



# Canadian Radio Yachting

*The Publication of the Canadian Radio Yachting Association*

Fall 2008



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## 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).

We need you to participate with materials for the newsletter, I can write a whole newsletter about myself, but how much will you enjoy that! - Editor

## 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*

***Peter Van Rossem sailing his Topiko IOM CAN 66 at the US IOM Championships in Detroit October 31 to November 2, 2008.***

***This photo was submitted by Lana Butler***

***If you have a cover shot, send it in—ed.***

### 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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## President's Report

By Lana Butler President@crya.ca

To all CRYA members and friends; I would like to thank you all for your attention and support over the past four years during my terms on the Executive of the Canadian Radio Yachting Association. I feel confident that I did my best to ensure the growth and continuation of the association while trying to hear and respond to individual's requests and inquiries. I enjoyed meeting each of you either in person or via correspondence and expanding my knowledge and understanding of the Model Yachting Sport.

I would like to offer my sincere congratulations to Gary Bugden for his acclimation to office of Presidency. Thanks for your availability, Gary. Gary's dedication and commitment to his posts of Regatta Coordinator and Secretary for the past term has shown us that our support of his ability to govern and defend our association is well deserved. Gary will continue to Coordinate Regattas while fulfilling his post as President as well.

In the position of Secretary, we will now see Nigel Ashman. Nigel has been an active part of the CRYA for the past several years. He is presently our Technical Director and will continue in this post as well as the Secretarial position. Congratulations Nigel, and thank you for your continuing presence.

The final, but defiantly not inferior, Executive position on the Board, is that of Treasurer/Registrar. Our long standing member, Larry Miskie, has again come forward and expressed his willingness to continue in this position for the

betterment of the association. Congratulations and well done, Larry. Your dedication to this post is most admirable.

Congratulations to all of our Canadian Champions and regional Champions for 2008. If you are interested in racing and competition sailing, please check the website event page for details. Our CRYA event banners are available to National and Regional event organizers. Please apply with Gary for your event.

As the sailing season goes into "winter" mode, I would like to take this opportunity to remind you all to send news of your building, sailing, and racing adventures. If you are a "friend of" a sailor, we would like to know what the you are seeing in the RC sailing world too. Jim would like to see your articles come in for Christmas so he can put together a Winter NL for you. Many thanks and best regards go to Jim for his dedication to the NewsLetter Production.

It is time again to start planning next year's regattas, this winter's workshops and prepare to overhaul those yachts once the water gets hard. I have seen regatta dates for 2009 already and encourage you to get your event dates to us asap, so we can post them on the web and in News Letters.

To all those who have come forward and filled the positions on the Board of Regional Directors, Class Secretaries, Measurers, thank you for your time and energy.

As for the Class Secretaries, we encourage Class Secretaries to stay active in their classes and classes to expect participation

from their Class Secretaries. Classes are expected to solicit their class members to elect new Secretaries as needed and to keep the CRYA informed of any changes within their respective classes. Please let us know if you have any changes in officers so we can keep the general membership up to speed.

Welcome to any and all new members and potential members all across Canada and abroad. Share your newsletter with all your friends and encourage them to come aboard. Let's design, build, race and sail radio-controlled sailboats together and enjoy the sport. We continue to appreciate your viewpoints and invite you to send your ideas to us. May Fair winds and Good Sport follow you around the race course through the season and may good fortunes inhabit your workshop.

### USA IOM

#### National Championship Regatta

Congratulations go out to Peter Van Rossem, the current US IOM Champion. Peter won the Detroit IOM Regatta Oct 31-Nov 1-2. (The event being the US National Regatta) The regatta was well attended with 27 skippers from California, Florida, Connecticut, Ontario (Kingston&Toronto), Michigan, and many other states in between.

Peter sailed his Topiko, with sail #CAN 66. (See picture). Several other Canadian skippers attended the event. Special mention goes to Marko Majic, finishing in the top 10 at 7th place.

The other Canadians attending were, Greg van Rossem, Ray Davidson, and Eddie Waddell. The next Regional IOM Regatta is going to be in Florida in January. We hope to see a good showing of Canadians there too.



## 2008 Sailor of the Year

Presented by Lana Butler—President CRYA

Congratulations goes this year to Bob Allen for Sailor of the year. Bob worked hard for his fellow sailors to ensure the continuation of the fleet in his region. As you can see in the nomination from his fellow sailor, Shaun Berrington, Bob deserves this honour. Well done, Bob.

"I would like to nominate **Bob Allen** for the sailor of the year.

Here is a gentleman with the help of Bill Shorney took a dwindling fleet of three semi-active Solings in 2007 to an impressive 16 in 2008.

No regattas or organized events were held in 2007 other than the odd Thursday morning sail.

2008 has seen a race schedule posted on the Metro Marine Modellers site, a regatta held every month, Thursday morning sailing sessions every week without fail.

- Bob made new course markers.
- Is always first to the pond.
- Sets the race course.
- Organizes the scoring.
- Built a race starter.
- Always has a second boat handy for new/passers by to try out.
- Shares knowledge regarding building.
- Follows up with progress of new boats and skippers.
- Created a mailing list to keep everyone up to date regarding sailing events and regattas.
- Uses the mailing list weekly to notify up coming events.

Unfortunately there is not much info out there regarding Bob and his achievements over the past year. You will never hear him protest or raise his voice at the pond, being of a very humbling demeanour he is truly one of those guys that some how manage to 'fly below the radar' without any recognition.

Some of us at the pond can and do thank him for his efforts, but I am of the strong opinion that he needs to be recognized at a higher level.

