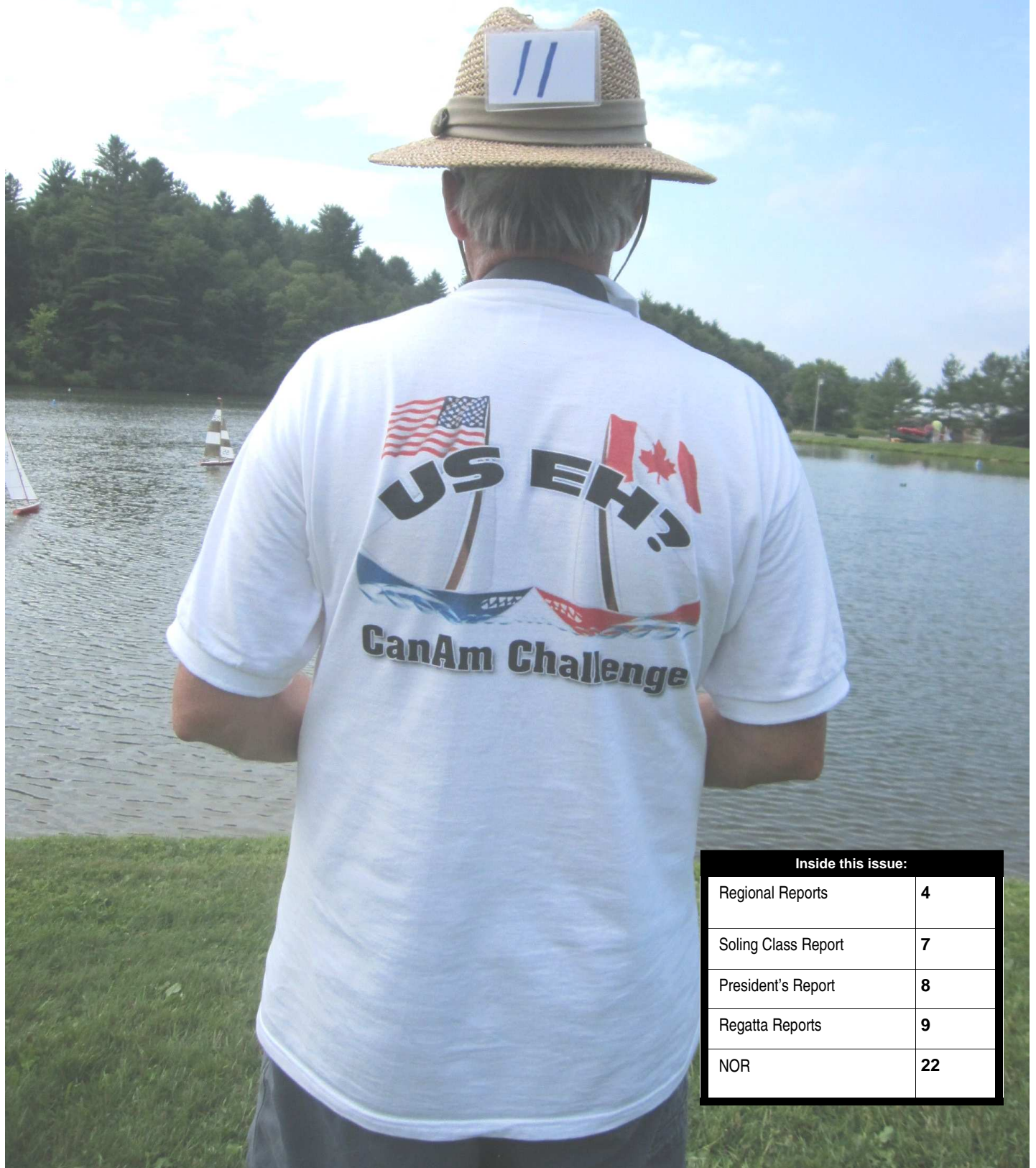


# *Canadian Radio Yachting*

Summer 2012



#### Inside this issue:

Regional Reports	4
Soling Class Report	7
President's Report	8
Regatta Reports	9
NOR	22

## CRYA: Canada's Radio Control Sailing Authority

The CRYA is a National Organization dedicated exclusively to R/C Sailing in Canada. The CRYA is a class Association within the Canadian Yachting Association (CYA) and a member of the International Sailing Federation, Radio Sailing Division (IYRU-RSD). CRYA has a number of model yacht racing classes and maintains the standards for these classes enabling our members to race in Canadian and International Regattas.

For membership information please contact the Treasurer/Registrar. The annual registration fee is \$15 and there is a fee of \$5 per new or transferred boat - \$2 for transfer with return to registrar of original card of registration. On registering one's boat, a unique sail number is issued which enables the yacht to compete in official racing events in Canada and in other countries.

## Canadian Radio Yachting Newsletter

Published by the CRYA quarterly for the benefit of their members. The newsletter includes notices of coming events, club reports, model yacht construction tips, racing tips and newsworthy articles. The newsletter also publishes changes to model yacht standards and racing rules as they occur.

Our preference is that all material be submitted in electronic format via email however we welcome any clearly written or typed material.

We love pictures and can deal with most electronic formats (JPEG is the preference) as well as actual photographs and art (no negatives please).

## CRYA Business Calendar

- JANUARY 1st. Membership fees are due, mail cheques to Treasurer-Registrar.
- JANUARY 31st. Last date the Editor will accept material for the Winter issue of Canadian Radio Yachting including all articles, notices of regattas and changes to regatta schedules, and advertisements.
- MARCH 1st. Expected date to receive the winter issue of Canadian Radio Yachting.
- APRIL 30th. Deadline to receive material for the Spring issue.
- JUNE 1st. Expected date for members to receive the Spring issue.
- JULY 31st. Deadline to receive material for the Summer issue.
- SEPTEMBER 1st. Expected date for members to receive the Summer issue.
- OCTOBER 30th. Deadline to receive material for the Autumn issue.
- OCTOBER 30th. (in even numbered years) Last day for receipt by Exec. Secretary of nominations (with seconder and candidate's letter of consent) for posts of President, Exec. Secretary and Treasurer/Registrar. Also last date for receipt by Exec. Secretary of motions (with seconders) affecting the constitution or by-laws.
- DECEMBER 1st. Expected date to receive Autumn issue. In even numbered years this issue will include ballots for the election of officers.
- DECEMBER 31st. In even years. Ballots due to be received by the Exec. Secretary.

## On The Cover:

The action and wardrobe from the CanAm Regatta in Stowe, VT

## Advertising in Canadian Radio Yachting

Contact the Treasurer by the due date for material to be received for any issue.

## Advertising Rates

- Full Page in One Issue \$80
- Half Page in One Issue \$45
- Quarter Page in One Issue \$25

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## Maritime Report

By Jim Goddard

Pond problems have arisen once again at Sullivan's Pond, Thick beds of weed have grown at the south end of the pond and our buoys are now choked off. Once again we have moved operations on the road using the site of this years Nationals and a members home for our sailing sites.

We are freshly back from another loss at the CanAm Regatta in Stowe. The CanAm is a great time with outstanding fellowship and food. This year we had entertainment in the form a group songfest inspire by John Clay of Kingston. John and Edna are a great couple whose stories of past adventures can brighten any gathering. Bob Boutilier celebrated a birthday during the regatta, and was serenaded at the skippers meeting on Sunday.

Preparations are in place for the Nationals just outside

Lunenburg, NS. We are hoping visitors will enjoy this picturesque part of Nova Scotia and spread the word. It looks like we will have a fleet of about 20 boats, so competition will be good.



Tim Stone fires the ceremonial cannon at the CanAm Regatta. A black powder cannon from Tim's grandfather's collection is of unknown origin appears to be well over a hundred years old.

## Ontario Report

By Paul Switzer—Regional Director

It has been hotter than normal and very dry here in Ontario this spring and summer. Lake levels are down and with spring coming early and the heat in June and July we have a bumper crop of weeds to contend with. At my mooring in the St Lawrence River 15 kms east of Kingston, water levels are already at a mid September level and my Shark keel is well into the weeds although still about a foot off the bottom. I will have to haul her or move to the Kingston Yacht Club by the end of August I am sure. Hauling early is fine since I will be heading to Lunenburg NS for the Soling 1M Canadians about then.

