



# Canadian Radio Yachting

*The Publication of the Canadian Radio Yachting Association*

Fall 2007



## IN THIS ISSUE

- ◆  
2007 Sailor(s) of the  
year
- ◆  
Apologies & Corrections
- ◆  
Club Listings Endeavor
- ◆  
Lester Gilbert's Radio  
Sailing...
- ◆  
Regatta Reports from  
across Canada and  
more.....
- ◆

## 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

## 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

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.

be submitted in electronic format (email, floppy disks), 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).

## Publications Available to CRYA Members

ISAF-RSD Constitution and Regulations  
ISAF-RSD Committees, Division Members  
Regatta Management Guide, Questionnaire for Host  
Objectives and Directives for Championships  
Radio Yachting Racing System 1997  
Rules for Adoption and Control of International Classes  
International Class Administrative Rules, Sail Identification Marks and Measurement Form Resolution, Error and Accuracy of Measurement  
Policy for Classes and Intent of Class Rules - 1M, M, 10R, A Class  
International A Class Rules, Certificate and Measurement Forms  
International 10R Class Rules, Certificate and Measurement Forms  
International M Class Rules, Certificate and Measurement Forms  
ISAF-RSD 1M Class Rules, Certificate and Measurement Forms  
CRYA Membership List

## 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 seconds) 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

Above..

"East Coast Solings sailing in a local Halifax Venue"

—Submitted by Jim Goddard

Below..

"A start on a low wind Saturday. On the far right is Mark Gilbert from Vancouver off to a good start that will result in a runaway race win"

—Barry Fox sent us this picture from the Western Regional IOM Regatta this Fall in Beaver Lake, Victoria, BC., September 15 -16, 2007.

### Advertisements

To advertise in the CRYA newsletter, contact the Treasurer by the dates for which material for an issue is due (see above).

### Advertising Rates

Full Page	one issue	\$80.00
Half Page	one issue	\$45.00
Quarter Page	one issue	\$25.00

## Who's Who In The CRYA

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# President's Report

By Lana Butler.

President@crya.ca.

Although not an Election year, I would like to invite all members to have a look through the CRYA Bylaws ([www.crya.ca](http://www.crya.ca)) to see what volunteer position might interest you. Next year we will invite new board, class and executive members for nomination and we want your participation. Now is the time to pick a job that interests you, approach the member now in that position and see if they might wish to mentor you to the post. Presently, Ray is looking for a new editor to mentor for the NL, if anyone is interested let us know.

I would like to thank all the directors, secretaries, committee members, et al, who give so generously of their time and energies to keep the wheels of the CRYA turning both under the paper and on the water. Thanks executive, Gary, Larry, Ray and Nigel. Regional Directors, James, Lawrie, Terry, Dennis, and Jim, thank you for scouting out your regions and continuing to send back to the NL. Class Secretaries, for continuing to be involved in the growth of each and every yacht class we sail today, Doug, Eddie, David, Paul, Bernie, Marko, and Charles; we thank you all. I realize there may be some Class Secretaries who feel that they can no longer contribute to their post. My apologies if I have included you in this list of active bodies if you wish not to be. Please send resignation by email back to the executive or to your class so they might elect a new class secretary.

For all those other volunteers, measurers, officials, Regatta coordinators, local fleet race committees, workshop organizers/teachers and helpers, we appreciate your commitment to the sport and thank you all for becoming and staying involved.

On the water, we saw fewer National Championships this year, in Mini 12's, Soling One Meter's and International One Meters. It is distressful to think that we are losing classes. Skipper's who would like to see more activity in their respective classes, please come forward and let's make it happen. The decline in National Championship participants fell from Eighty-seven skippers competing in 2006 to forty-nine this season.

The Mini 12 class in the Mon-

treale Area and the IOM class on the west coast grew exponentially this year. The US One Meter and the "A" class were very quiet, as was the Marblehead class. The Victoria class, although active, did not host a Canadian National Championship this year.

Some clubs are now into or finishing up their "frostbite series" and many are planning, changing, and preparing for winter overhauls and building. The CRYA banner is back in storage until the 2008 sanctioned regattas begin. Get your applications into your class secretary for hosting your 2008 Nationals now as we are starting to plan for next year's events. General regatta notices should be directed to our regatta coordinator, Gary Bugden, but if you intend to host a CRYA Sanctioned Canadian National Championship, direct your intentions to your class secretary for redirection to the CRYA Executive for sanction, this can be cc'd to Gary too.

The CRYA Website "ad hoc" committee has finally found someone to collect data for setting up a "regional club" page, (see "Send Us Your Club Info." page 23 in the NL.)

The Editors look for your news, this being a "slow sailing" season for many of us. Get your pens out and tell us about some sailing/tuning/or building tips that we can share with membership. It's looking like there is no sailing in the far regions of the country, prove me wrong! I'll be waiting by my mailbox.

As we reach the end of 2007 year, I am proud to say that again, nominations for 2007 Sailor of the year came without pressure. Keep thinking about your fellow sailors and all they do, share it with the rest of us. (see page 12 for CRYA 2007 Sailor of the Year)

As you get your workshops set up for your Winter maintenance, repairs, and construction, keep in mind that we all want to know more about construction, repair, organization, etc. Send us your tips, stories, pictures and "stuff" for the next NL. As always, much appreciation for your viewpoints and invitation remains open to anyone with an opinion. Regards,

Lana Butler  
President, CRYA

## From the CRYA Executive, Volunteers and Membership...

Many Many Thanks to Ray Davidson for his tireless dedication to the collection, editing, and compilation of the news for the CRYA Newsletter for many more ~~years than most of us could endure.~~ We appreciate your efforts and hope you will stick around to help us when we need you. We expect you to continue sending your wonderful stories, articles, and anecdotes. We all want to keep reading your work. Thank you, as well, goes to your wonderful wife, Myra who has assisted you in the computer world for the past several issues. Best wishes from us all to you in your next endeavor.

*Photo courtesy of Wallace Schwenger  
Kingston, Ontario*



# Eastern Atlantic Report

By Jim Goddard and Fred Lindeijer

The club's regular sailing location Sullivan's Pond in Dartmouth was unavailable most of the summer due to low water levels and excessive weed growth. The Halifax Regional Municipality installed a system to retain water in Lake Banook for the paddlers, and our pond has suffered since. This year, a new fountain infringes on our race course and encourages weeds to grow.

Sailing took place instead in the salt water of Bedford Basin and later, the not salty-at-all waters of Lake Banook. Both sites offered the club new challenges to overcome. Salt water increases maintenance time after the sail and Banook Lake's marks were so far

away it became very difficult to judge locations of boats in relation to other boats rounding the marks.

Three members of the Halifax Area Model Yacht club traveled to Stowe Vermont to participate in the US Nationals in the Soling One Meter class. We had made a commitment to the organizers in Stowe last September that we would attend, so we had to miss the Canadian Regatta a few weeks later. Jim Goddard from Halifax was the top Canadian finisher at the event, finishing fifth. Conditions were difficult with very light airs and humidity the first day, and even lighter winds and rain the second day. You can find all the results at

[www.stoweyachtclub.com](http://www.stoweyachtclub.com)

Summer officially ended on September 22 or so, but not here in Nova Scotia. September and October saw exceptionally warm weather, perfect for Radio Sailing. The weeds died back in Sullivan's Pond and the club was able to use our favorite sailing location for the Annual Club Championship for the George Borgal Grog Cup on September 30, and two weeks later, the Frostbite Regatta. Contrary to the name, it wasn't all that frosty with at least two club members still wearing shorts. Hooray for Global Warming eh? Jim Goddard retained the Grog Tub for another year and with it the right to pay for the en-

## Report for Halifax Area Model Yacht Club Atlantic Canada

graving. This year a new tradition was started with the holder of the trophy providing the Grog to go with the tub at the prize giving. Bob Boutilier finished second and Gary Bugden was third in a very close regatta. Results are available at [www.hamyc.ca](http://www.hamyc.ca).