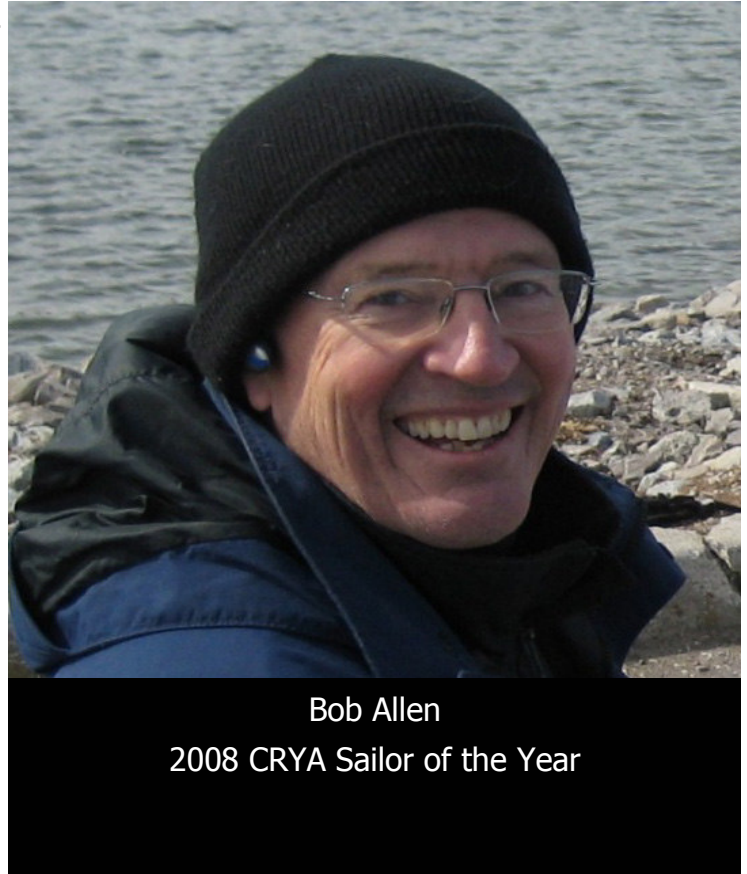
Besides all of the above Bob has built a Victoria over the winter period and is now inflicting his passion upon the Vic sailing fleet."

Regards,

Shaun Berrington

S1M CAN 74

Metro Marine Modelers



Bob Allen

2008 CRYA Sailor of the Year

# Ontario Report

By Paul Switzer—Acting Ontario Regional Director

There has been lots of activity in Ontario R/C fleets throughout the summer. Soling One Meters, International One Metres and Victorias are popular and very active. I believe US One Meters are also sailing in Toronto and Windsor but I have not heard much from them.

I had my first experience with a US One Meter while I was visiting San Diego in mid September on a business trip. Steve Landeau from Irvine Cal had tipped me off when he was in Kingston for our annual fall IOM regatta that there was model yacht pond in the complex where the conference I was attending was held. Sure enough right beside the conference centre was a great pond and as I wandered around, one of the US One Meter sailors offered me his spare boat for an hour of racing. I find that type of thing happens a lot in R/C sailing. We love to share our experience. Four functions are allowed and this boat had backstay and jib fine trim functions in addition to rudder and sheets. Very interesting!

For one metre sailors of all kinds, the 14<sup>th</sup> Annual Maurice Diet Memorial Regatta was held in Windsor on August 24 open to all one metre classes. Maurice Diet was a pioneer model yacht sailor in the Windsor area and is the grandfather of Doug Diet, one of the founding members of the Windsor Model Yacht Club. Eighteen races were held with a break for a wonderful lunch provided by the Diet family with thanks due to Fed & Bev, Doug and Kelly. For the 5<sup>th</sup> straight year the regatta was won by Ray Dagenais of the Detroit Model Yacht Club with local skippers



A Class boats sailing with the Windsor Model Yacht Club

Paul Delaney and Ken Miller in hot pursuit.

Unfortunately the Marbleheads which were active in Ontario until a couple of years ago seem to have gone dormant. My excuse is that I have been rebuilding my old Sterne Logic but I plan to be back in action next summer so maybe I can entice the Kingston fleet to begin to sail again and generate some interest. This is a wonderful old class which performs very well and is a joy to sail and to watch.

Another older class, the A Class is enjoying a revival in Windsor thanks to Class Secretary Doug Diet and builder Dave Balsdon. Six of these boats are registered with the CRYA and on July 19<sup>th</sup> four of the six were on the waters of Lake Morningstar near Chatham where the Windsor Model Yacht Club hosted its first International A Class gathering.

These are powerful yachts 72" long weighing around 40 lbs with rigs over 8' tall. The conditions at Lake Morningstar with a decent breeze and a little chop were ideal to show off the capabilities of these impressive boats.

I am sure there are many more activities that I do not hear about so feel free to write me if you would like me to mention them in the next issue of the Newsletter.

*Information about the activities of the Windsor Model Yacht Club can be found online at:*

*[www.windsormodelyachtclub.com](http://www.windsormodelyachtclub.com)*

*-ed*



## Quebec Report

By Dennis Edge—Regional Director

The summer of 2008 was a disaster as far as sailing on the West Island of Montreal went. Mother Nature never seemed to get it right. We had more cancellations because of rain, thunderstorms, or lack of wind then I can ever remember.

With so many cancelled race days, attendance on days when Mother Nature did cooperate was down not up, as one might have expected.

The Mini-12 Fleet, the RC Sail division of the West Island Ship Modellers Club, had three regattas on this year's schedule. The first, The Icebreaker, held on May 10<sup>th</sup> was sailed under almost ideal conditions. Thirteen boats registered for the event and 18 races were completed allowing for 3 drops. Nigel Swettenham, followed by Bob Shea from Ottawa, and Denis Latulippe in 3<sup>rd</sup> place, won the regatta.

Our second event was not so much a regatta but a demonstration of sailboats, RC scale ships, and a few static models built by club members. It was held on St. Jean Baptiste Day and the public was invited to take over the controls of both the scale ships and RC sailboats. From the response we received and the number of inquiries about the club from the general public the event was a resounding success and will probably be on the schedule for next year.

Anyone active on the sailing scene around the West Island of Montreal knows about the Hudson Labor Day Regatta, one of the best attended and most enjoyable in the area. This year the Hudson Yacht Club Soling Fleet initiated

an RC Division to sail on the Sunday of the three day "Big Boat Regatta". Race day brought strong winds from the NW blowing right down the river creating a very heavy chop. Both Soling and Mini-12's were entered but raced and scored separately. The winners of the Mini-12 fleet were John Lowther, Kevin Goom and Andrew Livadaras. The Soling top finishers were 1<sup>st</sup> place. Ross Leverette 2<sup>nd</sup> place Rick Frohloff 3<sup>rd</sup> place George Robertson.

