		8/27		9/03		10/15				2T/O
	Skipper	Points	SC 1		SC 2		SC 3		SC 4		SC 5		SC 6		SC 7		SC 8		With 2 pt throw-outs	Pts
			pts	pls	pts	pls	pts	pls	pts	pls	pts	pls	pts	pls	pts	pls	pts	pls		
1	Larry Stiles	101	12	3	18	2	12	4	16	2	14	2	13	1	8	4	8	2	1	89
2	Kelly Martin	89			19	1	15	1	17	1	15	1	12	2	11	1			2	85
3	Jerry Brower	85	13	2	14	6	13	3	15	3	7	9	4	10	10	2	9	1	3	74
4	Joe D'Amico	83	14	1	17	3	11	5	14	4	12	4	5	9	6	6	4	6	4	74
5	Bob Wells	75	6	9	6	14	14	2	13	5	9	7	12	2	9	3	6	4	5	63
6	David Jensen	58	8	7	13	7	8	8	7	11			8	6	7	5	7	3	6	51
7	Kurt Wells	55	11	4	11	9	7	9	6	12	6	10	9	5			5	5	7	50
8	Scott McConnell	47			16	4	5	11	12	6	8	8	6	8					8	47
9	Ron Blackledge	45	7	8	9	11	6	10	3	15	10	6	10	4					9	45
10	Bill Langjahr	42	9	6	10	10	4	12	8	10			11	3					10	42
11	Drew Austin	41	4	11	12	8	3	13	11	7	11	5							11	41
12	Daryl Ruff	39	3	12	8	12	14	2	2	16	4	12			5	7	3	7	12	37
13	Peter Sternberg	35	10	5			10	6			13	3	2	12					13	35
14	Byron Pimms	34			5	15	9	7	4	14	5	11	7	7	4	8			14	34
15	Dick Dyer	19							16	2			1	13	1	11	1	9	2	19
16	Ron, Hornung	17	2	13	15	5													5	17
17	Mike Hansow	16					2	14	5	13	3	13	3	11	3	9			17	16
18	Jake Dahms	15			1	19					14	2							18	15
19	Bill Willson	10							10	8									19	10
20	Jim McCaa	9			3	17	1	15	1	17	2	14					2	8	20	9
21	Dennis Pittis	9							9	9									9	9
22	Scott Thomas	9	5	10	4	16													10	9
23	Craig Rantala	9			7	13									2	10			13	9
24	Rick Shattock	2			2	18													24	2
25	Ryan Ruff	1	1	14															14	1
26	Art Lent	1									1	15							15	1

One point for each boat you beat plus 1 point for starting a race in the regatta. PRO 75% of day gets 2nd Pls Pts.

[Excel](#)

2016 Gig Harbor Cup Series Results

Bob Wells Reporting & Jerry Brower Scoring:

Jerry (aka The Count for Sesame Street aficionados) tallies our season points, and deservedly he is our 2016 Champion with four 1sts and two 2nds in eight regattas. No surprise here as he repeated in 2015 and 2014. I looked it up, and in 2013 he finished 8th! Why you wonder? I think he traveled to a lot of distant bigger deal regattas that year and missed a lot of local races (and Oscar T. Grouch pointed out he never could get that World Champion Widget to go in the light consistently...). Jerry has wised up and is sailing closer to home more regularly now. Joe Damico jumped to 2nd place on the last regatta, and how many times has he finished 2nd overall (the Editor just loves to point that out). Larry Stiles completes the podium, although if we counted two throw-outs he was a solid 2nd place. Jerry, Joe, Daryl Ruff, and Byron Pimms all sailed all eight of our regattas, an award in itself. It was good to get a full season at Surprise Lake again, and we'll be back next year. Let's hope Commodore Steve Young wises up too, and fulfils his responsibilities for more than just a few weekends next year.

2016 Gig Harbor Cup Season Points

			3/05		4/09		5/07		6/11		7/09		8/13		9/17		10/08	
	Skipper	Pts	GHC 1		GHC 2		GHC 3		GHC 4		GHC 5		GHC 6		GHC 7		GHC 8	
			pts	pls	pts	pls	pts	pls	pts	pls	pts	pls	pts	pls	pts	pls	pts	pls
1	Jerry Brower	104	16	1	15	2	13	4	12	4	14	1	13	2	9	1	12	1
2	Joe D'Amico	82	12	5	13	4	15	2	9	7	10	5	9	6	4	6	10	3
3	Larry Stiles	81	14	3	10	7	12	5	14	2	13	2	11	4	7	3		
4	Bob Wells	61	15	2			9	8	11	5			7	8	8	2	11	2
5	Daryl Ruff	59	10	7	12	5	8	9	5	11	7	8	8	7	2	8	7	6
6	Drew Austin	57	11	6	14	3	11	6	10	6	11	4						
7	R. Blackledge	55	15	2			7	10	13	3	12	3					8	5

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8	Kelly Martin	52			16	1	16	1	15	1					5	5		
9	Byron Pimms	48	7	10	8	9	6	11	7	9	9	6	2	13	3	7	6	7
10	David Jensen	38	5	12			10	7			8	7			6	4	9	4
11	Bill Willson	38	9	8	7	10	5	12	6	10	6	9					5	8
12	Steve Young	33			9	8	14	3					10	5				
13	Craig Rantala	31			6	11	2	15	14	2	4	11	5	10				
14	Bill Langjahr	25			11	6			8	8			6	9				
15	Dennis Pittis	23	8	9	4	13			4	12			3	12			4	8
16	Mike Hansow	18					4	13	3	13	3	12	4	11	1	9	3	10
17	Kurt Wells	18	13	4	5	12												
18	Rick Shattock	15	3	14	3	14	3	14	1	15	2	13	1	14			2	11
19	S. McConnell	14											14	1				
20	B. Donaher	12											12	3				
21	Scott Thomas	11	4	13					2	14	5	10						
22	Jim McCaa	6	6	11														
23	Jake Dahms	4			2	15	1	16			1	14						
24	Ryan Ruff	2	2	15														
25	Ron, Hornung	2	1	16	1	16												
26	Dick Dyer	1															1	12

One point for each boat you beat plus 1 point for starting a race in the regatta. PRO 75% gets 2nd Pls Pts.

2016 COW Regatta (4/22-24/16)

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

Bob Wells Reporting & Jerry Brower Scoring:

Sailing was excellent and well managed, and another COW event can receive a positive report. We kicked it off with our Friday gathering party at the home of David and Donna Jensen, when Larry Stiles led the afternoon measurement verification process while we socialized. We followed with our skipper's meeting, and then we enjoyed a nice pasta dinner with the trimmings. If you come from out-of-state you pretty much have to get to Seattle Friday evening anyway, so we do all this on Friday to maximize the weekend sailing time. Seattle MYC is a social group so we also got together Saturday night at a local restaurant for a well-attended no-host dinner after sailing. A few received excused absences for Saturday's dinner because after traveling 13 hours on Thursday/Friday and a long day sailing on Saturday, they were in bed early. Other's begged off to work on their boats.

Spring is a great time to visit the Pacific NW as our rhodies and azaleas are in bloom and our plants have fresh green growth. But we schedule the COW in the spring for more consistent wind and minimal weed, and this year the wind covered the 1-rig range. Happily, we avoided extended drifters as well as our chop bigger than the wind. This was our sixth annual COW, and with 29 entries from five states/provinces we almost matched our previous record of 30 in 2014. It was great to have a strong group from Cali attend again as well as our regulars from Oregon, Canada, and Idaho. We especially want to thank Baron Bremer for travelling all the way from Florida to add greatly to our event. We were designated a 'USA Club Ranking' event, and this does encourage our better out-of-state sailors to attend.

Extensive regatta traveling options is one of the plusses in the IOM class. Traveling with an IOM is quite doable, but it brings its own challenges. Here's another one: getting to the airline on time. We give our sympathy to our first ever Arizona entry, Barry Donaher, who inadvertently missed his flight and didn't attend. Evidently Barry was planning on traveling on Friday, but the ticket said Thursday departure... Don't you just hate it when the airline calls to tell you missed your flight?

Day 1 of racing started on time and we saw lots of blustery shifty SSW wind that was generally high in the 1-rig range, which is a lot of wind for our venue. The chop was often steep, but at those times we had plenty of power to drive through it – too much power at times. We got in nine races (18 heats). The SSW wind used to be much steadier here, but a 12-story hotel is under construction and that seems to have altered our wind significantly. It has made sailing our venue much less forgiving from this wind direction. For example I never had a balance problem here going in irons before, but I did on Saturday. I wasn't the only one as a few locals had the same lament. No problem for the top guys though, so I have something else to work on. I did improve my technique for getting out of irons sooner as the day progressed as well as helm balance, and I look forward to more practice on my local venue. Saturday

reminded me of sailing the north courses at 2015 Worlds in Foster City with their own blustery unpredictable wind shifts, and the buildings surrounding Central Lake are about the size of our new hotel.



This was taken during the Sunday drizzle, and you can see the problematic new hotel next to the big Boeing 737 hangars on the right. Maybe when the cranes are gone it won't affect our SSW wind as much as it does now? Photo Baron Bremer.

Day 2 wasn't supposed to rain this hard for this long, but at least we had a northerly to play with as we got in 5 races (10 heats) to finish the regatta. Race management scrambled early because after setting the course for a southerly, the wind shifted to the north long before expected. It then stayed from the north to finish the regatta. Compared to yesterday, our Sunday wind smoothed out with less pressure and no bluster, and chop was modest too thanks to just enough of an easterly component to be offshore at times. Sailing was excellent under grey clouds with occasional light spells that never lasted very long. Concerns about going in irons are in the past.

It was surprisingly cold in addition to being damp though, so we don't expect any Cali boys will want to move here. You could recognize the Cali boys as they were bundled in foul weather gear, while many of the locals were fine with a parka and wet jeans. After lunch finally Bruce Andersen left for his long drive home, so the rain could stop and the sun could come out to start drying out our wet jeans and gear. We were all warm by closing ceremonies with the sun popping out - a picture perfect setting (but nobody took any pictures and I left the coveted but tacky Cow Bell trophies at home). Plan B is in effect; we'll present the trophies at Hood River in mid-July an R6N.

All weekend our starts were aggressive as expected for a ranking regatta. PRO Barry Fox called "general recall" almost every time on the first start sequence, but then we got all the starts off under I flag. Not once did we progress to a start under Black Flag, so maybe we were not that aggressive after all. Unfortunately, the racing fleet dwindled Sunday afternoon, as a number of guys dropped late with the main problem being moisture in the Tx. They were mostly, but not all, 'Spectrum' brand with the moisture issues. Local Joe Damico helped get Canadian Martin Herbert sailing again by loaning him a Rx and Tx, just one example of the camaraderie that we enjoyed all weekend long. I later learned that Joe gave Martin his only spare, although he could have used it too later. Joe said he was having such a bad regatta that he thought Martin would put his Tx to better use in the few remaining races. Our camaraderie is very good, but Joe's

gesture was exceptional.

Joe left his Britpop at home and chose to sail his latest, a used Kantun SMX that he has been resolving some issues on. He has only sailed it a few times, and he had teething issues showing at the COW. I saw an Internet post wondering why all the Kantun SMX boats were clustered at the bottom of the fleet? It has become a popular boat in the SMYC fleet, and one reason is you get a contemporary hull at a great price point. I have to say our Kantun SMX skippers are overall faster now than with their previous older beamier generation IOMs, so they are not complaining. We all know the skipper is the key to success, and the SMX guys at the bottom of the pecking order have things to improve, but they aren't slow. If they were sailing a Britpop, their results won't change until the skipper improves, and that can take some time. A sailing coach would improve results more than a new boat for all of us. Another factor is these are all relatively new boats, while the top guys generally have sailed their boat for years and they know them well and maintain them to a high standard. Ranking regatta competition demands a well-prepared boat for you to be in the game. *(Our interview with Kantun builder Zvonko at the end of this newsletter includes further comments on the competitiveness of the Kantun SMX – Editor.)*

All hail John Ebey, our 2016 COW Regatta Champion, and his 2nd COW Championship adding to his 2014 win. This was a dominant performance where he had almost half the points of Craig Mackey in second. Mark Golison was 3rd. Jerry Brower in 4th was the highest finishing Washingtonian, as we continue our record of "nobody from Washington ever winning our annual regatta" that began in 2010. Jerry tied with Jim Wondolack on points, but on countback Jerry had two 1st finishes to Jim's one. In our 14 races, seven different skippers finished 1st with Ebey and Golison having the most with three each.

Thanks go to many volunteers sharing the load to make this event a great success. PRO/Scorekeeper Barry Fox came from Victoria, BC to provided excellent race management for his second year in a row for us. Dick Dyer is our newest SMYC member who moved here from the Portland area, and while he waits for his new boat he assisted Barry in race management both days. Jerry Brower handled the registration and our club finances again, and paid everybody's expenses promptly. He also assisted with buoys, and provided the course/heat board. Joe Damico brought his buoy boat for us as always, and he also made some extra buoys for this regatta providing more options for course setting. Larry Stiles I already noted led measurements. Ron Hornung is always quick to jump in the buoy boat or do whatever is necessary. He also brought his tent again, which so many of us huddled under on Sunday. David and Donna Jensen stepped up and hosted our Friday gathering party, and once again it was well attended and a success. Donna's new kitchen impressed all the wives and was such a pleasant perch to look out from. Downstairs is David's hangout, and his many model plane and boat toys were fun to admire. Everybody liked his IOM woody, *Race Ready*, which is just waiting for foils to continue the work. These were the main guys, and everybody pitched in to assist when needed.

As promised on the NOR, we donated the \$10/head that we collected in the entry fee (aka \$290) to Ted Flack, treasurer of IOM USA. I feel good about that, and that we provided another great COW experience. What a great class.

Summary of the 2016 COW Regatta:

Class: IOM

Date: April 22-24, 2016

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

Host Club: Seattle Model Yacht Club

Number of Entries: 29

Winds: 1 – 15 knots

Races Completed: 14

Scoring System: HMS 2014, version 2.0a (6 promoted/relegated)

Race Committee & Assistants: Organizer - Bob Wells; Registration – J. Warren Brower; PRO/Scorekeeper – Barry Fox; Dick Dyer – Race Management; Measurement – Larry Stiles; Rescue Boat – Ron Hornung et al; and Dick/Donna Jensen – hosts for the Friday Gathering Party.

Video by David Jansen (A fleet starts): <https://www.youtube.com/watch?v=zzRGem3ghDE&feature=share>

2016 COW Regatta final results (USA R6N Club Ranking):

2016 COW IOM Regatta - Gene Coulon Memorial Beach Park, Renton, WA - April 22-24th.

Pls	Skipper	Sail	City	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14
1	John Ebey	193	San Rafael, CA	BritPop	27.0	1.0	2.0	1.0	2.0	2.0	6.0	6.0	2.0	1.0	2.0	2.0	2.0	5.0	5.0
2	Craig Mackey	29	Oceanside, CA	BritPop	52.0	9.0	6.0	6.0	6.0	5.0	5.0	9.0	3.0	2.0	4.0	3.0	3.0	7.0	2.0
3	Mark Golison	55	Long Beach, CA	V9	62.0	3.0	1.0	9.0	3.0	9.0	2.0	1.0	7.0	13.0	20.0	12.0	1.0	3.0	11.0
4	Jerry Brower	42	Lake Stevens, WA	V9	73.0	15.0	3.0	2.0	1.0	10.0	11.0	14.0	8.0	12.0	10.0	5.0	6.0	1.0	4.0
5	Jim Wondolleck	49	San Rafael, CA	BritPop	73.0	4.0	10.0	8.0	9.0	11.0	1.0	7.0	13.0	11.0	3.0	4.0	4.0	9.0	3.0
6	Gary Boell	71	Richmond, CA	Nitro	76.0	5.0	18.0	11.0	4.0	16.0	19.0	4.0	15.0	3.0	7.0	1.0	5.0	4.0	1.0
7	Morgan Dewees	98	Portland, OR	MMX	89.0	2.0	5.0	4.0	5.0	13.0	14.0	2.0	5.0	10.0	17.0	10.0	11.0	15.0	8.0
8	Dennis Rogers	43	San Diego, CA	BritPop	91.0	4.0	7.0	13.0	8.0	3.0	13.0	5.0	1.0	5.0	9.0	14.0	10.0	13.0	17.0
9	Martin Herbert	34	Saltspring Island, BC	Calypso	93.0	5.0	4.0	16.0	10.0	7.0	3.0	10.0	6.0	4.0	8.0	19.0	30.0	8.0	12.0
10	Baron Bremer	81	Jacksonville, FL	MX 14	98.2	6.0	17.0	18.0	17.0	6.0	8.0	13.2	4.0	15.0	5.0	9.0	7.0	2.0	6.0
11	Bob Wells	7	Mercer Island, WA	Kantun S	100.0	8.0	9.0	12.0	14.0	1.0	7.0	15.0	16.0	24.0	1.0	7.0	13.0	6.0	7.0
12	Kelly Martin	77	Bellingham, WA	V8	108.0	10.0	16.0	17.0	13.0	4.0	4.0	3.0	9.0	8.0	12.0	11.0	14.0	11.0	9.0
13	Steve Toschi	94	Grover Beach, CA	Micro Brew 5	113.0	7.0	11.0	15.0	19.0	8.0	9.0	8.0	17.0	7.0	6.0	8.0	8.0	16.0	10.0
14	Peter Stevens	54	North Saanich, BC	V9	115.0	1.0	8.0	3.0	12.0	17.0	15.0	22.0	12.0	6.0	11.0	6.0	12.0	12.0	19.0
15	Bruce Andersen	16	Boise, ID	BritPop	157.0	2.0	13.0	7.0	11.0	12.0	12.0	12.0	11.0	9.0	13.0	25.0	30.0	30.0	30.0
16	Larry Stiles	64	Sedro Woolley, WA	BritPop	158.0	3.0	12.0	5.0	15.0	15.0	24.0	30.0	30.0	14.0	14.0	23.0	9.0	10.0	14.0
17	Ron Blackledge	217	Portland, OR	BritPop	173.0	11.0	21.0	10.0	7.0	14.0	21.0	21.0	14.0	20.0	16.0	13.0	16.0	18.0	13.0
18	Scott McConnell	21	Lynnwood, WA	Kantun S	177.0	6.0	14.0	14.0	23.0	19.0	10.0	13.0	19.0	16.0	15.0	19.0	17.0	21.0	15.0
19	Steve Young	13	Tacoma, WA	BritPop	209.0	9.0	20.0	22.0	21.0	18.0	20.0	17.0	10.0	17.0	20.0	22.0	20.0	17.0	20.0
20	Joe D'amico	86	Sequim, WA	Kantun SMX	216.0	7.0	15.0	20.0	18.0	26.0	23.0	19.0	20.0	18.0	23.0	15.0	19.0	19.0	30.0
21	Bill Langjahr	88	Anacortes, WA	Cheinz	228.0	12.0	23.0	19.0	26.0	21.0	17.0	25.0	21.0	21.0	21.0	27.0	18.0	14.0	16.0
22	Kurt Wells	37	Seattle, WA	BritPop	234.0	8.0	24.0	21.0	16.0	23.0	26.0	20.0	22.0	23.0	18.0	24.0	15.0	20.0	30.0
23	Daryl Ruff	67	Fife, WA	Kantun SMX	260.0	10.0	25.0	23.0	24.0	22.0	16.0	26.0	27.0	19.0	26.0	17.0	25.0	30.0	30.0
24	Bill Wilson	69	Port Ludlow, WA	Kantun SMX	263.0	13.0	28.0	26.0	20.0	20.0	22.0	11.0	19.0	26.0	27.0	30.0	21.0	30.0	30.0
25	David Jensen	68	Bellevue, WA	Kantun SMX	266.0	12.0	22.0	24.0	22.0	24.0	19.0	24.0	24.0	22.0	22.0	28.0	23.0	30.0	30.0
26	Dennis Pittis	57	Clinton, WA	Alternative	280.0	14.0	26.0	28.0	29.0	30.0	27.0	18.0	23.0	25.0	29.0	21.0	22.0	30.0	18.0
27	Craig Rantala	12	Sequim, WA	Kantun SMX	293.0	14.0	27.0	27.0	25.0	25.0	28.0	23.0	25.0	28.0	25.0	16.0	30.0	30.0	30.0
28	Ron Hornung	142	Seattle, WA	Kantun SMX	294.0	13.0	19.0	25.0	28.0	27.0	29.0	27.0	30.0	30.0	24.0	26.0	24.0	22.0	30.0
29	James McCaa	25	Seattle, WA	Topiko	315.0	15.0	29.0	30.0	27.0	30.0	25.0	28.0	26.0	27.0	28.0	20.0	30.0	30.0	30.0

Regatta Management: Barry Fox and team. Hosted by Seattle Model Yacht Club.

[Excel](#)

Deception Pass MYC Sunday Regatta (5/1/16)

Bowman Bay on Fidalgo Island

Larry Stiles Reporting:

Another postcard day with light but steady wind, sunshine and good friends having fun. You'll note the large contingency of what some would call "vintage" boats. Very interesting. To my eye they seemed right at home in these conditions, and it was good to see them doing so well. Makes me wonder. More practice and solid preparation has real value. Enjoy.

(Note, we get short DPMYC club regatta reports like this twice a week all year. I included this one as a sample and because the skippers had the great idea to make this 'old boat' day. Many brought their pre-Britpop boats with more moderate beam to this weekly club event. To no experienced IOM skipper's surprise, they performed very well in the lighter wind (avg. 2.1mph, gust 9.5max) and smoother water. Look what was on top – the Topiko design dating from mid-90's. Editor.)

Position	Skipper	Sail #	Club/City	Hull	MYA No.	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1	Kelly Martin	77	DPMYC	Topiko		18.0	1.0	3.0	1.0	1.0	4.0	1.0	1.0	2.0	1.0	4.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0	1.0
2	Jerry W. Brower	42	DPMYC	Fraktal		43.0	2.0	7.0	4.0	2.0	1.0	3.0	2.0	4.0	4.0	6.0	3.0	2.0	5.0	2.0	4.0	2.0	6.0	3.0
3	Joe D'Amico	86	DPMYC	Kantun SMX		46.0	7.0	1.0	3.0	4.0	2.0	7.0	10.0	1.0	3.0	2.0	1.0	5.0	3.0	4.0	8.0	4.0	4.0	2.0
4	Julian Lee	40	DPMYC	V7		53.0	3.0	2.0	2.0	6.0	3.0	5.0	6.0	3.0	5.0	3.0	4.0	3.0	4.0	6.0	1.0	6.0	5.0	4.0
5	L Stiles, V Childs	98	DPMYC	Widget		63.0	6.0	5.0	6.0	3.0	5.0	2.0	4.0	5.0	2.0	5.0	6.0	6.0	3.0	3.0	8.0	2.0	6.0	
6	Mike Doherty	142	DPMYC	Glamrock		76.0	10.0	10.0	10.0	10.0	10.0	6.0	3.0	6.0	6.0	1.0	5.0	4.0	2.0	5.0	7.0	3.0	3.0	5.0
7	Dennis Pittis	57	DPMYC	Alternative		94.0	5.0	4.0	7.0	5.0	7.0	4.0	7.0	8.0	7.0	7.0	8.0	7.0	8.0	5.0	7.0	7.0	7.0	7.0
8	Chris Chesley	95	DPMYC	Ikon		96.0	4.0	6.0	5.0	7.0	6.0	10.0	5.0	7.0	8.0	8.0	7.0	8.0	7.0	7.0	6.0	5.0	10.0	9.0
9	Jack Pulliam	60	DPMYC	Pikanto		126.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	8.0	8.0

Other Regatta Reports:**2016 IOM Canadian Nationals** (June 2-5, 2016 @ Ganges Harbour on Saltspring Island)

Bob Wells Reporting

This is one of the most beautiful of the Pacific Northwest venues and easily the most beautiful to travel too, requiring two ferry rides in the Gulf Islands for most of us arriving from the USA. Everybody enjoys it here, and the draw is strong as 15 of the 35 skippers are from the US. The sailing was really good, camaraderie exceptional, evening meal gatherings were great fun, and our wives/girlfriends found galleries and art studios to visit as well as shopping for artsy custom treasures. And half the fleet camps out on the SISC club grounds, which is its own little annual party. San Francisco area skipper Jess Atkinson said it well at the awards giving, "You guys are the best to sail with anywhere". Hyperbole maybe, but the sentiment is spot on.

