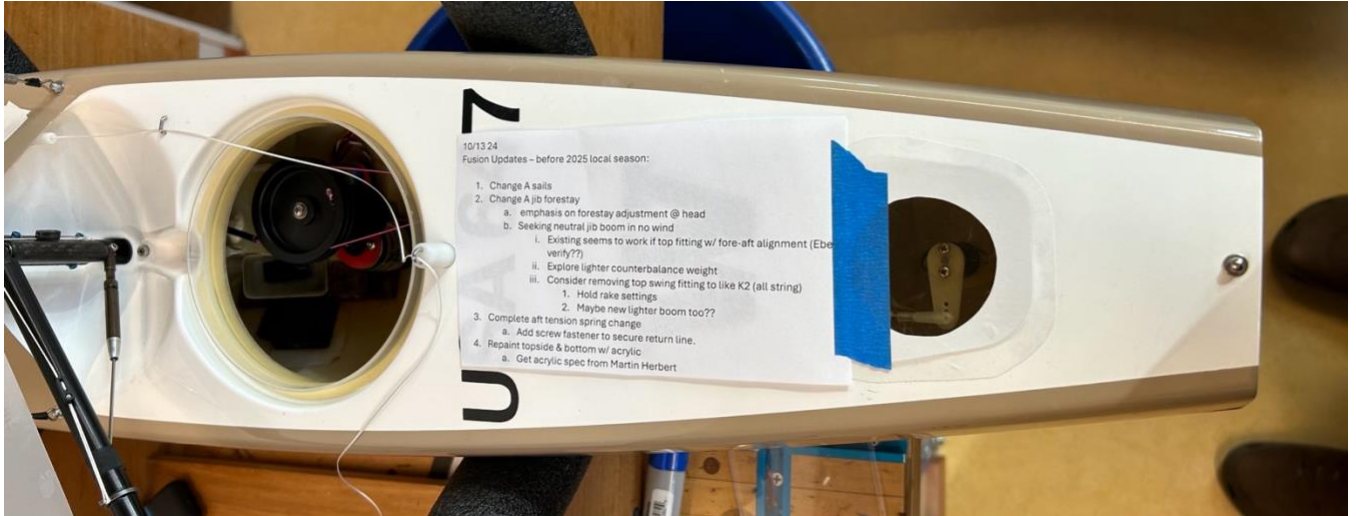




Est. 1924

Seattle Model Yacht Club & Gig Harbor Model Yacht Club regatta reports.



Local IOM racing is done for 2024, so I made a list of updates to complete before the 2025 season begins in March. My *Fusion II* is a 2012 prototype that didn't make designer/builder Craig Smith's series build list. Still, I like the boat's performance in Seattle's light-moderate wind conditions and appreciate the very high-quality build and aesthetics. I am the 6th owner of this 10-year-old, and unfortunately it has been "ridden hard and put away wet" by at least one owner along the way. In 2024 she got new Craig Smith foils/bulb (it was past time), and I switched from a self-tension RMG drum to spring tension (for dependability). The image has my modest new work list (where I'll see it), although repainting the scratched bottom and topsides is big for my limited abilities. Lists are very good when you have CRS (Can't remember shit) – try it.

2024 Season Points for SMYC & GHMYC:

By Bob Wells with Mike Hansow scoring,

The Spring-Fall regular season wrapped up last Saturday, and up next is GHMYC's Frostbite series that includes five DF95 races at Coulon Park from Oct-Dec. Schedule is on the last page of this newsletter.

SMYC and GHMYC have evolved to function like combined clubs with shared organizers and skippers supporting each other. In the 1990s with EC12s the clubs had separate organizers and shared many of the skippers. GHMYC continues with IOMs at their traditional venue, The Dock at Surprise Lake. GHMYC also added DF95s years ago to promote new skippers. 95s still promote for us, but it has evolved to be our largest fleet with the most annual races (note, most DF95 skippers also sail IOM). The DF95 venue is Coulon Park, and usually sails inside the Waterwalk (stadium sailing), and occasionally they move outside the Waterwalk for open water. SMYC sails IOMs outside the Waterwalk, which they have done with 8 monthly regattas per year since 2010.

Expect the 2025 schedule to be very similar to 2024 (shown on last page), so check us out...



IOMs beating to windward in a south wind at Colon Park. Bob Wells image.