What has this meant for R/C sailing? We have seen the odd weed here in Kingston but nothing

serious yet and I have been to Andrew Heydon Park in Ottawa in mid June for Mini 12s and Hudson Yacht Club in Quebec in early July for a day of Soling racing and weeds were not a factor at either regatta. If it is going to be a problem it will probably present itself in the fall as the weeds die off and water levels fall.

The Ontario RC schedule busy again this summer. Mini 12s were in Ottawa June 16 for a great day of sailing managed by Bob Shea and handily won by Bill Croft of Ottawa with yours truly in second place and Scott Harrison of Ottawa in third. International One Metres will have the first annual Ray Davidson Memorial Regatta August 18/19 in Mississauga and the

Canadian National Regatta September 7 – 9 in Kingston.

I have lost contact with a number of people I normally get information from as a result of a malware attack on my Yahoo email account which wiped out all the mail and the contacts list as well as sending people a spam mail message saying I was in Madrid Spain and needed money. Thankfully people recognized it for what it was and many contacted me to tell me what was happening. The account and computer have been cleaned and protected so it is now safe to communicate with me at p\_switzer@yahoo.com.

If would like me to publicize your event, contact me at that address or better still, after your event has taken place, write a short article for the newsletter.

Good Sailing!

## Western Report

By Lawrie Neish—Regional Director

After months, it seems, of watching weather reports and forecasts which indicated that somewhere to the east of the Rockies summer had actually arrived, we in the west have been seriously questioning all this stuff about global warming. However, in this past month the clouds have thinned out and the sky has been cloudless for days on end and sun hats have appeared. Sales of sun screen have rocketed.

Local recreational sailing continues at all our locations along the Strait of Georgia with each group fielding a good sized fleet of IOM's. There is a gradual shift happening in some of the fleets from boats originating in local moulds to rather more exotic imports. However, we are spared the importation of "pro" boat jockeys so racing goes much as before. One problem that possibly all groups share is matching sailing times to two fundamentally different groups - those who have to work for a living and the rest. I think there would be some value gained if some consideration was given to sailing, at least on occasions, on days when "pre-retirees" could sail

As reported previously, early May saw the first event of our travelling season with the COW Cup event at Renton on Lake Washington. This would have been the first of our Western CanAm series, but Bob Wells graciously stepped aside with the event to allow the Washington event of the series to be held at Anacortes in October.

The Western CanAm IOM series opened with the Western Canadian Championship at the beginning of June. I have to say that with a month to go with three entries, I was beginning to worry, but as the month wore on the entries started arriving and kept arriving until the last minute. As with all such events there is a conflict between the skipper making arrangements to attend and the regatta organiser making arrangements for the event. As it was, it worked out in the end with twenty six skippers registered and around fifty to accommodate for lunches and dinner. Events on Saltspring tend to be social affairs! Two reports on the Western one by local, Martin Herbert and another courtesy of Bob Wells present two

views on the event.

July saw only four Canadians, three skippers (Graham Herbert, Julian Laffin and Andrew Baak) and myself make the journey to Oregon and the second CanAm event of the series, the Carnage! Hood River delivered its advertised wind and everybody had their 1st 2nd and 3rd rigs blown free of any cobwebs. With experience from last year, we did not suffer the lunch table being blown away but the score keeper had to work from inside his mobile motel! Ian Vickers was the winner sailing his V8 with Graham Herbert second with his newest design, Cobra. In third place was Gary Boel sailing a BritPop! with Julian Laffin with Graham's Leo in fourth place. Personally I do not think you could have found four nicer guys in the top places of any event anywhere. For Andrew Baak this was a first event and despite a few radio problems found himself in the "A" heat on occasions. Andrew is to be congratulated in doing so well in this event which is a real baptism of fire.

Any refugees from the east may be in the West at any time and who would like to check out the sailing here can find our locations and contact people on [wcm.ca](http://wcm.ca), spare boats are usually available.



The sitting handicap race at the Sunset Pond Day.  
Some cheated and stood.



## Soling Class Report

By Paul Switzer

By the time you read this report the Soling Canadian Championships will be imminent or well underway in Lunenburg Nova Scotia in the pond at the Terra Beata Cranberry Farm. This promises to be a very interesting and fun event and well worth attending for both the fine sportsmanship and fellowship of the regatta as well as the very interesting tourist attractions in the Lunenburg area. I am looking forward to it with great expectations and I hope some of you can make it.

I want to share with you my personal experiences over the last couple of years with sail winch servos. My boat was built in 2000 using the Futaba S3801 servo as the sail winch. Although a very reliable and long lasting servo which I have used in several other boats I found that it was not quite strong enough for the Soling in a couple of situations. When rounding up onto the beat in strong air I found it would not trim to the final close hauled position until I feathered the boat up above close hauled. It would then hold the sails in for the rest of the beat. That was not a serious problem since I tend to feather after rounding the mark anyway. I also found that I could not use it to initiate a gybe in strong wind and I basically had to north river gybe the boat which often caused control problems on the new gybe as the main slammed over. I did consider this a serious problem since often there is an opportunity to gybe without risking control problems if you can

time it going down a wave when there is less pressure on the sails and a flick of the toggle can flip the main over quickly.

Several of my friends had converted to the Hitec HS-815BB analog winch which has 24.7 kg/cm of torque running at 6 volts versus the 11 kg/cm of the S3801 so it solved the torque issue with more than enough power. The problem I had with that option was that the HS-815BB weighs 153 g versus the 72 g weight of the S3801 and my boat was already 3 ounces over 10 lbs. I also looked at the 83g Futaba S5801 drum winch which I had used with success in an International One Metre but I found that Futaba was discontinuing that model without a

similar replacement.

A couple of Kingston sailors had been experimenting with small Hitec digital arm winches, a HS-7955TG in a Soling and a HS-7950TH in an IOM. I decided to try the 7955TG because it was less money. It has 24 kg/cm of torque running at 6 volts, weighs only 64.9g and is much smaller than the other servos being the exact size of the Futaba S3004 rudder servo that I also use in several of my boats. Although it is

programmable, I decided to do my first installation using the default settings which meant the servo was limited to 120 degrees of rotation. I quickly found that close hauled with the servo under load it made lots of noise and it overheated and eventually shut down. The solution to that problem turned out to be to program it for 180 degrees of rotation and to arrange the sheeting geometry and arm length so the sheets were aligned with the winch arm when close hauled and on a run. Reaching does not seem to stress the winch enough to make it squeal.

These winches are not cheap running about \$150 in Canada and the programming device costs around \$200, however, a fleet could share one of the programmers since it is only necessary at set up time. Useful

programmable features include degrees of rotation up to 180 degrees, speed, direction, fail safe and overload protection.

The winch has operated flawlessly for two seasons after I sorted out the original set up issues. It is more than strong enough and takes so little space that I was able to reconfigure the interior of my old boat to get the weight

further forward. I also removed the after bulkhead after the rule change but I could not remove the main bulkhead without ruining the boat. Pictures of the old and new interiors show the winch conversions as well as the conversion from FM radio to Spektrum. The Hitec digital is dwarfed by the aluminum winch arm so you can hardly see it. You can see from the messy bilges that this poor old boat has been greatly modified. The elastic I use to hold the hatch cover down provides the

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orientation for the two pictures since I took the shots from different angles.