There were lots of new enthusiastic Canuck IOM skippers to meet, and these characters have sailing talent. Mostly they hailed from Alberta and Vancouver, and it does bode well for the future. Woody IOMs were seemingly everywhere - I counted six. But those are just the ones that express the wood with stain. I don't know how many were painted woodies? The Herbert brothers were back with their custom 2015 woodies (Calypso & PDQ were designed by Graham), and this is the first time that I can recall they didn't build a new IOM over the winter. We followed with anticipation the new design and build of both David Cook and David Jensen on *IOM DIY Design* on the RC Forum, and we wondered if they would be finished in time? They both achieved their self-imposed deadlines and they were very pleased with their first outings. And they both show promise with relative minor bugs to sort, a relief for both. Rob Mulder is very new to IOMs having started in February, and his slightly modified (more narrow) Calypso woody is stunning. Rob has exceptional building skill and needs some stick time to improve results. Steve Kibble's Goth XP is a Gerald Nutter build, and another distinctive and well sailed woody addition.



Saltspring Island Sailing Club moves the 'big' boats tied to their 450' long outer dock to accommodate our regatta, and most of the time we sailed parallel to the dock. We're looking north on Ganges Harbour and the lively town of Ganges is not quite visible in the background. Photo © Stan Schofield.

This amazing venue suffers occasionally with weed and inconsistent wind issues. Not so much this year though, and the weather was gorgeous. The winner was in doubt to the end, although George Pedrick and his V9 grabbed the lead at the end of the first day and held on to it to the finish. Gary Boell in 2nd sailed his Nitro well the whole regatta (Nitro is a new Jeff Byerley proto), and especially on the last

day keeping it interesting. Only three points separated them - coulda, shoulda, Gary. Tied for 3rd were Jess Atkinson and Graham Herbert, with Jess getting third on count back. Peter Stevens in 5th was the other Canuck in top 5 besides Graham. I noted that the top 10 had a nice distribution with three each from Cali and BC, and 4 from Washington State.

With only two skippers from Saltspring sailing this year, a lot of people traveled to participate. There would have been one more from Saltspring but the event sold out again, and for the first time there were no last-minute drops so Ole Andersen didn't get in. Ole is a laid back islander, who waited too long to enter this time. A big travel effort came from our four Cali skippers, who sailed in Foster City (US ranking) the previous weekend then hustled to arrive in Saltspring on Thursday for CAN Nats. Doug Hawksworth traveled the farthest to participate, as he came from Ontario. This was his first IOM regatta, and he sailed his new used Britpop well. Doug was appreciative of the help he received, typical for the class.

Thank you to Lawrie Neish and his team for another memorable Pac NW event.

Results after 18 Races with 3 Throwouts:

Position	Skipper	Club/City	Hull	Score
1	George Pedrick	Pt. Richmond, CA	V9	48.0
2	Gary Boell	Richmond, CA	Nitro	51.0
3	Jess Atkinson	Alameda, CA	V9	72.0
4	Graham Herbert	Hornby Island, BC	Puff	72.0
5	Peter Stevens	North Saanich, BC	V9	80.0
6	Kelly Martin	Bellingham, WA	V8	88.0
7	Jerry Brower	Lake Stevens, WA	V9	104.0
8	Bob Wells	Mercer Island, WA	Kantun S	111.4
9	Martin Herbert	Saltspring Island, BC	Calypso	128.0
10	Larry Stiles	Sedro-Woolley, WA	BritPop!	132.0
11	Joe D'amico	Sequim, WA	Kantun SMX	157.0
12	John Ball	Parksville, BC	V8	171.0
13	Scott McConnell	Lynwood, WA	Kantun S	174.0
14	Bob Lewis	Vancouver, BC	BritPop!	178.0
15	Luke Harwood	Calgary, AB	PP5	183.0
16	Vic Child	Anacortes, WA	Widget	228.0
17	Dale Chase	Hornby Island, BC	Calypso	229.0
18	Steve Young	Tacoma, WA	Cheinz	252.0
19	Nigel Ashman	N Vancouver, BC	Van 3	259.0
20	Mark Wallace	Saltspring Island, BC	Zoom	268.0
21	Steve Kibble	Victoria, BC	Goth XP	293.0
22	Bill Langjahr	Anacortes, WA	Cheinz	299.0
23	David Jensen	Bellevue, WA	Race a Ready	306.0
24	Gene Harris	Pt. Richmond, CA	Pikanto	306.0
25	Rob Mulder	N Vancouver, BC	Calypso	314.0
26	Doug Hawksworth	Ontario	BritPop!	319.0
27	Daryl Ruff	Fife, WA	Kantun SMX	324.0
28	Bob Copley	Port Alberni, BC	V8	342.0
29	Stan Schofield	Nanaimo, BC	Zoom	346.0
30	Adam Batchelor	Calgary, AB	BritPop!	346.0
31	Bill Wilson	Port Ludlow, WA	Kantun SMX	363.0
32	Gunther Yip	Vancouver, BC	Zoom	404.0
33	David Cook	Victoria, BC	Woody W	421.0
34	Roger Kibble	Saltspring Island, BC	Ikon	423.0
35	Derwyn Hughes	Calgary, AB	Cockatoo	425.0

Photos: By Stan Schofield [Here](#).
By Jerry Brower: [Here](#).

Regatta Summary:

Event: 2016 Canadian IOM National Championship Regatta (US R6N Club Ranking)

Date: June 6 - 8, 2016

Location: Ganges Harbor on Saltspring Island, BC

Host Club: Saltspring Island Sailing Club

Entries: 35

Winds: Full range of 1-rig

Races Completed: 26

Regatta Committee: Organizer & PRO: Lawrie Neish; RO & Scoring: Barry Fox; Observer: Leah Mathewson; Rescue

Boat/Course Set Up: Martin Herbert, Vic Childs; Lunch/Dinners: Aileen Neish, Tara Fraser, Roger Kibble, et al.



The prevailing wind was either from the north or south generally close to parallel with the dock, and here the fleet is headed North. It is always a question of where to stand at the start to best see your boat – in front of the line or behind?
Photo by Leah Mathewson.



One last partial view of Saltspring Island Sailing Club dock with the IOMs in the foreground. Is there anything bad to mention about this venue? Well, the washrooms require a long walk to the yellow clubhouse that is partially up the hill.

2017 Canadian Nationals moves to High River, AB (S. of Calgary) on Emerson Lake – Sept. 21-24.

2016 Scottish District Wooden Hull Championship (6/11/16 at Kinghorn Loch)

Ian Dundas and Sandy Mackay reporting,



Gordon Allison's wooden V9 was one of the new boats joining the fleet of 15. Ian Vickers' V8 and V9 look great in wood.

Bob, I know you were interested in our Woody event so here is some feedback for you from this year's event held at a new venue at Kinghorn – southern Fife with a fleet of 15 boats. Excellent water, and with an easterly wind steady all day in middle of no 1 Rig. Perfect for close tactical racing. Top three boats were Corbies; top three skippers were from Aberdeen!!! Most were using Creedy Fin and Rudder.

It was a great advert for enjoyable radio sailing undertaken by guys who had built their own boats. I was pleased the way the Aberdeen Club boats went which was testament to our two-boat trialing training sessions and a willingness to share knowledge. The quality of the boats/rigs has improved year on year since the first event back in 2004 as can be seen from the pics.

There were a few new boats – Gordon Allison's wooden V9, a couple of Bantock Vivids pinched stern specials (Ali Law and Robert Brown), Richard Ennos' own design Equus and Colin Deakin's new Corbie from the Wirrel with glass reinforced wood veneer used for the foredeck and "Chunk" arrangement for the electrics. There were also a number of very good existing boats Zig Zag and Tejas and good to see Eco back again sailed by David Stewart.

Final scores were close and I only managed to get through Steve towards the end. My Corbie 4 was a proto a little skinnier in beam than the original Corbie1 but I still think that Corbie 1 is a great all-rounder. The pinched in stern Vivids went remarkably well at their first event.

We all have as usual our stories of what it might have been ... entanglements, going the wrong side of the course, picking up small strands of weed (rare) and rigging gremlins (more often)... but overall it was a great day and testament to original idea to have a home built wooden IOM championship. Pics [here](#). Take care,
Ian (Dundas)

For those considering building in wood, here is recent weight data from Ian Dundas:

"I have reached the point with my wooden IOMs, with careful planking in low density cedar skinned inside and out with 50gm/m² cloth, of fitting 210gms corrector weight. This is with an RMG 280ES winch, a Futaba BLS 451 servo, an 850mAh LiPo battery and current trend rigs." (Pacific NW builders have found that wood cored is a much stiffer hull than our typical non-cored fiberglass hulls of similar weight – Editor.)

Scottish District Wooden Boat Championship results after 15 races:

Position	Skipper	Sail No.	Boat Design	Club	Uncorrected	Corrected
1	Ian Dundas	38	Corbie 4	Aberdeen	45.0	24.0
2	Stephen Taylor	43	Corbie	Aberdeen	41.0	29.0
3	John Owens	33	Corbie	Aberdeen	67.0	48.0
4	Ali Law	68	Vivid	Buchanness	84.0	54.0
5	Robert Rooney	171	McShee	Paisley	86.0	68.0
6	Richard Ennos	184	Equus	Levenhall	104.0	76.0
7	David Stewart	30	Eco	Tayside	124.0	94.0
8	Gordon Allison	62	VV9	Ayr Bay	126.0	96.0
9	Robert Brown	58	Vivid	Levenhall	125.0	100.0
10	Colin Deakin	93	Corbie	Birkenhead	141.0	111.0
11	Ian Thomson	76	Tejas	Buchanness	144.0	114.0
12	Tom Milne	65	Zig Zag	Levenhall	147.0	122.0
13	Mel Percival	71	Upfront 1V	Kinghorn	179.0	149.0
14	Bill Lees	66	V8	Ayr Bay	196.0	166.0



Woody IOMs are built and sailed all the time, but to see a fleet of woody IOMs racing you have to go to Scotland. Here the Scottish woodies are sailing, “at a new venue at Kinghorn – southern Fife with a fleet of 15 boats. Excellent water, and with an easterly wind steady all day in middle of no 1 Rig. Perfect for close tactical racing.” Photo by David Sinclair.

Excerpts from Sandy Mackay’s more formal report:

In their second year of sailing, Kinghorn Radio Sailing Club were pleased and honoured to be asked by the Scottish District of the Model Yachting Association to host the Championship affectionately known as “The Woody’s” at their home water, Kinghorn Loch. This venue is a naturally formed “kettle hole” loch approximately 380 metres diameter with an 80 metre south facing pier ideal for radio sailing.

Skippers from three corners of Scotland and one from south of the border (Birkenhead) gathered with their beautifully hand-crafted International One Metre (IOM) wooden yachts to race for the

championship quail. With fourteen yachts the obvious choice for the race officer was a single fleet and after a 15minute delay for an electrical fault with David Stewart's transmitter the first race started at 10.15hrs. The racing conditions were overcast and cold, with a 6 to 8 mph east wind, which was ideal for both venue and the largest #1 rigs.

RO Sandy Mackay set a windward-leeward course with a spreader mark at the windward end and a gate at the leeward end of the course. Only minor adjustments were required throughout the day to provide the most skillful and competitive racing yet seen at Kinghorn. Fifteen races were sailed with liberal rest period/time-outs between back to back races allowing skippers ample time to recoup, repair minor breakages, stopping after race eight for a generous one-hour lunch break to enjoy the fare of the "Barn at the Loch" café.

2016 Hood River Carnage - IOM R6N (July 22-24 at Hood River Marina)

Bob Wells reporting



Practicing before the race with our safety fence establishing the Control Area and Barry Fox's new loudspeaker system on a tripod with postpone flag up. The elevated spit used to provide great sight lines to the action. That was not the case in 2016 as the bank vegetation (partially seen on left) has been on a growth spurt creating blind spots near shore. Significant blind spots frankly, causing way too many otherwise avoidable collisions. It also has all but eliminated playing the lefty near shore making the course more one-dimensional. When we explained this issue to the Port, they responded proactively by giving the bushes a haircut. With our issue resolved Carnage is on for 2017! Barry Fox photo.

We schedule this annual regatta for the middle of July because it has the highest likelihood of the famous Gorge winds, and IOMs in small rigs is great radio sailing. We call it Hood River "Carnage" because it tests our boats like no venue that I've been to. A few boats practiced in 3-rig conditions on Thursday, and Larry Stiles was all smiles. Jerry Brower wasn't so thrilled with both his 2-rig and 3-rig to repair after his short trial session. The Gorge just loves to straighten forestay hooks and manifest other carnage... By regatta's end I had witnessed the usual "carnage": broken vang, ripped sail, electronics failures, mangled internal sheeting systems, and this time we even had two boats that locked up and then were flushed out of the marina into the Columbia River.

Day 1 - Friday: Larry Stiles once again efficiently led the measurement of our boats in the morning and we raced in the afternoon as planned. The concern at the Skipper's Meeting was the potential of too much

single fleet sailing and pretty much everybody was happy our HMS scoring system limited us to 41 races. You laugh, but it is a serious concern for us older guys with memories of the 2014 marathon lingering. I am not the only one that wears down with the large amount of walking on gravel, endless dust, facing the hot sun, and wind to deal with whether sailing or tuning. The sailing is grand, but at times I'll admit getting grumpy. Our first day had the prevailing westerly in upper 1-rig range, although some did sail in 2-rig at times at the end of the day to their detriment. After 12 races John Ebey had a solid lead and Gary Boell was established in second. It was surprising how tired I felt after only 12 races, but a good tired and I slept well. I wondered how Jeff Byerley from Tasmania was feeling with jet lag added to the mix, but he wouldn't give a straight answer if I asked.

Day 2 - Saturday: A long day of sailing in solid 2-rig conditions - this is what we come here for. John Ebey continued his dominance to nobody's surprise. John is that rare skipper that does well without big boat racing experience, a credit to his commitment that he sails at his high level. Boells is still second. Cohen and Byerley are in a close battle for third with Byerley finishing strong with two bullets. After excellent sailing, we showered and enjoyed the anticipated outdoor dinner on the golf course at Divots Restaurant. This is still the most pleasant post race group dinner I've experienced. Smiles all around for this great day.

Day 3 – Sunday: Unfortunately, wind went light and from an unusable direction so PRO Barry Fox mercifully canceled the regatta at 10:45. It was already hot and heading to about 100F. Historical records say there is a 2% chance of light wind in July, but we have had 50% light air in the last two years on our six scheduled racing days. Blackledge says the record high temps in Portland are messing with the Gorge thermal. Anyway, awards were presented and we all received an early start to our distant homes. Of course it blew like stink on Monday – just like last year when Barry also had to cancel the sailing on Sunday due to wind...

Once again Seattle MYC joined forces with Oregon MYC to co-organize this regatta, and organizing a regatta with these guys has been my pleasure. Jerry Brower once again ably handled the entries and finances. Our PRO, Canadian Barry Fox, did another great job for us. I marvel at the high-quality PRO's and race management we attract in IOMs. Larry Stiles again expertly handled the measure-in process. Joe Damico hauled his RIB dinghy again for us. Drew Austin sacrificed sailing to man the rescue boat. Ron Blackledge was everywhere assisting race management before and during and after the regatta. We collected \$10 per head on the entry fee, for an additional \$180 going to the class. Oh, yes, and Boells served as the Skipper Representative, as he was voted in when he worked on his boat instead of attending the Skipper's Meeting. A fine example of social engineering.

Earlier I had reported that I had no plans to repeat as organizer for this regatta despite the many great features of this venue, because the bushes have grown to the extent where they significantly blocked our vision sailing near shore. We had way too many collisions. It also largely eliminates playing the lefty along shore, making the course one-dimensional. When we explained this issue to the Port, they responded proactively by giving the bushes a haircut. With our issue resolved Carnage is on for 2017

Summary of the 2016 Hood River Carnage & the IOM R6N Championship Regatta

Class: IOM

Date: July 22-24, 2016

Location: Hood River Marina at Hood River, OR

Host Club: Oregon MYC & Seattle MYC

Entries: 18

Winds: 5 – 18 knots plus gusts.

Races Completed: 29

Scoring System: 2014 HMS

Regatta Committee & Valuable Assistants: Bob Wells – Organizer; Barry Fox – PRO & Scorekeeper; Larry Stiles - Measuring; Jerry Brower – Entries & Finances; Joe Damico – hauled and provided buoys and boat; Ron Blackledge – Lunches, Dinner, Safety Fence, and Race Management.

2016 Hood River Carnage. AMYA R6N Regional Championship. July 22-24.

Pos	Skipper	Sail	City	Design-Designer	Score	1	2	3	4	5	6	7	8	9	10	11
1	John Ebey	193	San Rafael, CA	Britpopl-B Gibson	59.0	1.0	1.0	1.0	3.0	3.0	5.0	3.0	12.0	2.0	5.0	3.0
2	Gary Boell	71	Richmond, CA	Nitro-Jeff Byerley	98.0	6.0	7.0	11.0	8.0	5.0	6.0	1.0	3.0	1.0	1.0	6.0
3	Stepan Cohen	28	Los Angeles, CA	Britpopl-B Gibson	120.6	4.0	6.0	2.0	4.0	4.0	2.0	15.0	4.0	6.0	19.0	8.0
4	Jeff Byerley	711	Tasmania, AUS	Maxim-Own	121.0	7.0	3.0	10.0	7.0	10.0	16.0	5.0	1.0	4.0	3.0	2.0
5	Morgan Dewees	98	Portland, OR	MMX-David Creed	132.0	8.0	2.0	3.0	6.0	7.0	4.0	12.0	2.0	7.0	10.0	1.0
6	Bruce Andersen	16	Boise, ID	Britpopl-B Gibson	139.0	10.0	13.0	7.0	1.0	4.0	1.0	6.0	9.0	3.0	6.0	7.0
7	George Pedrick	57	Pt. Richmond, CA	V9-Ian Vickers	147.0	11.0	8.0	15.0	11.0	13.0	11.0	2.0	7.0	8.0	8.0	9.0
8	Jerry Brower	42	Lake Stevens, WA	Britpopl-B Gibson	167.0	5.0	17.0	9.0	2.0	6.0	10.0	10.0	5.0	5.0	2.0	18.0
9	Steve Toschi	94	Grover Beach, CA	Micro Brew 5-Own	219.0	3.0	4.0	12.0	12.0	12.0	12.0	4.0	15.0	12.0	12.0	4.0
10	Kelly Martin	77	Bellingham, WA	V8-Ian Vickers	237.0	9.0	9.0	17.0	5.0	8.0	17.0	16.0	10.0	19.0	4.0	17.0
11	Bob Wells	7	Mercer Island, WA	Kantun S-ZJ&RG	238.0	2.0	5.0	4.0	13.0	14.0	13.0	14.0	8.0	15.0	11.0	5.0
12	Bill Wright	82	Alameda, CA	Pikanto-G Bantock	250.0	17.0	18.0	5.0	15.0	11.0	3.0	8.0	19.0	10.0	7.0	14.0
13	Barry Donaher	47	Park City, UT	Fusion-Craig Smith	252.0	15.0	10.0	13.0	14.0	9.0	8.0	7.0	14.0	9.0	9.0	11.0
14	Larry Stiles	64	Sedro-Woolley	Britpopl-B Gibson	281.0	12.0	12.0	6.0	9.0	2.0	7.0	9.0	6.0	13.0	14.0	10.0
15	Steve Young	73	Tacoma, WA	Cheinz-Jeff Byerley	305.0	14.0	16.0	14.0	16.0	15.0	9.0	18.0	16.0	16.0	13.0	13.0
16	Joe D'Amico	86	Sequim, WA	Kantun SMX-ZJ&RG	310.0	13.0	11.0	8.0	10.0	1.0	18.0	13.0	13.0	11.0	15.0	15.0
17	David Jensen	68	Bellevue, WA	Kantun SMX-ZJ&RG	362.0	16.0	14.0	16.0	19.0	16.0	15.0	11.0	11.0	14.0	16.0	16.0
18	Bill Wilson	69	Port Ludlow, WA	Kantun SMX-ZJ&RG	405.0	18.0	15.0	18.0	17.0	19.0	14.0	17.0	17.0	17.0	17.0	12.0

Hosted by Oregon Model Yacht Club and Seattle Model Yacht Club. Regatta Chair Bob Wells. PRO Barry Fox. Scoring and Logistics Ron Blackledge.