DF95s in wind and flat water. 95s have impressive sailing technology for the costs.

2024 Season Points for GHMYC DF95 fleet:

2024 again had good friendly competition, and I'll remind you again that we have the Frostbite Series beginning this coming Saturday for 5 more events – don't put your 95s away yet. The Spring-Summer series completed all eight scheduled DF95 regattas at Coulon Park in Renton. Most were stadium style sailing inside the Waterwalk confines, but the July event was outside the Waterwalk. Outside offers a bigger venue over a larger course with more consistent wind and bigger waves. The only downside is it takes more effort to haul the rib dinghy and place and retrieve marks.

Our scoring is courtesy of Mike Hansow per usual, and scoring is just one of the many things he does as an organizer. Similar to JWB's season points system, Mike's simple scoring system gives 1 point for attending plus 1 point for every skipper you finish above. Take the September 28th regatta as an example, BW finished 1st with 8 skippers attending. So, BW received 1 point (for attending) plus 7 points (number of skippers he finished above). BW scores 8 points for that day in this high-score-wins system.

The one thing I know is participation is its own reward, and we had 22 different skippers rewarded. Three skippers raced in all the events, Bob Wells, Mike Hansow, and Daryl Ruff. Harry Lyle only missed the first event, so he's officially another regular now.

Bob Wells and Mike Hansow went into the last regatta with one point separating them, and then finished the same 1 – 2 positions. All Mikey had to do was win this last light-air regatta, and he was guaranteed a tie for first. Coulda, shoulda... David Jensen squeaked onto the podium with a 1-point lead over JWB. JWB only raced in four regattas, and he won three and was 2nd in the other. Likewise, Peter Conze also raced in four and won three, but he finished 5th in the other regatta with winch issues. I think we know who the two most competitive skippers were in 2024 was.

2024 DF95									
Name	2-Mar	6-Apr	4-May	1-Jun	29-Jun	27-Jul	31-Aug	28-Sep	Total
Bob Wells	5	9	8	5	9	12	4	8	60
Mike Hansow	6	8	7	6	10	9	5	6	57
David Jensen	7	11	9	8			6	2	43
Jerry Brower	8	12			11	11			42
Peter Conze			11	9		8	8		36
Daryl Ruff	3	6	4	4	6	4	3	4	34
Dan McDuff	2			7	8	10		7	34
Dan Shier	9	10	10			3			32
Cully Preston	4		6	1	5	6	7	3	32
Harry Lyle		3	3	2	3	7	2	5	25
Dennis Pittis		4	2	3	4	2			15
Per Flygare	1	5			2	5			13
Dan Mathews		7							7
Mike Hester					7				7
Scott McConnell			5						5
Art Lent		2							2
Andy Parker		1							1
Rafe Beswick			1						1
Hohn Hoehne					1				1
Andre						1			1
Jeremy Nay							1		1
Jack Long								1	1



The Surprise Lake winds consistently surprise you, which is to say they are not consistent. Bob Wells image.

2024 Season Points for GHMYC IOM fleet:

The interesting thing is our highest finishing skippers didn't attend many events in all our fleets, so the regulars are left to battle each other for the top spots in each fleet. The podium was mostly the same 3 skippers that switched positions in each fleet. This shows how close this friendly competition is at each venue. Congratulations to the podium, and the two skippers that sailed all the Surprise Lake events; David Jensen and Mike Hansow. Dennis Pittis and Per Flynn only missed one regatta, and Dennis Pittis certainly wins the award for most miles traveled if you count ferry miles. We recognize Royce Reid travels the farthest from Ferndale (and the Saturday afternoon traffic is brutal), but he doesn't attend enough to have more total miles than a number of our skippers. Peter Conze never lost a race in 3 tries, for the record, so we know who was most competitive in 2024.

2024 GHMYC IOM									
name	9-Mar	13-Apr	11-May	8-Jun	13-Jul	17-Aug	7-Sep	5-Oct	total
David Jensen	7	7	3	3	8	5	4	7	44
Mike Hansow	6	5	5	8	6	1	2	6	39
Bob Wells	5	2		9	5	8		5	34
Daryl Ruff	3	4	4	5		7	5	4	32
Dan Shier	9	6		6	7			3	31
Jerry Brower	8		7		9	3			27
Peter Conze				10	10		6		26
Per Flygar	1	3	2	4	4		3	2	19
Dan McDuff	2		6	7					15
Dennis Pittis		1	1	1	3	2	1	1	10
Bill Wilson				2	1	6			9
Rafe Beswick					2	4			6
Cully Preston	4								4

2024 Season Points for SMYC IOM fleet:

For the first time I can remember, we canceled a regatta due to lightening warnings on June 15th. Otherwise, this was another great season, which featured less weed than anyone can remember.