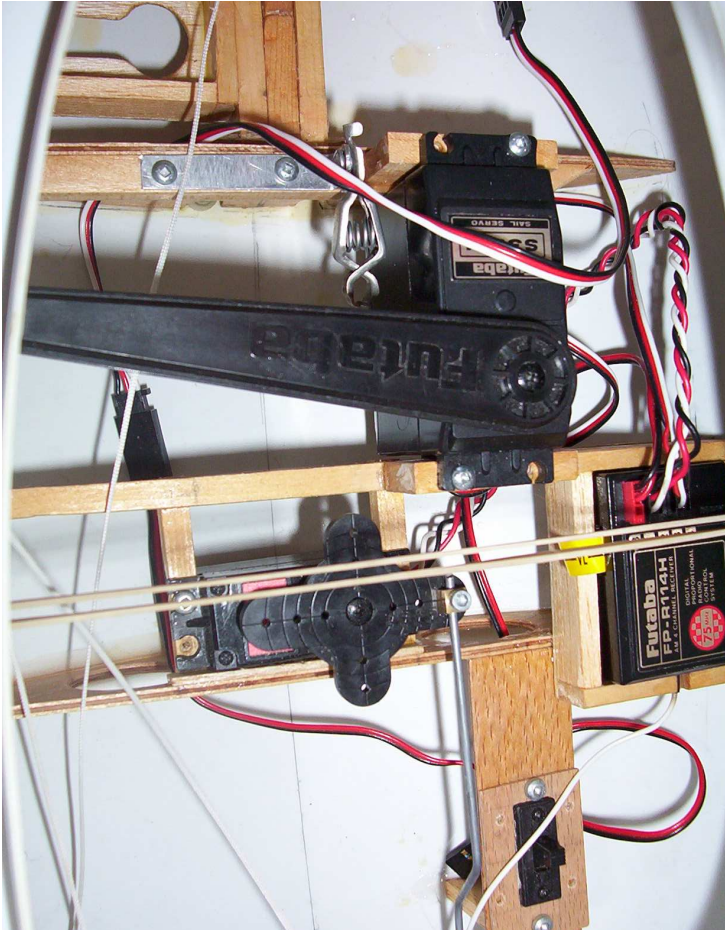
The one operational issue I had to deal with was the very fast speed of the digital winch. I could have programmed it to be slower but I loved the ability to gybe in any conditions by just flicking the toggle

so I learned to live with having to sheet in more slowly so as not to stall the boat rounding up onto the beat. I have since converted an IOM from the very heavy RMG Smart Winch to a Hitec HG-7955TG with similar success.

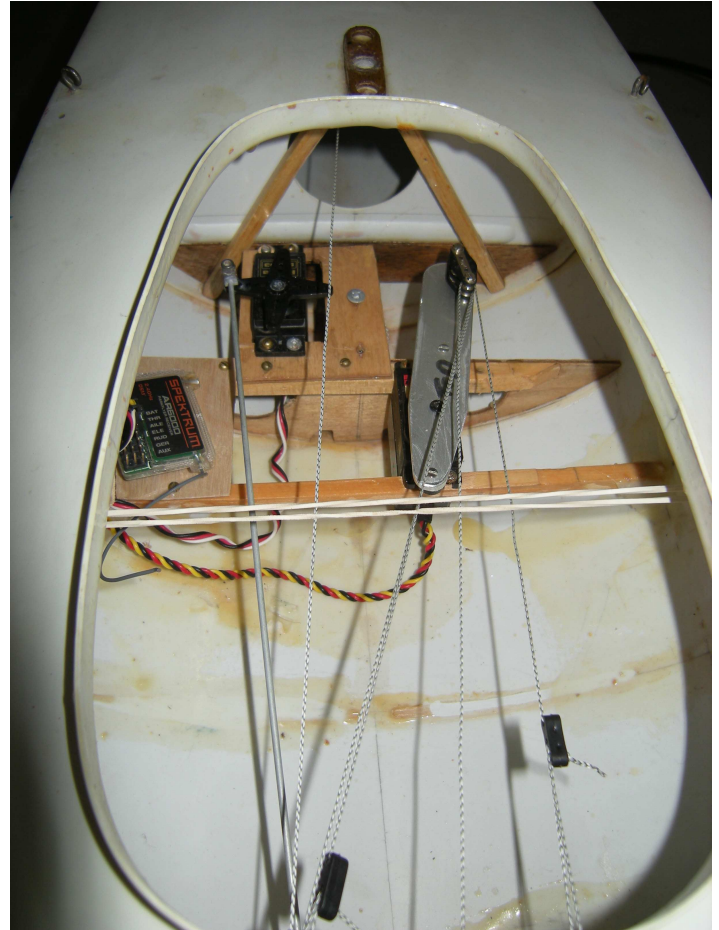
I cannot truthfully say the boat is any faster as a result of the

weight saving at least I have not been able to measure the difference. It is much faster in my head, however, which is what matters in the long run.

Hopefully this experience will be of some use to some of you who may be looking for ways to upgrade your boats.



Paul's older Soling Interior.



Paul's new Soling Interior.

## Windsor Model Yacht Club Report

By John Helmer

Club racing series leaders at the halfway point are:

US1M- Bernie Pepin

Soling- Greg Pare

Footy- John Helmer

RG65- Greg Pare

EC12-Ken Miller.

While many of these series are close, consider the EC12 group where 6 points separate 1st through 6th.

The Club will participate in the Wallaceburg Antique Motor & Boat Outing on August 11. Our intention is to promote the great sport of model yachting at this very well attended antique car & boat show.

Also stay tuned for further particulars for the Maurice Diet Memorial Regatta scheduled for October 6.



## President's Report

By Gary Bugden

Call for Nominations for the Positions of President, Treasurer/Registrar and Executive Secretary of the CRYA

This is an election year for the CRYA. The current two-year terms for the positions of President, Treasurer/Registrar and Executive Secretary end December 31st, 2012. As per the terms of the CRYA By-Laws, (which are available for perusal on the CRYA website [www.crya.ca](http://www.crya.ca)), an election to fill these positions will be held this December.

For the continued health of the CRYA we need to find a few good people who are enthusiastic, dedicated to radio yachting and who are driven to communicate their vision and love of this activity on a national level. I ask all members of the CRYA to think about what they wish the CRYA to be and the contribution needed to make it happen. If you wish to be involved yourself get somebody to nominate you! Failing that, look around at the pond and, if you see others with potential, then promote the idea with them.

The Nominations for the three positions must be received no later than October 30th 2012. Each Nomination must be seconded and must be accompanied by a letter of consent to serve, if elected, from the proposed nominee. To be eligible for election a nominee must be a paid up individual member. Each retiring officer shall be eligible for re-election if otherwise qualified.

Nominations should be sent to (email preferred):

Gary Bugden President CRYA,  
63 Union Street

Bedford, NS B4A2B6  
[gbugden@accesswave.ca](mailto:gbugden@accesswave.ca)

The Election will take the form of a ballot to be included with the Autumn issue of the CRYA Newsletter, due to be received by the membership December 1st 2012, to be returned no later than December 31st 2012. In the event only one Nomination is received for a position then that Nominee will be deemed elected by Acclimation and that position will not be included in the ballot. In the event that all three positions are elected

review the CRYA Constitution and By-Laws and think about serving yourself and/or encourage your fellow radio-yachters to become involved.

Call for Nominations for CRYA Sailor of the Year 2012

To date I have received no nominations for CRYA Sailor of the Year 2012. The CRYA Sailor of the Year Award was initiated in 1999 in order to recognize outstanding service to the sport in general or the organization in particular.

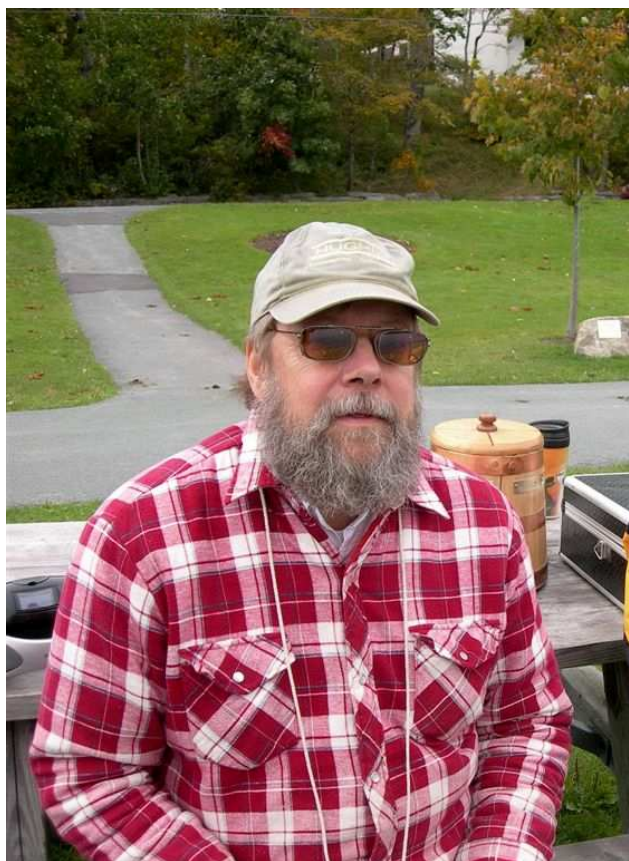
Candidates for the CRYA Sailor

of the Year Award are nominated by the membership. All members of CRYA are eligible for nomination. Nominations may be made at any time during the year by forwarding a nomination letter (e-mail or post) to the President. The nomination should include a profile of the nominee and the reasons why he/she should be considered. Multiple endorsements from other CRYA members significantly strengthen the candidate's case.