Pos	Skipper	Sail	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	Score
1	John Ebey	193	1.0	1.0	2.0	1.0	3.0	3.0	2.0	10.0	5.0	1.0	2.0	4.0	1.0	1.0	2.0	5.0	4.0	4.0	59.0
2	Gary Boell	71	7.0	5.0	3.0	3.0	8.0	6.0	5.0	3.0	4.0	2.0	3.0	8.0	3.0	4.0	8.0	2.0	2.0	2.0	98.0
3	Stepan Cohen	28	19.0	6.0	5.0	7.0	5.0	2.0	3.0	5.0	19.0	4.0	6.0	1.0	12.0	3.0	6.0	3.0	6.0	6.6	120.6
4	Jeff Byerley	711	9.0	7.0	7.0	12.0	11.0	5.0	1.0	1.0	7.0	3.0	8.0	6.0	2.0	7.0	13.0	4.0	1.0	1.0	121.0
5	Morgan Dewees	98	4.0	9.0	4.0	2.0	1.0	1.0	10.0	6.0	2.0	9.0	1.0	10.0	13.0	6.0	12.0	16.0	12.0	5.0	132.0
6	Bruce Andersen	16	12.0	2.0	10.0	4.0	7.0	4.0	13.0	2.0	11.0	13.0	7.0	2.0	4.0	2.0	3.0	6.0	9.0	19.0	139.0
7	George Pedrick	57	3.0	3.0	1.0	6.0	4.0	7.0	9.0	7.0	3.0	6.0	5.0	3.0	6.0	5.0	4.0	9.0	10.0	3.0	147.0
8	Jerry Brower	42	16.0	4.0	11.0	8.0	2.0	16.0	6.0	4.0	1.0	19.0	9.0	19.0	19.0	8.0	1.0	1.0	3.0	6.0	167.0
9	Steve Toschi	94	10.0	8.0	16.0	5.0	10.0	12.0	8.0	15.0	6.0	8.0	11.0	12.0	7.0	9.0	15.0	7.0	8.0	11.0	219.0
10	Kelly Martin	77	2.0	15.0	15.0	9.0	6.0	9.0	7.0	19.0	15.0	10.0	12.0	5.0	5.0	11.0	9.0	13.0	7.0	9.0	237.0
11	Bob Wells	7	13.0	19.0	8.0	15.0	12.0	8.0	4.0	9.0	9.0	5.0	10.0	13.0	10.0	12.0	11.0	10.0	16.0	19.0	238.0
12	Bill Wright	82	8.0	10.0	6.0	13.0	13.0	10.0	15.0	12.0	10.0	7.0	13.0	9.0	11.0	15.0	5.0	8.0	13.0	14.0	250.0
13	Barry Donaher	47	5.0	13.0	14.0	14.0	17.0	15.0	16.0	11.0	8.0	14.0	14.0	7.0	8.0	10.0	7.0	11.0	5.0	7.0	252.0
14	Larry Stiles	64	6.0	14.0	13.0	16.0	14.0	14.0	11.0	16.0	19.0	19.0	19.0	14.0	14.0	14.0	10.0	14.0	11.0	19.0	281.0
15	Steve Young	73	11.0	11.0	9.0	10.0	9.0	11.0	12.0	14.0	12.0	12.0	4.0	11.0	9.0	19.0	19.0	19.0	18.0	10.0	305.0
16	Joe D'Amico	86	15.0	12.0	12.0	11.0	16.0	13.0	17.0	8.0	14.0	11.0	15.0	15.0	19.0	19.0	19.0	19.0	15.0	8.0	310.0
17	David Jensen	68	14.0	16.0	17.0	18.0	18.0	17.0	14.0	13.0	13.0	15.0	16.0	19.0	15.0	13.0	16.0	12.0	14.0	12.0	362.0
18	Bill Wilson	69	17.0	17.0	18.0	17.0	15.0	18.0	18.0	17.0	19.0	19.0	17.0	16.0	16.0	16.0	14.0	15.0	17.0	13.0	405.0

Course Set and Rescue boat by Drew Austin. Registration Jerry Brower. Kantun designed by Robert Grubiša and Zvonko Jelačić.

[Excel](#)

2016 IOM National Championship (October 7-9, 2016)

Mission Bay Model Yacht Pond in San Diego, CA

By Bob Wells

Initially slated for Boise; the venue moved to San Diego where more participation was assured at this bucket list venue that is a more convenient travel destination. And San Diego came through again with 80-degree sunny weather for our 2016 Nationals on the venerable Model Yacht Pond custom built by Parks in the middle of Mission Bay. It could not be more convenient for radio sailors and the pond aligns so well with the dependable onshore breeze. Plus, the host San Diego Argonauts pride themselves on running a first-class full service regatta, which this time featured individual custom sandwiches, lots of giveaways, and an excellent catered barbeque Saturday at the venue after racing. This time a club newbie, Bob Hirsh, stepped up as organizer to handle registrations and the many details. The tell of a good organizer is it all works seamlessly with no sign of panic, so good job Bob. PRO Freddie Rocha entertained and cajoled as only he does between races, and his professional race management is a huge contribution to the class. Let's just say Freddie doesn't need artificial amplification to be heard. Assisting on the scoring and heat boards was the highly competent Elaine Brown, imported from Oz for race management for this event.

Thursday practice was so much fun visiting and checking out the new kit. I've seen the pictures, but this was my first time with Zvonko's proto *Kantun 2* and Tim Brown's *AKA* proto, and clearly they are heading in a similar "wider and shallower with mast a little aft" direction. What a treat to talk with the designers about their protos, and both have just started production. George Pedrick has habitually been an early purchaser of Ian Vickers' designs recently, and on cue he provided my first view of the new V10. His wife Gene now sails his V9, so we got to see them side by side. I can see the subtle differences when George points them out, but at first glance it seems more like a V9.3 to me. (Kidding aside, V10 has a little more volume forward below waterline and a longer bulb – Editor.) Safe to say IOM design development is not stagnant in 2016. The overall quality of all the boats and the preparation of them is high too. Well the

exception is maybe Toshi's Micro Brew 5, where the hull is ultra-smooth from too many sanding sessions that left the soft paint he prefers thin to non-existent. Not the usual Toshi standard, and his no apology excuse is that his shop time is all directed to his new MB6.



Another IOM National Championship B-fleet start that is tightly spaced and on time. B-fleet in this case includes three of our top 6 finishers – it is not easy staying in A-fleet. But it's easy to be in San Diego in October. Robert Hirsch © photo.

The NoR set aside Friday morning for compliance check, which per usual was headed by Commodore Mike Eldred with IOM Class Secretary Bruce Andersen again assisting him. It is amazing how quickly they could weigh all our batteries, our keels, weigh our boats all-up ready to sail, and float test them. Only 1-rigs were weighed, because you don't need a 2-rig here. It helps that we mostly all know the drill. All "eventually" passed and we were ready to sail on time, but the wind took a little longer to develop. Unfortunately, some registered skippers did not compete. To name a few: Organizer Bob Hirsch felt pressured to be available for handling the little demands that kept happening, and Bahamian Stan Wallace had Hurricane Mathew to deal with (he's fine).

Racing was great, but you have to accept shifty conditions that, "no matter where you are on the course, somebody has better wind than you" (thanks for that John Ebey). The prevailing onshore wind is straight down the narrow-ish rectangular pond with many NW and SW shifts and holes. The skippers job is simple to define; find the shifts and pressure, and to transition efficiently as the wind varies. Not so simple in execution. Mackey says, "This is one of the most difficult venues to sail well at". Friday I thought it best to hug the south shore most of the time for big gains from that narrow band of better pressure with upwind lifts and downwind headers. Saturday and Sunday, the wind was more square and you used the whole course, but always you searched for shifts and/or pressure. The experienced guys that know this venue have an early advantage, which diminishes as the regatta moves on. Nobody gets it right all the time, and in every leg positions change until you cross the line. And damn those fickle shifts and lulls just before the finish line and weather mark that so affect your outcome! I very much like the challenge of sailing here.



39 competitors from four countries made it to the starting line with three countries represented in this image. Aussie 07 is Tim Brown's excellent proto in lime green livery, a fast one in light air San Diego. Notice how race management resolved having two sail number 7 entries – we liked it. Simple and no confusion. Photo Jerry Brower.



2016 IOM USA Nationals Champion Zvonko Jelacic from CRO and his proto *Kantun 2* with its distinctive wide stern. He's walking with Gary Boell and his *Nitro* by Jeff Byerley. It's good to be tall in radio sailing. In my next life, I want to come back tall like these Sequoias with the elevated viewing angle. Photo by Larry Kuechlin of Southside Photography.

No surprise it was a strong field augmented by skippers from BRA, CRO, and Oz. Everybody but our winner spent some time in B fleet, and some top skippers found themselves fighting to get out of C. Congratulations to our winner, 2009 World Champion Zvonko Jelacic from CRO, who separated himself from the leaders on the last day. From past performance Zvonko was the easy pick for this one, but after two days he was in 2nd just behind John Ebey, who was sailing exceptionally well. USA guys Gary Boell, Craig Mackey, Mark Golison, and Bobby Flack were also all still in the hunt after day 2. The last day Zvonko maintained his consistency to pull away from the pack for the win. Golison made his move with all firsts and 2^{nds} on the last four races and Mackey nearly matched him on those races. They finished tied with Golison getting 2nd on countback. Ebey and his beautifully prepared *Fusion* finished a few points out for a close 4th. It was nice for a change to see a young guy, Bobby Flack, in top five. I also reserve a

special personal category for the highest finishing amateur skipper who designed and built his own boat; and here Steve Toshi in 11th bested John Elmaleh in 16th – both worthy efforts all around. Zvonko is a professional so he doesn't qualify, but he had the coolest new boat to my eye. Toshi thought Zvonko had 'big balls' as a designer to make such dramatic design changes from his successful Kantun S - high praise indeed.



Builder/sailmakers provide tuning guides for their IOM customers, a partial reason for the success of their products. Gene Harris is shown tuning her V9 with a scale in millimeters, the class standard reference. Before she is done here the mainboom will be on or near centerline. On the last day I caught Zvonko measuring his shroud tension, as he had a tune he liked so he recorded it. The ability to repeat fast settings is de rigueur in this class. Robert Hirsch © photo.

As it should be, those racing quietly focused on the business at hand and spoke only to make a needed hail, then as soon as the race is over the friendly banter resumes. This is the environment I like to race in, absent the distraction of sea lawyers arguing about rule violations in the control area. Sure we missed some sailing time for a couple of protests, but this was a cleanly sailed regatta. Some of the credit for this goes to the observer system the USA class instituted about five years ago, thanks Freddie. All who participated were winners on this great weekend, and it was smiles all around as we packed to depart.

Of course a big IOM event is also very social. Under the shade of the oak trees the pond is a great place to hang out and meet old friends and make new ones. My old friends now include Zvonko and Tim and Elaine Brown from overseas. One of my new friends is Michel Roure from New Jersey, where he sails every Saturday he can at Central Park MYC. He also hopes to form a new sailing club at Parsippany Lake, NJ. Born in France, he purchased a Brazilian Britpop and picked it up in Foster City last year after Brazil's Pedro Stier chartered it for Worlds. A nice way to get a new boat that is properly tuned. Worlds is where the very French Michel was hooked by the friendly atmosphere of our international community. Now Michel has purchased another Britpop from Denis Astbury for his Father's 86th birthday. Sadly, Pedro passed unexpectedly this year, and Michel carries the name Pedro gave the boat, *Alforria*, in his honor.

Every time I sail here there is always a contingent of Argonaut club members watching and cheering when their boys do well. Friends and significant others are hanging out too, or seeing the sights and shopping. After three IOM regatta visits to San Diego, I don't think my wife has seen a single heat yet.

She does see a lot of San Diego though so we're both happy. What a great weekend and what a great class. We left with a strong desire to return soon and stay longer. 2017 Midwinters maybe?

Summary of the 2016 IOM National Championship:

Class: IOM

Date: October 7-9, 2016 (3 days racing)

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

Host Club: San Diego Argonauts Model Yacht Club

Entries: 39

Winds: light – upper middle of 1-rig

Races Completed: 15 (three heats per race).

Scoring System: 2014 HMS

Regatta Committee & Valuable Assistants: Organizer & Registration – Bob Hirsh; PRO, Buoy Boat & Scorekeeper – Fred Rocha; Race Officer: Elaine Brown (AUS); Measurements – Mike Eldred, Bruce Andersen; Food – Mark Halberg; Volunteers – Bob Williams and Rich Rogers.

Special Awards:

Corinthian Sailor Award - David Woodward, USA

Best IOM New Sailor - Gabriel Mueller, BRA

Thank You! Award - Elaine Brown, AUS

Photos Links:

<http://s181.photobucket.com/user/pamologist/library/2016%20NCR%20San%20Diego%20Argonauts?sort=3&page=1>

<https://www.dropbox.com/sh/6ourfqkq7vyyw2q/AACM5rf0nWV3s62lzONAxIWda?dl=0>

<http://www.ibextrax.com/RC2016/1007USN/>

Video Link: <http://www.rcgroups.com/forums/showthread.php?t=2697607&page=5>

Full Results: <http://www.ibextrax.com/RC2016/Results/1007USN.pdf>

2016 IOM National Championship - Results after 15 races with 2 throw-outs:

Position	Skipper	Sail #	City	Hull	Score
1	Zvonko Jelacic	35	Split, CRO	Kantun 2 Proto	34.0
2	Mark Golison	55	California, USA	V9	59.0
3	Craig Mackey	29	California, USA	britPOP!	59.0
4	John Ebey	93	California, USA	FUSION	62.0
5	Bobby Flack	96	Michigan, USA	britPOP!	71.0
6	Gary Boell	71	California, USA	NITRO	96.0
7	George Pedrick	50	California, USA	V10	101.0
8	Kelly Martin	77	Washington, USA	V8	111.3
9	Ken Campbell	181	California, USA	V8	114.5
10	Jerry Brower	42	Washington, USA	V9	116.0
11	Steve Toschi	94	California, USA	Micro Brew 5	124.0
12	Gabriel Mueller	58	Rio Grande do Sul, BRA	britPOP!	137.0
13	Pedro Loureiro	88	Rio Grande do Sul, BRA	britPOP!	142.0
14	Baron Bremer	81	Florida, USA	britPOP!	144.0
15	Chris Sullivan	62	California, USA	britPOP!	149.0
16	Jon Elmaleh	2	New York, USA	New Road 2	172.0
17	Tim Brown	07	Gold Coast, AUS	AKA	181.0
18	Bob Wells	7	Washington, USA	Kantun S	192.0
19	Stephan Cohen	28	California, USA	britPOP!	196.0
20	Denis Rogers	43	California, USA	britPOP!	218.0
21	Bruce Andersen	16	Idaho, USA	britPOP!	258.0
22	Scott McConnell	21	Washington, USA	Kantun S	259.0
23	Michel Roure	18	New Jersey, USA	britPOP!	263.0
24	Joe Damico	86	Washington, USA	britPOP!	271.0
25	Larry Stiles	64	Washington, USA	britPOP!	277.0
26	Barry Donaher	47	Utah, USA	FUSION	293.0
27	Terrance Heyns	13	California, USA	Pikanto	318.0
28	Gene Harris	57	California, USA	V9	321.0
29	David Jensen	68	Washington, USA	V9	334.0

Seattle IOM Update

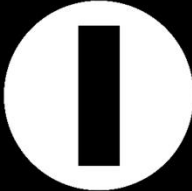
Annual Summary – December 2016

30	Mike Eldred	39	California, USA	V8	339.0
31	Jim McCaa	36	Washington, USA	Kantun S	347.0
32	Glen Murray	59	California, USA	MB5 (Woody)	348.0
33	Steve Washburn	155	California, USA	V8	354.0
34	Kurt Wells	737	California, USA	britPOP!	396.0
35	David Woodward	54	California, USA	Goth	397.0
36	Ben Reeve	136	California, USA	Tempest	413.0
37	Thomas Respass	90	California, USA	Micro Brew 4	427.0




The staging area at the Mission Bay Model Yacht Pond in San Diego. Beyond the great weather and sailing, there can't be a more convenient venue for radio sailing. The 'worst' thing you can say is you have to move your boat once in a while to stay in shade. The skippers in the sunshine on upper right are lining up for the start. Robert Hirsch © photo.

Start planning for **2017 USA Nationals** on "big" Lake Ray Hubbard in Garland, TX; the venue of our very successful 2010 Nats where BG introduced his Britpop to the US. This is the Bass Pro facility where everything is conveniently contained on site, so a short walk to eat, drink, and sail.



2017 IOM Nationals
Oct. 19th - 22nd at Garland, TX
Host: IOM USA



NoR: [IOMUSA.org / calendar](http://IOMUSA.org/calendar)

IOM USA Class News: Bruce Andersen's Section**IOM USA Class News** – Jan 1, 2016

By Bruce Andersen, IOM Class Secretary iom@TheAMYA.org

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.*)

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 Class News – March 30, 2016

By Bruce Andersen, IOM Class Secretary iom@TheAMYA.org

I'm happy to report that we opened 2016 with Midwinters in San Diego, our traditional opening regatta for the season. Congratulations to R6 Champion John Ebey. Thank you to the San Diego Argonauts for such great support for radio sailing and our IOM class over the years. We are sorry to report that the famous and long-running Blowout in Dallas is cancelled. Let's hope a R5 regatta gets back on our schedule soon.

One of the Class Secretary duties every year is coordinating the multi-day regatta schedule and ranking events to avoid conflicts and distribute ranking events around the country. We do the best we can with limited options. We hope to add regattas to the following schedule before the year is over:

Our current 2016 Multi-day regatta schedule:

2/20-21	San Diego - (R6 Regional Championship)
4/1-3	CAN Western Regional - Victoria BC (non-ranking)
4/22-24	COW Cup - Seattle – (Club Ranking for R6N)
5/28-29	Foster City (Club Ranking for R6)
6/3-5	CAN Nationals - Salt Spring Island (Club Ranking for R6N)
7/22-24	Hood River Carnage (R6N Regional Championship)
9/10-11	Bowman Bay Caper - Deception Pass WA (non-ranking)
9/10-11	Kingston RANKING REGATTA (R1 Regional Championship)
9/24-25	Calgary BC (non-ranking)
9/30-10/2	US Nationals – Boise, ID (National Championship)
11/5-6	St. Augustine, FL (R7 Regional Championship)

Ranking regattas are the showpiece of our class. They bring our best skippers together for our biggest and best events enjoyed by everybody. Ranking regatta results are used to select competitors when events have limited allocations, such as Worlds and Euros, and this is very important to a few USA skippers. The rest of us are attracted to ranking events to sail against the best, and that has its own rewards.

We have an imbalance in our class where most of the skippers and regattas are on the left coast, and this created an imbalance in our ranking system. Our previous Class Secretary, Fred Rocha, took the initiative to moderate the issue by splitting Region 6 into R6 (CA, NV) and R6N (the rest of AMYA R6). To do this Fred received AMYA approval for IOM ranking purposes only. It is great to have this continued support from our national organization. Jerry Brower of Seattle MYC is doing solid work managing our ranking system, and you can review the results [here](#). The US Ranking System rules and objectives are at www.ibextrax.com/Misc/RankingSystem. We are reviewing our ranking system rules to see if adjustments are worth pursuing.

We continue to work on replacing our website, and hope to have something to report to you soon. In the meantime, the forum is still working on our existing website, IOMUSA.org, and I encourage you to use it. This is still your best source for ranking regatta announcements and information.

PSN stands for Personal Sail Number. If you don't have a PSN, your sail number is the last two digits of your USA Certification number. We want to promote the use of PSN's as a convenience for those that travel to regattas, and many of us already take advantage of this offer. Going forward I have reduced the annual cost and extend the period it is valid as follows: PSNs are valid for a period of three (3) years for \$30 for the period (\$10 per year). Ted Flack of Detroit MYC manages PSNs for us in addition to being our Class Treasurer, and the class receives a modest income from granting and renewing PSN's. We have about 25 USA PSN open numbers not allocated as yet. Ted can be reached at: tedflack45 at gmail dot com.

It has long seemed to me those who purchase a PSN should get a sail number preference when signing up for regattas, but the class does not have a formal policy in this regard. I want to rectify that. From this point forward, regattas that do not already have a published NOR shall grant, "sail number preference to PSN's until 10 days prior to the skipper's meeting". Thank you in advance to our organizers, who take on the burden of administering this.

In other business we are still drafting standard NORs and SIs for USA ranking events. Thank you for your patience. Please address your questions or concerns to me at: iom@theamya.org

IOM USA Class News – September 30, 2016

By Bruce Andersen, IOM Class Secretary iom@TheAMYA.org

I'm pleased to announce that our new website with forum is up and running, and it is still IOMUSA.org. Because of security you will have to register to get on the forum, but save your login info and you will get on quickly the next time. To help us identify and eliminate trolls (Yes, we have a lot of them!) we ask that you use this User Name format: John Doe USA 69. Now we need to develop critical mass on the forum, and that will come with time. Organizers please place your regatta announcements and NoRs on the forum.

On the international IOM scene: The EC (European Championship) ended July 1st in Vitoria (Spain), our most prestigious radio sailing event of the year. Representing the USA well were John Ebey, Craig Mackey, Mark Golison, and Gary Boell. Many skippers were in contention on the last race, and congratulations to the UK's Brad Gibson for repeating as the champion. Read more about it on the event website: <http://iomec2016vitoria.com>. The 2017 Worlds has been announced in Pierrelatte (France) from May 13th to 20th, and competition is fierce as always to snag one of our USA allocations. We'll have more info on the number of USA allocations and the events that count towards 2017 Worlds on IOMUSA.org, so check back in

soon. Jerry Brower manages USA ranking on his website here: <http://www.ibextrax.com/RC2016/Results/2016Ranking0911.pdf>.

Of course, we have a link to Jerry's rankings on IOMUSA.org too.

With only a few months left in 2016, planning for our 2017 Ranking events is underway. If you want to propose an event, don't hesitate to contact John Ebey, our regatta chairman, or me and let's talk about it. We want to have more IOM regattas in the Midwest and East coast, so please use the class as a resource in planning your events.

There are two remaining 2016 ranking events: October 7-8-9 has US Nats in San Diego and November 5-6 has R7 in St. Augustine, FL. As I write this I'm also packing to leave for our San Diego Nationals, which currently has 42 entries. International skippers make our regattas richer, and our San Diego entries include: (1) from AUS, (1) from BAH, (2) from BRA, (1) from CRO. I can't wait.

IOM USA Class News – December 30, 2016 (1/20/17 Edits in red)

By Bruce Andersen, IOM Class Secretary iom@TheAMYA.org

I'm writing this in December, a time for reflection. I think 2016 has been another good year for IOM USA, and we have made progress in self-funding the class, the class website, and we've had some fun at our many regattas. Thank you to the many organizers and other volunteers that make this such a great class to participate in. We are in your debt.

Congratulations to the San Diego Argonauts for hosting a terrific National in October, which you can read about it in more detail in this magazine in Regatta Reports and a Feature article. Also, congratulations to our 2016 National Champion, Zvonko Jelacic, from Split, Croatia. Our regatta experience is richer because sailors from other countries make the effort to travel to sail with us, and this time we enjoyed skippers from three other countries. **You can find provisional allocation information [here](#).**

The 2017 World Championships (WC) is in Pierrelatte, in Southeastern France in May. This is a proven good venue for international events. The event website is up, and there are allocations for 76 competitors. Closing date for entries is February 13th, and USA is guaranteed ~~two~~ **five** spots. We might get two more in Stage 1, but I doubt we'll get more than ~~four~~ **seven** overall. Five of the 6 top USA ranked skippers (#1 Ebey, #2 Golison, #3 Mackey, #4 Boell, and #6 Brower) have indicated that they will attend if they receive an allocation. We have ~~one~~ **more** skippers on the waiting list in case we are awarded more spots. **↓**

Our 2017 National Championship (NC) is October 19-22 at the Bass Pro Shop in Garland, TX on Lake Ray Hubbard. What is special about this venue besides the great sailing on this huge lake, is we can all stay at the venue and walk across the parking lot to eat, drink, and sail. This was the site of our very successful 2010 NC won by the UK's Brad Gibson in his Britpop proto, as well as our inaugural 1998 NC that was won by the UK's Graham Bantock sailing his IKON. Seriously, it is time a US skipper wins our NC on Lake Ray Hubbard!