Congratulations to the podium winners, which now includes Dan McDuff. Winner Mike Hansow sailed all the events, and we're damn glad he did because he brings the rib buoy boat and the regatta gear. Note, we do have backup if Mike can't make it, but the quality doesn't compare.

We keep scores at all our fleet regattas because it adds focus and enhances the sailing competition. None of us race for points per se. We race because radio sailing is the best, most realistic sailing game we know of (short of being on a people boat) and the camaraderie. That's why skippers without prior commitments all go to lunch together afterwards.

For a technical scoring point, Dan Shier and Royce Reid tied for 7th with 19 points. Mike doesn't bother with tie breaks, so we don't know which one is relegated. If it was HMS or SHRS scoring systems, then Royce wins on countback, but it isn't. Deal with it, Mikey says.

Note, Peter Conze won all 3 races he attended, and Royce won the 2 he attended. How do we get them racing together to determine the best sailor? That's my wish for 2025.

2024 SMYC IOM									
name	16-Mar	20-Apr	25-May	15-Jun	20-Jul	24-Aug	14-Sep	12-Oct	total
Mike Hansow	6	9	5		8	4	6	6	44
Bob Wells	8	1	7		10	5		8	39
Dan McDuff	7	8			9	6	7		37
David Jensen	5	10	6			2	3	5	31
Peter Conze	9	11					8		28
Daryl Ruff	3	5	4		1	1	5	4	23
Dan Shier			2		6		4	7	19
Royce Reid			10					9	19
Per Flygar		4			4	3	2	3	16
Ian Beswick			8		7				15
Cully Preston	2	6			5		1		14
Scott McConnell	4	7							11
Jerry Brower			9						9
Dennis Pittis	1	3	1		2			1	8
Larry Styles		2	3						5
Rafe Beswick					3				3
John Hoehne								2	2

2024 IOM WC - Gladstone

Every two years IOMs hold their Worlds, and this year it is in OZ. Official website is here: <https://www.iomworlds.com>, and you want to subscribe to get the videos. There are many ways to travel with your kit to get there, and I downloaded these recent Facebook photo examples.



Georgia's Steve Landeau is a very experienced IOM traveler, and he appears to get everything into his SKB box, which has a widened area for huge golf bags. The IOM is double protected in its own yellow tube, and everything is organized in boxes or bags for safety. His ballast is safely separated in the smaller white tube. My guess is Steve breaks his rigs down for travel (some don't show in this image) and the sails are carefully rolled in the big white tube. It takes time to assemble and disassemble rigs, but one boat bag is easier in airports and likely saves travel cost.



Baron Bremer in Florida has a similar approach to Landeau's, but with a smaller hard golf case. Baron travels with a separate rig box set inside a surfboard bag. Airlines and TSA seem to like surfboards more than IOM rig boxes.

Jimmy Teo from Singapore shows his kit broken down and ready to package. He travels with his hull in a special tube with a shoulder sling, and everything else in a smallish suitcase. It all looks nicely organized and packaged. It looks like he is traveling with his fin and bulb connected, although most people separate them. Jimmy obviously travels with his rigs in a separate sail box, which is not shown. Looks like he brings his small cradle, which is something many IOM travelers don't take. Instead, they borrow a hotel towel and lay the boat on the ground.

2024 Seattle MYC Regatta #6 ±IOM Class (Aug 24th at Coulon Park in Renton, WA)

Bob Wells Reporting and Mike Hansow Scoring:

We had an excellent forecast for Coulon club sailing of a 5-knot SSEly with gusts to 12, and we got it! Who cares that the predicted rain nailed us for the first half of the regatta, with conditions like these. This is the IOM A-rig sweet spot, and it made for a fun day of close friendly action parallel to the long dock. Waves and chop were down because of the short fetch to the southern shore, so everybody had speed and pointing. More important was a clean start and being in position for the selective shifts, which southerlies bring here. Didn't matter that the telltales were plastered to our Mylar sails all day because IOMs are so responsive in this wind range.

