

The IOM World Championships

Joyce Roberts reports from the Canadian venue for this year's top RC sailing regatta

The IOM World Championship was held, from June 5th to June 11th 2003, in the most spectacular setting as the Royal Vancouver Yacht Club overlooks English Bay, and faces the north and snow capped mountains. Eighty-two competitors from sixteen countries were entered in this event, and the arrangements for the smooth running of it had started after the previous IOM Worlds held in Croatia.

After three days of measuring and practicing there was a skipper's briefing, then the opening ceremony took place outside the clubhouse. Flag bearers from each country marched behind the 2001 champion, Martin Roberts, to form a circle outside the RVYC.

Opening ceremony, the lawn of RVYC, with Marina behind. David Coode sitting centre with back to camera. Andrea Roberts was the only female competitor, sailing for New Zealand

All competitors were provided with an information package, which included the Race 1 seedings for all entrants, and an S.I. Appendix A: Radio Sailing Umpiring System as RRS, E3.1 was replaced with E3.1 Umpired Races.

Also included was a sheet explaining 'How Our Umpiring Works (What the Umpires do and what you need to know - Advice to Competitors - not part of the Sailing Instructions)'. This explained how hails by competitors had to be made, and how an Umpire would respond, either with 'Invalid Hail', 'Protest dismissed', 'Penalty to sail number XX' so that the relevant boat(s) then perform a 360 degree turn, or 'Incident not seen', when the skipper could follow through with a 'paper' protest after the heat was over. There were also some basic Q and A's for the Umpiring System.

Local conditions

The regatta had been arranged for mid June because the tidal ranges would be smaller, the prediction for Wednesday June 4 said: There are big tides today. Big Ebb, low at 3.23 pm, followed by a big Flood. Ebb goes West (left) and Flood goes East (right). The Ebb current should be much less than the Flood current at the venue. Today has the biggest tidal

The Vancouver location provided a wide open course with superb background!





Inside the tent. Some competitors laid their boats on the concrete around the Marina



Entrance to marquee for storing boats during day, and the 'Jury Room' to the right



Pete van Rossem's TS2, Canada 99, has parallel edged fin and non standard rudder



Ante Kovacevic's TS2, CRO 30, has standard fin and different rudder profile



Don Martin with his boat (MIOMI) on his yacht

range that we will see during the regatta.

The skippers were also provided with a tidal chart covering the period of the regatta, with such comments as: Currents should be quite light today. Watch for max EBB around 2.00 pm this afternoon. We should not see any significant Flood current until very late in the day if at all.'

There was a difference of 3 to 6 m between low and high tides, very noticeable when standing on the platform above the water. The current did not however just go left or right, and there was also a backwash from the wall below the platform. Many skippers found that they could not understand these currents, but on the last day in calm conditions shoals of small fish could be seen being moved backwards and forwards by these currents. In the windy conditions there

were also waves and a swell to contend with. To try and prevent weed coming in on the tide a boom was floated to the seaward side of the course.

Thursday

The first day began with 5 seeding races, the first E fleet finished without scores being written down - fortunately skippers could recall who had finished ahead and behind them. The wind strengthened during the day, and many skippers found it difficult to settle down to sail on the sea, the boats being well below the level of the skippers. There was a protest in 3C because racing was abandoned when a buoy drifted, and the leading boat in the abandoned heat thought he should have been promoted, however the jury officials gave him the points for first, but he did not move up.

There was not a lot of enthusiasm for the football match afterwards, most competitors were exhausted. However, a team of 'English plus others' beat the Rest of the World 3-2. Leading skippers were Craig Smith, Ante Kovacevic and Trevor Binks.

Friday

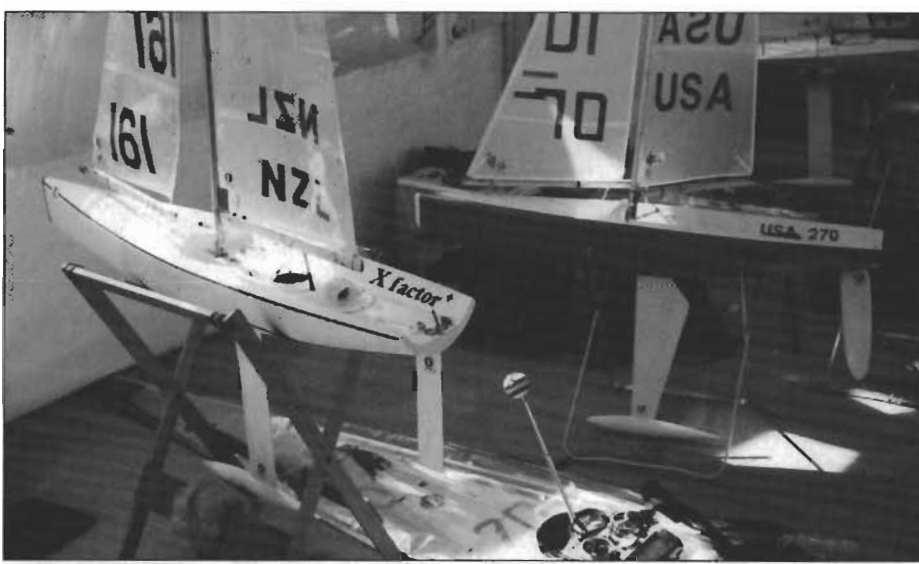
Again hot and sunny, and the wind fluctuated from medium to strong, northwesterly in direction, and skippers were changing from A to B to C rigs and then back again. Once a yacht was launched it was difficult to change rigs, and the launching area was usually calm, as it was round the corner from the main sailing area, in the lee of the high walkway.