On October 21, club members traveled to Truro NS to meet with a new Soling sailor who wanted to show us the pond he and his wife use. The club is always looking for new members and for new ponds to sail on. This is an excellent pond, just the right size and orientation to the prevailing winds. However on this day winds gusting in excess of 60 km kept all but two of us off the pond. It was actually a fool's adventure to sail at all in those conditions; serious damage could have been done. It was decided that we would return the next Sunday and we retired to a local "Watering Hole" for some refreshments and wouldn't you know, an impromptu club meeting broke out where plans for next year's activities were discussed.

Our official schedule ended in October but the club intends to continue sailing as long as the weather holds out which could be another month or so based on what we've experienced so far.



**Congratulations to Jim  
Goddard, Halifax Area  
Model Yacht Club for the  
Grog Tub Victory**



# Ontario Report

By Terry Doble

Ontario Regional Director

Waterfront festivals are becoming a popular summer attraction in some of our smaller Ontario towns. They attract tourists and local folk alike. I attended one such festival in Wellington, ON. On the edge of the Sandbanks provincial park, crowds of campers and tourists fill the streets and beaches all summer long.

Our local model power boat club was invited to attend and given a spot on the edge of Wellington beach. The club owns a 22 foot collapsible pond which was set up on sand levelled for the event by club members. The club, the Quinte Model Shipwrights is primarily an electric power boat club but some of us who are members of the Quinte Model YC were invited and given a chance to show off our sailboats in the water. The 12 inch depth of water in the pond was enough to allow me to sail my Fantasy 32 and the turning circle more than adequate to allow good sailing in the 22 foot diameter pond without scaring the power boaters too much. Just another way to show off our radio controlled sailboats to the public.

With 5 fleets one in each of Belleville, Toronto, Montreal, Ottawa, and Kitchener / Waterloo the Mini 12 class is thriving quite nicely. Seven well attended regattas were held between May 5 and October 6, one in each location with Montreal running 3. The Ottawa "Broiler" on Sept. 22 attracted 16 entries. Nigel Swettenham from Montreal won the event with Dennis Latulippe also from Montreal 2<sup>nd</sup>. Nigel also won the Belleville "Enduro" on August 11. Graeme Welch from Montreal won the Jean Baptiste regatta in Montreal on June 24 and was well placed in all the events he entered. What are these Montreal sailors feeding their boats. Full results of all these regattas may be found on the Mini 12 website at [www.Mini12.ca](http://www.Mini12.ca)

There is some talk within the class of splitting the Mini 12s into 2 classes. One class to maintain the original Mini 12 rules with the off shoot group allowing changes to a new set of rules. This class will probably be called the Canadian 12. Doing this will give sailors the choice between a strict one design and what may possibly be a development class. At least this should

avoid the hassles which have confronted the Soling One Meter class over the years. It remains to be seen how all this will turn out. 2008 should be an interesting year for the Mini 12s.

The IOM Eastern Championship regatta was held in Kingston September 14, 15, and 16. Sailing off the seawall at KYC, the boats encountered a variety of wind and wave conditions. On Friday the winds hit 30 kts. Saturday saw light winds from 0 to 5 kts. On Sunday light and variable winds from the North switched to the West and built to 25 kts for the last few races. Rig changes were frequent on all three days. With 17 entries the RC agreed to forego a heat system resulting in 44 races over the three days of racing. Peter Van Rossem had a #2 rig failure just when he needed it for the increasing wind in the last few races, he was a bit overpowered with his number one but still finished second to Hugh Kidd the overall winner.

Paul Fixx from the USA won the Soling One Meter Canadian National Championship competing with 24 sailors. 8 from the USA and a total of 16 from Canada John Lowther and Paul Switzer made the long drive from Kingston to Windsor. John finished a good third with 76 points Paul Switzer was only 3 points behind him with 79 points. Greg Pare a Windsor sailor was second with a score of 61 points to Paul Fixx's 36.

The Kingston Yacht Clubs Soling fleet wound up the season fun sailing in a virtually non existent wind. The wind existed so little that the flags on the club yardarm were straight up and down all evening. We retired to the club bar at 6.30 for some arm raising, 9 of us sat down to a gourmet meal put on by the clubs dining room staff. Bernie Skinner entertained us with his stories of his offshore sailing exploits. A great time was had by all.

The Quinte Model Y.C end of season dinner and awards night took place at the Boathouse Seafood restaurant in Belleville 20 sailors and wives selected their meals from a varied menu of seafood and other succulent dishes. Peter Savidge handed out the plaques and trophies. The Founders Cup for the final regatta was won by Peter Sly, Brian Credico was the overall winner of the

Mini 12 racing, and John Hutchings was a very worthy winner of the Most Improved Sailor trophy.

Peter Sly in Picton is in the process of building Fantasy #22. We drove to Frank Scott's workshop in Newington to pick up the hull. Always glad to visit with Frank I volunteered to go with Peter to guide him through the country lanes from 401 to Frank's house. Frank is building up a collection of radio control sailboats of various vintages and there is always something new to see. Looks like we may have enough Fantasy 32's next year at the QMYC to have our own day of racing. Every year my Mini 12 gets a little bit heavier on the hike from car to launch area.

In our neck of the woods when the water hardens up our activities will be down to building next years winner and going to boat and model shows. I spotted my RC land yacht in a corner of my workshop the other day I may dust it off and try to find an empty parking lot one Sunday and give it an airing. At least it will be good thumb exercise.

*Check out reports on some of these regattas elsewhere in the NL.*





# West Coast Report

By Lawrie Neish

Here on the West Coast the balmy days of summer are gone, some might say that balmy days have been scarce for most of the summer, and we are into the season of transmitter muffs and rising water levels at all sailing venues. The one thing that can be said is that the weed will be gone for the next six months. Despite the somewhat poor weather the past months have seen a lot of sailing activity in all locations and a steady increase in new boats.

On the regatta front VMSS held a successful Western IOM Championship at Beaver Lake near Victoria, this is reported on elsewhere in this issue by Barry Fox who was the mover. Unfortunately the championship weekend coincided with the major event of the year on Saltspring so the Saltspring gang missed the action. Next year!

The IOM Flying Circus has been doing quite a bit of visiting of each others sailing locations throughout the Fall. Fleet visits have been made to Long Lake at Nanaimo, to Beaver Lake at Victoria and to Sunset Pond on Saltspring. The latter visit started with a morning measuring and floating session for new boats and new rigs. After lunch produced a fleet of sixteen boats and a good #1 breeze. This was a very good turnout and demonstrates how the IOM fleet has grown since the Nationals were held in June. It is more remarkable when it is considered that we were short of a few and then there were at that time at least three more still building. The

circus was enthused with the Sunset Pond and returned for another visit the following month. Unfortunately this second visit strained Saltspring's reputation as being favoured by the wind gods, but gave good practice in light air sailing.

I am also sorry to report that the proposed Western Soling Championship was cancelled despite the best efforts of the Regatta chair. This was to be held at Long Lake and hosted by the Mid Vancouver Island Marine Modellers. The host club is reputed to have a fleet of fifteen Soles but at the time of cancellation only one had entered. Why this should be I am uncertain but perhaps most of the owners were more interested in building the kit than in sailing the boat. This perhaps is a reason why the three most active skippers have moved, or are moving to the IOM fleet. Perhaps we can have another attempt in the coming year.

Next years traveller series is already being planned for and will include all this seasons locations and will most likely be extended to take in a Lower Mainland location, and dare I say it, perhaps one further afield. One of the problems facing holding an event in the Vancouver area is a decided lack of suitable accessible water. This may be the main reason for lack of model yacht activity around Vancouver. The series is heading to become a one class event with the defection of the above Solings to the IOM's. However, thanks to the

Comox Fleet, we have finally re-established contact with the Campbell River US One Metre fleet so perhaps with their aid we can lure the Gabriola ODOM Fleet, on occasion, to leave their island and join in.

One of the good things going out here on the West Coast is that the majority of the boats are skipper built or at least finished. A new force to be reckoned with is Graham, isn't this fun, Herbert. Graham produced a very competitive boat for the IOM Nationals - in three weeks - and has his second boat out sailing. By the twinkle in his eye I suspect number three has already been conceived. Graham and his brother Martin are both very competitive skippers and Saltspring is blessed by Martin living here. On the Sweat Equity front, two new designs have been added to the list of choices. One of these is Don Martin's MIOMI with the prototype hull being at present readied for the water. The second design is FH. The prototype of this boat is also providing entertainment and some head scratching for the finisher and hopefully we will see them both on the water in the near future.