Sailing was closer than the scores might suggest, and with similar speed mark roundings were congested most of the time. Get a clean start with a clean first mark rounding, and you were golden. Congratulations to Olympia's Dan McDuff for a nice win, his first at Coulon in IOM, I think. I looked at the rig on almost new V10, and it has impressive craftsmanship. I was more impressed when I later learned it was his 1st IOM rig build. Per Flygare also had his best IOM performance at Coulon, which included a win in race 15 and many second places. Racing often with good equipment and attitude is working for him. Daryl Ruff had winch problems causing him to miss the first 5 races, and David Jensen's eyesight is acting up and knocking him off his game a bit.

Thank you to Mike Hansow for again bringing his RIB and all the fine regatta gear. It seems everybody in this small fleet assisted with the buoys and then helped Mike pack it all up. To complete the regatta, we all attended lunch at nearby Ivar's and watched Mike enter the scores and publish online in FB before he started to eat. It was an especially fun regatta thanks to the conditions and comradery.



2017 IOM Nats at Garland, TX; and my new K2 is getting a rig setup by designer Zvonko Jelacic. That's his shroud tension meter in neutrons, and he uses lead weights and gravity to measure the tension.

Another IOM Tuning Lesson for me

By Bob Wells

When you purchase a premium IOM design one of the important performance features is the trim guide for base settings covering the various conditions for that specific design. Setup your BP, K2, V12 or whatever per the designer/builder's trim guide, and you should be near optimum. Experienced skippers fine tune modestly from there for local conditions and how they like to sail. With a good tune you are in a forgiving fast upwind groove, so you can quit staring at the boat telltales so much. Look ahead for changing conditions and think ahead on tactics, and all the while your boat sails nicely without TX inputs. You are golden, until the wind and/or waves change, of course...

Except, not every IOM has a top sailmaker developing a trim guide for it. Custom designs like a David Jensen proto or the many lesser-known designs (new and old) are unlikely to have a well-developed trim guide from a sailor you can trust. Also, it is a fact that there are many ways to trim an IOM to be high and/or fast, even on the same boat design. Just keep paying attention to find tunes that work, and develop a method to repeat a fast tune for when needed in the future. (At the end of this is a table of how I record my settings.)

I currently sail two different IOMs. My 2017 K2 has a well-developed trim guide that I don't question. Still, I have to accurately observe the heel angles and waves to choose the correct settings. Since the wind is never constant, usually I blend or fudge between two settings to allow for the variations in wind and waves. Over the years I've learned to change settings modestly and less frequently, because the wind velocity often returns to where it was. After purchasing a new A-rig from Zvonko 2 years ago, I learned from him the backstay remains unchanged to maintain balance through the rig range. Instead, you trim for changes in wind strength by adjusting the jib pull-down length only. Changing to ZJ's way was awkward at first, but I now much prefer it. Thanks, Zvonko, for the adjustable jib pull-down (I've had it since 2017) and explaining again how to use it. Changing my tune on the dock is more subtle and performance is more consistent now.

Lately I've mostly sailed my 2012 *Fusion II* prototype by Craig Smith in Australia. This well-tested IOM ended up a reject for series production. Still, I like this well-built and conceived old IOM that is fast with the Ebey A-rig in the light-moderate winds we have so often locally. There is no trim guide for this one. I've been recording my IOM trim settings when I get home after the regatta when I think the boat performing well. SMYC #6, noted above, was instructive for me.

I set up the boat Friday afternoon for a few knots higher base wind and gust predictions than we got. Arrived at the venue and after setting buoys I tuned for the lighter wind. Somehow, I screwed up a simple bring-in the sheets a little plus ease the vang slightly. I inadvertently ended up with the mainboom centered with only 2mm of movement (I never do that). The jib boom was only slightly over-trimmed, and the vang had the main bladed out pretty good (unknowingly only 5mm off backstay). The boat pointed like a demon but was slow, of course. I like sailing in VMG mode, when possible, which in this case was 2-clicks lower on my TX. I found this fast, not too low, and balanced in gusts. So, I mostly sailed in VMG mode upwind until I needed to point. Just pulled in the TX lever 2-clicks to point, and drop back down to VMG mode as soon as the need to point was over. That's how I sailed upwind the whole regatta. It was working well enough I didn't want to mess up the tune, but it was very unusual to point so high. Unusual in a good way.