The WISMC's second regatta The Quebec 400, in honor of Quebec's 400<sup>th</sup> Anniversary was a wipe out. Lack of participation and the threat of heavy rain and high wind forced the cancellation of the event. This was to be a one-time event never to be repeated.

Last on the schedule "The Survivor", usually sailed under the most trying conditions was a complete surprise to skippers who as a rule bundled up in sweaters and rain gear. The term SURVIVOR applied to both skipper and boat alike. However this year was a complete about face, sunshine and steady winds were the order of the day. Eleven boats registered for the 16-race event. This was the year that all skippers as well as their boats survived the SURVIVOR. The top finishers were, Nigel Swettenham, Denis



Andrew Livadarus, Nigel Swettenham, Denis Latulippe



The Survivors

Latulippe and Andrew Livadarus.

Over the winter the club is planning on building a fleet of Footy's to try to entice a younger generation of sailors. The plan is to build and loan hulls to new sailors as well as developing a Footy that will sail in weedy water. "WEEDY WATER" is the stuff that surrounds us on the island of Montreal and is the main reason International One Metre's are not sailed here. Enter The Mini-12. We keep hoping for fewer weeds.



## Maritimes Report

By Jim Goddard—Maritimes Regional Director

The late summer and fall months in Nova Scotia are my favourite time of year. The evenings are cool and days warm, with reliable sailing breezes and a less crowded schedule.

The Halifax Area Model Yacht Club held its sixth annual club championship regatta in September with Jim Goddard winning the Borgal Rum Tub for the fifth year in a row. The one day regatta was held on Sullivan's Pond in Dartmouth, a spectacular spot to sail. Racing as always was hotly contested with Bob Boutilier finishing second and Gary Bugden taking third overall. Two new sailors took part in the regatta for the first time with Brian Wilmshurst finishing in fourth and Warren Toby in fifth.

In late September we made a road trip to the Boston Area to take part in the AMYA Region One

Club Championship regatta. Jim Linville has invited us more than once and this year we were able to attend.

Sailing at Regatta Point Community Sailing on Lake Quinsigamond in Worcester, Massachusetts was a real challenge. Frequent power boat activity combined with weeds and very light and fluky winds to test the patience of everyone.

The regatta was won by a group sailing for a Florida Club, but I suspect many had local connections as well. Our friends from Stowe were dethroned by just two points in their quest to repeat again.

Our crew from Halifax sailed well enough with Jim Goddard finishing sixth in the individual standings and as a team we finished fourth. The points spread top to bottom was very close, and a few weeds not snagged would have made a big difference in the outcome.

Back in Halifax we sailed our final event this year over two weekends which made for a interesting contrast in weather. On the first day of the annual Frostbite Regatta the weather was warm and mostly sunny with light shifty winds, containing some

challenging 100 degree wind shifts. The following Sunday brought high winds with even higher winds in the gusts, a real gear buster. At the end, Jim Goddard defended his title and won by just a few points from Gary Bugden.

As the active sailing season ends, we look to our off the water schedule of seeking new members, and promoting model yachting. We will be attending the hobby show at the Shearwater Aviation museum again and hopefully the Maritime Museum of the Atlantic as well.

2008 has been a great year of sailing and we look forward to 2009 and the Canadian Soling 1M Championship Regatta in Hudson. You never know where the Halifax crew may turn up!

Our 2009 schedule will be



Jim Goddard hoists the Rum Tub, emblematic of the HAMYC Championship



Some of the drifting action from the Region One Regatta—A great time regardless

available online at [www.hamyc.ca](http://www.hamyc.ca) in January. We try to keep a running narrative going via the website and email, feel free to follow along.

We would love to have our fellow sailors come and sail with us in 2009.

## Western Report

By Lawrie Neish

Family matters have prevented me from getting around as much as I would like during the past months. No major events have taken place on the coast during the summer with the exception of the David Cook "Invitational" (everyone is invited) at Robinson Lake. David one of the newest skippers has now completed his SE Don Martin MIOMI which looks very good and I can say that skipper and boat are doing as good as it looks. The "Invitational" was a two day event in a new sailing location "up Island" not all of the skippers could be there both days but by all accounts the venue and the sailing was enjoyed by all.

Activity within the local fleets continues undiminished on their local waters with occasional travelers augmenting numbers of boats sailing. At Nanaimo Mid Vancouver Island Marine Modelers' fleet regularly turns out eight to ten boats and is becoming very competitive under the tutelage of Graham Herbert. Most of the skippers do not actually live in the Hub City, but seem to come from anywhere but Nanaimo. Several new IOM's have joined the fleet with Graham Herbert and Peter Fagan, in keeping with Hornby Island's artistic reputation, exhibiting spectacular paint jobs. Others have been experimenting with alternate sailing trim and trying to see how well an IOM will get up wind without its fin while Graham Herbert has found new directions for his energy in diving to remove heavy metal junk from the bottom of Long Lake.

At the bottom end of Vancouver Island several new boats have joined the fleet,

notably David Cook's MIOMIV and Jan Schmidt's "Glam Roc" with more to come. In keeping with being centred in the provincial capital Victoria Model Shipwrights Society have more



Sailing on Sunset Lake  
Salt Spring Island BC

conservative finishes but are none the less well done. Several new boats and skippers are waiting in the wings and Jan Schmidt has introduced his recently purchased "Glam Rock" Rumour has it that he convinced his wife Mercedes that he had to get it tuned in time for the arrival of the future skipper joining the family early next year. Racing goes on year round every first and third Sunday of the month and most recently the second round of the Powell Cup was sailed. This event is good fun and can be likened to Monopoly on water. The event has to be experience and allows all types of boats to sail with a multitude of courses being sailed simultaneously. This is something other clubs with mixed fleet should try.

David Cook and Barry Fox along with other members of VMSS have been doing missionary work at the Royal

Victoria Yacht Club conducting several sailing sessions at the RVYC in Cadboro Bay. This has caused much interest and has resulted in new SE's being ordered and a proposal being submitted to the RVYC executive for the club to initiate an IOM fleet. We await results.

Over on the haven for eccentrics, retired hippies and the SE's - Saltspring Island - I am happy to record the fleet increased by 20% with a new skipper joining us - work it out!. Additionally another boat is almost ready to sail and beyond that another is at the rigging stage. Here again the other half of the Herbert family, Martin, is conducting coaching and tuning sessions during the regular Thursday evening sailing. This is producing good results.