The Board of directors reviews the nominations and the annual recipient is announced in the Winter issue of Canadian Radio Yachting.

Nominations for the

2012 season are now being accepted and encouraged.



CRYA President Gary Bugden wants You! To volunteer for a CRYA Executive Position

by Acclimation then there will not be a ballot and the membership will be advised of the results in the Autumn Newsletter.

Again, I encourage you to



## Regatta Report— Ottawa Mini 12's

By Bob Shea

June 16<sup>th</sup> was the day for the annual regatta for Mini 12's held by the Ottawa Area Model Yacht Club at their sailing sight in Andrew Haydon Park. Pre-registration was for 14 boats but due to various reasons the final tally was nine boats ready to race. Even with this small turnout we still had representation from Montreal, Kingston, Bellville as well as Ottawa.

After a brief skippers meeting racing was started at about 10:00 o'clock with the wind as predicted coming from the east at 4mph. During the morning the wind slowly clocked around to almost due north and remained there for the rest of the day. On this pond a north wind makes it impossible to set up a starting line that can be properly observed from the shore. This forced the RC to set a long reaching leg from the start before rounding a mark and then

heading out to the windward mark. The long leg spread out the boats so that rounding of the first mark was relatively civilized.

It became evident in the first few races that the contest for the top places would be battle between two boats. Bill Croft was of to an

Place	Name	Sail#	Points
1	Bill Croft	27	19
2	Paul Switzer	25	26
3	Scott Harrison	127	47
4	John Lowther	44	67
5	John Clay	95	68
6	Peter Jankowski	74	75
7	Kevin Goom	104	77
8	Dennis Latulippe	112	78
9	Lou Beaudoin	06	84

early lead with two bullets followed by Scott Harrison with two seconds and Paul Switzer with two thirds. After this Bill and Paul continued to dual with Bill showing exceptional boat speed winning seven of the remaining races for a total of nine. Paul was on Bill's tail all day and managed to grab four bullets and never placed worse than fourth. John Clay and John Lowther each won one of the two races not won

Bill or Paul. Scott continued to place in the top half of the fleet and ended up placing third in the regatta

Regattas don't just happen, they require people willing to give up a day's sailing in order to keep things running. In this case thanks to Earle Kelly and Rick Larocque who helped out Bob Shea who acted as Regatta Organizer and Race Director.

The overall results are listed below. Points are after 15 races with 2 drops.

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# Regatta Report— The Ray Davidson Memorial Regatta 2012

By Michael Gibbon

Ray Davidson was an avid model sailor and when he died in October 2011 his wife, Myra, was determined to honour his memory by doing something he loved to do – racing in a competitive regatta. Myra's determination, and her organisational ability, resulted in 12 keen IOM skippers journeying to Port Credit where they enjoyed 2 days of close racing over the August 18<sup>th</sup>/19<sup>th</sup> weekend.

Saturday dawned clear, sunny and, of course, no wind! But by 9.50 am we had ripples visible on the water and soon after we had a course set for a 10.15am start. The course set was the favoured windward-leeward course with two mark cans offset forming the windward mark, a leeward gate and mid-course start-finish line. Two laps per race taking 11 to 12 minutes to complete. After 4 races the wind went soft then started a pattern of random 90 degree shifts. Racing then had to be halted.

For the next 45 minutes the sailors chatted while the race course setters shuffled the marks around trying in vain to set a new course. Just as hope was being lost, and an early lunch seriously contemplated, a thermal breeze set in off Lake Ontario, some 150 degrees shifted from the earlier wind.

However the only way we could set a course with that wind direction was to have the start-finish line close in to the edge of the pond, just below the control area, and the windward mark(s) out as far as we could while still allowing the skippers to be able to judge when to turn to port and round the mark. The course length then was about 75 metres and two laps of this "short" course took 7 to

8 minutes given the prevailing 4 to 6 knots of wind.

The next hour saw 6 more races on the board and so the wind remained for the rest of the day – and by the end of the day we had 22 races on the board and at least one sunburnt skipper.

A pattern had emerged with Hugh Kidd, Peter Van Rossen and Bob Dunlap most often in the first 5 to finish but they were not having all their own way as the rest of the skippers could closely match these three on boat speed and pointing ability.

distinction – but I saw more concern on his face tending the BBQ than I had seen all day when he was racing. The evening was very successful with great food and pleasant company. Mid-evening Lana Butler distributed the provisional scores for the days racing which showed Peter Van Rossen held a 5 point lead over Hugh Kidd with Bob Dunlap and Jerry Bower tied for third place followed closely by Marko Majik and Gary Boell.

Sunday followed a similar pattern to Saturday – an early



Here Peter (66) leads with Marko (36) just holding off Bob (37) with Hugh (17), showing a more pronounced bow wave, coming up from behind. In 5th place here is Frank Vella sailing Ray Davidson's "Topiko" (22). Frank did very well with #22 – a boat that he had not sailed until the morning of the regatta, it was good to see it out there in its natural element.

In the evening we retired to the Davidson's home for a BBQ catered by Myra in her always excellent manner. Peter Van Rossen had volunteered for BBQ duties which he carried out with

attempt to set a longer course this time was frustrated when the police told us, very politely, that we could not sail where we had intended as their police boat, if called out for an emergency, would be leaving the adjacent marina at high speed and



they did not want to take the wreckage of a few IOMs with them to the scene of the happening. So we moved.

Sunday's racing became a repeat of Saturday's with short "out and back" races with little downtime between each race. The racing continued as tight as ever and this picture shows a typical start – just after the horn had sounded.



Hugh sailing #17 has claimed the start and the left hand side of the course. Peter (66) has Marko level with him while Gerry Boell (31) holds 4th place.

I think everybody knew it was going to be a close finish between Peter and Hugh as we approached the final scheduled 15 minutes of the regatta. There was time enough to start 2 more races and they were tied for 1<sup>st</sup> place! Peter inched ahead in those last 2 races and finished, after discards, a winner by 85 points over Hugh's 90 points. But pond side it felt even closer.



In the regatta's last race, a typically close finish. Here Peter has just finished ahead of Bob, with Marko not far behind.



A study in concentration (L to R) Frank, Peter and Bob





After we had all drawn breath it was on to the presentation of the awards with Peter Van Rossem receiving the Ray Davidson Memorial Cup from Myra Davidson with Hugh Kidd—second and Bob Dunlap in third place.

### Ray Davidson Memorial Cup Regatta—Final Results

Position	Skipper	Sail#	Final Points after discard
1ST	PETER VAN ROSSEM	66	85
2ND	HUGH KIDD	17	90
3RD	BOB DUNLAP	37	110
4TH	JERRY BROWER	42	110
5TH	MARKO MAJIC	36	141
6TH	GARY BOELL	31	150
7TH	FRANK VELLA	22	247
8TH	ED ATKINSON	53	327
9TH	IAN DOBSON	115	328
10TH	ASHLEY MARSHALL	46	339
11TH	ALAN FORD	183	356
12TH	FRANCISCO CAAMANO	21	356



# Regatta Report

## International One Metre Western Championship

By Martin Herbert

The big news for the little boats was the three day Regatta at the beginning of June hosted by our club. Our Commodore, Derek Castle, gave an excellent welcoming speech and our Race Officer, Lawrie Neish, sorted out our number changes and late arrivals with good humoured Scottish grumbling. The Western Canadian Championship is also a ranking event for both Canadian and US sailors hoping to go to the World Championships in Israel. We had nine US boats from Oregon, Washington and California joining competitors from Vancouver, Victoria, Hornby and Saltspring Island. It was a 25 boat fleet that passed measurement and lined up on the start line Friday Morning.