Heat 4A saw Andrea Roberts sailing NZ 55 leading round the first windward mark, but she finally just lost out to Craig Smith AUS 147.

The turnaround after each heat was very smooth, as when a fleet was

A fleet rounding leeward mark. The trees of Stanley Park are in the background





Geoff Smale, NZL 161 (X Factor) and Ray Langbord, USA 70 (V2)



John McKerchar (RSA 173), standing on the walkway inside the marine having just washed his Gadget

View from the clubhouse over the marina, showing competitors just visible on outer wall platform, cloudy day



halfway through a race the next heat would be called to launch their boats, but to stay in the 'restricted or containment area', which was between the windward mark and the launching area, but in part of the sea where there was wind.

As soon as the last boat finished a race the boats could proceed to the course area, and wait for the 2 minute signal. Racing averaged 12 minutes, as the courses were quite long. After Race 7 Craig Smith was still in the lead, Trevor Binks 2nd and Ante Kovacevic 3rd. Craig had 4 first positions, but the other two had not won a race.

Saturday

Yet another hot, sunny, windy day. By the end of the day 12 races had been completed, and Craig Smith had 30 points with 2 discards, Trevor Binks 46, and Ante Kovacevic 55, Martin Roberts 59, Thomas Butler 66, Ken Binks 68. At the end of Saturday's racing skippers could have a day to relax after 3 tiring days. Visiting skippers who had not sailed on the sea in Vancouver conditions

Monday

After a day off the weather man produced light and variable winds, so racing was slower, and there were a couple of postponements due to the lack of wind. However, Race 15 was completed, the leader being Trevor Binks, from AUS 147, CRO 30 and a new 4th being Paul Jones. Trevor Binks had a first in heat 13, but Craig Smith had a start line incident with



Barbara - the Web-mistress



Discos were sailed by Paul Jones (AUS108) and designer Brad Gibson

Mark Dennis (GBR 19) and although Craig performed a penalty turn the jib on GBR 19 had become detached, so at a protest meeting at the end of the heat it was decided that AUS 147 would be disqualified from that heat. Other A heat winners included Brad Gibson and Torvald Klem. Heats 16E and 16D were sailed, but during 16C the wind shifted and after 5 minutes the heat was abandoned.

Tuesday

Early morning saw light winds from the East. The weather was overcast, and according to the locals fairly normal for Vancouver. The buoys for the start line had to be moved quite a few times, and the strong current near the jetty caused problems for boats. However, the racing continued until 7 pm in the evening, and Trevor Binks was still in lead, after 19 races, 78, 2nd Craig Smith 85, P Ken Binks, 98. Ken had 2 first places during the day, Martin Roberts and Peter Van Rossen also having first places.

Wednesday June 11th, still overcast and easterly winds, occasionally southerly, but steadier, 3-4 knots gusting to 10-12. The racing was scheduled to start at 9.30, all boats carried A rigs. There were a number of nervous skippers during this final day, and one or two who had the best day of the championship, including John Cleave, who rose from 20D to 20B. Heat 20A was sailed at 11 am at low water, and the fleet was split at the gate, some tacking towards the shore and the other half out to sea, this made for interesting viewing to see who would gain any advantage.

Greg Willis, AUS41 won this heat, saying it was his proudest moment. Heat 21 A was sailed at 1.20, there was a good breeze by then, but there were three attempts at the start. However, during the race the breeze



Eyes right, on the platform, spectators could only stand by the front bars when no competitors were in range

varied in strength, and AUS 147 crossed the finishing line first, but GBR72 had a collision on the finishing line, and was relegated to B fleet. From heat 13 onwards Craig Smith had finished 14, 7, 14, 15, 5, 4, 10 and now 1.

Because of the fickle wind it became apparent that heats of race 22 would finish the racing, and E, D and C were completed, then the interest grew, would Trevor Binks manage to go up to A fleet for the final A fleet race. He did, but Geoff Smale, who had sailed so well all week, finished 5th and so did not sail the last A fleet race. His had been one of the boats badly affected by weed in an earlier race.

All to sail for in the final 22A heat

then. Some skippers knew exactly where they had to finish to win, some just wanted to win an A fleet race. Brad Gibson AUS142 was thrilled to win the heat, closely followed by Martin Roberts GBR22, but Craig Smith had a Port and Starboard incident with CR030 and so finished 18th, whilst Trevor Binks managed 12th spot.