Planning for our 2017 national multi-day regatta schedule has gone well, and I don't think we are done yet adding events later in the year. Our schedule with ranking designations:

Feb 11-12	San Diego Midwinters (R6 Club ranking) with a special 1-day M race on Feb 10 th .
Mar 4-5	R7 Championships in St. Augustine, FL.
Mar 18-19	Beaver Fever in Victoria, BC (non-ranking)
April 8-9	Great Potato Regatta in Boise, ID. (R6N)
April 29-30	COW Cup in Seattle, WA (Club ranking)
May 13-20	IOM WC in Pierrelatte, FRANCE
Jun 9-11	Saltspring Island in BC (Club Ranking or R6N?)
Jun 23-25	R6 Championships in Foster City, CA
Jul 22-23	Hood River Carnage in Hood River, OR (Club Ranking)
Sept 21-24	CAN Nationals at High River, AB (Club Ranking)
Oct 19-22	USA IOM NC in Garland, TX (Bass Pro Shop)

Treasurer's report: Treasurer Ted Flack reports that we have \$2,136 in the bank as of this writing. We can continue without requiring dues from class members. Instead the class is staying afloat largely by our \$10/head skipper donations at ranking events that are collected by our organizers as part of the entry fee – thankyou organizers! We also have received money from the AMYA from their thoughtful Nationals Subsidy program. In 2017 the AMYA extends the program to Regional Championships, so this bodes well. We also received a \$50 each donation from our resellers: Tom Brighton of Brighton Boat Works and Brian Brozek of Midwest Model Yachts. I want to acknowledge this good deed, and thank them both for serving our class so well for so long.

Registrar's report: Registered Owners: 570 (up from 559 in 2016), Certificated Owners: 329 (up from 315 in 2016).

IOMUSA.org: Our new website is improving, but not getting much use as yet. The For Sale section has good boats listed. Check out our Calendar section - you'll like it. We want this to become your go-to place for regatta information and on-line sign-up. Organizers, please post your NoRs with your venue image on the website as they become available, and let me know if there are any posting or other issues we need to resolve. We are adding other content as fast as we can. Thanks for your patience.

Have a great 2017 with lots of IOM sailing.

Racing Rules of Sailing: by John Ball, CRYA Technical Director

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](#) or his new website [here](#). - Editor.

The new Racing Rules of Sailing 2017-2020

The new Racing Rules of Sailing 2017-2020 have been released and come into effect January 1st, 2017. They may be downloaded for free from this link and don't forget to save them on your computer for future reference. [http://www.sailing.org/tools/documents/WorldSailingRRS20172020-\[20946\].pdf](http://www.sailing.org/tools/documents/WorldSailingRRS20172020-[20946].pdf)

To find the changes when reading the RRS, look for the vertical line (change bar) in the right margin. Unfortunately, the changes in Appendix E are harder to find as the change bars were omitted! So let's look at any changes that may affect RC racing, and there are a few! Of most interest are those changes that related to **Part 2 When Boats Meet**. And the good news is that there are no changes in R 10 through R 17.

The main changes are in **R 18 Mark Room**. The first is a 'new and improved' statement of when Mark Room ceases to apply. I would describe this change as housekeeping, as it really does not seem to change how we sail around the mark. This change is in R 18.2.d and the old R 18.2.d and R 18.2.e are renumbered accordingly.

(d) Rules 18.2(b) and (c) cease to apply when the boat entitled to *mark-room* has been given that *mark-room*, or if she passes head to wind or leaves the *zone*.

New R 18.3 Tacking in the zone. This next change is very important to note as it affects how we round the mark. The new R18.3 Tacking in the Zone is now more restrictive in two ways. First, it only applies when rounding to Marks to Port and NOT for Marks to Starboard. Second is that it changes the 'luffing above close hauled' restriction when both boats tack inside the zone.

18.3 Tacking in the Zone

If a boat in the *zone* of a *mark* to be left to port passes head to wind from *port* to *starboard tack* and is then *fetching* the *mark*, she shall not cause a boat that has been on starboard tack since entering the zone to sail above close-hauled to avoid contact and she shall give *mark-room* if that boat becomes *overlapped* inside her. When this rule applies between boats, rule 18.2 does not apply between them.

That phrase that I have underlined is the BIG change of this new edition of the rules. Previously, to gain the protection of 'luffing above close hauled' in R 18.3 you just had to be on starboard tack, BUT now you have to be on starboard tack PRIOR to entering the zone to gain that protection. Basically, this change says that if two boats both tack (pass head to wind) in the zone, then R 18.3 does not apply and consequently if they become overlapped after tacking, R 18.2.a applies. R 18.2.a says that when it applies, and two boats are overlapped in the zone, the outside boat gives mark room to the inside boat. This change has serious implications and deserves its own Tactics Article – so stay tuned!

The other changes are more administrative. Here are some that may relate to RC sailing.

Definitions now include one for "support person". This will help clarify the role for a helper for a skipper with a disability.

Part 2 Preamble: boats can now be DSQ for breaking R 14 Avoiding Contact and causing injury or serious damage (as well as 24.1) when not racing.

Penalty for breaking **R 2 Fair Sailing**, can now be DSQ or the even more expensive DNE (non-droppable version of DSQ).

R 3 Acceptance of rules is completely re-written. This item is a mixed blessing – it recognizes the need for a support person to assist a sailor with a disability or a parent to assist a junior. However note that if you have a 'support' person, that person is now covered by the rules, and you are responsible for their conduct and may be protested for anything they say or do just as if they were part of your crew.

New rules **R 6** and **R 7** – cover betting/anti-corruption & disciplinary code.

New R 19.1.b Rule 19 applies between two boats at an obstruction except when rule 18 applies between the boats and the obstruction is another boat overlapped with each of them. This change removes an ambiguity between R 18 and R 19, to prevent them both applying at the same time.

R 20 Hailing for Room to tack has been re-written. It now states when boats may hail, rather than when they shall not. In the new version, you have to hail for room to tack "when you will soon need. . ." and then wait for the other boat to respond – so as in the current rules, you **MUST NOT** hail and tack simultaneously. Note that **R 20.2 RESPONDING** has not changed.

20.1 Hailing

A boat may hail for *room* to tack and avoid a boat on the same *tack*.

However, she shall not hail unless

- (a) she is approaching an *obstruction* and will soon need to make a substantial course change to avoid it safely, and
- (b) she is sailing close-hauled or above.

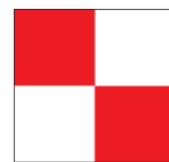
In addition, she shall not hail if the *obstruction* is a *mark* and a boat that is *fetching* it would be required to change course as a result of the hail.

R 21 Exoneration has moved from the end of Section C to the beginning of Section D. The significance of this change is that R21 Exoneration is no longer just limited to the rules of Section C at Marks and Obstructions. The effect of this change is that rule 21 will apply to situations where a boat is entitled to room to keep clear, as well as situations where she is entitled to mark-room or room to pass an obstruction.

R 24.2 is rewritten but looks like housekeeping as the intent seems to be the same as the current version.

24.2 If reasonably possible, a boat shall not interfere with a boat that is taking a penalty, sailing on another leg or subject to rule 22.1. However, after the starting signal this rule does not apply when the boat is sailing her *proper course*.

R 30.3 Starting Penalties New "U flag" rule. This is a new and good variation to the old R 30.3 Black Flag rule in that it doesn't carry over if the start is again given a general recall or the heat is abandoned and resailed. So if you are called for being in the 'forward triangle' and given a DSQ, but then the heat is called off and restarted, you are allowed to reenter the heat. The Black flag rule is still there and is renumbered to R 30.4.



30.3 U Flag Rule

If flag U has been displayed, no part of a boat's hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first *mark* during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing, but not if the race is restarted or resailed.

R 60.4 New rule. Technical committees may protest.

R 60.5 However, neither a boat nor a committee may protest for an alleged breach of rule 5, 6, 7 or 69.

R 63.4 Conflict of interest. New rule - This rule goes along with a new **Definition Conflict of Interest** and will help in the Protest Room as it shows the kind of 'grounds' for a conflict of interest objection.

Conflict of Interest A person has a *conflict of interest* if he

- (a) may gain or lose as a result of a decision to which he contributes,
- (b) may reasonably appear to have a personal or financial interest which could affect his ability to be impartial, or
- (c) has a close personal interest in a decision.

R

63.7 Broadened to conflict between rules, not just between the NoR & SIs.

R 64.3 - Housekeeping on class rule protests.

R 64.4. New rule: Decisions concerning support people.

R 69 Misconduct is rewritten.

R 78, 84, 85, 86 housekeeping.

Appendix E Changes. These directly affect RC sailing.

E.1.2(b) Terminology slightly changes the definition of 'Competitor'

E 3.7 is updated for the new Code Flag U change

E3.7 U Flag and Black Flag Rules

When the race committee informs a boat that she has broken rule 30.3 or 30.4, the boat shall immediately leave the course area.

If Code Flag U is in effect and you are called for being in the 'Forward Triangle' you must leave the course area immediately, but stay available in case that start is given a General Recall or abandoned – as you will be allowed back in. Black Flag in effect- as before - get clear immediately, and you might as well pull your boat out of the water.

E4.2 Outside help has been rewritten. The main change is item c) in that that you are once again able to receive help from a race committee/rescue boat. Also note item e) which clarifies the observer, and the 'However' clause at the end of E 4.2 that relates to penalties if you gain significant advantage from the help.

E4.2 Outside Help Rule 41 is changed to:

A boat or the competitor controlling her shall not receive help from any outside source, except

- (a) help needed as a direct result of a competitor becoming ill, injured or in danger;
- (b) when the boat is entangled with another boat, help from the other competitor;
- (c) when the boat is entangled, or she is aground or in danger, help from a race committee vessel;
- (d) help in the form of information freely available to all competitors;
- (e) unsolicited information from a disinterested source. A competitor is not a disinterested source unless acting as an observer.

However, a boat that gains a significant advantage in the heat or race from help received under rule 41 may be protested and penalized; any penalty may be less than disqualification.

E 6.6 Redress is updated to remove the phrase 'and as a result retire' to remove a contradiction that existed in the previous rule book.

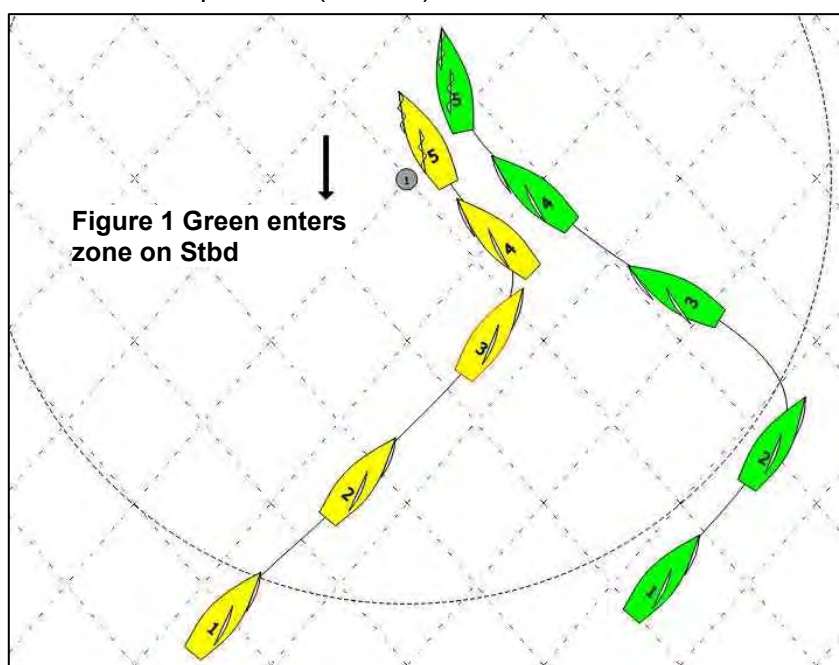
E 8 Identification on Sails is completely rewritten; however the intent does not change with one exception. The old E8.b.3 is gone! That was the part of the rule that dropped the leading zero in sail numbers in the range 00 - 09. So we are back to two digit numbers. If like me, you happen to have a single digit sail number to comply with RRS 2013-2016, there is now a grandfathering clause imbedded as G1.1.b that allows grandfathering of existing single digit numbers except at World and Continental Championships.

More on the new RRS 18.3 Tacking in the Zone

18.3 Tacking in the Zone

If a boat in the *zone* of a *mark* to be left to port passes head to wind from *port* to *starboard tack* and is then *fetching* the *mark*, she shall not cause a boat that has been on *starboard tack* since entering the *zone* to sail above close-hauled to avoid contact and she shall give *mark-room* if that boat becomes *overlapped* inside her. When this rule applies between boats, rule 18.2 does not apply between them.

There are two qualifiers (or tests) in the new version of RRS 18.3 to determine if it applies. By saying that this rule applies to marks to be left to port, it is excluding its application to marks to be left to starboard. The other is that RRS 18.3 now only applies if one boat enters the zone on starboard tack and is fetching the mark when another boat tacks to starboard to lay the mark.



First, let's look at what the rule says directly and then later, move on to what happens when the condition 'on Starboard since entering the zone' is not met.

Under this rule change, and for Marks to Port, in Figure 1, Green enters the zone on starboard so she meets the condition in RRS 18.3. Then Yellow on Port, tacks to starboard inside the zone

to fetch the mark. While Yellow was on Port at P3, she had to keep clear under R 10 P/S, and while tacking at P3 – P4 she is also subject to R 13 Tacking. After Yellow completes her tack to starboard, and because all the conditions of RRS 18.3 were met, she may not cause Green to sail above close hauled. If Yellow tacks outside Green (not shown), she must give Green Mark Room – in other words, if you enter the zone on starboard, the application of the new rule is basically the same as the previous version of RRS 18.3 with which we are familiar. So as drawn in this diagram, Green enters the zone on Starboard and Yellow forces Green above close hauled and breaks RRS 18.3.

Note that in this example above, under the previous and new versions of R18.3, when Yellow tacks inside Green, Yellow does NOT get Mark Room, and without Mark Room, she does NOT gain the exoneration protection of RRS 21. Yellow does get the benefit of RRS 11 (Windward/Leeward) after P4, except as limited by the phrase 'above close hauled'. As Yellow does NOT have Mark Room and RRS 21 Exoneration, when she gains ROW as leeward boat at P4, she has to give room for Green to stay clear under RRS 15 (ROW Changes) and as she luffs up, she is subject RRS 16.1 (ROW alters course) and has to give Green room to respond, in addition to not taking Green above close hauled.

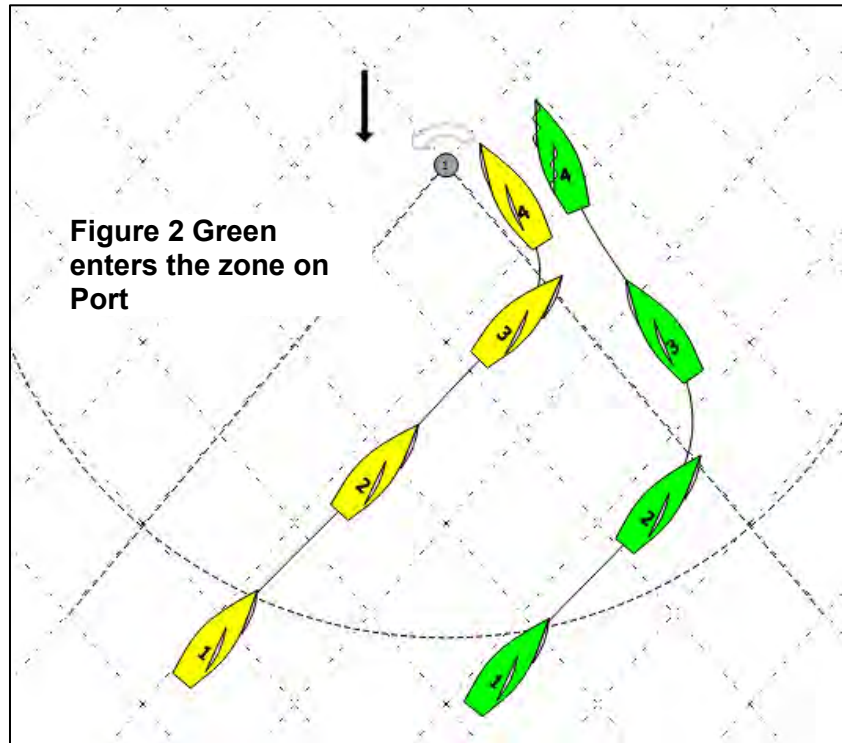
What's Changed?

Under the previous version, and as long as Green was on starboard, then RRS 18.3 would apply, regardless of where Green tacked to starboard. The change with the new version of the rule is that if two port tack boats both tack (pass head-to-wind) inside the zone to fetch the mark on Starboard tack, then the conditions described in RRS 18.3 do not exist and so RRS 18.3 does NOT apply. As a consequence, the 'above close hauled' restriction goes away. And if RRS 18.3 does not apply then other rules will. Let's look at figure 2 to see what happens.

In Figure 2, Green enters the zone on Port and so the new RRS 18.3 does NOT apply after Green tacks to starboard. So Yellow does not (necessarily) break any rule when Green has to luff up above close hauled to avoid her at P4. When RRS 18.3 does not apply, and we have two boats overlapped in the zone, then RRS 18.2.a applies and the outside boat, Green has to give Mark Room to Yellow. **This is a big change with big consequences as Yellow with Mark Room, gains the additional exoneration protection of R 21.**

18.2 Giving Mark-Room

(a) When boats are *overlapped* the outside boat shall give the inside boat *mark-room*, unless rule 18.2(b) applies.



As always, at a mark, the other rules of **Part 2**

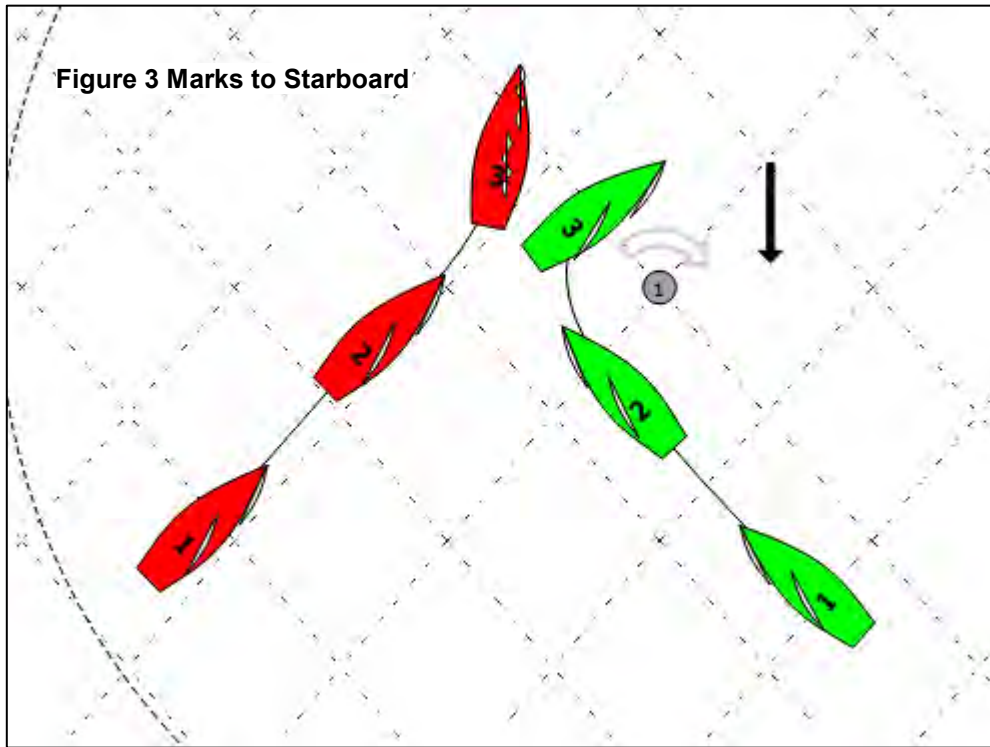
When boats meet apply to both boats; so RRS 13 Tacking applies to Green between P2 and P3 – Yellow only has to begin to keep clear under RRS 10 P/S after Green reaches her close hauled course. So no issues for either boat as drawn here. Now it gets more complicated. While RRS 13 Tacking should apply to Yellow between P3 and P4, there is a technicality. As soon as Yellow passes head to wind after P3, she is technically on starboard, even though the tack is not yet completed to a close hauled course. Why is this important? First, as Yellow and Green are now on the same tack, starboard, and they are overlapped and in the zone, RRS 18.2.a applies and gives Mark Room to Yellow (remember this is the big change), and as Yellow has Mark Room, she becomes exonerated under RRS 21 (which includes RRS 13 Tacking, and the room provisions under RRS 15 Change of ROW, and RRS 16.1 ROW alters course). So once Yellow has passed head to wind, Green has to stay clear or risks breaking RRS 18.2.a. So Green has to stay clear as weather boat (RRS 11 W/L) and has to give Mark Room under RRS 18.2.a, even if she has to luff above close hauled to give that Mark Room to Yellow.

To summarise the challenge of this new RRS 18.3, look at the first and second figures again – in the first, Green enters the zone on Starboard and Yellow would be penalized if Green has to luff above close hauled – whereas in the second diagram, Green does not enter on Starboard and has to give Mark Room to Yellow after Yellow passes head to wind if they become overlapped. So in the second figure, Green would be penalized if there was any contact between boats or with the mark. This is the opposite outcome from the Figure 1 scenario and so the location of Green passing head to wind relative to the zone is crucial to the outcome of any protest.

In my opinion, this will be a hard protest to settle if Green tacks close to the zone, “Was she inside or outside?” Unfortunately, there is no guidance in the new rules as to which boat has the ‘burden of proof’ in case of doubt. I think this is going to make for some tough protest hearings.

Marks to Starboard

As Marks to Starboard is excluded from the new RRS 18.3, the luffing above close hauled restriction never gets to apply. The main tactical issue for Marks to Starboard will be that a boat fetching the mark on Port will have to be even more careful to avoid the starboard tack boat. This will have three steps.



At P1 and P2, Green is on Starboard and Red is on Port. As they are on opposite tacks on a beat, RRS 18.1.a says that RRS 18 does not apply, and Red must stay clear under RRS 10 P/S.

After P2, Green while still ROW on Starboard, luffs up to head to wind, and must give room for Red under RRS 16.1. (ROW alters course). Note that luffing to head to wind is not tacking – tacking only starts after Green passes head to wind.

Before P3, Green passes head to wind to Port, and

now starts her tack. Again that technicality – Green is technically on Port after she passes head to wind and so the boats are both on Port tack and overlapped in the zone. So Green gains Mark Room under RRS 18.2.a and Red must stay clear. As Green has Mark Room, she becomes exonerated under RRS 21 (which includes RRS 13 Tacking, and the room provisions under RRS 15 Change of ROW, and RRS 16.1 ROW alters course). So once Green has passed head to wind, Red has to stay clear or risks breaking RRS 18.2.a. So Red has to stay clear as weather boat (RRS 11 W/L) and has to give Mark Room under RRS 18.2.a, even if she has to luff above close hauled to give that Mark Room to Green.

Our Bonus Section:

Preowned IOMs for sale: Nice ones at IOMUSA.org here: <http://www.iomusa.org/for-saletrade-in/>

As I write this there are ~~no less than two~~ **is one** excellent Britpop's listed. Here's the latest example:

Astbury hull no. 055, dated 3/27/15, with Creed foils: Brilliant green (in a Brazilian way) with an RMG ES 280 sail winch and 42mm drum. Rudder servo is a Hitec 8775 digital; which is quick, strong and of lower stratum of weight for a standard size. All the rigs are built to BG's rig instructions with first class fittings and well maintained. The #1 rig has Jelacic molded sails, and the #2 and #3 rigs are by SAILSetc. The boat has not been abused, other than it has seen light use (these are meant to be sailed). \$2,800 USD (firmy on price). Contact Steve Young: iom573 at gmail.com.