# Mini 12 REGATTA, BELLEVILLE, ONTARIO, July 14, 2007

by Peter Sly

I'm not quite sure what we have to do to get full approval from the "weather gods" but this year was a marked improvement over last year, when the Belleville "Enduro" really lived up to its reputation. This year, friends, supporters and participants gathered at the "ramp", courtesy of the Bay of Quinte Yacht Club and enjoyed a dry, if cloudy, day of racing. Light winds out of the southwest held throughout the morning and the windward-leeward course with offset gave us ten good races. After lunch, conditions deteriorated, the wind became more southerly and the course was reset. But after only a few more races, we had to rotate the course even more. The last few races were held on a windward-leeward course with no offset mark.

As the wind moved to south and perhaps a little east of south, it dropped and we suffered from turbulence off the side of the harbour and nearby buildings ..... dreaded "holes" appeared all over the course! By common consent, the racing was called after 16 races, and we were left wishing that the morning conditions had continued into the afternoon. Fortunately, heavy rains held off a bit longer, allowing the visitors good lead time on their way home.

Thanks to many members of BQMYC for their help, Peter Cox (Race Director), Jill Cox, Margaret and Peter Brister (Line and Mark Judges and Scoring), Ron Davis (Support Boat), Chris Wyvill (Organizer), and Peter Sly (Measurements).

The Mini 12s were closely matched and most boats had several good placements. Wear, tear and bad luck took their toll, but consistent good sailing ensured winning performance.

Congratulations to Sandy Struthers (first) 46 pts, Peter Savidge (second) 51 pts, and Bernie Reid (third) with 55 pts; remaining scores were Frank Scott 58 pts, Peter Sly 60 pts, Bill Shorney 65 pts, Charlie Mann 67 pts and Norm Struthers 101 pts. John Lowther, unfortunately, had to retire with boat damage.

Our thanks to the Bay of Quinte Yacht Club for use of the grounds, and to all who came and made the day a great success, and we'll hope the weather improves for next time. Anyway, we can always hope and, at least, the weeds were not a problem on the course!

## Scenes From the Event...



Place	Skipper	Totals
1	Sandy Struthers	46
2	Peter Savidge	51
3	Bernie Reid	69
4	Frank Scott	58
5	Peter Sly	60
6	Bill Shorney	65
7	Charlie Mann	67
8	Norm Struthers	101
9	John Lowther	N/A

## Belleville Mini 12 Results



# Mini-12 Canadian National Championships

By Bill Shorney

On Aug 11 2007 the Metro Marine Modellers hosted the Mini 12 Nationals at our home site-Humber Bay Park. It was a beautiful day with temperatures slated to reach 30C . The only problem was by 9:30AM there was no wind. It was decided to wait until 10am and see if we could set a course. The wind slowly picked up to a meager 5km but races did start. There were 8 boats present from as far away as Montreal . We managed to complete 16 races with only one entrant dropping out

with electrical problems. The 1st place trophy went to Nigel Swettenham from Montreal followed by Graeme Welch also from Montreal. Third place went to Bill Shorney, sail captain for Metro Marine Modellers. Racing was tricky in such light wind and tactics and good starts were the key to success. A good time was had by all and we look forward to next years Nationals which will be held in Montreal Quebec.



Standing (back row): Graeme Welch, Chris Wyvill, Peter Jankowski, Dennis Edge, Charlie Mann. Kneeling (front row): Bill Shorney, Nigel Swettenham

## Send Your Club Information

Please welcome our newest member of the CRYA team; Nigel Swettenham. Nigel has volunteered to compile a listing of Sailing, Building and RC Yachting clubs across Canada. In order to do this, he needs your help. Please send your contact information to Nigel so you can be included in the listing. The compiled information will be listed on a webpage, on our website for use by skip-pers wishing to join the scene but can't find a local club. Please provide the name of your local club, contact information, days, times and locations of meetings, fleet racings, practices, etc. It always helps to have a person that can be contacted for more information.

We appreciate your assistance in making this a reality. Please send information to Nigel at: [secretary@wismc.ca](mailto:secretary@wismc.ca)

# Sixth Annual Stanford Cup Team Racing Regatta and Fleet Racing Spillover

By Lana Butler, RD & Race Chair

Kingston Yacht Club and the IOM RC Fleet hosted the 6<sup>th</sup> Annual Stanford Cup Team Racing event Saturday the 10<sup>th</sup> of November and the Fleet Racing Spillover Regatta on Sunday the 11<sup>th</sup>.

Five teams with players from New Jersey, Connecticut, Montreal, Toronto, and Kingston met at Kingston Yacht Club on Saturday for the Stanford Cup Team Racing Competition.

Although it was cool, the sun was out and the wind was up. We managed to pull off four rounds of racing, and with a round bringing each three member team coming together with each other team once, that gave us forty starts!

With a modified windward/leeward course, allowing the last windward leg to proceed past the start line to the upper windward/offset marks, where we finished the boats through these two

marks. This made for a long final upwind leg for Team Race tactics and maneuvers.

The "KFII Factory Team" took the "Cup" this year for the third year running. We can rest assured they will be back next year to defend the title. And the rest of us will be back for the party. Thanks to Paul and Marianne Davis for this years gathering. An integral part of the event that we all count on.

Sunday we raced the traditional Stanford Cup Spillover. Fourteen boats raced this full fleet regatta consisting of 20 races.

Although the wind was not quite so strong on Sunday, there was wind, a little shifty but steady enough to pull off some great racing. It was cooler than Saturday, but the sun stayed with us for most of the day and the Chili Lunch helped warm us up both days.

The spillover champion this

year was Hugh Kidd, captain of the Stanford Cup Team Champs.

\*\*A small plug for Hugh, for those of you who are not familiar with the KFII, it is an IOM boat, designed and built by Hugh Kidd. (and he sails pretty good too!)

Way to go Hugh, Congratulations to you, to the KFIIs and to all for coming, participating and making the Regatta such a successful, fun event.

I have been fortunate to have been able to chair this regatta for the last six years and it just keeps getting more fun each year. I already look forward to next years event. See you there!



*Photo courtesy of Wallace Schwenger  
Kingston, Ontario*

## List of Spillover competitors

Stanford Cup Team Members	Hull	Team	Finish	PLACE	SKIPPER
Hugh Kidd	KFII	"KFII Factory Team"	First	1st	Hugh Kidd
Paul Davis	KFII	"KFII Factory Team"		2nd	Peter VanRossem
Iain Dobson	KFII	"KFII Factory Team"		3rd	Greg vanRossem
Peter Van Rossem	TS2	"The TS Doers"	Second	4th	Iain Dobson
Greg van Rossem	TS2	"The TS Doers"		5th	Paul Davis
John Lowther	TS2	"The TS Doers"		6th	Marko Majic
Jake Leo	Ikon	"Team USA"	Third	7th	Todd Olsen
Todd Olsen	Isobar	"Team USA"		8th	John Lowther
Graeme Welch	Little Fella	"Team USA"		9th	Bernie Skinner
DonRuddy/PeterVR Jr.	Little Wing	"City Boys"	Forth	10th	Peter VanRossem Jr.
Ray Davidson	Topico	"City Boys"		11th	Henry Fierz
David Allsebrook	V3	"City Boys"		12th	Jake Leo
Bernie Skinner	Italiko	"Golden Years Team"	Fifth	13th	Graeme Welch
Henry Fierz	TS2	"Golden Years Team"		14th	Dick Stanford
Dick Stanford	TS2	"Golden Years Team"			

**Above:**  
**Spillover Results**

**Left:** **Stanford Cup Team Finishes & specs.**

# FROM SCRATCH ..... SOMETHING A LITTLE DIFFERENT

By Peter Sly—Bay of Quinte Model Yacht Club

Although I'm not a regular reader of *Wooden Boat Magazine* now and again I come across an issue that I "just have to have." I also have a weakness for bookstores and when I have the chance I like to browse the shelves on the off chance that something of special interest will catch my eye. So it was that I was glancing at articles about wrecks in the Falkland Islands and steam boats in Australia when I came across the image of *Fritha* under full sail and charging across the page in WB# 162, with the bow wave boiling away as it fell from her stem. I was riveted; it was an absolutely glorious picture of what, to me, real sailing was all about. This was an article about the superb ocean going schooner designs of Murray Peterson.