On the past Sunday the IOM Flying Circus came over to the Island to sail on Sunset Pond and for some of the new boats to complete their measurement. While the wind could have been better the sailing went well. Saltspring is very fortunate to have access to the pond in



Have Tank will Travel!



addition to SISC.

On Saltspring Island - Canada's "cool Mediterranean" - preparations are under way for the 2009 IOM National Championship. I like to think that this will be the best yet. Anyone considering participating and coming from a distance can be assured of the usual limo service from Victoria Airport and of a warm welcome. Rumour has it that to counter Barbados Rum the locals are working on a sponsorship by the local Wineries.

I am happy to say that I have made contact with Andrew Baak in Calgary so I will let him tell you for himself -

"I started building after seeing



David Cook's new IOM out for a maiden voyage

an article on "sailing Anarchy" about the Words in Vancouver, I thought it would be a cool hobby to start. So after more research on the internet I decided to build a balsa Triple Crown. My wife gave me a gift certificate to the local hobby shop for Christmas, with that I bought all my balsa wood. So I cut out the shadows, set them on a building board and started laying on the balsa strips. I had told my wife that this would be a two to three project, she just rolled

her eyes knowing that I just cannot just let something take



L-R John Coleman and Andrew Baak in Calgary, AB

three years to complete.

To make a long story short, by May the hull, deck, fins and sails were complete. By the end of June I purchased Hitec 2 channel radio and sail winch for my birthday and fitted everything in and was able to sail the boat by the middle of July. Sails were made from an old windsurfing sail, the mast was a half inch wood dowel, the fin cedar strips glued then planed down to shape and the bulb was an old window sash weight I had been transporting around in my utility trailer for years.

The boat sailed perfectly right from the start. Since then I have upgraded to a better fin, a better bulb (hacked out of a trolling

weight and an aluminium mast bought for cheap at the local scrap yard. I have also built a second boat, a full fibre glass epoxy Noux built over a male MDF plug and vacuum bagged as well as the deck. I am now building a very wide cedar strip, glassed hull.

My intent is to sail as much as possible with local sailors (dinghy) to get some more interest and possibly get a fleet started. To this point I have had five locals try the boats, - no racing just chasing around the pond.

My boats have not been measured or registered yet but with more people showing interest and if we get more boats then that will happen for sure."

In a subsequent email Andrew mentioned something about breaking ice to sail - I am not sure what ice is and none of my fellow Lotus Landers understand it either although one said he thought it was something with which barbarians pollute Scotch Whisky.

In recent emails there was notice of a Victoria regatta to be held at Harrison Lake with the Kelowna skippers descending from their mountain fastness to do battle with Victoria skippers in the Lower Mainland.



Lawrie Neish would not say who the skipper is, but suggests an appropriate caption "But it Measures"





Incoming CRYA President  
Gary Bugden of Bedford, NS



I'm guessing this craft from  
BC does not meet IOM rules



IOM's in Beautiful BC

## Results of the 2008 CRYA Elections

Gary Bugden, Executive Secretary CRYA (2007-2008)

I am pleased to advise you of the results of the 2008 CRYA Elections. The call for nominations for the three positions of President, Executive Secretary and Treasurer-Registrar for a two-year term commencing January 2009 resulted in a single nomination for each position. As outlined in the Summer 2008 Newsletter, this means that each position has been determined by acclamation. Therefore, no voting is required, and no ballot is included with this newsletter.

The results are:

President Gary Bugden  
Nominated by Lana Butler  
Seconded by Ray Davidson

Executive Secretary Nigel Ashman  
Nominated by Allan Gardner  
Seconded by Marko Majic

Treasurer-Registrar Larry Miskie  
Nominated by Paul Switzer  
Seconded by John Lowther

As all requirements of the by-laws of the CRYA have been satisfied and there being no other candidates nominated for these positions, I declare that these persons are duly elected to the positions for which they were nominated.

I look forward to working with the incoming executive as your president during the coming two years. For the present at least, I will continue as Regatta Coordinator and Nigel will continue as Technical Director. I intend to carry on with several initiatives begun by Lana during her term, including increased use of electronic media for communication, exploring the possibility of liability insurance for CRYA Clubs and, for classes for which it is possible, the promotion of annual Eastern and Western Regional Championships with the National Championship alternating between regions. I would like to hear any suggestions you might have for the continued development of our sport. My coordinates can be found in the Who's Who Section at the beginning of this newsletter.

I would also like to take this opportunity to thank Lana for her great work as President over the past two years. Lana will continue to manage the CRYA Website and I look forward to her help and advice throughout my term.

## Soling 1M Class News

By Paul Switzer—Class Secretary

I hope all Soling sailors across Canada had as enjoyable a season this year as I did here in Kingston. We had a slow start losing all four of our race nights in May and the first in June to the wet spring we experienced but once the rains stopped we managed to complete sixteen of our scheduled 24 races throughout the summer.

I was lucky enough to travel to Halifax in June to compete in the Canadian Championships. Congratulations to the Halifax Area Model Yacht Club and the Bedford Basin Yacht Club for a fine regatta and to Jim Goddard of the local fleet who won the trophy against some close competition.

Next year's Canadians will be hosted by the Hudson Yacht Club in Hudson Quebec June 20 and 21. For those of you who have not been there I encourage you to attend. Hudson has a beautiful venue and will run a fine regatta. We continue to enjoy cross border activities with the Soling fleets in

the USA. The Halifax folks travel to regattas in the Eastern states and Toronto folks attended the US Nationals in Detroit. The fleets I have visited or communicated with in Eastern Canada seem to be thriving. Hopefully the growth of the IOM class in Western Canada will also encourage people to take another look at the Soling for the simplicity and fun it offers.

I have already begun to prepare my boat for next year. She needs some rejuvenation including replacement of the old sail servo and some better waterproofing. The salt water in Halifax taught this Lake Ontario sailor a useful lesson.

From the perspective of the class governance some changes have taken place within the governing body, the AMYA. Tim Willings from Florida has taken over the AMYA Soling 1M Class Secretary role from Paul Fixx. Tim and I have exchanged emails and committed to keep in touch on a regular basis. For information on

the class, Tim has a website at [www.willings.net](http://www.willings.net) in addition to the AMYA website [www.modelyacht.org](http://www.modelyacht.org). There is also the Soling 1M Resource Center at [www.solingonemeter.org](http://www.solingonemeter.org) which contains lots of useful articles on everything from building the boat to set up and tuning.