Later that evening when I checked my trim, I was shocked how centered and bladed out the main and main twist was for pointing. No wonder I was very high and slow in point mode. Good thing we sailed in the middle of A-rig range, because if it lightened, I would have been toast. Fortunately, VMG mode had reasonable twist (table shows 35mm on main and 95mm on jib), and I guess I pointed decently because of the flattened main with little twist.

Rig	Heel Angle	Wind knots / Sea State	Rake (Bk hook to lower/ back of mast band #2) / Shroud tension	Main Foot Camber (mm)	Main boom gap to CL (mm)	Main Twist (2nd batten gap to CL in mm)	Jib Foot Camber (mm)	Jib boom setting (from behind to shroud)	Jib Twist (middle jib leech gap mast - mm)	Date / Where	Remarks
A	10-30	4-9? Flat	1482 / 9	22	No gap 2 off CL	5 (35 -2 click)	32	1mm inside	75 (95 -2 click)	7/24/24 Coulon	Arrival setup for over-trim main. Upwind mostly low). I noticed I clicks off. Balance leach twist next rake from there

This just goes to show there are many ways to sail high and fast in IOM. I have to say it was nice to point 15-20° higher than the fleet when you need it, but next time I'll set my point mode with more balanced twist.



Big Mike Hansow with one of his red Vickers boats at Surprise Lake. Bob Wells image.

Organizer Mike Hansow Reimbursement

By Bob Wells

SMYC and GHMYC has evolved to function like combined clubs with shared organizers and skippers supporting each other. We currently have no dues or meetings or even organizer titles, as it is all about the sailing and camaraderie. This only works because folks step up as needed. We also no longer have a treasurer, and we thank JWB for his many years of service in that capacity as he reimbursed folks for regatta costs. We still have expenses to run our Coulon regattas, and Mike Hansow stepped up and is covering this out-of-pocket for 2024. I have a plan to rectify that and spread the costs, as we should.

Mike is our key organizer who actively manages our club's regatta gear, scoring and website at <https://www.facebook.com/groups/ghmyc/>. It is amazing how he gets the regatta scores out and online at the post-race lunch table before he even eats. I'll assume the scoring and his active FB website are nominal costs to manage, I'll assume his DF95 buoy tug and buoy costs by Mikey (and Daryl) are modest also, and the gas cost is nil because Mike was going there to race anyway. His consistency in showing up at every Coulon Park or Surprise Lake regatta to have the course setup on time is impressive and appreciated.

Regatta prep to sail outside the Waterwalk at Coulon has costs, which Mike is currently covering solo. We should share these costs because they are significant, and because Mike is maintaining our high quality Coulon sailing with his efforts. Mike's 2024 initial cost to purchase Joe Damico's excellent rib with electric start Honda, and the buoys and ground tackle. My SWAG is this is gear around \$5K. For each regatta Mike also has gas, launch fee, and equipment purchase costs to maintain the boat, trailer and buoys. Mike is doing a great job of maintaining and upgrading his kit, and the most visible item is new buoys. There are more new replacement items than just buoys, which I see when we put the rib away after regattas. What I don't see is his post-regatta work on the gear at home, which he obviously does.

Many Skippers have already made donations to Mike, which he keeps in a kitty. For the rest of us, I suggest skippers voluntarily directly pay Mike \$10/regatta when we race outside the Coulon Waterwalk. My suggestion breaks down like this if you attend every regatta:

- (3) DF95 regattas Jul 27 & (2) Regional Champs days
- (7) IOM SMYC regattas (1) was canceled for lightening
- 10 total X \$10 = \$100 total to Mike

Since I sailed in all the Coulon Regattas, I'll voluntarily reimburse Mike \$100 (and whatever additional I feel

like doing as a thank you). If I miss a few regattas, I think I'd still reimburse Mike \$100 because he is setting up the course even if I choose to not sail. I expect we will be generous, and if 6 of us donate \$100 and others a portion of that, Mike will receive \$800-\$1,000. The goal is not to cover all Mike's costs, but to cover all his annual costs plus a partial payment on his initial cost to purchase Joe's kit. We're already half way to our goal when counting earlier donations to Mike.

You can voluntarily pay Mike discretely at the pond or mail him a check (contact Bob Wells or Mike if you need his address).