Relaunch Video: Relaunching of a cool boat after a major renovation (70,000 man hours!) is a big deal and cause for a little celebration. This video is of a significant relaunch is an 8-minute joy to watch. You have to join OCH to watch it, but you owe it to yourself to do that if you haven't already:

<http://www.offcenterharbor.com/videos/bringing-boats-life-rockport-marine/>

Other Contemporary IOM Designs (...or so many boats, so little time):

By Bob Wells

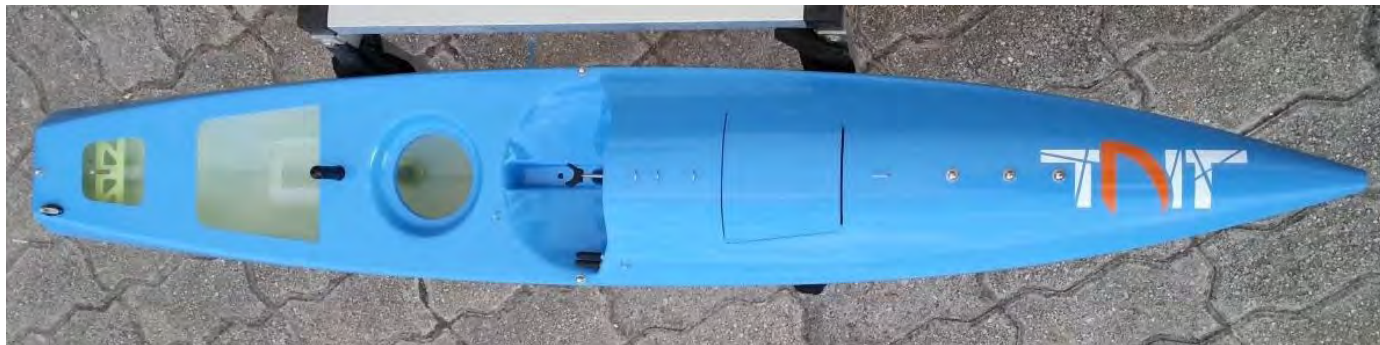
IOM consumer, you have new boat options – many more than you realize. The scale of our class is now so large and widespread that it allows a surprisingly large number of commercially available boats. These offerings extend beyond the already well-recognized and publicized ones such as Britpop, Kantun, SAILSetc, Vickers RC Sailing, Mirage Radio Yachts, Radio Race Yachts, MXcomponents, Craig Smith, Dave Creed, and the like. Frankly I know little or nothing about most of the following IOMs. Partly my problem is I only read in English, which is limiting for some products from France, Italy, Germany, Spain, and Thailand. The following new commercially available IOMs are from around the globe, and I've done the briefest of Internet research on them. I think it wonderful how many options are commercially available. No doubt I've unknowingly missed listing more than a few, and for that I apologize:

Example #1 TNT: This design started my research for this article in early 2016. How I learned about the design called TNT is circuitous: At the 2015 WC, I became aware of the IOM Downunder Facebook website, and earlier this year I see the picture below with the yellow boat trailer and crude boat ad slapped on it. I think to myself, "that is a brutal group you run with Sean Wallis from Western Australia. Maybe, you don't have your best regatta at 2016 Aussie Nationals, and then walking back to your vehicle facing a boring 1,700-mile drive hauling your mate's boats home - you see this 'free' advertisement pasted on the back of your trailer. Ouch!" Tough crowd. My kind of crowd actually...



Aussie humor: with friends like these you don't need enemies. Picture from <https://www.facebook.com/iomsdownunder/>

I still didn't know what a TNT design looked like, and assumed somebody in Australia is doing it. Later I stumble upon a Facebook link [here](#) to the TNT design (English translator is pretty good!). My assumption was clearly wrong; the TNT is a nice looking Italian design, winner of the 2014 Italian Nationals. More recently at the 2016 Malta Open, the TNT sailed by Germany's Kym Daub won that regatta too. I also noted that Italy's Pierluigi Puthod has sailed one, and he is a top sailor. And for the record Sean Wallis has had some very nice results sailing his TNT too. Congratulations to the TNT and designer by Gianluca Nardo.



The TNT deck shows a bit of Britpop DNA, although the bow is thinner and there is more pronounced tumblehome aft. Nice coordinated graphic and boat color consistently on each boat. Photo from the IOMTNT FaceBook site.

Example #2 SIDICI: I noticed this one at 2016 EUROS, which ESP's Guillermo Beltri sailed to 5th (just a few points off the podium in a tough crowd). No surprise in Beltri's performance; he's done it before. Design is by Ceccarelli, and you can read about it [here](#). It is nice when a significant 'big' boat company designs in the IOM class too. Pepe Vinaixa of Vinaixa Yachts in ESP is listed as the series builder, so this is an Italian/Spanish collaboration.



Two SIDICI designs from ESP at 2016 EUROS. Notice how the fin tapers to a shorter chord where it meets the bulb.

Example #3 D4 from ND Yachts: Neil Deverell is a people boat builder who also races, designs, and builds IOMs from the North Island in NZ. He is molding IOM sails too! D4 is his current iteration that began with D1, and all are some of the more “out there” designs in this article – good on you Neil! I recommend reading his design evolution in History, and there is thoughtful information all over his website. For example, his mast well self-drains into the fin trunk, see About D4/Deck Layout. I enjoyed his suggestions in Race Tactics, especially the “kill them slowly” comment. If instead you want a custom IOM, you could discuss your ideas with Neil [here](#). (Not to be confused with the DM3 IOM from Tauranga, NZ)



D4 by Neil Deverell in NZL features a wave piercing bow with full-length chine and highly rounded gunwales. The chine is well out of the water in the light, a popular theme in all the designs in this article. Photo Steve Martigny.

Example #4 MALTESER: This is Malta's Darren Abdilla's project that brought in the UK's Mark Dicks for design; and Maurizio Morbidelli's Italian company, MX Components, for the build. I see that MXComponents sells the boat through its retailers. Another nice international effort. Clever name too. https://www.facebook.com/pg/IOM-Malteser-482121861968211/about/?ref=page_internal



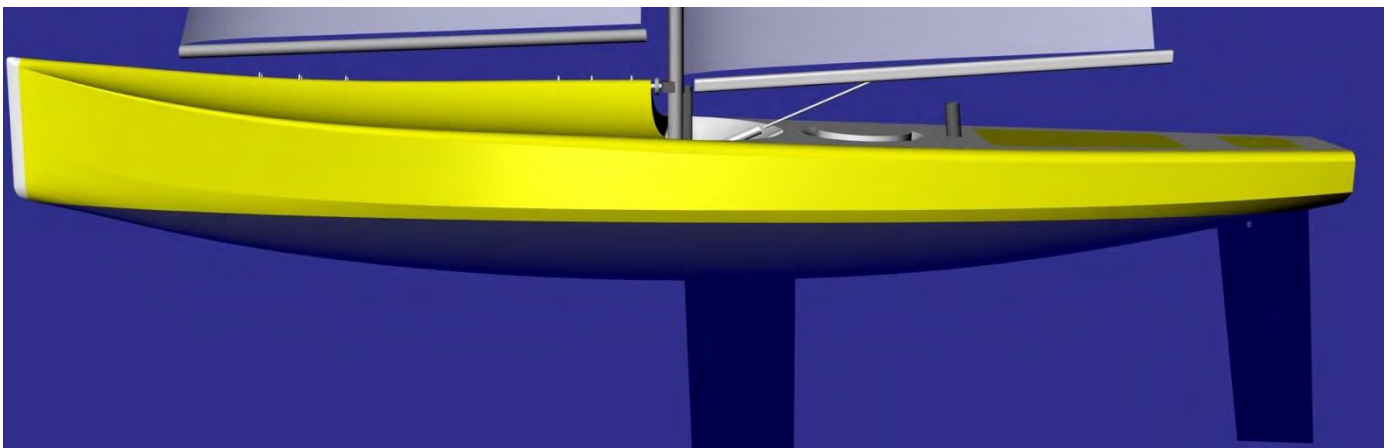
MALTESER: the first Maltese Project by Darren Abdilla. Deck originally designed by Frank Russell and modified by MX.

Example #5 WEDGE: This is a UK/Thailand collaboration. Designer is the prolific Mark Dicks of Dicks Designs in UK, and you owe it to yourself to check out his many designs [here](#). Builder is Rood Ars of ARS-Composites freelancer in Thailand, and you can read about them on FaceBook [here](#).



WEDGE is a “nice looking” UK/Thailand collaboration from Thailand. When I first saw this image, I thought it was a Thai Photoshop job with San Diego’s Model Yacht Pond added in the background. It’s real folks! I look forward to seeing Ben Reeve’s Wedge in San Diego at Midwinters. Best non-action promotional image of an IOM I’ve ever seen, and totally color coordinated. My wife might say too matchy-matchy, but did I notice? Absolutely no complaints here...

Examples #7a & 7b - PANKO & SELKIS: Separate similar projects by Antonino Clemente and worth a look [here](#) and [here](#).



The IOM SELKIS in profile by Antonino Clemente in 2014. I see that SELKIS is available from MXcomponents.

Example #8 AQUA: This sweet IOM example is from Stiges, Spain - in the Catalonia region. It is a refined distinctive design with a half wave-piercing (or reverse) bow, a full-length chine with tumble home, and a nicely resolved deck [here](#).



The AQUA from Spain. The builder displays an especially nice color sense using the deck as an interesting accent.

Example #9 FJC Design: Yet another Spanish company that appears to have been in operation for a while, and the current IOM offering is called FR-11. Another great looking and refined IOM well worth a look [here](#).



The FR-11 by FJC Design in profile. The rudder profile shape and reverse bow are atypical, but not unheard of. When you visit this website, you'll see another highly resolved IOM, and the FR-10 images look good too. Great hull color!

Example #10 FLYER: Another clean looking IOM project with no credits and a listed overly optimistic release date of June 2016. As of this writing their Facebook site suggests progress, but with only digital images of the design so far. Not the first project that to miss a self-imposed deadline, I know that too well. Check them out [here](#).

Example #11 MERLOT: Denis Astbury in Rio is a well-known commercial builder of the Britpop with a reputation for very high quality construction, and many fine examples sail in my club. BP work continues as priority #1, but everybody needs a side project. His is refining his fiberglass Merlot. Most IOMs are all-rounders like the BP, but Merlot is optimized to Brazil's light-medium air. Read about Denis' stunning 2009 Bantock designed original woody Merlot [here](#). Denis has since evolved the fiberglass Merlot to a fuller bow with flare, raised the foredeck higher, added more tumblehome aft, and otherwise the interior/deck is now arranged like his preference for his BP's. Foils are SAILSetc, but a Craig Smith fin as a 2nd option is headed to Seattle (soon the home of two Merlots). I don't know who else currently offers a new light air oriented design? Contact Denis [here](#).



The Astbury fiberglass MERLOT. She is narrow with low wetted surface, and the waterline extends from transom to bow.

Example #12 FILYA: FILYA-IOM started in 2015 and first sailed October 2016, and boat slots are available for purchase. Designer is Andreas Hoffmann (in Germany), plugs and CNC milling by Dirk Hiller (in Germany), and molds and builder is Vangelis Simonidis (in Greece). I have learned that one is headed to Brazil and another is headed to Malaysia, so another very International project [here](#).



FILYA is highly refined and has many similarities to the previous MERLOT, but I'll bet that FILYA is more an all-rounder.

Example #13 AREA51 – Tecmodelboats: Not focused on IOMs like those above, but I did see some IOM builds or repairs so I'll include them in this IOM newsletter. This company's attention seems to go to building the BG designed INDIE Marblehead and GB's Argon RG65 for the Italian market, and the carbon hull and rig execution is beautiful. The website has serious eye-candy for radio sailors [here](#).



Carbon M eye candy, and there's a lot more at AREA51 – Tecmodel boats. Everything is super clean.

Like I said consumers, so many boats so little time...

Think Our Boats are Fast?

I've never seen a lugger this fast. Check out these videos of innovative and decidedly low-tech model sailboats with cantilevered ballast sailing in SE Asia [Here](#) and [Here](#). (Thanks Graham Bantock for the link.)

2015 IOM Worlds Magazine – a revisit:

By Bob Wells

I'm not trying to relive the 2015WC, always a good idea though. This WC magazine [here](#) is unprecedented in scope for a radio sailing championship to my knowledge, and I bring it up because it is full of data that defines our sport. Check our pages 10 and 11 for global population numbers in our class. There doesn't seem to be enough to support all the commercial builders listed in the previous article, unless a lot of us own multiple IOMs. I'm doing my part in that regard, as are many I sail with.

Full credit to the NED's Harry Drenth for spearheading the magazine to promote the event.

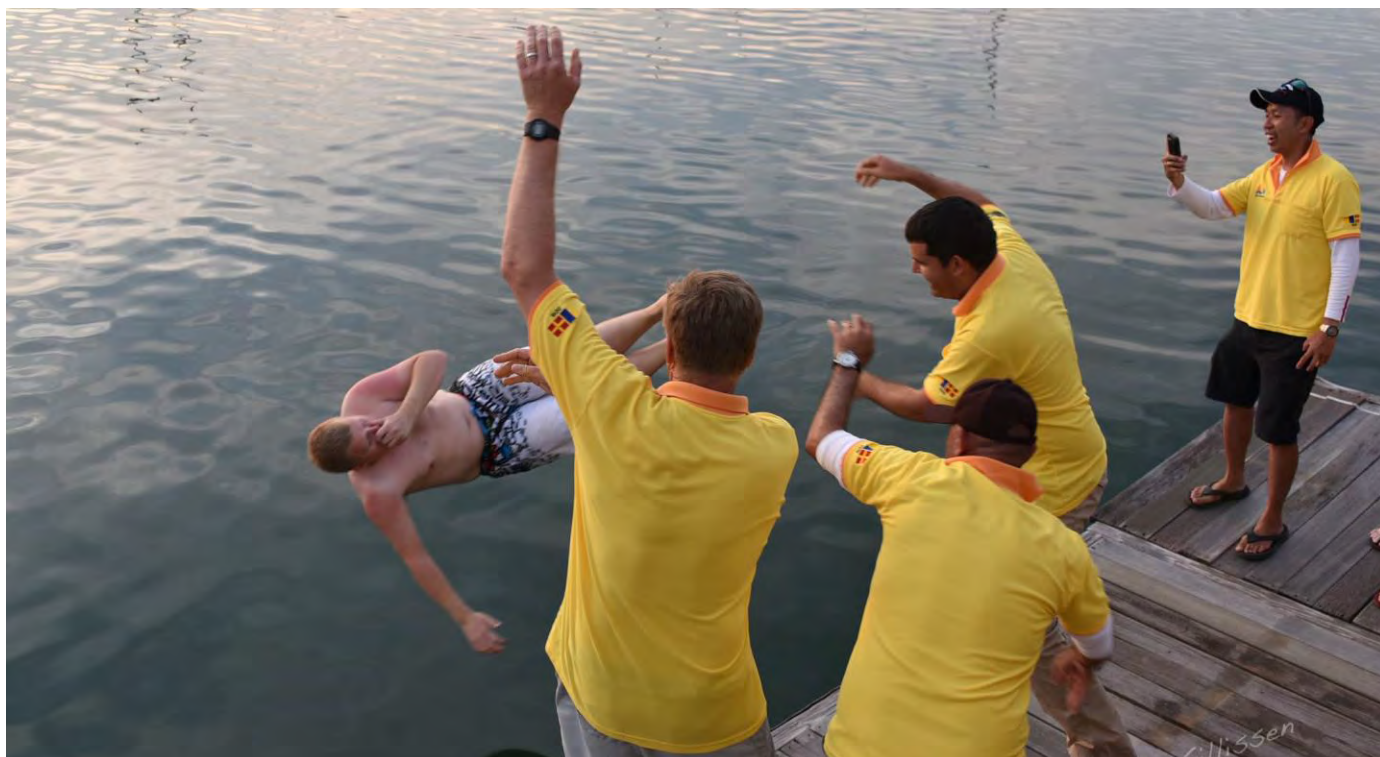
A SHOUT-OUT TO OUR IOM PROs:

By Bob Wells

"It's often said how rare a sport sailing is, to allow rank amateurs to trade tacks with rock stars. It's both a privilege and an opportunity to learn from the best, but only when learning is allowed to occur. It's not much of a test when you're using a wooden racket to the competition's composite model. "Everybody might say they want to race against the best sailors in a highly competitive environment, and for some that is true", says Hall of Fame inductee Dave Ullman. "But there is a larger group that might like it for a while, but ultimately it becomes too much." The big question I believe we need to ask, therefore, is whether the impact of professionalism is too much." Excerpt from Craig Leweck's article 'Pros Among Us' in Sailing World.

Maybe 'too much' for some big boat classes where hiring pro crew, skippers, and coaches is needed to compete, the cost concern of the referenced article. But this is not a problem in IOM radio sailing. We enjoy excellent support from sailmakers, builders, and designers; and on race day we learn more competing against them (if we can just get to A-fleet). This is like it was when I started big boat racing in the 70's and 80's in Seattle. Afterwards we can share a beverage in the bar too, like it was in the 70's and 80's. Our Pros are another thing that make IOMs such a great class.

For just one personal example: to aid Britpop owner's preparation for 2013 IOM USA Nats, BG emailed a memo to participating BP owners with tips and encouragement to have our boats properly prepped for best performance and to get our minds right too. Then he spent time fine tuning each of the BP owner's boats before the first race started, something like 15 BPs. His acceptance speech at awards was well done too also. BG was great in more than just his personal performance, and this is but one of many examples I could cite.

Interview #1: Malaysian IOM sailor Zach Chan Kok leong

2015 King's Regatta Champion Rob Walsh receives his traditional winner's dunking, and Zach Chan Kok leong records it on the right. Skippers from five countries are in this photo: GBR, USA, SIN, CRO, and MAL. Photo © Hanneke Gillissen.

Usually we interview 'name' IOM guys with a global reputation or the occasional more local skipper somehow of note. We will broaden our scope with this interview of Zach, who I enjoyed meeting at the 2015 Kings Regatta in Thailand. I am curious about Malaysian and Southeast Asian IOM sailing and how Zach goes about promoting radio sailing in Malaysia.

SMYC: Zach, is this your nickname?

Zach: My friends call me Zac / Zack / Zach / Zak and my work colleagues call me, KL Chan ☺... If you are doing iMessage or WhatsApp just call me Z :)

SMYC: Zach it will be for this article then, and already I'm feeling like I'm falling way behind you on the digital revolution. Tell us about yourself and your family, and where you live in Malaysia.

Zach: I'm married with a 3-year-old mini me, staying in Subang Jaya, 21km from the city of Kuala Lumpur. I'm in the education and healthcare training business, and we design smart operation theaters, control centres for training rooms, and also sell a wide range of surgical simulators mostly for minimal invasive trainings - laparoscopic, robotic surgery, endo vascular procedures, bronchoscopy, gastro, ultra sound plus knee, shoulder and hip surgery just to name a few.

SMYC: Zach, here's a good spot to brag on your wife. A year ago over dinner at the King's Regatta you mentioned she is a plastic surgeon and she was off for a period for some advanced education. How is that going for her and you as a single Dad for a while.

Zach: Well she's a maxillofacial (aka oral region) surgeon and doing her PhD in Hong Kong at the moment. It's somewhat hard for us to be apart, and she has decided to come back almost every weekend to be with us. I on the other hand have to handle the kid, my day work, and having less time for hobby. It's a good way to get real close to your kids if you take care of them every day!

SMYC: Zach, you were doing great until you tried for sympathy over “less time for hobby”. That never works for me, but I digress. Over dinner at the King’s regatta you also mentioned that it is possible for a Doctor to robotically operate on a patient overseas?

Zach: I’ve seen it in action when I was handling a project back in 2007/2008, and they did a live surgery for prostatectomy. The surgery was performed in a local hospital with a leased line to a hospital in Europe. I guess the ROI was too low, so they discontinued the application. Of course with more and more surgeons trained on the robotic surgery platform, plus more hospitals are able to afford the robotic system, we could do this locally and efficiently. Currently USA still is leading the robotic surgery scene, following closely by Japan. The robotic systems sold in Japan is around 170 units in 2014 to give you an idea.



Zach's with his wife Jessie and not so little Orion on a recent outing in Kuala Lumpur Bird Park (World's Largest Free-Flight Walk in Aviary).

SMYC: Do you work more on the technical side or the sales/training side? I’m guessing more sales and training as you’re easy to talk with.

Zach: I would say I’m in the pre-sales and post-sales team. We support the sales team to do demos and proof of concept, and after the sales team close the deal, we will settle the installation and preventive maintenance. I enjoy getting my hands dirty, but my technicians keep preventing me from doing that.

SMYC: I know little about Malaysia, but I am vaguely aware of pirates in exotic (to me) waters and then (until recently) the two tallest buildings in the world - Petronas Towers. Set me straight on this dichotomy.

Zach: Hahaha Pirates in the exotic waters?! Well you are half correct on Malaysia. Malaysia is situated between Thailand and Singapore, in fact Singapore was once a Malaya's state. For the pirates, I’m not sure if Malaysia is noted for that, but I’m sure there are pirate activities in the Philippines or near East Malaysia (Borneo) waters.

Malaysia is famous for its multi culture, food and scuba paradise, and not to mention the famous Durian “The King of Fruits”. You must come over and taste this fantastic fruit. For the Petronas twin tower, if I’m not mistaken, it’s still the 6th tallest building in the world and probably the tallest twin towers.

Being a multi race and cultural country, Malaysians speak at least 2-3 languages. Bahasa Melayu (Malay Language) is our national language. For me, I'm Chinese, so I could speak Cantonese and a little bit of Mandarin, Hokkien and Hakka. English is our second language in our school system. But the best language of all is the "Manglish" or "Singlish" (for Singaporean) ☺, which are widely used in our day to day conversations, at work or home, shopping centres or at the market. You can call it a somewhat broken English with mixtures of some Malay, Chinese and Indian language inside. It's like an embedded code of English, and Google Translator can't translate it properly.

SMYC: I think I was referring to the Borneo pirates, but unfortunately my geography knowledge sucks for your area. Do you have a sailing background other than radio sailing?

Zach: Well I'm lucky to have met sailing instructor Megat, who in 2007 taught me some tips and tricks in rigging and sailing the Laser. I went for a few sessions, and enjoyed the capsizing and being thrown out of the boat moments.

SMYC: OK, very light background in big boats. Tell us about radio sailing in Malaysia.

Zach: We have a tremendous growth in IOM skippers from about 3 boats back in 2008 to about 25 boats now. Basha and I have been busy building some homemade boats to cater for the lower budget skippers and I would like to thank MxComponent, Jelacic Sailing, RMG and AA Parts for being very supportive to me as a reseller and to stock list for the SEA region. I was only stocking parts in the beginning for a small group project initiated in 2013 of building 5 homemade boats; and we wanted good pricing for parts. I ended up taking more orders on boats, rig kits, parts, to cater for the growth as well as for the Singapore and China market now.

Production boats are getting very expensive for us, and homemade boats allows us to continue our passion in the IOM class. Mark Dicks and Frank Russell contributing designs with the MX Component family, and MX production in Thailand are all great moves allowing us to have slightly lower budget boats to enjoy the sport.