Our American friends have been very busy over the last year and most were sporting new boats of the highest calibre including Jerry Brower's *Widget* which was World Champ two years ago and Gary Boell's "Brit Pop", the design that took 1, 2 and 3 at the last World Championship.

Four Hornby Island boats made the trip down, including Graham Herbert's new boat *Coyote*. *Coyote* is Graham's seventh design and

she stole the show, winning 14 of the 19 races, performing well in all the varied conditions over the three days. Five other boats also stood out and battled for the second position right up till the last race, with Jerry Brower winning the tie breaker over Jan Schmidt of

fleet twice the size of ours on Saltspring and twice as active.

I was very pleased with my new design and new boat, which went well and was only held back by the thumbs on the controls. We don't get enough practice in big fleets here on the island. Ole Anderson

waited for the last day to dust off the cob webs, sail into A fleet and move up the score board from 19<sup>th</sup> to 15<sup>th</sup>. Roger Kibble, who has hardly sailed IOM's this year had a disappointing result, ending in 19<sup>th</sup>. But he showed what might have been when he sailed out of a 23<sup>rd</sup> spot in Race 14 to advance to A fleet, win the start of that race and

sail a near perfect race. He led from start to finish and joined an elite group of race winners. Even Jerry Brower, who took second overall, did not win a race.

As always, Lawrie Neish ran a tight ship and got in 38 heats for 19 complete races. There were no protests and those sailors who did a foul promptly did their penalties. Aileen Neish, ably assisted by Tara, kept us fed and watered while Roger Kibble's BBQ again pleased the crowd. The "little club that can" again punched above its weight and many pleased sailors returned home promising to return.



Graham Herbert's *Coyote* leads Jan Schmidt's BTL in one of the close races.

Barry Fox Photo

Victoria. I managed to take fourth over another Hornby sailor, Julian Laffin, by one point. Gary Boell took sixth and then there was a large gap in points before the battle for seventh started.

Of interest to me was how the quality of the boats has gone up in the last few years and how home built boats can hold their own with the best designers in the world. The Hornby fleet shows the way, having exquisite boats that are totally reliable and strongly built. Their fleet races at least twice a week year round and it shows in the results, three boats in the top ten. For a little island they have a

# Regatta Report—IOM Western Championship

By David Cook

As usual sailing at Saltspring Island was awesome! Conditions varied from day to day but the good guys still rise to the top. Consistency and better boat preparation should be my personal goals for the next event.

Thanks Barry (Fox) for taking the time out of your own racing to help me re-feed my winch lines. Having A and B Heats was great as it allowed more people a goal of getting to the front of the pack. For those of us who spend lots of time racing in both, we get more sailing time, but less time for fine-tuning. A small price to pay for lots of sailing time! Bubble Boys Rule!

I can't believe how much better George Geogardis and Ole Andersen sailed with Martin Herbert's 'spare' boats (both ZOOM Designs). Martin: if you sell any boats because of this I'd like a rum drink commission! If it weren't for your generosity and fast boats then I probably would have beaten both of them and reached my pre-event goal of top half! Darn you Martin (ha-ha)!

It's great racing with, seeing, and socialising with our US neighbours. A huge thanks to Jan for sharing his bottles of rum and yes it took me off my racing form on Sunday! A big thanks to Lawrie (Neish) for arranging the Friday dinner close by at a wheel chair friendly restaurant. Saturday night's dinner was fabulous! Thanks Roger, Aileen and helpers!

The brief downpour of rain

on Saturday was painless thanks to

Tony sharing his umbrella! A big thank you to Tony (Martin's good friend and co-boat owner) for helping me tune, launch, and de-weed my boat. Speaking of weeds, an awesome job was done by Martin and committee at keeping most of the weeds away. Well done!

but achievable.

My SKA is an awesome boat. Brad (Gibson), you're a better designer than me but that's nothing new. The BritPOP was fast but beatable if the stars are aligned. Sailing experience, good boat, and good sails are all important; but getting more stick time and



Thanks to all of my fellow competitors for understanding my unique situation and trying to keep my vision clear. Losing sight of your boat is stressful and it has taught me the importance of having your boat tuned for a neutral helm (hard to do for varying conditions)

consistency (minimize mistakes) will help us improve. Well done Graham Herbert and "Coyote" who remarkably had fewer points than number of races!

A great event and thanks to everyone!

Place	Skipper	City	Points
1	Graham Herbert	Hornby Is., BC	18
2	Jerry Brower	Lk. Stevens, WA	68
3	Jan Schmidt	Victoria, BC	68
4	Martin Herbert	Saltspring Is., BC	75
5	Julian Laffin	Hornby Is., BC	76
6	Gary Boell	Pt. Richmond, CA	84.5
7	Chris Brundege	Portland, OR	111
8	Andy Slow	Hornby Is., BC	124
9	Morgan Dewees	Portland, OR	136
10	Bob Wells	Mercer Is., WA	140



## Regatta Report—Hood River Carnage

By Bob Wells

The tongue-in-cheek t-shirt read "2012 Carnage Survivor", but what is not to like? This regatta is maturing quickly and nicely under the management of Oregon MYC and PRO Freddy Rocha. It is a nice balance of full-on big wind racing in The Gorge and socializing at morning breakfasts and evening dinners. The friendly and competitive atmosphere is only going to get better next year. The many rig changes did get tiring at times in what I think may be unusually blustery conditions. It can be dusty. And with that full disclosure I'll add that this is one annual regatta that you and your significant other really don't want to miss. A great town, a good venue, solid race management, and there's weed free wind. Plus we had Western CanAm Series and USA ranking points for the taking.

This regatta is not for the faint of heart, yet we had two new skippers jump into the class in one of the more challenging first sail IOM venues anywhere. Andrew Baak brought his WIDGET all the way from Calgary, AB; and this regatta began his extended windsurfing stay at The Gorge. Kurt Wells (no relation) in the Seattle area picked up his new-used TOPIKO in Hood River from Craig Mackey, and sailed for the first time on practice day. Both Andrew and

Kurt have plenty to learn in their journey to sail IOMs well, and both endured this rather intense initiation with good cheer. Kelly Martin has been sailing his



Graham Herbert's new COBRA is overpowered here as we often were in the gusts at Hood River Carnage. That was the penalty for having enough sail area to keep moving in the lulls. It was the smart play usually. Photo Morgan Dewees.

TOPIKO with us a few months now, and those of us that know him are not surprised he is at the top of our local fleet on his first sail. Sailing in these big winds is very different though, and after a couple of heats Kelly's comment was, "It's clear I have to get a Hood River boat now too". Good observation, but it takes a lot more than just having the optimized boat for the course.

Ian Vicker's viewpoint (when asked for post-race comments by the race committee): Great regatta, I really enjoyed it and thanks to everyone who made it possible. I thought courses were pretty good. Generally the course axis lay close to the average wind direction or near enough. Length and distance from shore was fine. I think racing should have started on time each day to reduce the length of the sailing day and allow more party time. I think venue was good. Shifty

wind but we all know it's hard to find the perfect venue. Good test of rigs and setup. A bit of sail twist works well for that turbulent airflow. Good job everyone.

Graham Herbert's Canadian Viewpoint (from WCMYA forum): Julian (Laffin) and I had a great trip and we both did really well. Both COBRA and LEO were as fast as the BritPOP!, but not quite as fast as the V8, however Ian Vickers is a fantastic sailor as well as being a really nice guy and a pleasure to sail with and hang out with. I learned quite a bit about tuning by being set up next to him on the grass and watching him fiddle with his rig between races. Toward the end of the regatta I had COBRA going as fast as him and came very close to beating him in

the last 2 races, however he had the smarts to stay ahead and who knows how hard he was trying at that point anyway? He had the regatta sewn up after the first day. We had the opportunity of using all our rigs, but the wind was very gusty so we spent quite a bit of time overpowered and nose-diving, as you needed bigger rigs to stay competitive in the lulls. Anyone changing to a smaller rig too soon lost out big time. Our boats have the simplest rigging set up so we could change rigs in about half the time it took most people. This was an advantage and we almost always had the correct rig on. We all went out to dinner together on Saturday night and that was great fun. The prize giving was a joyous affair with race director Freddy (Rocha) exercising the full force of his humour and keeping us all laughing. Lawrie (Neish) was assistant race director and did the



score-keeping, thank you Lawrie. Andrew Baak came all the way from Calgary and did pretty well for his first big regatta. Andrew, Julian and I were the only Canadians to go so we considered ourselves

"TEAM CANADA". Julian and I camped in a nice municipal campground on the Hood River about 5 miles from the sailing site and 3 miles from town and we enjoyed that too. Julian did all the

driving and got us there and back safe and sound in traffic that we never see in our part of the world. Now to adjust back to normal life after all the fun and games.