*Fritha* was built in 1985 in New Zealand for Jack Buckland, an Auckland businessman, by McMullen and Wing Ltd., and her lines trace back to *Don Quixote Del Mar* which was designed by Peterson in the 1930s. A few years ago, *Fritha* was sold to American interests and has been taken into one of the programs of the America Sail Training Association; in 2006 she began sailing out of Newport, Rhode Island. It seems that many photographs of *Fritha* have entered the public domain, earlier and as part of the process of sale. The image (fig. 1) appeared in WB# 162, courtesy of Jack Butland and is believed to be in the public domain and I hope readers can share my exuberance.

The magazine article, written by William Peterson, son of the designer, showed sail plans and a small set of lines for hull design. Seemingly, there was enough information to build a model. *Fritha* is a hermaphrodite brig with square sails on the foremast and a fore and aft rig on the mainmast. She's about 56 feet on the waterline and has an overall length of 74 feet. I had never heard of this rig but, as I learned from the article, it is a different breed from a brigantine which carries only square topsails on the mainmast. If I was going to build



Figure 1

a model, it had to sail but how would I control a rig of this type? The square sails would have to be capable of being raised and lowered, and sheeted to the angle of the wind. Also, everything would have to be controlled on 4 channels because I just happened to have servos from an old *Soling 1M*, a spare rudder servo and a small GWS drum winch, and I needed to keep costs to a minimum. The boat would have to be made mostly from scrap materials (fortunately, I'm a "rat pack" so I did have quite a bit of stuff to work with). For radio control I was going to use a 6 channel Futaba Skysport FM transmitter operating on channel 77 (75.73 MHz). The up/down landing gear switch would control furling and unfurling of the square sails. Flap adjustment would be used to control rotation of the foremast yards, and the fore and aft sail set and rudder movements would be made through the throttle and elevator controls.

I used a double arm sail winch which would allow me to link all the

fore and aft sails with common yolks, and for that I wanted at least a 9 1/2 inch beam. I scaled the hull (volumetric ratio) and the sails (area ratio) and decided on a waterline length of about 33 inches, and overall length of about 45 inches and the height of the mainmast about 35 inches. As a guide to my thinking, I hoped the boat could carry about the same fore and aft sail area as a *Soling*. I had no idea what kind of effect the square sails would have on performance and opted for "trial and error". I enlarged the hull drawings and lofted the frames which are made from bits of 1/8 and 3/16 inch plywood, and these were set on the keel of 3/16 ply. I set the king plank of 1/2 x 1/4 inch pine, and I made up and set 1/8 inch stringers from scrap pine and mahogany (fig. 2).

I did not have enough 1/32 inch plywood sheet to completely cover the hull so I cut it into strips about 1/2 inch wide and pinned and glued them to the frames and stringers, and left variable gaps between them. This sheathing was enough to provide both strength and rigidity. The gaps were then covered with tissue paper (Florida fruit wrapping).

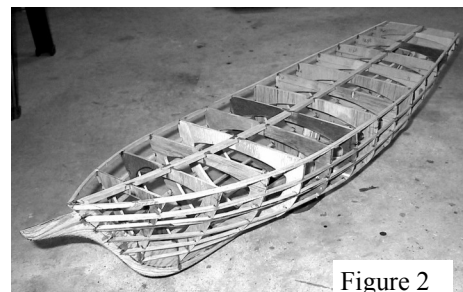


Figure 2

Luckily, I found that some horded polyester resin was still good, and I covered much of the keel with bits of fibreglass from an auto repair kit. However, most of the hull was covered with strips of fibreglass webbing from a roll normally used to cover dry wall joints (fig. 3). I mixed powder from dry wall repair with

(Continued on page 15)

## Editor's Note: Correction to previous Newsletter

On Page 12 and 13 of the Summer Newsletter, the caption of the boat plans carried the notation "Both yachts designed on the hull of the Mini 12."

This is incorrect, both the Isis sail plans and their hull lines are based on Mr. Munro's Isis design only, as mentioned in the body of the article. This Isis design, both schooner and sloop predate the design of the Mini 12 by four or five years.

Apologies for the error.



# CRYA 2007 Sailors of the year

By Lana Butler, President, CRYA

Congratulations this year goes not to one, but to two unsung heroes of the fleet-building kind. I received nominations for two skippers this year, both most worthy of the title of Sailor of the Year. Since I have not been put in this position before (having more than one nomination), I believe that both gentlemen will agree that this does not have to be a win/lose situation, but rather a shared celebration. So, without further ado, Dennis Edge, Lawrie Neish, congratulations to you both and by all means keep up the great fleet building behavior. Below you will find your nominations that came through. I must apologize to the original nominator of Lawrie, as I lost your correspondence in a computer crash the beginning of October. I have printed a second nomination from another sailor. Please resend me your original email and I will reprint it in the next issue. In the past, we have been able to send the Sailor of the Year a t-shirt from the CYA, but the CYA has discontinued this practice, so Dennis and Lawrie, please accept our sincere best wishes and watch your mailbox for a small token of appreciation from the CRYA.

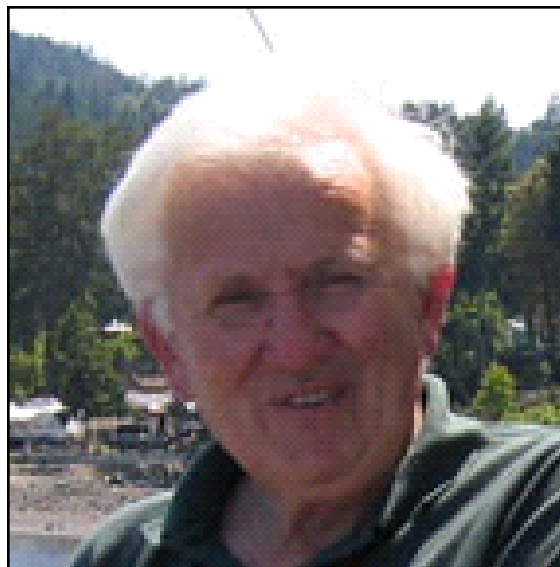
Most of you know that in order to compete in the World Championships you need to qualify to participate. For me the qualifier to represent Canada was winning the Canadian Championships in 2006. So this started my trip to France.



“... the Montreal sailors ... support is unanimous. Dennis is one of our unsung heroes and deserves some recognition! I would like to nominate Dennis Edge for his tireless efforts organizing our sailing fleet, being race director for three regattas this summer and the driving force behind revitalizing RC sailing here in Montreal. Dennis has also been a long standing Regional Director and official measurer. In the last role he has taken time at a moments notice to perform measuring duties so sailors tardy in their preparations could have rigs certified in time to make it to the M12 Nationals! If you need 'official' seconds for this nomination. I am sure I can get 15+ from the rest of the WISMC sailing fleet! ”

Nigel Swettenham  
Secretary  
West Island Ship Modeling Club  
Montreal Quebec

rie  
our



is

“sailor of the year”. For:  
...Actively seeking any group sailing regularly regardless of affiliation or class of boats used  
...Encouraging building boats that fit CRYA's approved list of classes  
...Traveling to as many club sail days as possible  
...Always being on a ferry going somewhere  
...Single-handedly building the moulds and hulls for the SE IOM project  
...Encouraging and supporting the creation of a Spring Series of events on and around Vancouver Island  
...Applying for and organizing the Canadian 2007 IOM National Championship Regatta  
...Supporting the organization for the 2007 Western Regional IOM Championship Regatta  
...Being the only really active measurer on the West Coast”

Barry Fox

“I'm labouring with writing this nomination for Lawrie.. without writing a multi-page essay...for the following, Law-

# 2007 FRANCE IOM WORLDS

## ..from my eyes

By Peter Van Rossem



For those who know, Lana and I are self employed so it makes it very hard to get vacations. In fact, any of the previous worlds we attended, we flew in, sailed at the event and as soon as they had the closing ceremonies we had to take off and get back. This left us wondering about the actual traveling we had missed in the counties we had visited.