We've also learned a lot from participating in the races outside of Malaysia, and as well as organizing one. The King's Regattas in Thailand and an event in Singapore have made us more keen on sailing. Admiral Yuttana in Thailand did a great job in organising the last 2 events I've participated in and we are trying our best to organize one and invite them to Malaysia. We were inviting the Singaporeans over for our regattas back in 2008-2011. Unfortunately, some political influence and our best buddy, a sailing coach, quit his position in that organization so we have lost most of our organising privileges



Malaysian and Singaporean IOM skippers – KFC Sailing Week 2009, me with my orange Triple Crown (my 1st IOM).

Our sailing scene faded for a while fin 2011-2013, not sure why but I was busy with my life getting married and having a new born the year after. It has gone well from 2013 onwards, with my IOM group building project and Basha's as well adding boats so our number of owners have increased. And with the Queen's Cup, King's Cup and Western Circuit championship in Thai and Singapore, these events have given us motivation to practice hard and improve our skills in racing.

The biggest problem we are encountering is we are still not a registered club, due to some reasons with the rules and regulations of registering RCSM (Radio Control Sailboat Malaysia), but we are working very hard to find ways to get club registered. That's why we are unable to hold major events and most of our races are slotted with some sailboat regattas or working with a marina's club to allow us to race in their compound.

SMYC: Good luck on becoming a registered club, something not even required in my country. Liability insurance is required for group regattas in public waters though, and we get that at a modest group rate through our national model sailing organization, the AMYA. Who's Basha?

Zach: Basha is a good friend and rival in our local made IOM business. He has built and sold more local hulls than I do. His business is mainly for low budget beginner's IOM. He has been contributing a lot in helping beginners to enter the IOM class. His current design is B4 MKII. He has made lots of enhancements on his latest build with better equipment.



Sailing near Pullman Hotel in Putrajaya. We get to sail in this beautiful section of Putrajaya Lake only during sailing week, and it's about a 1-hour drive for me from Subang Jaya.

SMYC: If somebody in SE Asia wants to get into the IOM class, how do they contact you for some guidance and maybe parts?

Zach: Most of my Singaporean, Chinese, Thai and Malaysian friends drop me messages via Facebook Messenger, Whatsapp or WeChat. I could be contacted with email as well at mycustomrc@icloud.com. I usually recommend parts which I have been using for years and am comfortable with. So far RMG, Jelacic, AA Parts and MxComponents boats are the major brands that I'm dealing with.

SMYC: Do you have a website advertising your services too? Or is this more word of (digital) mouth.

Zach: Most of my sales and services are through word of mouth and of course digitally through chat messages/groups. I have a website, but I do not have much time keeping it up so it has been running inactive for quite a while, with some old info and old sale promotions ☺.

SMYC: I see there is a Malaysian Facebook site [here](#) that appears current. Who's managing that?

Zach: RC Sailboat Malaysia (RCSM) Facebook is managed by our club members, Azrim, Azizi and Razak. We are trying to put as much information as possible for the local guys and for the newcomer, especially where to meet with us if they wish to join us.

SMYC: What is your personal IOM?

Zach: Hmm... Let me see I have a Kantun SMX, a Lintel MMX, and The Metallica – my latest homemade. The Lintel MMX, was previously owned and raced by Kym Daub in the Foster City Worlds.

SMYC: I assume local sailing conditions are hot and light wind?

Zach: You are right. Probably due to we are in the central region or the Klang Valley. Most have only an A, but I always carry all my rigs around. We've got pretty good wind in Port Dickson, Langkawi and Tasoh.



While my metallic dark orange Kantun SMX is my favourite, here is my latest homemade IOM called “Metallica”. Our ZZTOP design, but with Creed’s fin, rudder and bulb. The 3D printed green color fittings match the sail corners.

SMYC: Metallica is a nicely executed IOM, and you have an especially nice sense for color with accents. Tell us about the design, how it was constructed, and those “printed” fittings.

Zach: Actually, the color of the boat was not done per my order, but it turned out to be great. It was supposed to have a green base coat and was accidentally sprayed with a coat of sugar cane yellow, and I’ve added some crystal to make it to look like metallic. And hence the name Metallica or “Metallic ah?”

The design was a slight modification from the previous ZZTOP molding with some slight changes made on the keel and rudder position to accommodate the Dave Creed foils I had at that moment. Surprisingly it balances quite well although I’m not an expert in boat building.

The printed parts require lots of printing and testing time to get it right. Designing the parts is relatively easy because they are just parametric design extruded to a certain thickness. Designing a hull on the other hand is difficult I must say. Mark Dicks in the UK helped me with my 3D hull printing project and I would like to take this opportunity to thank him.

The real problem in the process is printing them out, and 3D printers require lots of calibration to get it right. You need to play around with the temperature for different types of filament material, flow rate, and etc. to get a decent printout.

The key is to buy a decent pre-built printer so you fiddle less with the filament settings. If you are building from a DIY kit, be prepared to experience a long process of adjusting the required setting for a particular material filament, checking “how to fix my problem” on forums and calibrating the printer. Currently I’m using 3DSystem printer with Simplify3D and customized Slic3r for slicing 3D files. The filament that I was using for my printed fittings is made from amphora polymer, which has glass transition temperature at 75 Celsius. I guess we are not sailing at that temperature? ☺

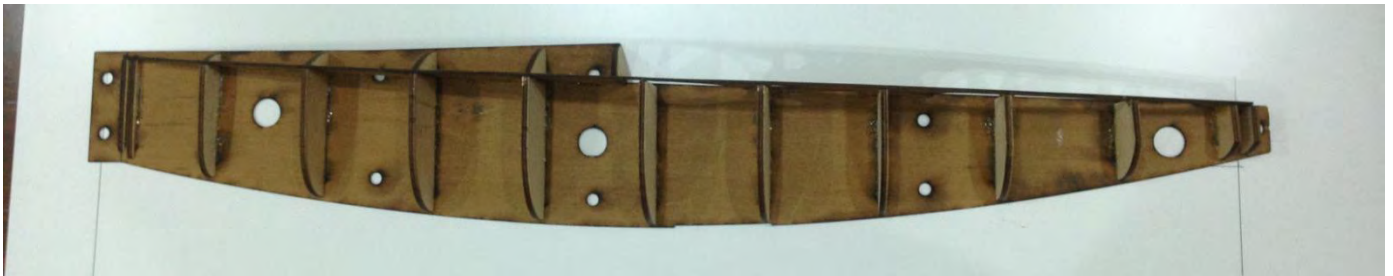
[Here](#) is a link to a recent radio sailing article about 3D printing by Selwyn Holland in Australia.

SMYC: Any other IOM custom projects?

Seattle IOM Update

Annual Summary – December 2016

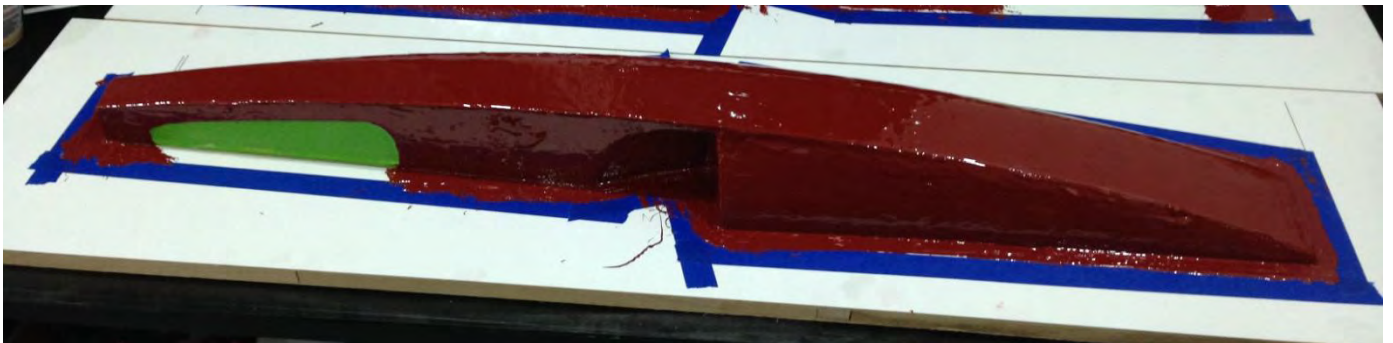
Zach: Razak, Mizi, Sam and I have done a group project building the ZZTOP, IOM Class, with a 2 piece moldings. At first I was very reluctant to build the boats because the deal is to make 4 boats. But after strong persuasion I've agreed but with condition of no timeline. We have decided on something fancy that has to be real clean.



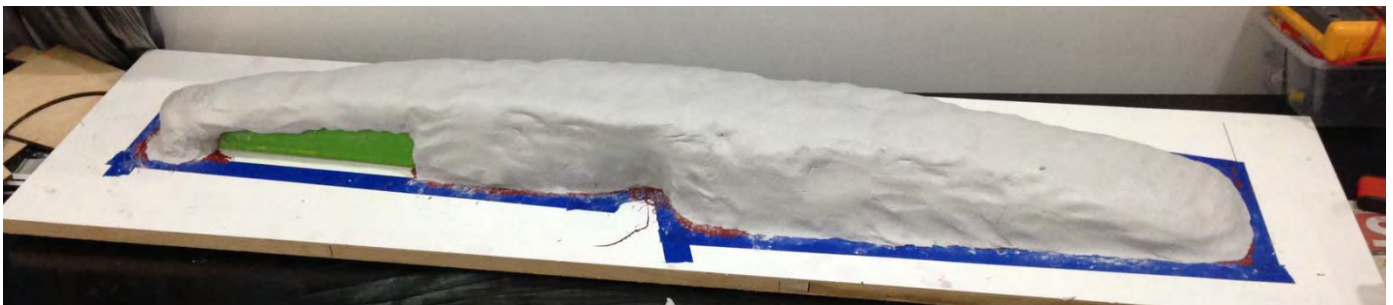
"Mizi quickly started his ZZTOP drawing on CAD and laser cut the ribs after we finalized our building plan. Plug framing was a fast one since we don't have to use scroll saw and sanding block any more."



Half hull planked with first coat of Clear PU paint on the plug after sanding and surface prep. Planking was done by me. Sanding and surface prep was by the guys since they stay close to each other.



ZZTOP with gelcoat from Smooth-On is applied, after grey primer, paint, and release agent were applied. Before we were using their red tooling gel coat and their epoxy putty for making the mold.



Epoxy Putty by Smooth-On.



Our ZZTOP 2 piece moldings.



Well the choices of fiberglass cloth in Malaysia is limited to either from local hobby shop or Ace Hardware. The outer layer is Hobbico 2-oz. The 2nd and 3rd layers are from Ace Hardware, and I have no idea on the specification. I used epoxy and spray on type release agent by Smooth-On, and it just pop out from the mold nicely. With no vacuum pump, I brushed the epoxy on to the fiber glass cloth, and compress them up with 2 glass sheets to ensure that the excess epoxy is out before laying them on to the mold. Joining the hulls is the trickiest part.



Our ZZTOP in profile. We're using MX Components keel, rudder, bulb and deck accessories for this.

SMYC: Tell us about the ZZTOP design, because I haven't heard of it.

Zach: Our ZZTOP design takes ideas from everywhere and mixes them up. It's like a "rojak" (Malaysian mix fruit and veggie salad with all kinds of taste in it). Some of us wanted it to be Britpop looking, some wanted it to be very slim (155mm max beam) for light wind, and I mostly wanted it to be simple to mold and build. This is my first time building a center joining hull and I'm glad we've managed to completed them. We've been using MX Components keel, rudder, bulb and deck accessories for our ZZTOP boats.

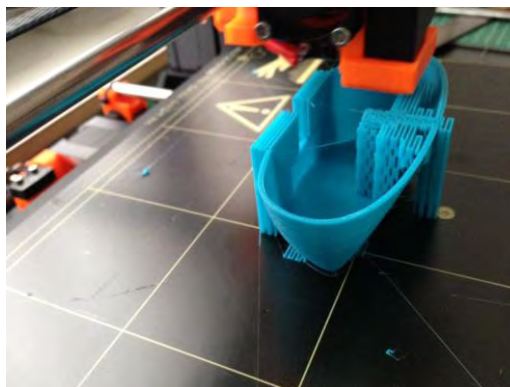
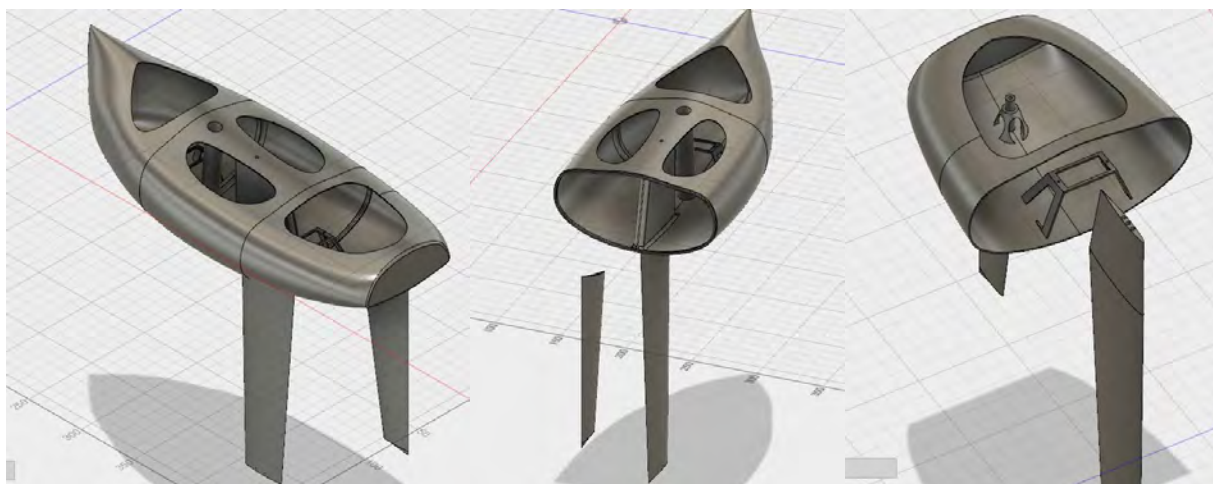
I have not raced with it. I intended the prototype for my wife, but a good friend persuaded me to sell to him right after he saw me sailing it. Razak sailed it for his first IOM race in Thailand King's Cup 2014 and managed to overtake many boats with minimal effort even though he had some poor starts.

I've only sailed my Metallica variant of ZZTOP. It is the same hull design, but with some modifications of the keel and rudder positions because I chose to stick with the Creed bulb slot that was aft of the MX bulbs we originally designed too. A few guys told me to try and push the keel slightly aft, and sweep it back a little like the Tempest, design by Martin Firebrace, build by Carl Weatherill. It was all by trial and accident that the whole thing gels together well. So far performance is promising. It is very responsive and agile, and easy to move in the lightest wind. It was my lucky that I've got it right this time.

SMYC: I didn't know this interview was headed to hull design and building process. ZZTOP is a nice collaboration and execution, congratulations. Any other 3D printing projects?

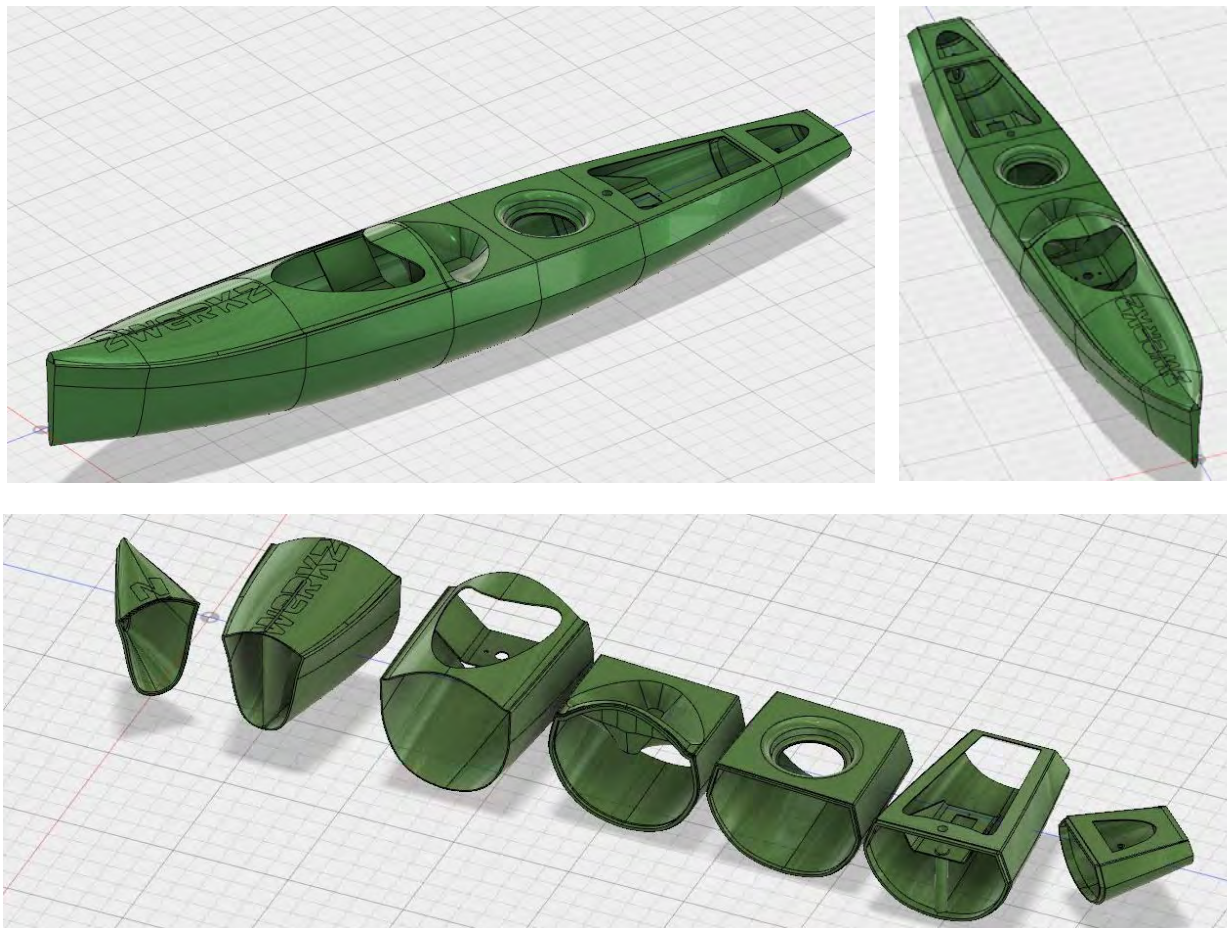
Zach: Oh yes. Our first proof of concept was the RED5 footy, design by Mark Dicks, which I 3D modeled and test printed. The design was given to me to play around by Mark Dicks and I've converted the design into a solid printable shell. Then the shell was cut into 3 smaller modular sections, so that they can be easily printed out from a small home consumer printer. The modular sections are also added with some special flange so that they can be easily snap on and glue together with epoxy or CA.

The idea of this project is to print out a hull with keel box / mast box and rudder post all pre-build. Estimated around 50 hours of printing and weight around 120g. Prototype was printed with PLA.



SMYC: I never know where these interviews are going to go, but we're drifting off-topic with the footy. I'm impressed though. Any IOM 3D printing projects?

Zach: Well, I've designed and modeled a design that I call ZWERKZ. I've taken some ideas from the famous Triple Crown design, and added some more current elements to it. I'm still doing some tweaking to the design. No prototype has been printed out yet. The keel box will be modeled according to either Creed's fin or Mx Components fin.



SMYC: Anything else going on with 3D printing projects?

Zach: Well, there is my RG65 ZWERK. This is just another project while I was fiddling with the 3D software in the plane. I hope it's not an ugly design and still sail good. Printed the stern section with 20% carbon filament. All the 3D hulls are meant for most printer which has 200mm x 200mm x 200mm (H) at least. Guys with a custom delta printer might be able to print an IOM or RG65 in one piece.

SMYC: A final thought, what about you Malaysian guys traveling to sail in Australia. They are relatively close and have a very well developed radio sailing program in IOMs and a few other classes? You will compete well there I think, and will learn a lot.

Zach: It's 8+ hours to fly to Sydney from Kuala Lumpur, and I was planning to do it. But a business trip got in the way, and I am not able to make it. Well let's see if I could be there in 2018 or for any other races. It'll be good to catch up with Tim/Elaine Brown and Jeff Byerley. It was a good learning experience to sail with you guys in the Thailand King's Cup Regatta 2015.

SMYC: Zach, you are a great ambassador for our sport. Good luck at the Open IOM Regatta this coming February 16-19 in Langkawi, Malaysia.

Interview #2: Aussie Tim Brown of Radio Race Yachts

I first interviewed Aussie IOM builder Tim Brown in 2013 and you can read it [here](#). Since that interview he has built in series the FRACTAL 2, the AKZIOM, and now his new AKA design. I've had the pleasure of sailing and socializing with Tim in Thailand and now in San Diego recently, and with this interview the goal is to catch up with his new designs. The interview started in a cheap hotel in San Diego during the 2016 US Nationals, and we finished using email:



Aussie Tim Brown from the Gold Coast holding his newest IOM design, AKA, at the 2016 Eddie Cowell Regatta in Oz. I like the color of that proto – you can see it in a crowd. Elaine Brown photo.

SMYC: Tim, I don't know if I told you, but one of your early FRAKTALS did come to Seattle. Unfortunately, the fellow that purchased it new and fully rigged only sailed sporadically with us for about a year, and we haven't seen him for over a year. It was so well crafted; we couldn't help but admire the quality.

Tim Brown: That Fraktal was built for Mike Holly, it featured my skiff aft deck popular with many Australian owners.

SMYC: Hopefully when Mike Holly sees this newsletter he'll be inspired to sail with us again. What services and products does your company at <http://www.radioraceyachts.com> provide?

Tim Brown: Currently I offer the AKA, Fraktal and Pikanto IOM's from finished hull through ready-to-sail packages with BG or SAILSetc sails and Futaba radio gear. I also stock all the SAILSetc fittings for the boats I build and masts from MX. I also supply and build rigs for most other IOM designs.

SMYC: Are you following the Vendee Globe like I am several times a day? I can't get enough of it with two boats battling so close in front yet again, and the English coverage is easily the best yet. Go Alex.

Tim Brown: No, don't take the time as I'm too busy building boats.

SMYC: What's new at Radio Race Yachts since our 2013 interview? It appears that Mark Patterson has moved on since the interview?

Tim Brown: Mark now lives in Fiji where he designs and builds prototypes of “out-there” furniture. He works out how to put the furniture together so that it can be mass produced in China.

SMYC: How long does it take to build a commercial IOM A rig? I'm shocked at how long I take obtaining and assembling the fittings. I take so long I don't even want to fess up how long it takes. I enjoy the process though, except I get impatient with myself.

Tim Brown: Building rigs is tedious and that is probably why so many ask me to do the job. Easy way out is to do a number at a time. I build rigs over my pool table, the perfect work bench. I have all measurements either marked on an aluminium U-section extrusion or on the table cover. Different designs sometimes require variations which I have on a spreadsheet to make things easy. It is still fiddly work so you need to have patience. Getting the prebend just right takes time as well as each tube can be different. If I charged a decent hourly rate it would save me building them.



Tim likes to build his IOMs in pairs for efficiency. Elaine Brown photo.