You can link from there or from the AMYA website to the Soling Yahoo Group Forum <http://groups.yahoo.com/group/solingonemeter> where there is always a lively debate on current issues and lots of helpful hints from owners on a variety of topics.

I am sure Tim would like to hear from Canadian Soling owners so you can contact him through the Soling Class page on the AMYA website or send me an email and I will mention it to him as part of my regular communications with him.

As always, if you have interesting news or activities going on in your fleet that might be of interest to other fleets, send me an email or better still, write a short article for the CRYA Newsletter.



Mini 12's approach the line during their National Championship Regatta held in Ottawa On September 20, 2008. The event was sailed at Andrew Haydon Park in beautiful conditions.



## 2008 Regatta Reports

Mini-12 National Championship Regatta By Bob Shea

Saturday September 20 dawned in Ottawa bright and sunny and thirteen sailors gathered at Andrew Haydon Park to sail their Mini 12's and crown the Canadian Champion for 2008. The event was organized by the Ottawa Radio Control Yacht Group.

Although the day was beautiful the wind would not cooperate and at the scheduled start time was from the south west this not an ideal direction on this pond usually resulting in winds that are shifty and irregular in strength. In order to avoid sending the boats to a first mark out in the pond on a dead down wind leg, with all the problems of the skippers trying to round a mark that would be hidden by a mass of boats, the RC elected to start the boats on a long reach parallel to the shore to a mark which was easily viewable from the shore in an attempt to separate the boats before sending them out into the lake.

For most races this worked but

there were occasions when the rounding of the first mark was "interesting". The shifting wind required four changes of the windward leg during the day but with the collection of the permanent buoys and some temporary ones that were put in for the regatta this was easily done without any delay to the proceedings. The shifty and at times gusty winds were to test the concentration and steering abilities of the skippers. By the lunch break Nigel Swettenham, the defending champion, had clearly established that he could handle to conditions and built commanding lead of 16 points over his closest rival. Meanwhile Phil Wittingstall, Graeme Welch and Andrew Livedaras were waging their own contest for the second and third places. After lunch Nigel continued to dominate the fleet but Phil opened up a lead on both Graeme and Andrew who, after 11 races were within 1 point of each other. In the final four

races Andrew managed a win and a couple of thirds while the electrical gremlins invaded Graeme's boat. One other noted performance was Lou Beaudoin of the Ottawa Fleet who was competing in his first regatta and managed to sail into the top half of the fleet.

Regattas like this do not happen without a number of people helping out and giving up a day of sailing so a thank you is in order to Paul Williams, Earl Kelly and Ken Waldie who handled check in, weighing the boats, recording and scoring. A special thank you to Dany Robinet and his grand son Frederick who provided mark setting and rescue services to the sailors even after their motor failed. In addition Dany was there after having suffered a serious automobile accident in Montreal the day before.

**Final Results Mini 12 National**

	Name	Sail#	Points
1	Nigel Swettenham	97	17
2	Phil Wittingstall	01	44
3	Andrew Livadaras	82	50
4	Graeme Welch	46	59
5	John Hutchings	79	60
6	Lou Beaudoin	06	71
7	Denis Latulippe	112	72
8	Petter Jankovski	74	84
9	Dave Mealy	07	103
10	Kevin Goom	104	118
11	Alastar Blackwood	73	139



Mini 12 National Championship L-R

Andrew Livadaras, Nigel Swettenham, Phil Wittingstall



## 2008 Regatta Reports

Eastern Canadian IOM Regional Championship—by Jake Leo

By all the confines of rational thought, and in retrospect, I would say that this year's IOM Eastern Canadian Regional hosted by the Kingston Yacht Club was one of the most bazaar yet interesting and challenging regattas of the year.

To say that the weather was a factor would be a gross understatement. Driven by the approach of the remnants of hurricane Ike handing the fleet everything from a rain squall in marginal B or C rig conditions in the opening races, followed by a balmy A rig weather Saturday followed by solid B rig conditions on Sunday kept the fleet off balance.

For those who haven't experienced this venue, it dished up some of the best and most challenging IOM sailing since the 2003 Worlds in Vancouver. The KYC venue faces a 110 mile eastern fetch of Lake Ontario which suits the IOM perfectly, big waves or glassy smooth. The course is set outside the yacht harbor which provides an unobstructed raised walkway for the control area.

Friday—Only 19 boats made it to the starting line this year. One can only presume due to the high

cost of travel and hurricane Ike which put the fleet on the bubble from the start. The seeding races went off on time under the punctual directorship of Ross Cameron in deteriorating weather and the heat order was determined. The first race was started within minutes, only to be hit by a fierce rain squall just as the leaders rounded the second weather mark. It's an experience to barely be able to see your boat in the driving rain and 4 foot

combined which speeded things up considerably. The wind had increased to 17 knots, the lower C range with a few boats changing over. It wasn't to last however, with the wind dropping just 2 knots. The sea-state still high, forced the C rigged boats back to B rigs. So it went, through the afternoon. Results varied as a few boats experienced weed in each race and no one got off easy. One might say it was an equal opportunity day.

Race number 10, the last race of the day, was started at 18:04, after which everyone retired to the clubhouse for an excellent KYC chili supper.

Saturday—The day dawned clear and warm with a light Southeasterly 5 knot breeze that vacillated back and forth as much as 25 degrees but settled just in time for a 09:30 start. Remarkably, eighteen boats made it to the starting line following a short weather and skipper's briefing and race 11 was on it's way.

Racing continued through the morning hours without incident or delay until the

prevailing Southwesterly kicked in as the temperature rose. At 10:30 a 30 minute postponement was called while the course was reset and the new weed boom was dragged to its new station 75' beyond the weather mark. Results were mixed with everyone seeming to have their moment of glory. But by the end of racing for



Eastern Canadian IOM Regional's Top five finishers  
Back row L-R Steve Landeau, Marko Majic  
Front row L-R Hugh Kidd, Peter Van Rossem, Jeff Weiss

waves. Peter Van Rossem sporting his new Pikanto romped home with an easy win with Conrad Watters second and Marko Majic third.