So this time we had some time to plan. We decided that we were going to do the Worlds and do the traveling too! So we shut down the shop for 3 weeks and forced all of our employees to take holidays as well. Enough of the boring details other than it was the best decision we had made.

When we flew into Marseilles we had one night in the Hotel. The next day we got a lift to the Camper Van lot and picked up our own Camper Van. This was our home for three weeks. Double Bunk, Head, Shower, Fridge and Stove and also a table to eat. We loved it.

We got to the site which was an off shoot of the YCPR (Yacht Club Pointe Rouge) a medium sized harbour, with a large rock break wall keeping the Mediterranean out.

Most everyone we talked to expected that the conditions for the regatta would involve the Mistral. The Mistral is the wind system that blows in from the west and gives a great breeze throughout the day. This only happened one day. Most days the winds were light in the morning and moving up to the middle of the no. 1 rig range around noon and then holding steady till late afternoon when it would die again. The winds were extremely shifty with lots of holes due to some land obstructions. I like those conditions, and usually do well with them. My windward legs with the TS2 were great but as soon as I turned the corner it was game over. The TS2, having a greater wetted surface compared to a narrower design, made for sticky leewards. It was frustrating for me but I still enjoyed the come backs after rounding the leeward marks.

I have now sailed at four IOM worlds and have had the advantage of seeing the different boat designs sail in the different wind ranges. That's how I ended up with a TS2 after seeing it sail in Malta and Croatia. Even though the TS2 didn't win in these events, I was able to see how she performed in the different airs.

As I look back at the last worlds, I have come away with the following:

Most of the designs were of narrower hulls. Keeping in mind that when I say narrower hulls, I mean narrower than the TS2 design which is what I have mostly sailed with up to writing this article.

There were a number of designs that impressed me. The one that I was most impressed with was the Widget, an older design which was refitted with the latest foils and electrics showing good speed upwind and super speed to leeward.

Another boat that impressed me was the Italico. If you could have seen the last two races between Craig Smith and Guillermo Beltri I think you would consider an Italico for your next boat. Beltri kept coming from behind on the runs to give Craig a real head ache going into the leeward marks. I think six of the top ten boats were Graham Bantock's designs.

The playing field has leveled out as well as far as the equipment goes. Many skippers have been upgrading to newer digital rudder servos and digital arm winches, not to mention the RMG drum. I have the original RMG winch in my boat that I used at the worlds in 2003 and 07! Keep in mind that I sail once a week in Kingston and have been to a number of championships over the years. I'm impressed!

Having started sailing an IOM in 1995 I can't think of a class that offers so much to skippers, whether its local sailing, out of town, across borders or oceans. The IOM attracts some of the best skippers in the world. It's great to be a part of it!

*Above: Marseilles France IOM Worlds Venue*

*Below: Racing at the Worlds*

*Photos courtesy of Lana Butler, Kingston, Ontario*





# IOM Eastern Canadian Regatta

By Lana Butler – Regatta Chair

Seventeen boats, three days, and forty-four races later and voila! The 2007 IOM Eastern Canadian Regatta. What a blast. The CORK/KYC Annual International One Meter Regatta is always a lot of fun, marathon racing and a social feast.

Thursday Night registration and racing on Friday, Saturday and Sunday. We experienced wind at all speeds from all directions. See you all again next year so we can do it again. Congratulations to our Regatta Champion, Hugh Kidd.

Thanks to the return dedicated group of volunteer that come back every year to make this a great event. Ross, Niilo, Mary, Cynthia, Marianne, John, Paul, and Peter. Without your attention, this regatta wouldn't happen.

Same time next year, I hope to see you all there again.



*Photos courtesy of Wallace Schwenger  
Kingston, Ontario*

## Final Results:

Position		Final
1	<b>Hugh Kidd</b>	<b>77</b>
2	<b>Peter Van Rossem</b>	<b>84</b>
3	<b>Marko Majic</b>	<b>166</b>
4	<b>Dan Crowley</b>	<b>227</b>
5	<b>Greg van Rossem</b>	<b>241</b>
6	<b>Jake Leo</b>	<b>260</b>
7	<b>Ray Davidson</b>	<b>284</b>
8	<b>John Lowther</b>	<b>298</b>
9	<b>Iain Dobson</b>	<b>355</b>
10	<b>Bernie Skinner</b>	<b>376</b>
11	<b>Conrad Watters</b>	<b>395</b>
12	<b>Dick Stanford</b>	<b>421</b>
13	<b>Henry Feirz</b>	<b>453</b>
14	<b>Graeme Welch</b>	<b>470</b>
15	<b>David Allsebrook</b>	<b>505</b>
16	<b>Francisco Caamano</b>	<b>507</b>
17	<b>Paul Switzer</b>	<b>581</b>

Paul Switzer retired on Saturday for an unexpected trip out west with his daughter.



## FROM SCRATCH ...

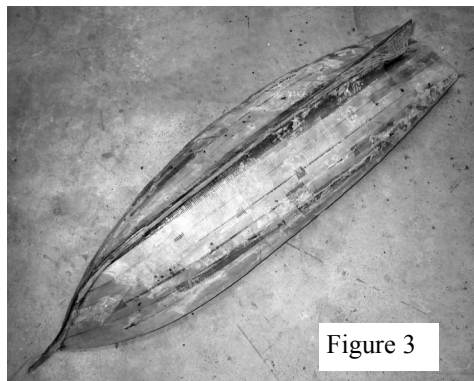
(Continued from page 11)

the polyester resin to make a filler, faired the hull and painted it with automotive spray primer.

Next came many trips to the bath, for the model, that is! I added about 12 lbs of lead shot to bring the hull down to the comparable waterline of the full size boat and using a 35 inch jury main-mast I ran some crude stability tests. I estimated, with fore and aft sails set, it would need to withstand a static lateral force of at least 0.5 lbs per square foot (equivalent to a wind speed of 10 mph). The boat needed more ballast if I wanted to use this height of mast. Eventually, after adding more ballast and the (electronics in plastic bags), I found what I felt was a "sweet spot" between ballast and stability, and raised the waterline about 3/4 inch. Rather than accepting any design error on my part, I told myself this was the freshwater waterline! I made up the last of the polyester resin and bedded the lead shot inside the hull where it bonded to the frames, plywood strips and tissue paper and provided an almost indestructible bottom. I attached a temporary rudder and using the end of a wooden ruler I pushed the hull out from the side of the bath to determine the centre of lateral resistance. Later, and with the model decked, rigged and electronics installed, I would again check the water line and slightly adjust the fore and aft balance, and record the centre of buoyancy.

*Friitha* carried two jibs, a foresail, main and a gaff topsail. In my "first cut" the similar model sail plan distributed about 30% of the area to the jibs, 26% to the foresail and the rest to the main and gaff topsail, for a total of about 570 square inches. The centre of effort was close to the middle of the foresail. The square sails were cut from new rip stop nylon but the rest were made from bits of old sails and drafting Mylar. The total area of the square sails was about 240 square inches, with about 20% in the fore top gallant, 47% in the fore topsail, and 33% in the triangular fore course. A sail plan was all well and good on paper but the question was how to make it functional.