Groovin' at Hood River Carnage under C-rig. My TOPIKO #74 received extra large and colorful telltales installed specifically for the distant weather marks at this venue. I thought being able to see them helped find the groove in the often-turbulent winds at the weather marks. These were 3/8" wide from rip stop Nylon. Photo Morgan Dewees.

Position	Skipper	Sail #	Club/City	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1	Ian Vickers	71	San Francisco	V8	19.0	2.0	1.0	1.0	1.0	1.0	5.0	1.0	2.0	1.0	1.0	1.0	7.0	1.0	1.0	1.0	1.0	1.0	2.0	1.0	1.0
2	Graham Herbert	23	Hornby Island	Coyote	59.0	2.0	4.0	7.0	4.0	3.0	10.0	3.0	4.0	4.0	6.0	3.0	3.0	2.0	3.0	3.0	5.0	10.0	6.0	2.0	2.0
3	Gary Boell	31	Richmond	BritPop!	76.0	1.0	9.0	3.0	5.0	2.0	1.0	5.0	3.0	8.0	8.0	11.0	8.0	12.0	9.0	2.0	3.0	5.0	1.0	3.0	10.0
4	Julian Laffin	97	Hornby Island	Leo	88.0	4.0	3.0	8.0	15.0	7.0	3.0	2.0	8.0	10.0	9.0	4.0	2.0	6.0	8.0	9.0	2.0	2.0	16.0	8.0	3.0
5	Craig Mackey	29	Oceanside	BritPop!	94.0	1.0	2.0	2.0	3.0	6.0	2.0	16.0	1.0	3.0	3.0	2.0	1.0	4.0	2.0	16.0	14.0	19.0	16.0	18.0	25.0
6	Bob Dunlap	37	SanJose	Lintel	105.0	9.0	8.0	6.0	9.0	4.0	9.0	6.0	5.0	6.0	4.0	9.0	4.0	3.0	7.0	7.0	25.0	8.0	4.0	7.0	8.0
7	Jerry Brower	42	Lake Stevens	Widget	107.0	14.0	5.0	5.0	7.0	11.0	4.0	4.0	13.0	5.0	14.0	16.0	6.0	9.0	4.0	8.0	6.0	4.0	3.0	9.0	4.0
8	Morgan Dewees	98	Portland	Widget	117.0	5.0	10.0	15.0	2.0	5.0	6.0	9.0	6.0	2.0	10.0	7.0	5.0	11.0	10.0	6.0	7.0	11.0	5.0	11.0	13.0
9	Kelly Martin	21	Gig Harbor	Topiko	117.0	3.0	12.0	9.0	6.0	13.0	25.0	13.0	7.0	7.0	2.0	8.0	10.0	7.0	5.0	10.0	4.0	3.0	11.0	6.0	7.0
10	Al Finley	174	Brentwood	Cockatoo	162.0	7.0	7.0	11.0	10.0	10.0	7.0	8.0	9.0	15.0	13.0	12.0	13.0	13.0	11.0	11.0	6.0	9.0	16.0	5.0	
11	Steve Young	87	Tacoma	Lintel	179.0	4.0	11.0	20.0	18.0	9.0	12.0	14.0	10.0	19.0	21.0	6.0	11.0	8.0	6.0	5.0	15.0	13.0	8.0	13.0	16.0
12	Bil Langjahr	88	Anacortes	Cockatoo	181.0	7.0	16.0	4.0	8.0	14.0	13.0	7.0	11.0	11.0	16.0	17.0	9.0	10.0	11.0	12.0	13.0	7.0	12.0	16.0	19.0
13	Bob Wells	74	Mercer Island	Toipiko	183.0	5.0	13.0	13.0	16.0	8.0	8.0	12.0	12.0	12.0	12.0	16.0	16.0	5.0	12.0	13.0	8.0	12.0	16.0	10.0	12.0
14	Peter Sternberg	43	Redmond	Arrival	193.0	3.0	6.0	10.0	11.0	16.0	14.0	21.0	14.0	9.0	11.0	5.0	14.0	18.0	16.0	4.0	12.0	16.0	25.0	16.0	16.0
15	Bruce Andersen	16	Boise	TBD	215.0	8.0	20.0	16.0	12.0	25.0	20.0	10.0	17.0	17.0	15.0	10.0	17.0	14.0	14.0	19.0	9.0	9.0	13.0	4.0	11.0
16	Chris Brundege	00	Portland	Widget	226.0	6.0	14.0	12.0	14.0	12.0	15.0	11.0	15.0	16.0	18.0	20.0	16.0	17.0	15.0	25.0	17.0	15.0	10.0	5.0	16.0
17	Joe Damico	86	Sequim	V6 Damico	240.0	14.0	15.0	17.0	19.0	25.0	11.0	20.0	16.0	18.0	17.0	18.0	12.0	16.0	17.0	14.0	16.0	14.0	7.0	12.0	6.0
18	Larry Stiles	131	Sedro Wooley	Pikanto	247.0	6.0	18.0	14.0	17.0	15.0	16.0	16.0	25.0	13.0	7.0	13.0	19.0	25.0	25.0	15.0	10.0	17.0	25.0	17.0	9.0
19	Ron Blackledge	217	Portland	BritPOP!	278.0	9.0	17.0	18.0	20.0	18.0	17.0	18.0	18.0	14.0	5.0	14.0	20.0	19.0	18.0	17.0	19.0	25.0	25.0	25.0	17.0
20	Andrew Baak	316	Calgary	Widget	320.0	14.0	25.0	25.0	13.0	19.0	18.0	17.0	25.0	20.0	19.0	21.0	21.0	20.0	20.0	18.0	25.0	17.0	20.0	18.0	
21	George Georgiadis	04	Portland	TBD	340.0	14.0	25.0	15.0	25.0	25.0	25.0	19.0	25.0	25.0	20.0	19.0	18.0	16.0	19.0	18.0	20.0	18.0	25.0	19.0	25.0
22	Kurt Wells	25	Seattle	Pikanto	370.0	8.0	19.0	19.0	21.0	17.0	21.0	22.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	18.0	25.0	25.0
23	Craig Rantala	65	Sequim	Azetone	396.0	10.0	25.0	25.0	25.0	25.0	19.0	23.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	19.0	25.0	25.0
24	Eric Arndt	13	Fairfax	Lintel	404.0	14.0	25.0	25.0	25.0	20.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	20.0	25.0	25.0





Team Canada at Hood River carnage.  
left to right Lawrie Neish, Graham Herbert, Andrew Back, Julian Laffin

Below—Two sterns Ian Vickers is on the right! Ian was the Carnage winner







Way in the background, Martin Hebert is standing in the back of a truck to practice long distance sailing for the Hood River Carnage