A 45 minute postponement was called and all retired to the clubhouse to wait out the rain. When racing resumed, at race 5 with 17 boats, the fleet was

the day and 21 races completed, it was Hugh Kidd in the lead with 52 points, ahead of Steve Landeau & Peter Van Rossem who were tied at 55 points followed by Jeff Weiss with 63 points with some heavy shuffling of the lower deck. It was interesting to note that 11 points separated 1st thru 4th and another 10 points separating 5th thru 12th. These close point spreads were looking more like a European event than a North American regatta.

The day closed with a cookout on the club porch, many beers and some catching up with old and new friends. Sunday's forecast promised more of Friday's weather as the tail of hurricane Ike passed north of the Great Lakes.

Sunday— The last day. As the fleet gathered and skippers were called to the morning briefing, it looked as though we were going to get lucky. The much anticipated rain band that had lashed the Ohio Valley was sliding north of the Great lakes and thankfully we were to be spared. The wind however, would stay at the predicted 13-17 knots from the Southwest with the hint of sunshine. Perfect IOM weather!

At 09:30 race 22 commenced in 2 foot seas with B rigs. By race 26 the cream was beginning to rise to the top. Steve Landeau and his foam green Topiko and Hugh Kidd's KF II were beginning to cook. Peter Van Rossem was not far behind followed closely by Jeff Weiss with his venerable TS2. For the most part, the weed was gone and skippers were reveling in the superb conditions.

Just as everyone figured the event was Hugh's to win or loose, water intrusion shut him down for two races. Peter Van Rossem and Steve Landeau traded places race after race. This was going to be close. Further down the ladder,

Jeff Weiss was hanging solidly in 4th Place. Marko Majic who had a very tough Saturday, slipping from 5th to 11th was working his way back to 5th with some consistent single digit finishes.

In the end, thirty-six races had been sailed, no protests heard and 15 boats made it to the end.

Congratulations to Peter Van Rossem on a strong last day with a 4 point lead over Steve Landeau, who had overcome several breakdowns to finish second. Hugh Kidd's quick fix got him back in the game with enough time to salvage third place.

Prolog—Many thanks to Lana Butler, regatta chair, Ross Cameron, RD and a very long list of volunteers who made this event, as always, an event not to be missed. Thanks also to Vector Sails and Leading Edge Hobbies for their support. Vector Sails debuted their new CPM 505 A rig sail material with surprisingly strong performance especially in light air.

KYC is an unusually good venue for IOM's and this skipper can't wait until next year.

Final Results Eastern Canadian IOM Regional Championship			
Position	Skipper	Sail #	Score
1	Peter Van Rossem	11	90.0
2	Steve Landeau	12	94.2
3	Hugh Kidd	117	101.0
4	Jeff Weiss	30	166.0
5	Marko Majic	36	203.0
6	Ian Dobson	115	214.0
7	Greg van Rossem	133	217.0
8	Dan Crowley	269	220.0
9	Jake Leo	0	232.0
10	Ray Davidson	22	243.0
11	Paul Switzer	55	254.0
12	Bob Dunlap	37	282.0
13	Conrad Watters	33	322.0
14	Ken Dorlandt	72	338.0
15	Bernie Skinner	20	407.0
16	Henry Fierz	199	431.0
17	Lawrie Neish	111	488.0
18	Dick Stanford	50	571.0
19	Dave Allesbrook	63	611.0

#### NOTICE TO ALL IOM SKIPPERS

The 2009 IOM World Championships venue should be announced by February. There is rumour of Barbados and Spain both applying for this event. We will keep you informed and post the IOM Skippers list of qualifiers by position, in the Winter Newsletter.

If you have interest in attending the IOM World Championship in 2009, please send an email to [lanea@lalift.ca](mailto:lanea@lalift.ca) and let me know.

An email will be sent to the IOM fleet early in the new year requesting applications.—Lana

## 2008 Regatta Reports

Canadian National IOM Championships—by Mike Gibbon

Given the weather pattern experienced this summer in Southern Ontario it might have been expected that the first line of this report would have read “It was a dark and stormy day in Toronto when 16 model sailboat enthusiasts gathered to race ...”

But fortunately it wasn't like that.

Racing started Friday afternoon in generally light conditions with the wind from the north east which allowed a windward –leeward course to be set with the mid leg start line reasonably well positioned so it could be seen and judged off the boardwalk. Visibility of the start line was a major consideration for the race officials throughout the regatta because with IOM's it seems inevitable that the start is going to be “tight and tense.” Follow the narrative in pictures for the story from Friday's racing.

The whole event was superbly organized by the Regatta Chair, Myra Davidson, who did all the hard work leading up to the event. And then for 3 days slogged away keeping things running smoothly and feeding us all great food and slaking thirsts. As in previous years the “do” on Saturday night at Myra and Ray's home was memorable especially for the parrot and also for Jake Leo's BBQ skills.

We were very fortunate to have the use of a powerboat as chase boat (a lot better than trying to row an inflatable) which Ken and Sue Dorlandt provided. Not only that but Sue and her friend Anne drove the chase boat for 3 long days. Lana Butler volunteered to look after the

*(Continued on page 17)*



The tape is counting down towards announcing 10 seconds to the gun and the usual cluster of boats has assembled at the starboard end of the line. The line judge (Bob Pugh) wonders whether the boats he can see will stay clear of the line during the next 10 seconds and whether any of the boats he knows are hidden in the pack will surge forward and, if they do, will he be able to see their numbers. Behind him the skippers are jostling and encouraging each other in friendly terms with words such as “keep up number 22”, “Peter, don't go there ...



The gun has just gone and Jake Leo(00) timed it to perfection. Bob Pugh calls “Fair start” and starts to breath again. Skippers begin to walk to the windward mark with the occasional grumble still going on. This was a close start – and some were even closer! Later in the regatta, after two false starts in succession and a lot of bumping and banging in the start area, the Race Director had a few words to say on the subject of sportsmanship and good race conduct.





As the fleet spreads out on the first windward leg, a new order is emerging and Ray Dagenais(99), who had sailed a little freer and with more boat speed just prior to the start is now looking good. Jake Leo(00) however has sagged off to leeward and has not been able to maintain the advantage he seemed to have at the gun. Tony Gonsalves(51) has something different going on ...