Both jibs were joined to one arm of the sail winch and the foresail and mainsail to the other arm. The sheeting line to the outer jib was joined to the inner jib line just behind the inner jib sheeting point so that both sails worked in tandem. A similar arrangement was used for



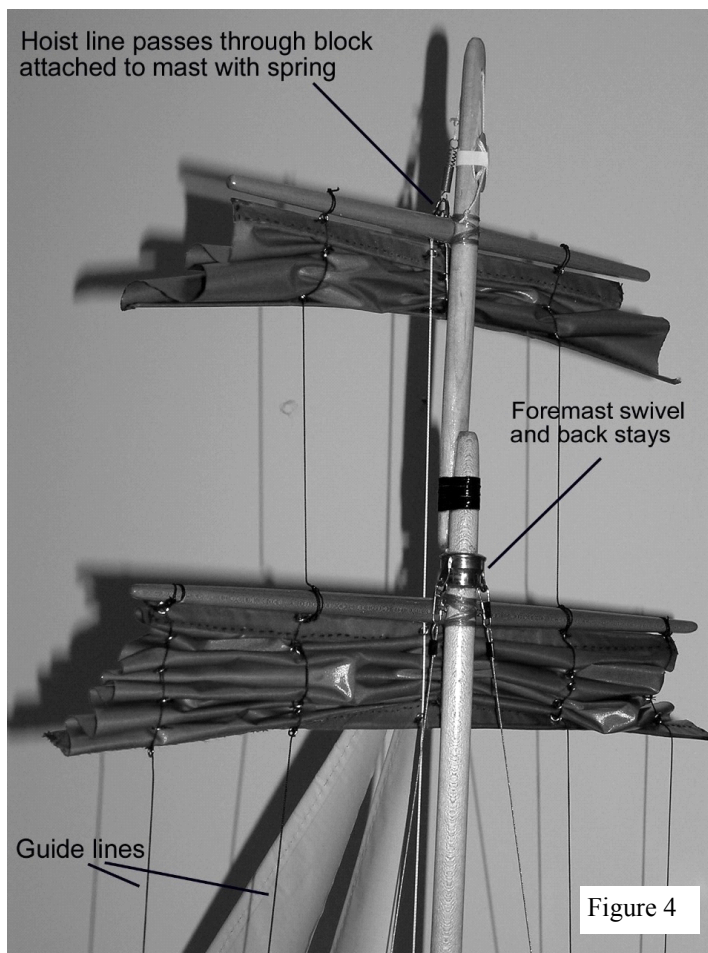
the foresail and mainsail. The reason for doing this was to minimize lines on the radio deck. Instead of pulleys I used guide holes drilled in small blocks of ultra high molecular weight plastic. This material has very low friction and it can be screw-fitted just about anywhere. A long arm directly linked the rudder and its servo. The base of the foremast was fitted with a brass point which rested in a small metal cup. A metal collar and plastic bearing was fitted around the mast just below the top gallant and this provided attachments for the jibs and a pair of

loose backstays. Yards carrying the square sails were fixed to the foremast. The square sails could be rotated through an angle of about 70 degrees by a separate (rudder) servo linked to the base of the foremast.

Each of the square sails was fixed to an upper yard and their lower edge was wrapped around stiff wire to hold the foot shape. The wire was, in turn, attached to an endless loop which led to a drum winch. The sails furlled and unfurled as their lower edge was moved up or down by rotation of the drum winch. Rings were sewn into the sail cloth and followed guide lines strung verti-

cally between the yards. These kept the foot of the sail sheeted as it moved up or down (fig. 4). Sounds simple but it wasn't. I had to increase the size of the drum to provide enough travel to raise and lower the largest sail. Compensation on the endless loop was then required because the furling distance of each of the upper square sails was shorter and both were of different size, and everything had to fit in the available hull space. To maintain tension on the drum winch, the endless loop of the hoist line was spring loaded from the top of the foremast.

With everything tested and finally working, it was time for "baptism". With an all up weight of nearly 18 lbs the boat had a draft of just over 5 inches and it floated but, otherwise, I think I can safely say it was a disaster! No matter what direction or how strong the wind blew it only went sideways. Even with all the square sails furlled as close to the yards as possible it would not head into the wind and steering was impossible. My calculation of the centre of effort (based on only the fore and aft sail plan)



(Continued on page 19)

# Western Canadian IOM Championship Regatta, September 15 -16, 2007

## Beaver Lake, Victoria, BC

By Barrie Fox

We arrived lakeside Saturday morning to find 12 boats ready to hit the water. With boats from as far North on Vancouver Island as Comox and across the Strait from Vancouver we had a good bit of geography covered and some regional feel to the event.

We were fortunate to have Victoria Model Shipbuilding Society members supplying a good organizational crew on shore to run the event and keep us in line. Returning for his second stint as Race Director this year was Mike Woodley who kept us on the water as much as possible and helped us get in 13 races in spite of the low winds. Scorekeeping was ably handled by Dave Denton with pen and paper recording the finishes and equally as ably assisted by Mercedes Schmidt on the computer plugging in Dave's records to keep the scoring up to date. Ken Ensor joined us from the Langford Navy to be our Rescue Boat Operator.

When lunch time came along we were treated to freshly grilled jumbo hot dogs and some terrific corn on the cob cooked and served by Mike Creasy, Bill Andrews and Mike Claxton.

Thanks to all these folks for volunteering their time so we can focus on sailing our boats.

With the weather a little overcast we had the lake to ourselves, not many swimmers to contend with. A straightforward windward/leeward course was set and it turned out to be fine for the weekend as the primary wind shift was just once from north to south later in the first afternoon as the

weather changed towards the promised rain.

With all the boats in the water we started the day with a practice race just so everyone could get settled into the routine. That turned out to be a good choice as the winds went completely soft as the countdown got to zero.

On to the real races! It was obvious it would be a day of light air sailing so away we went. Mark Gilbert returned to IOM sailing in a grand manner as he was the only one to find any wind off the first start and just kept finding something on every leg and he literally was gone away. By the end of the race he was over a full leg ahead of anyone else. If you saw a video focused on his boat and then another one with the rest of the boats you would think they were at different places and times. Good show Mark.

The downside of that is that it must have lit the fire for Allan Gardner as he proceeded to dominate the rest of the day starting with the next race. He ran the day with a long string of firsts and a few seconds, the seconds usually a result of his turn at collecting weeds.

The statement was made that the wins were distributed among 6 different boats on Saturday which sounds like the winning was distributed around but when you consider Allan took 7 of the 13 races we got in then was second in another 4 you get the idea of who was in charge.

A few people had mishaps that took them out of the races for the day. Scott Ringrose had a cou-

ple of good races to start the day and then had his sail winch burn out and was out for the event. Ernie Reid almost immediately suffered a radio transmitter problem and that ended his day although he did return on Sunday with a new radio installed.

Weed raised its ugly head off and on through the day but distributed itself fairly evenly among everyone so that the penalty was shared by virtually everyone at one time or another. It seemed to gather in a few specific areas so they became zones to stay clear of.

Near the end of the day Allan Gardner informed us that he and Mark Gilbert had to leave the event that evening to return to Vancouver and would be unable to continue to beat us up on Sunday. Everyone was disappointed to hear that. Although that opened the door for others to move up in the final standings it is nice to earn your place against everyone and particularly against someone who is a good skipper.

Over the day we managed to get 13 races completed which allowed HMS to give us two drops. That left Allan Gardner in the lead with a mere 15 points followed by Graham Herbert at 28, Mark Gilbert at 36 and Jan Schmidt at 44. Graham and Jan had a shaky start to the day but recovered to settle in for a bunch of good finishes.

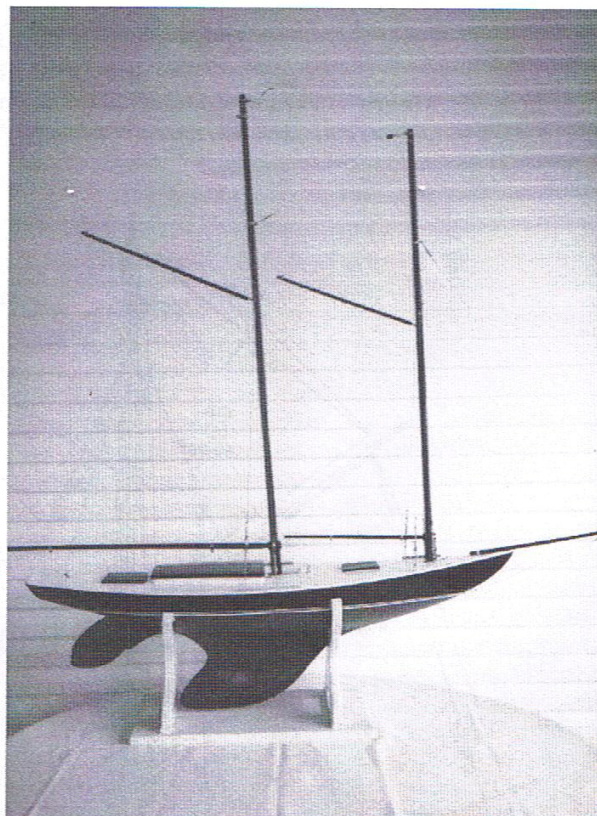
We retired to a local restaurant for some good food courtesy of the Victoria Model Shipbuilding Society, our hosts for the weekend. Lots of good stories of the shoulda/coulda/woulda