SMYC: Your rigs are good, and I agree with the sentiment they are a relative bargain for the fiddley time required. How long does it take to build an IOM ready for electronics and rigs?

Tim Brown: It takes about a month and I try to have two under construction at a time. Epoxy curing times slows things down, besides the fact that I am a bit of a perfectionist when it comes to building boats. Occasionally a client requests some customization which also takes more time.

SMYC: The pride in your craftsmanship shows in your IOMs, check that box because they're excellent. When I purchase a new commercial IOM my expectation is that it has been trialed and sorted before I buy. It will include instructions on corrector weight placement, and the like. A mast assembly guide with key dimensions and prebend, and a sail trim guide are expected too. Have you trial sailed AKA long enough to have established a sail trim guide and make it available?

Tim Brown: I have now competed with AKA in a number of major regattas in a variety of conditions and feel now that I am close to the mark. Any trim guide is simply that, a “guide” only, a great starting point. I always provide a comprehensive setup guide with whatever IOM I build.

SMYC: Has your standard foils and bulb option always been from Aussie Craig Smith?

Tim Brown: I have always used Craig’s foils. They are the stiffest, lightest and best finished available. Craig has just completed a new rudder mould exclusive for the AKA as I wanted a vertical shaft and slightly shorter profile than his standard IOM Rudder. My bulbs come from a die similar to the SAILSetc profile. Fortunately, the foundry is nearby and owned by a sailor.

SMYC: Graham Bantock won the 2015 Aussie Nats with his FRAKTAL 2 design that you built for him, and I’m happy for you both. I find it interesting that he chose your modifications for a skiff deck and Craig Smith foils positioned as you prefer (forward from the SailsETC specification). He could have ordered it all to his SailsETC spec including his SailsETC foils. How did that come about?

Tim Brown: When Graham indicated his interest in our Nationals I offered to provide him with a Fraktal 2. Graham was happy to have the boat built to my specifications as he had seen the Fraktal I sailed in the UK Nationals the previous year and was impressed with its performance. The boat carried SAILSetc sails with rigs to my specs.

SMYC: Graham did tell me that you set up his FRAKTAL 2 with perfect balance, and all he had to do was steer. He’s being modest of course, but he was clearly pleased with your setup. Graham sailed an orange one in Oz and then later a white one at 2015 Worlds. How did that come about?

Tim Brown: The orange boat was sold on the first day of our Nationals to a local Perth sailor, swapping his Britpop for the Fraktal 2. Following the event Graham asked me to build him another Fraktal 2 which he would take to the USA Worlds. The white boat featured a slightly different layout from my standard, but the specifications were the same as all my Fraktal 2’s. I was greatly honored in Graham asking me to build him a boat as his previous boats were SAILSetc built.



Tim Brown’s personal AKZIOM proto sailing at Lake Kimberly, one of two in existence. Tim prefers a central electronics configuration with a plastic lid providing access. He also prefers an eyebolt for the shroud wire connection. Everything is very clean, which is typical of Tim’s boats. Elaine Brown photo.



Graham Bantock's AKZIOM ready to be shipped from Tim's shop. Note just two deck patch openings, which is very different from past SailsETC built decks with many openings to both lighten the deck and provide access for maintenance. Rudder shaft linkage is from the aft deck opening covered with deck patch, standard for both. No transom hole needed to connect the linkage.

Compared to Tim's AKZIOM (previous image) there were different choices by the two skippers:

- Instead of Tim's larger central opening for all electronics with a friction fit lid, Graham has two openings. A smaller pot with screw lid for battery and receiver, and then a separate forward opening for RMG and rudder servo that is covered with deck patch.
- Graham's shroud attachment uses his SailsETC item 031Set with ball ended connection to a recessed deck fitting. Tim's choice is shown in the previous image. The 031Set is cleaner yet heavier and more expensive. Both work well. These items are personal preference, and it points out that options are available in Tim's boats that are built in series. I especially like the slightly concave transom, an aesthetic transom form in itself and a reference to the more concave Pikanto transom – the boat that inspired this design. Elaine Brown photo.

SMYC: You have told me that most of your PIKANTO and FRAKTAL boats are sold in Oz, and most choose the skiff deck option, as you did in the past on your personal boats.

Tim Brown: Most IOM sailing in Australia is in salt water. The skiff deck allows above deck mounting of the sail winch drum and sheeting lines. The single hatch gives under deck access for the battery, rudder servo and RX. Having no through deck sheeting leads provides a dry boat, which is what we all strive for. The AKA features a flat aft deck as I wanted to experience the difference. I am not totally convinced that this is the way to go as no matter how you run the through deck sheets, water still finds its way inside. Rudder tubes are also a problem.

SMYC: Wouldn't it be a lot easier and cheaper to go with a gelcoat hull finish, instead of the 2-pak paint you choose to use.

Tim Brown: As the hull is joined down the centerline plus you have to cut in the aft deck and fit the transom you get a seamless product if you finish with 2-pak paint. Gelcoat has its problems if not applied correctly to the mould and is hard to colour match a repair.

SMYC: I read it somewhere, but the idea behind AKZIOM came from you with some influence from Croatian Ante Kovacevic? What was the criteria you gave to Graham for design?

Tim Brown: I originally discussed with Graham the idea of a modified Pikanto. Beam somewhere between the Pikanto and the Fraktal, raise the aft chine and extend it forward to about amidships and provide more buoyancy forward. Interestingly Ante was already experimenting along the same lines with his highly modified Pikanto. Graham took our combined ideas on board, the result being the AKZIOM.

SMYC: You were discussing the AKZIOM design with Bantock while we were all at the King's regatta December 2015, and you were pretty excited about the project. It brought a big smile to your face.

Tim Brown: Yes, we were. Graham had developed ten digital versions for his VPP program, and I told him to pick the fastest one. I was at the stage that I wanted to proceed with the project so Graham pressed the button and sent the file to Craig Smith who kindly offered his assistance in building the plug boat as he has a mate with a CNC Machine.

SMYC: And only an emerging chine in the stern, what happened to the full-length chine everybody goes to these days?

Tim Brown: I didn't see the need, plus I wanted to retain the Pikanto forward profile. One thing I insisted on was no topside tumblehome simply because I did not want the boat to look like all the other current IOM's.

SMYC: How did you pick the mast and fin position.

Tim Brown: For the AKZIOM it ended up in the same position as my skiff deck PIKANTOs and FRAKTALS. It's not Rocket Science. What I do is set up the hull in my building jig, stand back and look at the underwater profile then pick a spot that looks right for the leading edge of the fin, mark it on the hull, take another look and that's where the fin ends up. Interestingly for the AKA my sighted position was within 1 mm of Graham's designed position.

SMYC: AKZIOM is flush deck. What happened to the skiff deck option you preferred on your PIKANTOs and FRACTALS?

Tim Brown: I tried the flush deck on the AKZIOM following discussions with Graham and Craig. I still get requests for the skiff deck and will be trying one on the AKA shortly using a moulding from the Fraktal.

SMYC: Since Graham has been sailing his AKZIOM has he changed the trim or anything.

Tim Brown: Graham moved the fin forward as he prefers a more vertical mast, a trim he is familiar with.

SMYC: Before we move on to AKA, how did the very clever name AKZIOM come about?

Tim Brown: Graham came up with the name, reflecting the collaboration of ideas between Australia and the UK in a new IOM.

SMYC: So instead of developing your new AKZIOM further, you show up at US Nats with your new proto AKA. How did this design come about? I ask because it showed up not too long after AKZIOM was introduced.

Tim Brown: To cut a long story short, the AKA came about after I made Graham's and my AKZIOM's from my male plug. I decided to make a mould so I cut the plug in half. Problem was it twisted. Tried to straighten it on the backing boards but unknown to me they warped under the load when I made the carbon moulds, so when I went to put them together they did not join down the centerline.

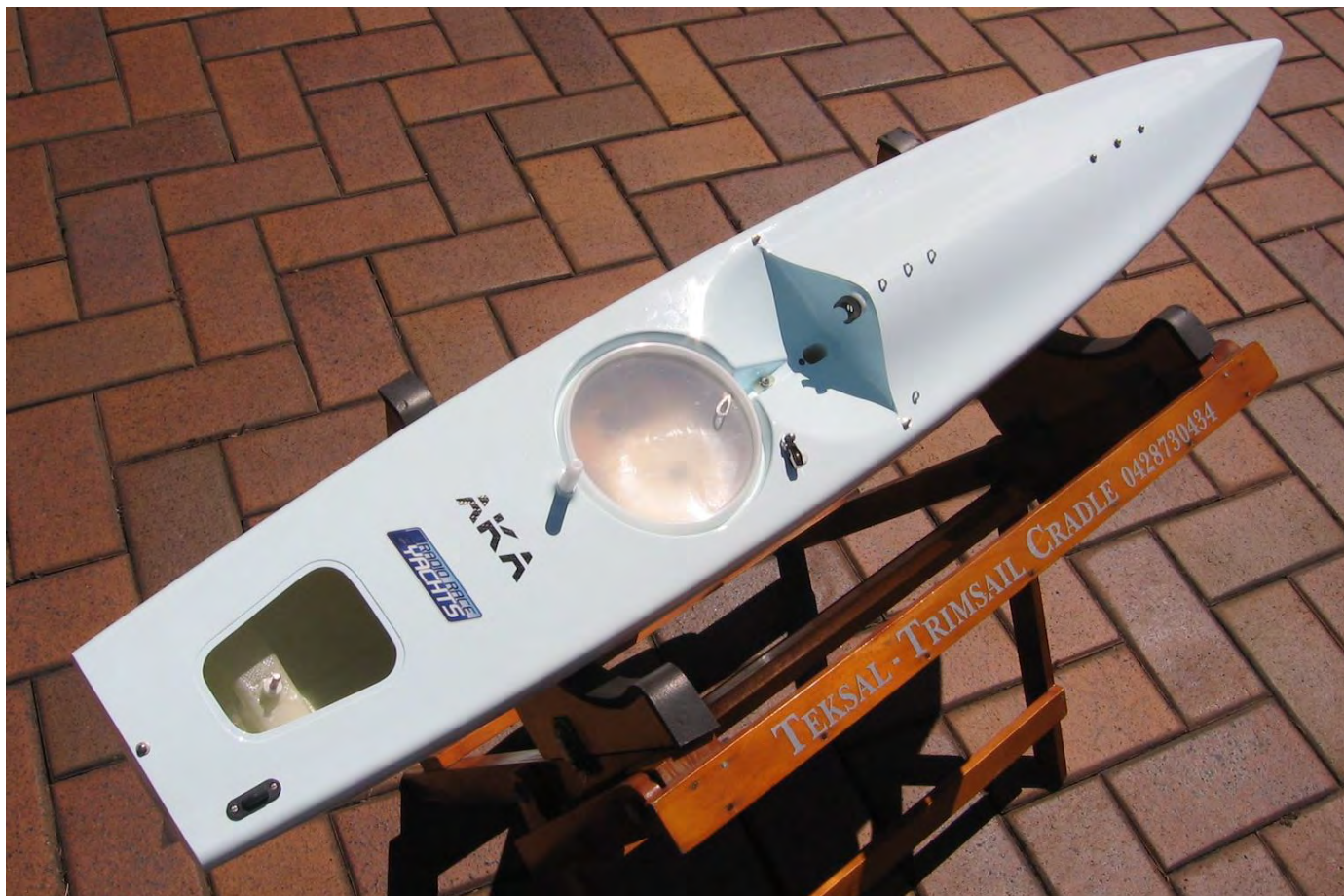
Rather than throw the lot in the bin and start all over again, I spent 4 days with an angle grinder making them join. Result was a boat that no longer looks like an AKZIOM, hence the name AKA. I built the first boat out of the much modified moulds thinking that if it didn't work I would throw it in the bin. I moved

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the mast and fin aft of where I had it on the AKZIOM as the forward sections are a lot finer than the AKZIOM. I just went with my gut feeling with all the changes after my experience sailing my AKZIOM and watching the videos of Graham sailing his.

So far I am extremely happy with the look and performance of the AKA. All customers who were on the waiting list for the AKZIOM are happy to take the AKA, so the AKZIOM is on hold for the moment as I don't want to have to get another plug CNC cut and make more moulds, all expensive stuff.



View of a production AKA deck. Notice the finger hole in the mast well for removing the lid. Tim uses eyebolts for the jib takedown, shroud connection, and turning block for mainsheet. Transom is vertical, unlike AKZIOM. There's a lip allowing the rear hatch to be taped down instead of using sticky-back if the owner prefers. Elaine Brown photo.



Comparing bow sections with AKA (L) and AKZ (R). Both have flair, but AKZIOM is more moderate. Elaine Brown photo.



Comparing the bow bottom sections with AKA (L) and AKZ (R). Elaine Brown photo.

SMYC: How did you come up with the name AKA? “Aka” to me, a Farrier/Corsair tri owner, is Micronesian for the beam connecting the ama (outer hulls) to the main hull.

Tim Brown: AKA just means, “for want of another name”.

SMYC: You told me that Knuckles has been preoccupied with other matters rather than radio sailing lately, but that he liked the feel of AKA when he sailed it. He was also a big fan of your version of the PIKANTO, but he never warmed up to sailing the FRAKTAL.

Tim Brown: Knuckles recently had a sail of the AKA prior to a regatta near home. Competitors interested in his observation of the boat asked him what he thought. His answer with no hesitation was “It’s a weapon”. He has since ordered an AKA above the other IOM’s currently available. Knuckles plans to campaign the AKA extensively in the 2017.

SMYC: Nice recovery on the AKA mold, but that’s the most stressful hull design method imaginable! The AKA looks nice and it proved to be fast in San Diego despite you being on the helm. I can see the volume is pushed aft, where it is wider and flatter aft. Interesting that Zvonko went a similar direction with his Kantun 2 also. I am predisposed to like designs with the mast further aft, and I don’t know if that is logical or emotional.

Tim Brown: With more volume aft I moved the fin and mast aft from AKZIOM again a gut feeling as I had lost some underwater bow volume and topside flare in getting the mould to join. I thought why not just move everything a little further aft. The result is a beautifully balanced boat that keeps its bow up when pressed hard downwind. What more could you want!

SMYC: San Diego was AKA’s first test in lighter winds so you have to be very pleased with that.

Tim Brown: I think the finer entry helps in the light, as the bow is pushing a lot less water than others in the fuller region.

SMYC: Regarding my earlier wise crack, “(AKA) proved to be fast in San Diego despite you being on the helm”; I recognize you’re a good competitive skipper. Absolutely the best IOM marketing strategy is finishing on the podium at Worlds with a new design – everybody notices. The problem for mortal designers is there are only a few in the IOM class with that rare sailing skill to get there – BG and Zvonko come quickly to mind. Ian Vickers belongs with them I think. Former World Champions Graham Bantock and Craig Smith not so much anymore with age – it happens. How do you deal with this harsh reality in marketing AKA?

Tim Brown: It’s always great to have a Rock Star sailing your boat but they can jump ship also. I have exported IOM’s throughout the World and am always gratified with the owners praising my quality of work. These clients have the opportunity to purchase boats locally, but they like the Radio Race Yachts product.

Providing a quality IOM designed by Graham Bantock is a great plus, as they know what they are getting. Besides Knuckles there are a number of top Australian sailors with orders for the AKA, so I'm sure you will see the AKA leading the fleet soon. I'm doing my best in the meantime!



I like this view of the AKA, which shows how wide and shallow it is from the transom. The Craig Smith foils are shown as well as the bulb. Everything here is Aussie manufactured. Elaine Brown photo.

SMYC: The AKA deck lid area has a striking resemblance to Craig Smith's Fusion (at least John Ebey's Fusion). What's up?

Tim Brown: The aft deck of the AKA is in fact the same as the Fusion. Craig has lent me the mould as he now uses a different mould for his own boats. My only modification was extending the fin retaining bolt recess to line up with the AKA's fin position. I use eye bolts for the jib swivels as they are simple and adaptive to whatever the owner wants to use. Access to the winch, rudder servo and battery is easy through the one large hatch, these all sit on a central tray. The aft deck patch gives access to the SAILSetc sealed rudder stock.

SMYC: I am a fan of a deck lid to vent the inside during breaks, especially in hot weather on salt water like you have. Good choice. Was 2016 US Nats your first USA regatta? How would we stack up with the Aussie fleet in a big regatta?

Tim Brown: Yes, and what a fun event, having the Brazilians and Zvonko there was an extra plus. Talking to Glenn Dawson, who was part of the Aussie team at the US Worlds, we agreed that the standard of both countries is very similar and that you lot are great to sail against.

SMYC: And how was your extended visit in the USA before and after Nats?

Tim Brown: A lot different from our life here in Aus. We did a 3-day amazing bus trip to San Francisco and Yosemite National Park then back to L.A where Jen, Mark & Julia Golison showed us the sights of Long Beach including a Prom Concert. Mark then drove Elaine & I down to San Diego for the Regatta. Following the Nats, we flew to Las Vegas and met up with friends we met on cruise from Hawaii to Vancouver in 2015. After an eye opening night at the MGM Grand we drove to the Hoover Dam and Grand Canyon. The train trip from Williams to the Canyon complete with a cowboy holdup was a highlight, besides the amazing scenery. Our final days were spent relaxing with the Golson's at the family beach house, and exploring the surrounds and restaurants. They were the most amazing hosts and hopefully we can return the favor when they come down under.



Tim's AKA proto showing the centralized electronics (plastic lid covers it). The production versions has no plywood.

SMYC: You and Elaine are traveling overseas a lot lately, and it seems like radio sailing is always involved. Jackie and I saw you December 2015 at the King's Regatta in Thailand and again at 2016 USA Nats in San Diego. Is radio sailing always part of the trip?

Tim Brown: Not always. Sometimes Elaine will book a Holiday or Cruise to some place where they don't sail IOM's. I think she does that on purpose so I can't take the boat.

SMYC: Clearly you like traveling. What are your IOM travel plans for 2017?

Tim Brown: Hopefully I will get a spot in the IOM Worlds. At the moment I am 3rd Aussie on the list with the first 2 gaining automatic selection. I will have to wait until Round 3. We have booked our Flights and Accommodation so will be there regardless. I think Fred is counting on Elaine to help with the scoring so I could be there just to carry the bags.

Plus, we are definitely coming back for the October US Nationals in Dallas and bringing some more Aussies with us, so be prepared the flood gates are open! It will be a ton of fun.

SMYC: Yes, and while doing this interview we scheduled two Seattle area club races the weekend before US Nats in Dallas, so you Aussie's can come and sail and drink beer with us. In summary:

- [10/14/17 Club Sailing at Seattle MYC from 10:00 – 2:00PM & post-race at pub \(schedule below\).](#)
- [10/15/17 Club Sailing at Deception Pass MYC from 11:30 – 3:00PM & post-race somewhere.](#)

Plus, we'll take some time to see the local sights. (Note to Elaine, there's a direct flight to Oz from Dallas!)

Interview #3: Croatian Zvonko Jelacic of Jelacic Sailing

Zvonko promoting radio sailing with the kids at Matejuška, the public square at water's edge in his home town of Split.

Croatian Zvonko Jelacic is a very accomplished radio sailor, designer, builder, and sailmaker needing no introduction in the IOM class. He's our 2009 World Champion with many podium finishes in our biggest international events, and a few months ago he became the 2016 USA National Champion. I first interviewed Zvonko in 2014 when his KANTUN S design was in the early days of production, and you can read it [here](#). Since that interview the Kantun S had a nice run on the international circuit, and he has just gone into production on his new KANTUN 2 design. And I've now had the pleasure of sailing and socializing with Zvonko in Foster City Worlds, Thailand, and most recently in San Diego. This interview catches up on Jelacic Sailing's new design:

SMYC: Since the 2014 interview you've added to your family.

Zvonko: Yes, next to Duje born 2012y we now have Luka born December 2014y.

SMYC: It seems that many, if not most, of the Croatian IOM skippers that travel to international events otherwise work as skippers for tourists on your lovely waters.

Zvonko: Yes, we have a lot of tourism. We have year-round 14 million people coming and most for nautical tourism, and there are only 4 million people living in Croatia.

SMYC: It is still remarkable how well CRO skippers perform at big international IOM events for such a small country. You are on a roll traveling a lot recently to sail IOMs: Dec 2015 in Thailand (3rd place), June 2016 Vitoria EC (6th), Oct 2016 San Diego (1st), and Nov 2016 Brazil (1st). Have I missed any?

Zvonko: I have also been February 2016 Istanbul, Turkey (They organised a seminar where I taught how to sail models) and May 2016 Italy National Championship (1st).

SMYC: At the 2016 Vitoria EC you finished 6th sailing your Kantun 2 proto, a relatively close 13 points out of 1st. Was that the first major international test of the proto?

Zvonko: I sailed in May 2016 at the Italy National Championship (1st) with proto, and then changed it a bit for Victoria. There it was an open game to the last race, where I was leading at moments and then finished 10th. Well done to winner and all top guys. I knew the proto wasn't quite ready for Vitoria, but it was a really good test for product development. I still managed to get two wins in light and top A rig with boat that was finished just 20 days before championship. I am happy how the Kantun 2 performed.

SMYC: How is radio sailing progressing in Croatia? By the looks of the image above at Matejuška radio sailing is actively being promoted with kids.

Zvonko: Yes, we have support from our Croatian Sailing Federation and Croatian Association of Technical Culture (CATC). Idea is to get more young people into radio sailing.

SMYC: Good on Croatia for proactively getting the kids involved. What services and products does Jelacic Sailing provide?

Zvonko: We have all for IOM that you might need. We produce 3Dmonofilm sails, rigs, sail boxes, and Kantun boats. Check: <http://www.jelacicsailing.com>.



The new Kantun 2 sailing at the 2017 Open CRO Championship in Sibenik, Rogoznica – <https://www.facebook.com/croiom>.



The Kantun 2 (red) has one of the more distinctive transoms in our class – <https://www.facebook.com/croiom>.

SMYC: You're still supporting yourself with Jelacic Sailing? How big is your staff now and how do you divide responsibilities?

Zvonko: Yes, that is our main source of income. At moment, Robert Grubisa is still doing a great job molding the Kantun 2 for us with my input; Goran Piragic is finishing them with jigs (he is very good in details); and Elvis Marasovic is making sails. My responsibilities are: making rigs, managing all orders, quality control, and solving various problems 😊.

SMYC: Things have gone well for Jelacic Sailing with the Kantun S production and performance, and now you are moving to the new design, the Kantun 2. The design changes from the original hard chine Kantun to the Kantun S (soft chine) were relatively minor, and are well covered in our previous interview noted above. Going from the Kantun S to the Kantun 2 is a big jump. What prompted the new Kantun 2 design? Zvonko: I have noticed that lot of good sailors coming into models have problems with tuning and getting used to them, and they get frustrated too often and then go away. All the models I have seen need to be tuned different compared to a full-size sailboat. Also newcomers usually struggle with maneuvers so I wanted to lessen that problem too. So far I think I have achieved my goals with Kantun 2. You can tune it similar as full size boat and it is very maneuverable, time will tell us more.

SMYC: The 2017 CRO Open Nationals in Rogoznica is about a month away as I write this in December, and already I see 32 entries from 7 countries, with hints of more. That's great. I also see that there are six Kantun 2's entered. I take it that Jelacic Sailing is really busy right now building the new boat.