As the fleet heads downwind we find that Hugh Kidd has rounded in 1st place and is out of the frame to the left – his wake can just be seen above the bow of Ray Dagenais(99) who has rounded in 2nd place. Marko Majic(36) is close by and Tony Gonsalves(51) up there too - his early port tack working for him. How Peter Van Rossen(11) got into 5th place is a mystery as I could not find him anywhere on any of the prior photographs!



And finally as the leaders go back to windward for the final time we see that Peter Van Rossen(11) is now challenging Hugh Kidd(117) for the lead and may actually have it if he can cross on port with Tony Gonsalves(51) threatening and Marko Majic(36) still a threat.

That race on Friday and this photograph foretold the course of the rest of the regatta. Hugh and Peter in a close fight and Tony and Marko always in there threatening.

*(Continued from page 16)*

scoring which was much appreciated. Don Burton looked after the race by race paper trail and up-dated the master

scoreboard with his immaculate penmanship which was joy to behold. And Bob Pugh had the most demanding role of all in calling the starts and also adjudicating at the windward mark

where he had to remind the odd competitor that marks only rotate when they are hit and that a hit calls for a penalty turn soon after. Soon being "very soon" and not

*(Continued on page 18)*





### 2008 Canadian National IOM Championships Final Results

	Skipper	Sail No.	Points
1	Hugh Kidd	117	68
2	Peter Van Rossem	11	72
3	Tony Gonsalves	51	121
4	Marko Majic	36	156
5	Ray Dagenais	99	175
6	Ian Dobson	115	184
7	Ray Davidson	22	200
8	Jake Leo	00	220
9	Peter Huttemeier	126	239
10	Bob Dunlap	37	256
11	Ken Dorlandt	72	277
12	Dave Allesbrook	63	342
13	Frank Vella	96	358
14	Eddy Waddel	89	369
15	Ray Kritchmar	16	453

The top three finishers at the 2008 Canadian National IOM Championships—L-R Tony Gonsalves, Hugh Kidd and Peter Van Rossem.

(Continued from page 17)

“whenever”.

Peter Levette was principle assistant for the starts and finishes and, bringing up the rear, I did the odd thing as Race Director. A total of 37 Races were sailed allowing 5 discards to be made – the final results are shown here.

It was a close fought affair sailed in generally light winds and either Hugh or Peter could have won right until the end.



Sue Dorlandt and her friend Anne take in the action as they provide on the water support for the regatta. Volunteers are a critical part of our activities—thanks to all.

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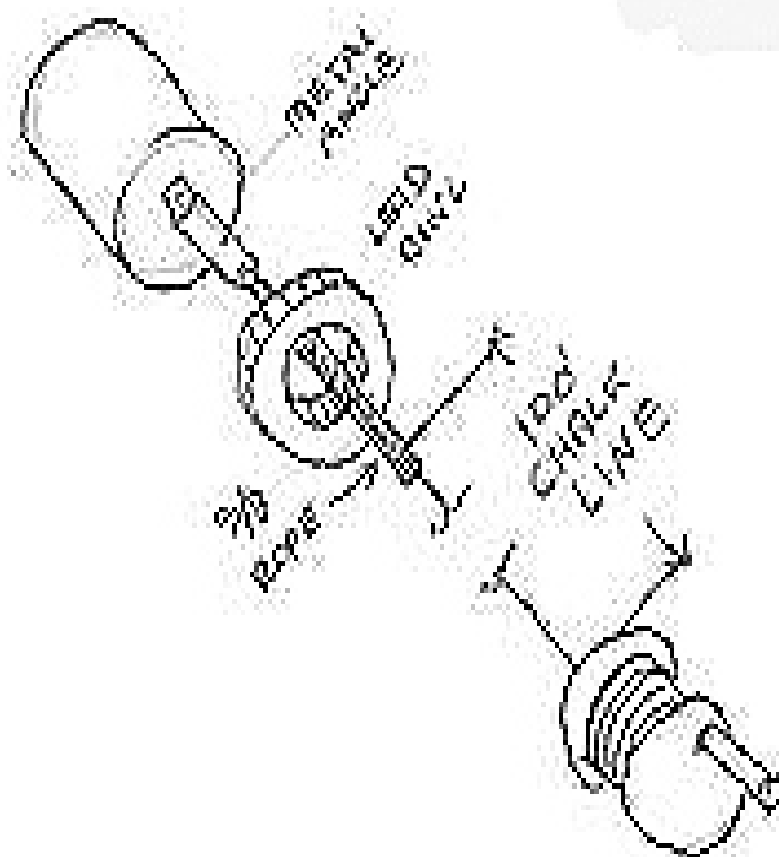
### Buoys

An Idea from Arnold Holand

After years of fooling around with different buoy systems, I have devised one that will go out over 50 feet and no need for a dinghy!

The basic idea is a painted plastic coffee container and a lead ring. When assembled, the unit is spun in the air and propelled out over the water, the lead ring pushes the container out and then drops down to the bottom as an anchor. There is a 3/8" rope about 4' long to hand onto, then a light chalk line 75-100', with homemade reel at the end.

(I know from our experience in Halifax, that there are many buoy launching systems in use— send in yours for the newsletter—ed.)

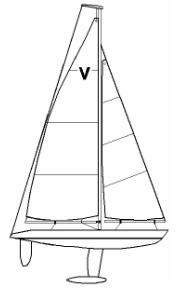




# How to Build a Faster Victoria—Part I a

By Allan Gardner

Continued from last issue, this article contains thoughts and suggestion put together by Allan to assist Victoria Sailors, but many could apply equally to any model yacht class.



## Getting Faster

- Build as light as you can – if it doesn't break, it is too heavy or too large, if it breaks – fix it!
- Minimize drag “EVERYWHERE” Rig, hull and foils
- Don't accept the losing belief that “It's Good Enough”
- Ensure all controls function smoothly and dependably
- Design for adjustability, reliability and repeatability
- Compete with your friends on construction, innovation, invention and effectiveness – have fun finding new ways to do things better
- Read, discuss and share to gain knowledge, practice to gain understanding and proof, apply to improve and win
- Getting “faster” is a process not a project... the process never ends

## Understand your Goals and Objectives - Which of the following best reflects your purpose?

- I enjoy the social dimensions and camaraderie of the sailing community, that's all that really matters
- I want to participate in the organization and administration of sailing events
- I want to develop my sailing skills to \_\_\_\_\_(fill in the blanks)
- I like building and sailing radio control sailboats
- I like racing radio control sailboats
- I want to develop my racing skills with the intention of \_\_\_\_\_ (fill in the blanks)
- I consciously intend to develop my skills to a level that will enable me to be competitive, to win races or a series of races

The right answer is an individual thing and may include “All of the above” but if you do not consciously intend to develop the potential to win, it is almost certain that you will not.