I also propose we repeat this voluntary reimbursement effort in future years, which we can discuss at the next regatta. If we average more than 8 skippers per regatta, our suggested payments to Mike will decrease. If anybody wants to step up and become a treasurer for both clubs, we will gladly accept and support you, and reimbursement to Mike can be more formal. See you at the pond.

4/30/2024 Revised

2023 PacNW IOM & DF95 Regatta Schedule

Gig Harbor Model Yacht Club • Seattle Model Yacht Club

(Other selected regattas listed for reference)

Date	Time	Club - Event Name	Location	Contact	Phone
2/16-18	See NoR	IOM - R8 Midwinters - 1.1x Ranking	San Diego, CA	See NoR	
3/2	10AM - 2PM	DF95 - Saturday Regatta	Coulon Park, Renton	Daryl Ruff	(253) 205-9965
3/9	10AM - 2PM	IOM - GHMYC - Saturday Regatta #1	Surprise Lake, Milton	Daryl Ruff	(253) 205-9965
3/16	10AM - 2PM	IOM - SMYC - Saturday Regatta #1	Coulon Park, Renton	Bob Wells	(206) 232-9036
3/22-24	See NoR	IOM - R7 Championship - 1.1x Ranking	Hobe Sound, FL	See NoR	
4/6	10AM - 2PM	DF95 - Saturday Spring Regatta	Coulon Park, Renton	Daryl Ruff	(253) 205-9965
4/13	10AM - 2PM	IOM - GHMYC - Saturday Regatta #2	Surprise Lake, Milton	Daryl Ruff	(253) 205-9965
4/20	10AM - 2PM	IOM - SMYC - Saturday Regatta #2	Coulon Park, Renton	See NoR	(206) 232-9036
5/4	10AM - 2PM	DF95 - Saturday Spring Regatta	Coulon Park, Renton	Daryl Ruff	(253) 205-9965
5/11	10AM - 2PM	IOM - GHMYC - Saturday Regatta #3	Surprise Lake, Milton	Daryl Ruff	(253) 205-9965
5/18-19	See NoR	DF95 - Region 6 Championship	Coulon Park, Renton	Dan Shire	(360) 789-6906
5/25	9:30AM-1:30P	IOM - SMYC - Saturday Regatta #3	Coulon Park, Renton	Bob Wells	(206) 232-9036
6/1	9:30AM-1:30P	DF95 - Saturday Regatta	Coulon Park, Renton	Daryl Ruff	(253) 205-9965
6/8	10AM - 2PM	IOM - GHMYC - Saturday Regatta #4	Surprise Lake, Milton	Daryl Ruff	(253) 205-9965
6/15	9:30AM-1:30P	IOM - SMYC - Saturday Regatta #4	Coulon Park, Renton	Bob Wells	(206) 232-9036
6/29	9:30AM-1:30P	DF95 - Saturday Regatta	Coulon Park, Renton	Daryl Ruff	(253) 205-9965
7/13	10AM - 2PM	IOM - GHMYC - Saturday Regatta #5	Surprise Lake, Milton	Daryl Ruff	(253) 205-9965
7/20	9:30AM-1:30P	IOM - SMYC - Saturday Regatta #5	Coulon Park, Renton	Bob Wells	(206) 232-9036
7/27	9:30AM-1:30P	DF95 - Saturday Regatta	Coulon Park, Renton	Daryl Ruff	(253) 205-9965
8/2-4	See NoR	DF95 - Nationals @ Race Week	San Diego, CA	See NoR	
8/5-7	See NoR	IOM - Club Ranking	San Diego, CA	See NoR	
8/8	See NoR	M - Nationals @ Race Week	San Diego, CA	See NoR	
8/17	10AM - 2PM	IOM - GHMYC - Saturday Regatta #6	Surprise Lake, Milton	Daryl Ruff	(253) 205-9965
8/24	9:30AM-1:30P	IOM - SMYC - Regatta #6	Coulon Park, Renton	Bob Wells	(206) 232-9036
8/31	9:30AM-1:30P	DF95 - Saturday Regatta	Coulon Park, Renton	See NoR	(253) 205-9965
9/7	10AM - 2PM	IOM - GHMYC - Saturday Regatta #7	Surprise Lake, Milton	Daryl Ruff	(253) 205-9965
9/14	9:30AM-1:30P	IOM - SMYC - Saturday Regatta #7	Coulon Park, Renton	Bob Wells	(206) 232-9036
9/28	9:30AM-1:30P	DF95 - Saturday Regatta	Coulon Park, Renton	Daryl Ruff	(253) 205-9965
10/5	10AM - 2PM	IOM - GHMYC - Saturday Regatta #8	Surprise Lake, Milton	See NoR	(253) 205-9965
10/12	10AM - 2PM	IOM - SMYC - Saturday Regatta #8	Coulon Park, Renton	Bob Wells	(206) 232-9036
10/26	10AM - 2PM	DF95 - Fall Series #1	Coulon Park, Renton	Daryl Ruff	(253) 205-9965
11/9	10AM - 2PM	DF95 - Fall Series #2	Coulon Park, Renton	Daryl Ruff	(253) 205-9965
11/16	10AM - 2PM	DF95 - Fall Series #3	Coulon Park, Renton	Daryl Ruff	(253) 205-9965
11/30	10AM - 2PM	DF95 - Fall Series #4	Coulon Park, Renton	Daryl Ruff	(253) 205-9965
12/7	10AM - 2PM	DF95 - Fall Series #5	Coulon Park, Renton	Daryl Ruff	(253) 205-9965