The sailors and support crew from the Western IOM championship Regatta

### Western IOM championship Regatta—Results

Position	Skipper	Sail #	Club/City	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
1	Graham Herbert	23	Hornby Island	Coyote	18.0	2.0	1.0	1.0	1.0	2.0	1.0	10.0	1.0	1.0	3.0	1.0	1.0	1.0	1.0	7.0	1.0	1.0	1.0	1.0
2	Jerry Brower	42	Lake Stevens	Widget	68.0	3.0	3.0	11.0	11.0	8.0	3.0	9.0	7.0	2.0	2.0	4.0	3.0	2.0	6.0	2.0	5.0	9.0	6.0	
3	Jan Schmidt	76	Victoria	BTL	68.0	1.0	4.0	6.0	2.0	14.0	11.0	5.0	4.0	5.0	7.0	3.0	4.0	2.0	4.0	2.0	8.0	3.0	8.0	8.0
4	Martin Herbert	99	Saltspring Island	Aero	75.0	1.0	2.0	8.0	4.0	5.0	7.0	4.0	6.0	9.0	15.0	5.0	2.0	11.0	7.0	4.0	3.0	2.0	6.0	10.0
5	Julian Laffin	82	Hornby Island	Zoom	76.0	6.0	7.0	3.0	7.0	4.0	5.0	1.0	2.0	6.0	9.0	8.0	5.0	7.0	5.0	15.0	7.0	4.0	4.0	3.0
6	Gary Boell	31	Richmond	BritPop!	87.0	2.0	11.0	27.0	3.0	6.0	2.0	3.0	9.0	15.0	1.0	9.0	9.0	8.0	3.0	3.0	5.0	10.0	3.0	11.0
7	Chris Brundage	19	Portland	Widget	111.0	5.0	5.0	2.0	5.0	10.0	8.0	14.0	10.0	3.0	5.0	10.0	7.0	9.0	10.0	11.0	23.0	7.0	10.0	5.0
8	Andy Slow	97	Hornby Island	Zoom	124.0	7.0	9.0	10.0	27.0	16.0	4.0	2.0	11.0	17.0	4.0	7.0	8.0	10.0	22.0	5.0	11.0	16.0	2.0	2.0
9	Morgan Dewees	98	Portland	Widget	136.0	3.0	6.0	7.0	12.0	3.0	12.0	6.0	3.0	12.0	6.0	13.0	16.0	6.0	9.0	10.0	12.0	16.0	27.0	27.0
10	Bob Wells	74	Mercer Island	Topiko	140.0	5.0	14.0	13.0	6.0	11.0	18.0	13.0	8.0	7.0	18.0	2.0	6.0	4.0	6.0	9.0	4.0	16.0	16.0	27.0
11	Joe Damico	86	Sequim	V6-Damico	142.0	9.0	8.0	4.0	9.0	1.0	6.0	8.0	5.0	4.0	12.0	6.0	10.0	17.0	16.0	16.0	18.0	19.0	11.0	17.0
12	Steve Young	73	Tacoma	Arrival	177.0	4.0	13.0	12.0	15.0	17.0	9.0	12.0	15.0	11.0	19.0	15.0	17.0	14.0	8.0	13.0	10.0	9.0	5.0	12.0
13	George Georgiadis	199	Portland	Tinglet	194.0	6.0	12.0	27.0	14.0	24.0	10.0	19.0	18.0	14.0	8.0	11.0	12.0	15.0	17.0	20.0	9.0	8.0	12.0	9.0
14	David Cloud	83	Hornby Island	Zoom	198.0	8.0	17.0	18.0	8.0	7.0	13.0	7.0	13.0	19.0	16.0	17.0	25.0	5.0	12.0	14.0	19.0	16.0	14.0	13.0
15	Ole Andersen	281	Saltspring Island	Zoom	205.0	10.0	27.0	9.0	10.0	21.0	20.0	16.0	24.0	21.0	17.0	20.0	13.0	16.0	11.0	8.0	14.0	6.0	7.0	7.0
16	David Cook	80	Victoria	Ska	228.0	14.0	20.0	15.0	27.0	18.0	16.0	20.0	12.0	13.0	10.0	12.0	14.0	13.0	13.0	17.0	13.0	20.0	13.0	15.0
17	Bob Lewis	93	Vancouver	Zoom	228.2	4.0	15.0	21.0	20.0	20.0	16.0	15.0	22.0	20.0	24.0	19.0	11.0	19.0	15.0	12.0	6.0	16.2	16.0	4.0
18	Larry Stiles	09	Sedro Wooley	Topiko	232.0	7.0	10.0	14.0	16.0	15.0	21.0	18.0	19.0	8.0	13.0	22.0	15.0	12.0	14.0	21.0	17.0	12.0	27.0	27.0
19	Roger Kibble	68	Saltspring Island	Ikona	233.0	12.0	16.0	19.0	17.0	13.0	19.0	11.0	16.0	10.0	11.0	14.0	18.0	23.0	23.0	1.0	15.0	18.0	27.0	27.0
20	Dave Taylor	30	Saanich	Trinity	251.0	11.0	18.0	5.0	13.0	9.0	14.0	21.0	20.0	16.0	14.0	18.0	20.0	21.0	18.0	19.0	21.0	27.0	27.0	14.0
21	Adrian Harrison	21	Victoria	Ska	307.0	8.0	23.0	16.0	18.0	12.0	22.0	17.0	14.0	18.0	23.0	16.0	21.0	18.0	27.0	27.0	27.0	27.0	27.0	27.0
22	Barry Fox	168	Victoria	CACA2	318.0	9.0	21.0	20.0	19.0	19.0	17.0	22.0	17.0	22.0	22.0	24.0	22.0	20.0	27.0	23.0	24.0	17.0	27.0	27.0
23	Chris Lewis	27	Vancouver	Jazzy	326.0	10.0	19.0	27.0	21.0	23.0	23.0	23.0	23.0	23.0	27.0	23.0	19.0	25.0	21.0	18.0	16.0	22.0	17.0	27.0
24	Craig Rantal	65	Sequim	Azetone	336.0	11.0	22.0	17.0	22.0	23.0	24.0	27.0	25.0	25.0	20.0	25.0	24.0	22.0	19.0	24.0	20.0	21.0	27.0	17.0
25	Colin Busanich	131	Victoria	FH2	340.0	14.0	27.0	27.0	23.0	22.0	25.0	24.0	21.0	24.0	21.0	21.0	23.0	24.0	20.0	22.0	22.0	23.0	18.0	18.0
26	Robert Selene	90	Bowser	EMO	416.0	14.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	26.0	26.0	26.0	27.0	27.0	27.0	27.0	27.0



## Regatta Report—Stowe CanAm for Solings

By Charlie Bertr, SYC

The fourth annual CanAm Challenge Regatta for Soling 1M's was held in Stowe, VT on August 4th & 5th. This event is continuing its popularity: we had 10 boats in the inaugural year of 2009, and 22 boats this year. We had 11 boats from Canada (with the largest contingent from the Halifax, NS club), and 11 from the USA.

George Dean and Bob Letwenski, our RD's, dealt with light winds on Saturday, but managed to keep the pace moving right along. We ran two-fleet racing under the Odd/Even system. This system is consistent with the theme of the regatta: "A Friendly Cross-Border Rivalry". It is essentially a random selection process, which had the top sailors mixing it up with the newer sailors. The racing was based on individual performance – no team racing allowed. However, the individual scores were then applied to the Team scoring,

with the top 5 scores from each country applied to the Team results for that race. In this manner, any sailor could help out his or her team by scoring in the top 5 for the team in any given race.

Eight races (16 heats) were run on Saturday, with 1 throw-out

allowed. Bruce Nourjian ended the day with 11 points, closely followed by Jim Goddard and Paul Fixx, each with 16 points. The U.S. group held a solid lead in the team scoring at the end of the day with 95 points versus 180 points for Team Canada.

Goddard (29 pts), Charlie Berry (33 pts), Boots Boutilier (39 pts), and George Townsend (40 pts) rounding out the top 5. The Team Award went to the USA group for the fourth straight year. The chant from Team Canada: "Wait 'til next year!" The camaraderie both on and off the water said that there will, indeed, be a next year.

The Corinthian spirit of this regatta was in full display throughout the weekend. At

registration, all competitors were given T-shirts with dueling Canadian and USA boats on the back with a "U.S. Eh?" banner. Each team had various caps, hats, shirts and bandanas showing its respective patriotism. Following a buffet dinner, there was much banter followed with singing of Canadian and USA national anthems and sea shanties, led by Bob "Boots" Boutilier and Bruce Nourjian.

There is no question that the "friendly cross-border rivalry" is now a tradition. There is strong support to hold

the CanAm Challenge next year, again at Stowe. The 2013 date will be determined and promoted well in advance to avoid as many conflicts as possible and to build support from other U.S. and Canadian clubs.