This meant that Trevor Binks for GBR was the overall winner, with 109 after 3 discards, 2nd Craig Smith AUS - 111, 3rd Paul Jones AUS - 122. 4th Brad Gibson AUS - 130, 5th Ante Kovacevic CRO - 134, 6th Martin Roberts GBR - 141, 7th Ken Binks GBR - 141, 8th Peter Van Rossen CAN - 152, 9th Geoff Smale NZL - 168, 10th Jeff Byerley AUS - 187.

A Winning Combination



Trevor Binks



Barry Chisam

Trevor Binks, winner of this event, and his brother Ken, who placed seventh, both used the Isis design this year, having switched from their TS2 boats over the past winter.

Barry Chisam, designer of Isis, has been beavcring away in Falmouth, Cornwall, for nearly ten years gradually improving and refining his designs and moulding techniques until he is now able to offer a boat that clearly competes with the best, and wins!

You will not be surprised to hear that he has taken the telephone off the hook since this success became widely known and is dealing with orders in strict rotation! His contact address is Unit Z, Islington Wharf, Penryn, Cornwall, TR10 8AT. Email: barry@modyots.fsnet.co.uk



The Boat Designs

Trevor Binks' winning boat was a Barry Chisham designed Isis, and brother Ken had the same design. Craig Smith, Ante Kovacevic and Peter Van Rossem had TS2s, and Paul Jones and Brad Gibson used the new design from Brad Gibson named Disco. Martin Roberts was sailing a Dicks design Gadget, Geoff Smale his own design X Factor, and Jeff Byerley his design Cockatoo.

Designs in the top twenty:

Isis - 2, TS2 - 5, Disco - 5, Gadget - 3, X Factor - 1, Cockatoo - 4, Slim Chance (Creed) - 1, Stealth (Bamforth) - 1, Italico (Bantock) - 1.


The boat survey was produced on June 9th and appeared on the web site, with Gordon Sears assisting Barbara to collate the data, but unfortunately some skippers did not complete their questionnaires.

A Last Word or Two

The Race Officer was David Coode, who must have been exhausted by the end of the event, as he was present

from early morning organising the course, non-stop through the day, and then attending the evening events. He surprised the Canadians when he said racing would go on without a lunch break, and even went beyond the 20 Race schedule they had set up, and

number of '2's' had to be added to the Course Board.

The organisers must be congratulated on the hard work they put into this event. Annabelle Martin met many of the competitors at the airport before the regatta, and the RVYC. 

Torvald Klem (NOR 471) sails his Cockatoo, with Kovacevic (CRO30 about to launch). Look at the skyline!!



INTERNATIONAL ONE METRE INTERNATIONAL CLASS ASSOCIATION

Chairman's Report 2001-2003

The IOM ICA Interim Committee was elected at the IOM World Championships in Omisalj, Croatia, in May 2001. Its brief was to complete work on the first draft IOM ICA Constitution, obtain the recognition of the ISAF-RSD, appoint NCAs worldwide, establish the World Council and arrange the voting-in of the inaugural Executive Committee. The new Inaugural Executive Committee was voted into office at the IOM World Championships in Vancouver, Canada, in June 2003. The results are:

- Chairman - Lester Gilbert (GBR)**
- Secretary - Marko Majic (CAN)**
- Vice-chairman Technical - Charles Detriche (FRA)**
- Vice-chairman Events - Eduardo "Tito" Llana (ESP)**
- Vice-chairman Measuring - Roy Thompson (ESP)**
- Vice-chairman Infocomms - (vacant)**
- Treasurer - Rob O'Brien (AUS) (co-opted)**

The latest versions of the IOM ICA Constitution and Regulations provide the basis for the management of the class by the World Council. Registered Owners are represented on the World Council, which now determines IOM Class Rule changes, IOM ICA fees and so on.

The IOM ICA already has delegated powers to approve international IOM events. Spain has submitted a bid to host the European IOM Championships in 2004, and Australia is preparing a bid to host the World IOM Championships in 2005. A bid from Germany for the 2006 European Championship is expected, and interested countries are invited to discuss bids for hosting the 2007 World Championship.

IOM ICA understands that there have been no substantive objections from Division Members of the ISAF-RSD to the recognition of the IOM ICA. According to the current ISAF-RSD schedule, this recognition is expected in July 2003.

IOM ICA is in the process of recognising national class associations. Australia has already achieved recognition, while Brazil, Canada, Croatia, Denmark, Finland, France, Great Britain and Germany have applied for recognition.

The major tasks for the Inaugural Executive Committee (2003-2005) include concluding ISAF-RSD recognition, appointing remaining NCAs, documenting the rationale and intent of the class, making the class rules more accessible, drafting class championship regulations and event management guidelines, introducing a scheme of pre-approved sails, training and accrediting International Measurers, establishing Internet services for the World Council, and approving the 2004 and 2005 international event schedule.

IOM ICA maintains an official web site. Please visit <http://www.iomclass.org> for details.

Lester Gilbert

Chairman, Interim Committee, IOM ICA

June 2003