(Green) Multi-day national events (IOM, DF95) - See NoR

(Blue) Gig Harbor DF95 Regattas

(White) SMYC & Gig Harbor IOM Regattas

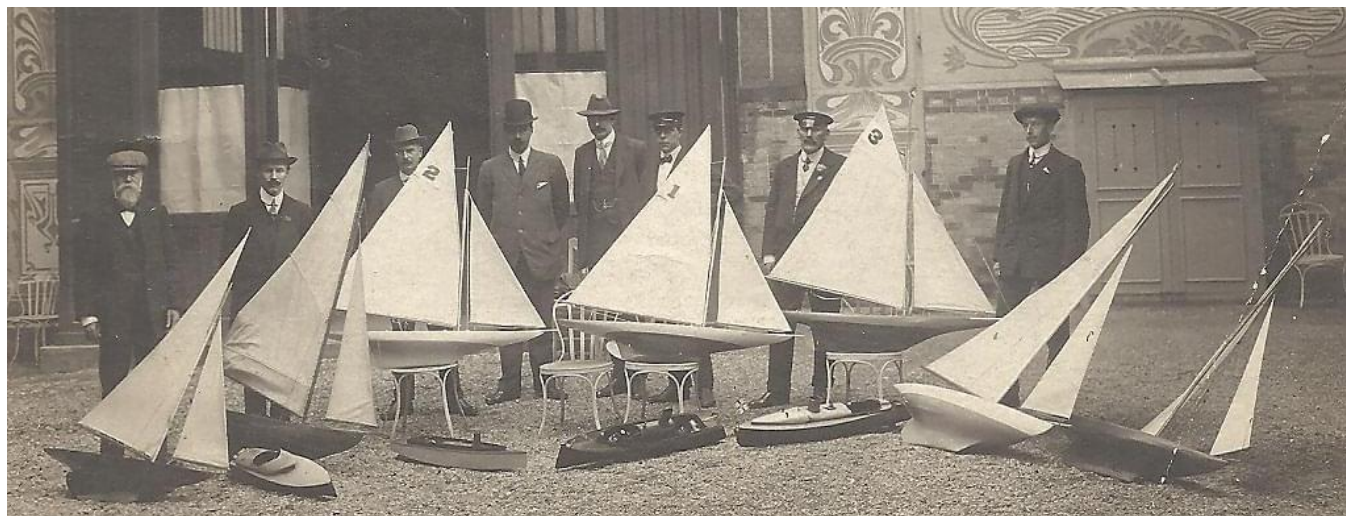
(Red) = Revisions

Local Regatta Venues:

Seattle MYC @ Gene Coulon Memorial Beach Park: 1201 Lake Washington Blvd., Renton, WA

Gig Harbor MYC @ Surprise Lake: Surprise Lake Village, 2800 Queens Way, Milton, WA.

Anacortes RC Sailors @ Seafarers Memorial Park: 600 Seafarers Way, Anacortes, WA



A serious bunch, back when only the landed gentry could afford the time to play with toy boats. Not a Marconi rig among them. I was wondering how they could get adequate rig tension without a backstay, and then I realized these are not RC boats. They'll have running backs they can setup on the windward side before launching.

End