The CanAm Regatta includes a lot of good natured ribbing, the sign above was posted by the pond for the Canadians benefit

Sunday treated the group to an 8 to 12 mph southerly breeze, with stronger gusts. The RC managed to run 7 races (14 heats) by 1pm. Bruce continued to build upon his lead, winning four of the races and throwing out a 3rd. He ended the regatta with 19 pts, followed by Jim





Competitors and Committee at the 4th Annual CanAm Regatta in Stowe, VT.





## 2012 S1M CanAm—Challenge Regatta Results

15 Races with 3 Throw outs

<u>Place</u>	<u>Skipper</u>	<u>Club</u>	<u>Points</u>
1	Nourjian, Bruce	Stowe, VT	19
2	Goddard, Jim	Dartmouth, NS	29
3	Berry, Charlie	Stowe, VT	33
4	Boutilier, Boots	Bedford, NS	39
5	Townsend, George	Stowe, VT	40
6	Stone, Tim	Stowe, VT	44
7	Fixx, Paul	Stowe, VT	45
8	Bugden, Gary	Bedford, NS	53
9	JD Langdon	Stowe, VT	63
10	Cohen, Ira	Garden City, NY	64
11	Olsen, Niels	Bluffton, SC	69
12	Tonks, Phil	Stowe, VT	71
13	White, Bob	Dartmouth, NS	76
14	Slesar, Oliver	Stowe, VT	78
15	McKinney, John	Woodstock, ON	78
16	Lovitt, Victor	Chester, NS	95
17	Welch, Graeme	Montreal, PQ	98
18	Clay, John	Brighton, ON	108
19	Conabree, Ben	Barhaven, ON	131
20	Langlois, Gloria	Port Stanley, ON	137
21	Varall, Ken	Stowe, VT	145
22	Langlois, Robert	Port Stanley, ON	153



# Cranberry Caper Regatta

## Notice of Race

1.Event: ARCS – Anacortes Radio Control Sailors invites International One Metre sailors to participate in the 2<sup>nd</sup> “International Cranberry Caper Regatta.” We are pleased to announce that this event is Regatta #3 of the 2012 Western Can Am Series.

**When:** October 5<sup>th</sup> 2012, early check-in, practice and no host supper TBA.

*October 6<sup>th</sup>* Check in 9.00 am, skippers meeting 10.00 am, race start at 11.00 am. Until 4.00 pm. 6.00 pm. Buffet party TBD. *October 7<sup>th</sup>* Skippers meeting 9.00 am, race start at 10.00 am. Last start no later than 2.30 pm to accommodate out of state travelers.

**Where:** Deception Pass State Park. Cranberry Lake, Whidbey Island, WA.  
[www.parks.wa.gov](http://www.parks.wa.gov) for maps and camping reservations.

2.Eligibility: Entrants must be current members of their National Authority. Yachts must comply with the ISAF-RSD, International One Metre Class Rules and have a valid IOM measurement certificate together with sails that have been measured and marked with a verification stamp or signature. No provision is being made to measure boats or sails at this event. Boats will be weighed at check-in.

3.Entry Fee: Entry fee is **\$55.00** to cover an event souvenir, lunch both days, Saturday Party/Buffer and awards. Please make checks payable to Julian L Lee. Entries must be post marked no later than August 31<sup>st</sup> 2012. Late entries will likely be accepted, at \$65, but at the discretion of Julian L Lee. Frequencies will be allocated if necessary based on the date of receipt of paid entries including those accepted after the entry deadline.

4.Entry Form: available on line at [www.arcsailors.org](http://www.arcsailors.org)

by mail: PO Box 2009, Anacortes, Wa 98221,USA.

phone enquires: 360 299 2900 email enquires: to [julian@arcsailors.org](mailto:julian@arcsailors.org)



## ENTRY FORM

### 2012 Cranberry Caper Regatta / Western Can Am Series – Regatta #3

Practice/Social Friday October 5th 2012, Sailing Saturday October 6 and Sunday October 7

Cranberry lake Deception Pass State Park Whidbey Island Wa

**LIABILITY:** All those entering or taking part in this Regatta do so at their own risk and responsibility. ISAF-Radio Sailing Division, Anacortes RC Sailors, Washington State Parks, AMYA, regatta staff, and or any other parties involved in the organization of this event disclaim any and all responsibility whatsoever for loss, damage, injury or inconvenience that might occur to persons and goods, both ashore and on the water as a consequence of entering or participating in the event covered by this Notice of Race.

At all times the responsibility for the safety of their boat and themselves including the decision to participate or continue shall rest with the competitors. By entering this event, it is deemed that you accept these conditions. Competitors are encouraged to have adequate insurance that provides coverage for public liability and their possible injury in Island County, Washington, USA.

**CONDUCT:** Poor competitor behavior can reflect negatively on the sport, and will not be tolerated. In the event race officials witness any behavior which they deem to be a breach of good manners or sportsmanship, or which may bring the sport into disrepute, the Race Director assisted by race officials will protest the party in accordance with RRS 2 and 69.1.

**FEE:** \$55.00 per boat. Make check payable to Julian L. Lee. Canadian \$ checks accepted at par

**ENTRY DEADLINE:** August 31<sup>st</sup> 2012 **Mail to:** Julian L. Lee, PO Box 2009, Anacortes, Wa 98221, USA

Enquiries may be e-mailed to [julian@arcsailors.org](mailto:julian@arcsailors.org) Tel: 360 299 2900.

NB Washington State Parks require an entry fee of \$10 per day per vehicle, or \$30 for the year, available from the gate house at entry.

Name: \_\_\_\_\_ AMYA # \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Email Address: \_\_\_\_\_

Sail # \_\_\_\_\_ Country: \_\_\_\_\_ Hull # \_\_\_\_\_

Hull Design: \_\_\_\_\_ Hull Builder: \_\_\_\_\_ Hull Color: \_\_\_\_\_

Channel: Primary \_\_\_\_\_ Secondary \_\_\_\_\_

Emergency Contact Name: \_\_\_\_\_ Emergency phone # \_\_\_\_\_

Will you be here on Friday? \_\_\_\_\_ if so, what time \_\_\_\_\_

By signing this entry form I agree to all the terms and conditions set forth in the Notice of Race above:

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Mail this form with AMYA/CRYA Card, Boat Certificate (copies) and \$55.00

To Julian L Lee, PO Box 2009, Anacortes, Wa 98221, USA.



## CANADIAN RADIO YACHTING ASSOCIATION

MEMBERSHIP APPLICATION / Yacht Registration

Renewal \_\_\_\_\_

Date \_\_\_\_\_

New Member \_\_\_\_\_

Member #: \_\_\_\_\_ (required for Renewal, assigned for New Members )

Name: \_\_\_\_\_ (please print)

Postal Address: \_\_\_\_\_

City: \_\_\_\_\_ Prov: \_\_\_\_\_ Postal Code: \_\_\_\_\_

Telephone: (\_\_\_\_) \_\_\_\_\_ **NEWSLETTER Delivery Options Check One**

Digital Colour Edition via Email \_\_\_\_\_

Black & White Paper Edition via Postal Mail \_\_\_\_\_

**NB** Email address is required for email delivery of Newsletter

E-Mail Address: \_\_\_\_\_

CRYA #: \_\_\_\_\_ 2nd Member Name \_\_\_\_\_

Club Name: \_\_\_\_\_ Club City \_\_\_\_\_

Annual Dues: \$ \_\_\_\_\_ \$15.00 (2nd thru n<sup>th</sup> member-same address \$7.50)

CRYA Pins: \$ \_\_\_\_\_ \$5.00 each, (\$ for \$20.00)

Registration Fee: \$ \_\_\_\_\_ \$5.00 for each new or transferred yacht. \*\*\* see note

Total \$ \_\_\_\_\_ Make cheque or M/O payable to CRYA (CDN Funds Only)

### List New or Transferred Boats

Class	Designer	Hull #	Existing Sail #	Previous Owner CRYA #
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

Please print, fill out and send this form with your cheque or money order, **payable to CRYA**, to:

Larry Miskie, CRYA Membership, 848 25<sup>th</sup> Street A East, Owen Sound, ON, N4K 6W6

\*\*\* **NOTE:** With the return of the previous owners registration card the **Transfer fee is \$2.00**