(Continued on page 18)

Position	Skipper	Hull	Score
1	Graham Herbert	Nell	43
2	Jan Schmidt	KF II	56
3	Barry Fox	Kite	87
4	Peter Brosch	SE Kite	92
5	Dave Seager	SE Kite	105
6	Alan Gardner	MIOMI	118
7	Ray Krtechmar	SE Kite	121
8	Jenny Taylor	SE Kite	131
9	Dave Taylor	SE Tick Tock	136
10	Mark Gilbert	Celebration	149
11	Ernest Reid	SE Vektor	227
12	Scott Ringrose	Flatout	243



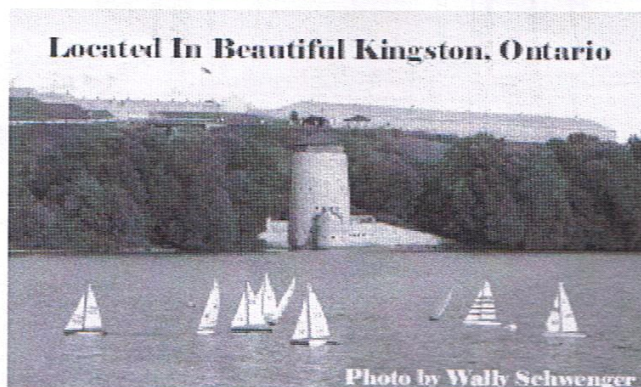




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## Western Canadian IOM Championship Regatta...

(Continued from page 16)

variety and just a general good time.

Sunday dawned to glass smooth water at the lake which made course setup simple but by the time the first race was called to start the wind had filled in nicely and we sailed in mostly really good conditions for the entire morning.

With Allan and Mark not in attendance the battle was on to see who could overtake who and where Allan's big lead would leave him when we were all done. With better winds we were treated to a lot of good races all the way through the pack and a lot of close calls at the finish line.

The wins were mostly shared between Graham and Jan with Graham maybe slightly more consistent in all the other races which allowed him to maintain his advantage over Jan. Barry Fox and Peter Brosch were battling for position all morning with both getting a win but Barry was slightly more consistent and managed to overtake Peter near the end of sailing.

The weeds were a bit less of an

issue for most people but Dave Seager and Dave Taylor seemed to have weed magnets attached to their keels. In the end though, if there was an award for it, Dave Seager was the easy victor in that battle with some huge collections being dragged back to shore.

Ernie Reid returned and enjoyed a better day of sailing in his first regatta to get a few decent finishes.

All during the morning our scorekeepers gave us race by race updates so we all knew where we were and who we might be able to close on if we could just sail decently.

The end of our allotted time arrived just after noon and we found that with the improved wind we were able to sail another 11 races in addition to the 13 from Saturday.

With those 24 races under our belts the results were shuffled quite a bit and in the end Graham Herbert held the lead with 43 points just ahead of Jan Schmidt who finished with 56. Barry Fox and Peter Brosch carried their battle late into the morning with Barry pulling ahead slightly to finish at 87 points.

The boats were gathered for the obligatory photos and the first three finishers received their awards and recognition.

A thanks to all who traveled some distance to support the event, it is appreciated as we continue to grow the class. A big thanks again to all the folks named above who ran the event and did a great job of keeping us in line and fed.

With that we literally folded the tents and packed up heading home to dry out and dream of how we will dominate next year at the 2<sup>nd</sup> Annual.

Oh, Allan's big lead on Saturday translated into a final 6<sup>th</sup> place with no sailing at all on Sunday.  
(more pictures bottom of page 21)

## FROM SCRATCH ...

*(Continued from page 15)*

was clearly “way off”. So, from now on, trial and error (or as I would prefer to call it an interactive process) took over. Clear hockey tape and drafting Mylar provided an easy way to add sail area as I modified the sail plan. Eventually, I increased the rudder area by more than half, I lengthened the bow sprit to change the angle of the jib luff and provide better separation between inner and outer jibs, I reduced the total jib area by 5 -10% and left the foresail area unchanged. In stages, I increased the area of the combined main and topsail by more than 40%, and I’m still playing with these sails to find optimum performance. At present, the combined jib area is about 155 square inches, the foresail is about 160 square inches and the combined main and topsail is about 310 square inches, for a total of 630 square inches, and the centre of effort has been moved aft about 2 inches. The use of a gaff topsail allowed much greater sail area to be carried on the main mast without raising the mast height and has had the beneficial effect of spilling the air under strong wind. All the sails have been recut from new cloth and I found some very soft and light weight black rip stop nylon which has given better shape to the square sails. Contrasting colours for the square and fore and aft sails help considerably when making sail trim.

The boat now sails! In fact, given a decent wind it moves fast and is remarkably manoeuvrable. But it’s a whole new experience to sail a boat with a combination rig, you really have to think ahead. Rule one might be ..... to guarantee that repairs will be necessary, jibe before furling the square sails; and rule two might be ..... that immediate stops are made by coming to wind with all sails standing. With the furling mechanism now used for the square sails, I’m left with about 10 - 15% exposure but it’s amazing just how much windage remains even when the square sails are furled and wrapped by hand. So, at any point of sail, it’s important to trim the yards.

Apart from the elevated status now achieved as captain of a tall ship, the thing that has given me as much pleasure as anything else with this boat is the way that it really does seem to sail just a little like the original. The hull waves look similar and the model creates a satisfyingly powerful bow wave (figs. 5 and 6).



Figure 5



Figure 6

### REMINDER...

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.



## Checking the “Web” for RC info...

Editors

Something new can be found at a key punch on the World Wide Web, every day. We have started a hunt for interesting information to share with the membership. For those of you with access, please check out the site and see if you find it useful. For those of you with out access, here is some interesting information you might enjoy knowing.

This edition’s website was The Okanagan Model Sailboat Association. You can find it at:

<http://www.okanaganmodelsailboat.org/Index1.html>

We followed a link on the home page called...

### **FREE OMSA on-line custom Step-by-Step Victoria Sailboat Building Instructions**

And found a most helpful instructional building project for a Victoria Class Model Yacht Transporter.

#### **“The Victoria Transporter.**

Looking for a safe and convenient way to transport your Victoria in the back seat of your car? Here is a cheap and easy winter weekend project for you, conceived by Mike Frisque and built by Mike Wagstaff of the **Okanagan Model Sailboat Association**.

Start with a 36 inch length of 10 inch wide pine, then cut it into two pieces, one 24 inches, the other one 12 inches. Then screw them together at a right-angle.

Then 1/4 inch deep slots are cut into the larger of the pine pieces for the stock Victoria display stand to sit in, and an opening is carved out for the carrying handle.

A soft foam block is glued on for the transom, and a quick-release strap is screwed on at the widest beam. The Victoria transporter can either stand up or safely lie down (bow up) in your vehicle.



**“Printed from the website to be used for non-commercial purposes only”**

There is even room for your radio transmitter.”



**The “Step-by-Step” Victoria Sailboat Building page is**

**sponsored by LONGBOW RACING YACHTS**  
James Anderson, Kelowna, B.C.

For more information please visit the site or contact James directly at 205-537-6012 or [stepbystepvictoria@shaw.ca](mailto:stepbystepvictoria@shaw.ca)

**IF YOU HAVE A SITE WE SHOULD CHECK OUT, LET US KNOW...WE’LL HAVE A LOOK**



## “Reprint” ...Skipper Tales

By Ray Davidson

Over the course of this past summer's sailing season it's always fun to remember and reflect on the regattas, the funny incidents or the tragic mishaps that have occurred to oneself or a fellow skipper.

How often has someone, who you may only see once every couple of years....or then again every week for that matter, stopped to give you some advice on sail trim, rigging or to just chat at length about boats in general. It seems that no matter who we meet, there is always someone interesting to talk to or listen to, or to give advice when needed. I personally think of sailing as both a sport and a hobby. The sport, is the friendly competition, either at home or away, and the hobby is the engrossing part of building, rigging and just making a sailboat, sail.