Zvonko: We are very busy. It has become a complete life dedication to build quality into every inch of our model sailboats. I think that is why more and more people around the world are asking us to build them new Kantun 2 for sailing alongside Croatian sailors. It is really nice to see that knowledge and effort of our team is getting recognised increasingly year by year, I just hope I will find some time to train...

SMYC: I looked it up and Croatian Mirko Ukas finished 8th in the 2013 WC sailing a CRO Pikanto, easily the highest finishing old school or pre-Britpop design and a nice result for him I think. At 2015 Foster City WC he finished 17th sailing the lesser cost Kantun SMX version of your design, and to my knowledge the highest finishing Kantun SMX to date in major international competition. At the Vitoria EC Mirko finished 7th, and he had upgraded to sailing the Kantun S. He is obviously a good sailor. Any comments on his switch from the SMX to the S model?

Zvonko: Mirko also made his first A fleet victory in Victoria (beer was on him that night 😊) and he has been sailing events from AUS WC 2005y. In mid rig condition Kantun SMX is OK, but at top rig condition quality starts to show. Lines are the same but the goal in production is different. Kantun S is intended for WC competition, and all the details work to that goal. The SMX idea was to sell a good inexpensive boat for club racing. Unfortunately, too many thought it was same boat for 2/3 of price. For Kantun 2 I am thinking we'll have a different approach, all boats will come from Croatia with our quality control. I hope they are purchased with rigs and electronic included so that people have our full plug and play package. That way I think they will have more success.

SMYC: Describe the Kantun 2 hull form evolution compared to Kantun S.

Zvonko:

- K2 hull is wider in both ends at waterline.
- K2 hull has less rocker (flatter) with more volume aft.
- Max beam at design waterline is the same for both the K2 and S.
- K2 is much wider overall with more volume above waterline to better shed water in waves.
- Fin and mast location moved aft slightly due to more hull volume aft.

SMYC: I recognize that both are all-rounders, but compare performance of the S and 2. Is one better in light air? Heavy air?

Zvonko: 2 is easier to tune and drive and better all-around, but I think in light winds Kantun S still might have upper hand. WC France 2017 will be first proper test for Kantun 2. Then we will know more for sure.

SMYC: Well, for the record, you did win 2016 USA Nats with the 2 in light wind, so it's not that bad in the light. With the Kantun S you guys really paired away hull volume above waterline, and especially at the aft deck. You propose just the opposite with the 2, with more volume and shaped to better shed water.

Zvonko: Well the wider the boat it needs to be higher to not go under water at high heeling angle. When you look at Kantun 2 only stern is significantly higher and it is wider.

SMYC: You suggested earlier that the 2 is more maneuverable than the S. I sail the S with no complaints about maneuverability - none. So I understand - are you suggesting the flatter 2 hull form turns with less resistance or drag? Does one accelerate better than the other? Did the rudder to fin spacing shorten for maneuverability?

Zvonko: Yes, yes, and yes. The Kantun 2 is better at acceleration.

SMYC: What changes were made to the proto and then to the production Kantun 2.

Zvonko: There have been only small changes, in fact Kantun 2 ended up very close to the proto that I used for Spain, USA and Brazil.



Zvonko wearing his Foster City hat & holding his new Kantun 2 so we can compare it with the Kantun S in foreground.

SMYC: Any changes with hull finish with the Kantun 2?

Zvonko: No, we still stick to Gelcoat because we think it is more resistant in hits and similar. We will use a similar electronic set up as the Pikanto and Kantun S, but with some modifications for easier sheet setup. For example, we will have a removable block inside in front and generally have an easier sheet change. Also I'm testing sheet exit guides made from Delrin Acetal resin as you recommended and installed on your Kantun S, thanks for the input 😊.

SMYC: You just outed me. For the record I have been sailing your Kantun S (hull #9 purchased used from Mario Skrlj after the Foster City WC) for over a year now, and it's full of clever solutions. You can't blame this proven boat for my average finishes at big regattas. I probably scared locals away though, as after the RMG packed it in during my 2nd local regatta it took me a while to figure out how to get operational again – even with help from friends. Sheet setup wasn't obvious and there were no instructions or drawings. The good outcome is you had it all figured out, and I just had to collaborate with you to create a winch setup document now available for your customers [here](#). We began in Thailand where you first corrected my little mistakes on winch setup, and we went from there. I'm a happy camper now on sheet setup, for the record. Zvonko: Yes, and it will be also good for Kantun 2 to use. Thank you again 😊.

SMYC: I do like your rigs and sails. My overall performance is finally trending up at the end of 2016, and your 2016 tune guide that includes twist recommendations is helping me be more consistent.

Zvonko: After I understood what people were missing in their tuning, I provided twist measurements for various conditions on my 2016 tuning guide. I got positive feedback right away for it. I prefer it when customers let me know what they like or dislike with my products, as that is how I learn. I think Kantun 2 as a new concept will be really good for average sailor as for top guys.

SMYC: As I know our readers like data, my Jelacic A-rig weighs in at 234 grams - pretty light I think. It gets there with attention to detail. Where BG and others recommend a fixed forestay length, your trim guide varies the rake a few degrees for the conditions. In practice, I rake back for very light conditions and forward for big wind and waves, but most of the time I'm raked back modestly and not adjusting it.

Zvonko: For Kantun S we found that tilting mast back is the best overall tune, and we are still learning Kantun 2. So far it looks like there is good chance we will use one angle of mast to keep it simple.

SMYC: Then let me give you some feedback, I like raking my mast aft in very light wind for a slight helm feel on my S. It takes a little practice to make all the adjustments efficiently – no question about that. If you are going to rake your mast with wind changes some pre-race practice is in order so you don't screw it up and make it worse. Don't ask me how I know.

Zvonko: I agree 😊.

SMYC: Can we still purchase a new Kantun S from you, or is production fully switched to the Kantun 2?

Zvonko: Yes, we still offer Kantun S.

SMYC: Having convenient sail trim notes on labels on the deck is brilliant. The authors of my old dog-eared North Fast Couse book from 1990 would applaud you big-time for doing this. I'm not sure why no one has done this before in IOMs. How did the idea come about?

Zvonko: I got tired of reading it from mobile phone with my wet hands, and thought it would be nice to have them somewhere close all the time. One less thing to worry about 😊.



This is an early production Kantun 2 in red. For the first time in IOMs the sail trim notes are all on deck labels. This is very user friendly and I commend the Jelacic team for thoughtfully integrating them into the deck design.

SMYC: Really like the trim labels on deck, but what's up with the quirky backstay raised element? At San Diego you chuckled and just said you like it.

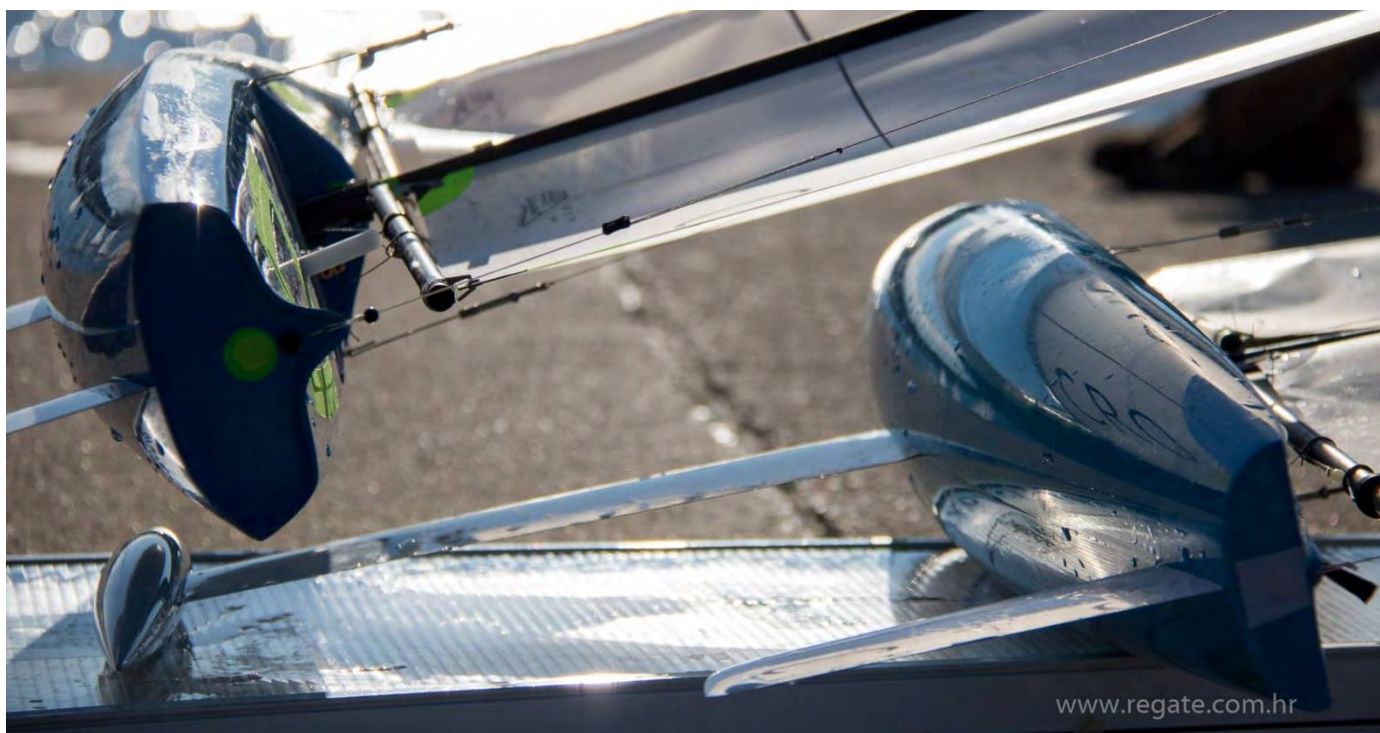
Zvonko: I do like it; it is even bigger on the production Kantun 2 😊.

SMYC: Well go big or go home I guess. Is the foil package the same from Craig Smith? Is the bulb still the same?

Zvonko: Yes, all as on Kantun S



Bow comparison: The thinking obviously changed significantly from Kantun S (L) and Kantun 2 proto (R), with a much fuller entry at waterline on the proto. Note the 2 has reverse bow flare, something not often seen on IOMs.



Noticeably wider and flatter and higher stern on the Kantun 2 (left) compared to Kantun S (right).

SMYC: Why the fluoro-orange sticky-back Dacron on the 2 prototype transom?

Zvonko: Easier to see boat when sailing downwind.

SMYC: On the 2 are you still using the RMG EF model with the 55mm spiral drum, the RMG drum to your spec that is tensioned with the spring that you provide?

Zvonko: Yes, all the same.

SMYC: It appears that the Kantun 2 plastic lid and mainsheet post are same as on the S. But the slot for the jib pull down is very different. How will that work?

Zvonko: I use idea from Huub Gillissen where you just slide jib boom attachment into place in the slot.



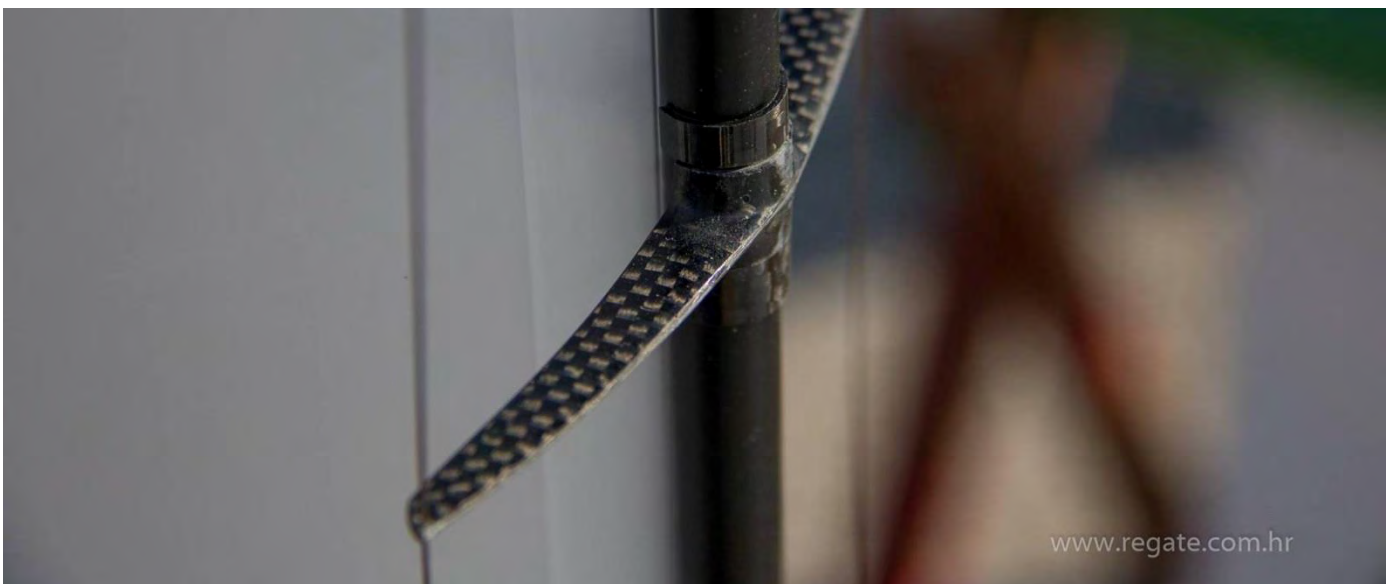
The production Kantun 2 with that quirky raised molding for the backstay hook and the drainage plug. The image is from the 2017 Open CRO Championship in Sibenik, Rogoznica, and found at <https://www.facebook.com/croiom>.

SMYC: Any modifications needed for the Kantun S rigs to fit in the Kantun 2? I'll bet there are some Kantun S owners that want to know.

Zvonko: Yes, with modifications not hard to do. You need to change jib forestay attachment to around 5mm lower on the mast. Shroud length will likely fit well with minor turnbuckle adjustment. Also you will need to put magnet on the cord that goes into the slot for job attachment, and we provide you magnets with boat, so do not worry☺. That's it.

SMYC: OK, no worries - I'll look forward to seeing how your slot magnets work in person. You provided a new sail shape in 2015 and again in 2016. Anything new in your sailmaking planned for 2017? Will a new shape be developed that works better for the 2?

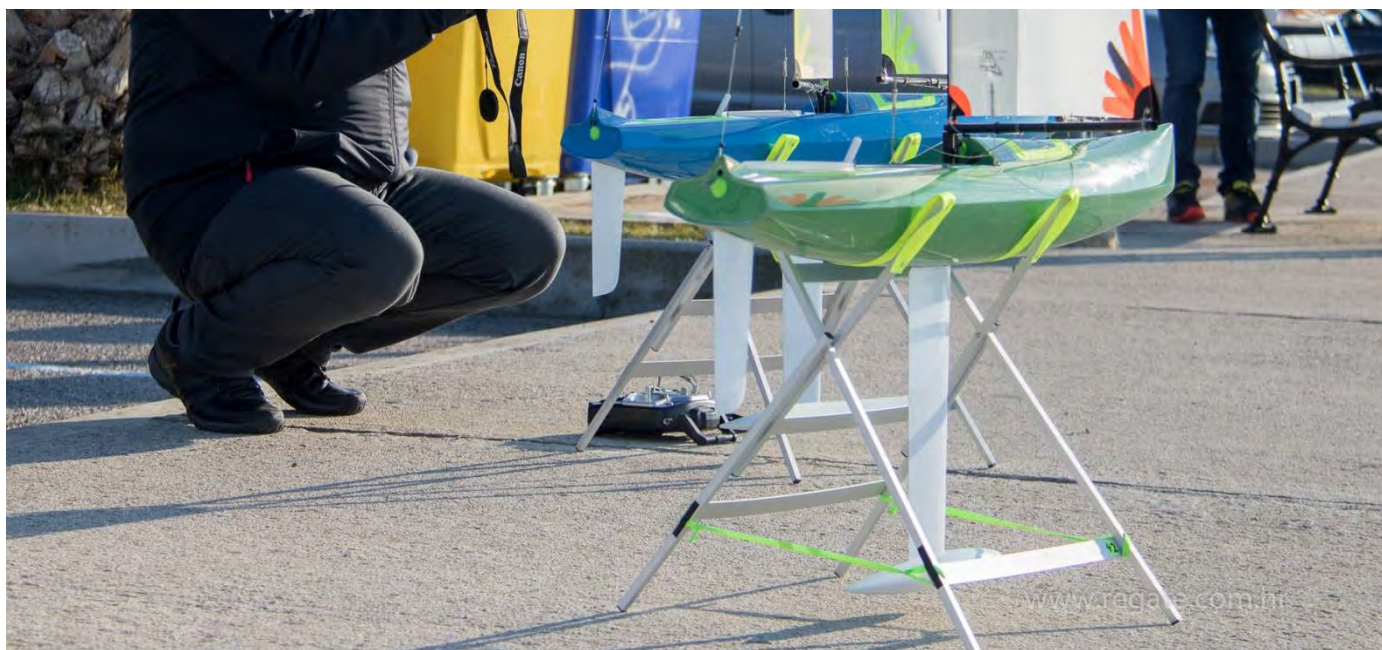
Zvonko: Well probably, but do not think it will happen before WC in France. Mould 16 (aka 2016) are good all round sails.



I became aware of Zvonko's "top secret" proto carbon spreader during this interview, but could they cost effectively build them? This elegant solution to stiffen the IOM rig is now available for 40EUR (Zvonko's last edit to this newsletter).



Zvonko with his sailbox that you have to purchase to ship rigs from Croatia. Many in my home club use them because they are a nice tool made of prefinished aluminum extrusions infilled with polycarbonate. Here Zvonko is showing me how his cradle prototype wedges on his sailbox for carrying. Bob Wells photo.



New designs attract attention. Here new Kantun 2s are sitting on the new Jelacic Sailing cradle, which wedges on the Jelacic sailbox for convenient hand transport. Image from the 2017 CRO Championship - <https://www.facebook.com/croiom>.

SMYC: You showed me your cradle prototype in San Diego. Now tell us all about this clever and light aluminum cradle that so easily attaches on your sailbox for convenient walking. And it ships inside the sailbox. I want one - available when?

Zvonko: When I come to event in one hand I have boat; and in the other rig box; and backpack has tools and radio; so there is no free hand for cradle. So I made it so that you can easily wedge it on (or off) sailbox. When traveling you can tape it inside sailbox, it is very light ☺. It is available now for 60EUR, and will ship as small package for you to assemble with pop-rivets in pre-drilled holes.



A new Kantun 2 with the distinctive full bow and unique transom; and it sports the new Jelacic Sailing rig too. Image is from the 2017 Open CRO Championship - <https://www.facebook.com/croiom>.

SMYC: Is there a "best" holiday time that includes some boating and visiting cities that is not too hot, or is that not a problem?

Zvonko: Well on end of July and August it can go up to 35-38 Degree C, I personally like June-July because not too hot and sea is still little colder than in August.

SMYC: Have a great 2017. Good luck at the WC. I hope you figure out a way to join us at USA Nats in Garland, Texas on October 19-22. Lake Ray Hubbard is a big lake, and hosted the Nats in 2010 with big wind and waves. You owe me some beers BTW.

Zvonko: Thanks, I would love to come, I will think about it after WC, thanks for invite.



Zvonko and his production K2 at the 2017 Open CRO Championship in Rogoznica. Image from IOM Turkey (Facebook).

1/23/17

2017 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 (summer)	Julian Lee	(360) 391-5044
2/10-12	See NoR	Midwinters San Diego – Club Ranking	San Diego, CA	See NoR	See NoR
3/4-5	See NoR	Midwinter East St. Augustine – R7	St. Augustine, FL	See NoR	See NoR
3/11	10AM – 2PM	GHMYC – Saturday Regatta #1	Surprise Lake	Steve Young	(253) 202-6840
3/18-19	See NoR	Beaver Fever – CAN Westerns – Non-Ranking	Victoria, BC	Barry Fox	See NoR
3/25	10AM – 2PM	SMYC – Saturday Regatta #1	Coulon Park	Bob Wells	(206) 232-9036
4/1	10AM – 2PM	GHMYC – Saturday Regatta #2	Surprise Lake	Steve Young	(253) 202-6840
4/7-9	See NoR	Great Potato Regatta – R6N	Boise, ID	Bruce Andersen	See NoR
4/15	10AM – 2PM	SMYC – Saturday Regatta #2	Coulon Park	Bob Wells	(206) 232-9036
4/28-30	See NoR	SMYC – COW Cup – Club Ranking	Coulon Park	Bob Wells	(206) 232-9036
5/6	10AM – 2PM	GHMYC – Saturday Regatta #3	Surprise Lake	Steve Young	(253) 202-6840
5/13-20	See NoR	2017 IOM World Championship	Pierre latté, FRA	See NoR	See NoR
5/27	10AM – 2PM	SMYC – Saturday Regatta #3	Coulon Park	Bob Wells	(206) 232-9036
6/3	10AM – 2PM	GHMYC – Saturday Regatta #4	Surprise Lake	Steve Young	(253) 202-6840
6/17	10AM – 2PM	SMYC – Saturday Regatta #4	Coulon Park	Bob Wells	(206) 232-9036
6/23-25	See NoR	R6 Championship	Foster City, CA	See NoR	See NoR
7/8	10AM – 2PM	GHMYC – Saturday Regatta #5	Surprise Lake	Steve Young	(253) 202-6840
7/22-23	See NoR	SMYC – Hood River Carnage – Club Ranking	Hood River Marina	Bob Wells	(206) 232-9036
7/29	10AM – 2PM	SMYC – Saturday Regatta #5	Coulon Park	Bob Wells	(206) 232-9036
8/12	10AM – 2PM	GHMYC – Saturday Regatta #6	Surprise Lake	Steve Young	(253) 202-6840
8/26	10AM – 2PM	SMYC – Regatta #6	Coulon Park	Bob Wells	(206) 232-9036
9/9	10AM – 2PM	GHMYC – Saturday Regatta #7	Surprise Lake	Steve Young	(253) 202-6840
9/16	10AM – 2PM	SMYC – Saturday Regatta #7	Coulon Park	Bob Wells	(206) 232-9036
9/21-24	See NoR	CAN Nationals High River, AB – Club Ranking	Emerson Lake	See NoR	See NoR
9/23	10AM – 2PM	SMYC – Saturday Regatta #7	Coulon Park	Bob Wells	(206) 232-9036
10/7	10AM – 2PM	GHMYC – Saturday Regatta #8	Surprise Lake	Steve Young	(253) 202-6840
10/14	10AM – 2PM	SMYC – Saturday Regatta #8	Coulon Park	Bob Wells	(206) 232-9036
10/19-22	See NoR	USA Nationals	Garland, TX	See NoR	See NoR

(Green) Multi-day events highlighted

Please note: This schedule does change occasionally. Check for updates here: <http://www.ibextrax.com/Update/>

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: Seattle IOM Update is now an annual Summary Issue at the end of the year, and this coincides with when our next Washington State regatta schedule is announced. Thank you to all my many collaborators; it has been my great pleasure.

Bob Wells, Editor

Wellsonisland at Comcast dot net

This issue and our others are found at: <http://www.ibextrax.com/Update/> Jerry Brower's website dutifully stores 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 and also the USA Ranking status.