Which brings me to the point. It seems to me that some of our skippers, (particularly the long time members in our clubs) have lived some pretty interesting adventures in their lives. Perhaps done some extensive traveling or had some experiences or exciting careers in the past which make them possibly the typical “old salts” with stories to tell.

Starting in the next issue of the News Letter, there will be the story of one of our fellow CRYA members who, I have found most interesting and in all probability you will too.

I would like to make this a regular feature of the News Letter as I am quite sure there are many fascinating stories, humorous or otherwise, out there among the membership. So I call upon all of you to send in those stories of some of your local skippers for future

publications.

Let's face it everyone has a story....

Who's in your club?

**Editor's Note....**

*If you have a story, but do not like to write, drop us a quick email and we can have a staff writer contact you to scribe your story and submit for the newsletter. Send request to newsletter@crya.ca or call 613-634-1140 for further options.*

### “So who is pointing the right direction?”

More fun from the Western Regional IOM Regatta

Submitted by Barry Fox

You can find more of Barry's fantastic Photos on line at <http://s229.photobucket.com/albums/ee155/bdfox1>

Follow the link to the 2007 IOM Western Regatta



### “Boats at rest, at Race Central”

Western Regional IOM Regatta in Beaver Lake, Victoria, BC., September 15 -16, 2007

Submitted by Barry Fox

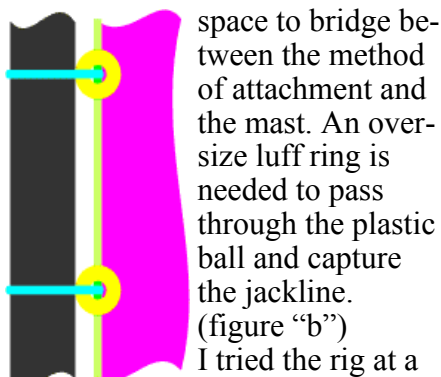
(Nice to see the CRYA Banner flying Proud)

# Lester Gilbert's Radio Sailing..... “ Gap Between the Mainsail and Mast ”

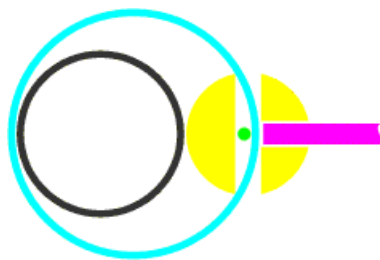
By Lester Gilbert  
Reprinted with permission

There is a possible theoretical advantage to having a gap between the mainsail and the mast. The turbulent air just aft of the mast could be sucked through the gap and dissipated, leaving improved flow over the sail. I thought I'd try it and see.

In order to keep the luff a controlled distance from the mast, some sort of fitting is needed to "space" the sail. I took some 8 mm plastic balls and milled and drilled them to obtain the required "spacer". The intended layout is sketched below, and the photo below shows the arrangement on one of my mainsails. (figure "a") In principle, any method of attachment of mainsail to mast could be used, but a jackline or piece of wire at the luff gives the



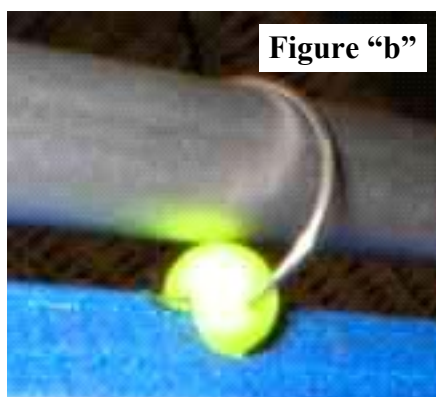
I tried the rig at a



gional event, and wasn't disappointed. I wasn't exactly thrilled

re- either, of course, since I actually couldn't tell the difference! I'm reasonably confident the boat did not sail any slower, and found that I could easily sail as high or higher than I usually can. I'll leave it on, and see what other conditions reveal.

**Update:** I've tried a variety of luff gaps in the wind tunnel, and am waiting for the final data analysis to be completed. In the interim, I've used a larger gap, about one mast diameter, on my No.1 rig, as illustrated here. The wind tunnel tests seemed to show a slight advantage for such a gap, certainly for winds towards the top of the rig. (figure "c")



Lester Gilbert has an incredible amount of information on his web site, regarding all aspects of model yacht design and performance. Look for it at [www.onemetre.net](http://www.onemetre.net)

If you have a question of a technical nature and cannot find the answer, write or e-mail us and we will try to help you find the answer. Ed.



## Letters and Notices to the Editor...

Hello!

This summer I purchased, built, and sailed my first kit boat - a Thunder Tiger Voyager. I was disappointed to find that this boat had no organizational resources, so I have set up a forum for Voyager owners at YahooGroups. The forum is called the Voyager Marina.

[http://groups.yahoo.com/group/the\\_marina](http://groups.yahoo.com/group/the_marina)

The Marina was originally intended as a way of gathering enough US Voyager owners to establish a Voyager class in the AMYA, but we have drawn members from around the world. We have a member in Vancouver as well. May I ask the CRYA to announce the existence of the forum in your newsletter for the benefit of any other Canadian Voyager owners? Perhaps there are enough of them to establish a class in CRYA as well!

Thank you!

Ray White

AMYA member

Moderator, the Voyager Marina

Ray White <[channaray@yahoo.com](mailto:channaray@yahoo.com)>

### VISIT THE CRYA WEBSITE

Dear Members,

Please send us your letters with news, announcements, information, or questions you have about RC boat building, sailing, and any other stories you wish to share.

Thank You, Editor

AT [www.crya.ca](http://www.crya.ca)

### Free OMSA Victoria Boat-building Sessions

The next group of sessions starts on **Wednesday, January 16, 2008** then every Wednesday evening for 6 weeks in total, 6:30 pm.- 9:30 pm  
1640 Gillard Drive, Kelowna, 250-763-6012  
reserve a spot...[jimander@shaw.ca](mailto:jimander@shaw.ca)



## Send Your Club Information

Please welcome our newest member of the CRYA team; Nigel Swettenham. Nigel has volunteered to compile a listing of Sailing, Building and RC Yachting clubs across Canada. In order to do this, he needs your help. Currently, the CRYA web site does not have a "Clubs listing" or "Links Section" to club web sites. We are trying to remedy this to provide a centralized listing to the Canadian RC Sailing Community.

The compiled information will be listed on a webpage, on our website, [www.crya.ca](http://www.crya.ca) for use by skip-pers looking for club information. This will also provide visibility to potential new sailors as to where clubs are located and who they can contact for information. It would be greatly appreciated if you could please provide the name of your local club, contact information, days, times and locations of meetings, fleet racings, practices, etc. If you have a club webpage, perfect! It always helps to have a person that can be contacted for more information.

We appreciate your assistance in helping make this overdue task, a reality.

Please send information to Nigel at: [secretary@wismc.ca](mailto:secretary@wismc.ca)





# Canadian Radio Yachting Association

## MEMBERSHIP APPLICATION

DATE \_\_\_\_\_ RENEWAL \_\_\_\_ NEW MEMBER \_\_\_\_

NAME: \_\_\_\_\_ 2nd MEMBER \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ PROVINCE: \_\_\_\_\_ POSTAL CODE: \_\_\_\_\_

TELEPHONE: (\_\_\_\_) \_\_\_\_\_ E-MAIL: \_\_\_\_\_

CRYA #: \_\_\_\_\_ CRYA # for 2nd Member, same address \_\_\_\_\_

CLUB NAME: \_\_\_\_\_ CITY \_\_\_\_\_

ANNUAL DUES (\$15) \$ \_\_\_\_\_

2nd MEMBER – SAME ADDRESS (\$7.50) \$ \_\_\_\_\_

CRYA PINS \$5 each, 5 for \$20 \$ \_\_\_\_\_

REGISTRATION FEE \$5 for each new or transferred yacht \$ \_\_\_\_\_

TOTAL \$ \_\_\_\_\_

**Make cheque or money order payable to CRYA (US Funds Acceptable)**

### List New or Transferred Boats:-

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

Signature \_\_\_\_\_

Date \_\_\_\_\_

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

Larry Miskie, CRYA Membership, 848 25th A Street East Owen Sound, ON N4K 6W6 Canada