## Some thoughts to consider

- Success starts before sailing – it begins with intention and planning to achieve high standards
- How fast your boat is compared to the top performers will significantly impact the options available to you on the course – if you want more options, get faster
- The decision not to build to the highest level you can is a decision to lose or at least make your task very much more challenging
- Slow boats can generally only win with superior weather legs and only a hope to hang on off the wind
- Fast boats do not need to attempt high risk moves... “fast boats” can give up speed and position to get to areas of advantage at the end of a leg. If you want these advantages, the entry fee is building a fast boat...it matters, although you also need the racing skill to realize the potentials available.
- Off the wind it is not the aerodynamics of the sails at work, it is “drag” resulting from the maximum area presented for the wind to push against. One thing you can do to present the maximum area is to have a jib counter balance that allows the boat to sail wing-on-wing as required
- Build to the minimum weight. If the boat is overweight it will accelerate more slowly, sits lower in the water, and has greater wetted area.

- Building a rig with less drag means that your boat will decelerate less quickly, to the extent that the boat may still be moving when the next puff hits off the wind or will go through a tack more quickly without losing as much speed when going to weather.
- While the top speed of all boats in a one design class may be the same, a boat with less overall rig and hull drag than its competitors will decelerate less through a tack, accelerate more quickly and generally be capable of pointing higher and have a higher average speed
- Fast boats don't always win, it is how you sail it
- The fastest boat will look slow without clear air and freedom to tack
- Fast boats have more options – start in the 2nd line etc.
- Lower CG means less leeway out of tacks
- Slow boats tend to have fittings that are heavy, have more drag or not necessary at all
- Flyers are better for slow boats than fast and are often an admission of defeat and disengagement
- The notion of cheating to “win” is stupid. Cheating and “winning” can not co-exist by definition. Cheating is opposed to self-interest and all the work that you have invested in sailing and building etc. in the first place
- Violations of the rules can be forgiven but rules should not be suspended... if you take away the rules, you take away the value of the game... everybody should learn the rules and the way to keep people in the game (the rookies and less skilled) is to be generous with the application of the rules... talking quietly to the neophyte, a brief explanation, and showing true sportsmanship in the application of the rules so that that person will also do the same for the next person –
- It is a shame when protests are viewed to be unsportsmanlike since a “rule” has already been broken, overlooking the rule is denying the violator the opportunity to learn and is, in many ways, condescending as it in fact says that the violator is a “lesser” competitor

### The Perfect Hull (Paul Grimes)

- Perhaps the best way to discover what the experts do is to check the hulls of America's Cup contenders. These boats are drysailed, and thus do not need antifouling protection or paints that can be left immersed for long periods. However, there are still lessons to be learned.
- At least among the American syndicates, there seems to be little variation from what Pedrick describes: "We start by getting the hardest surface possible. Since Courageous in 1974, we have used Awlgrip on the boats because the catalytic urethane chemistry yields an ultra-hard surface. We wet sand this to a 600-grit finish, and finish it off by sanding in the streamline directions -- just to do the least amount of harm. Before launching, we put detergent on the hull to keep any oil or contaminants off."
- In the end, it's not that complicated. Your appendages should be as smooth and fair as possible, and your hull should be just as flawless in the forward areas. Aft of where you expect transition on the hull (certainly by amidships), the surfaces need only be "hydrodynamically smooth." Finally, when faced with the myths, remember the no-slip condition.
- “The Perfect Hull” Paul Grimes was a Collegiate All-American sailor at Brown University, an engineer for Tillotson-Pearson, and is currently owner of Fusion Composites in Middletown, R.I.

### Summary

A “fast boat” is a result of a series of intentions, decisions and effort and is available to everyone. There is no need to invent or re-invent everything but you can take a good idea and make it better. Copy a fellow competitor's solution if a better one is not available. Find a partner that shares your interest in improving both boat performance and racing skills. Build together, sail together and improve together.

Continued Next Issue





**Celebrate our Centennial with us!**

**Soling One Meter**

**Canadian National Championship Regatta**

**Hudson, Quebec June 20 – 22, 2009**

**Sponsored by Hudson Yacht Club (AMYA Club No. 251)**

### **Notice of Race**

**Limited Entry:** The closing date for receiving entries to this event will be May 15, 2009. Entries will be limited to the first 30 entries received with payment.

**Rules:** The regatta will be governed by the rules as defined in *The Racing Rules of Sailing 2009 – 2012*, Appendix E, the Soling One Meter class rules and the Sailing instructions, in that order.

**Eligibility:** The regatta is open to all boats of the Soling One Meter Class whose owners are current members of CRYA or AMYA and who are properly registered with the Class.

### **Why not join us for our HYC Friday night dinner?**

#### **Schedule:**

- Friday June 20 Registration: 12:00 pm to 9:00 pm.
- Saturday June 21. Skippers meeting 9:30 am
- Saturday races begin at 10:00 am. No race sequence will start after 3:30 pm
- Sunday races begin at 10:00 am. No race sequence will start after 2:30 pm.

**Location:** Racing will be held at Hudson Yacht Club, 10 Yacht Club Road, Hudson, Quebec. J0P1H0. Canada

**Entry:** Eligible boats may be entered by completing the attached official Entry Form and submitting it **prior to May 15** with the entry fee indicated on the entry form.

**Sailing Instructions:** Sailing instructions and frequency assignments will be sent to all competitors at the conclusion of the entry time period.

**Racing format:** Racing will be conducted under the Odds and Evens system. The race committee will determine the number of races for each day after considering weather, course and equipment conditions. Three races are required to be completed to constitute the regatta.

**Scoring:** The regatta will be scored in accordance with the Low Point Scoring system as set forth in Appendix A of the *Racing Rules of Sailing*. The score for one race per day shall be discarded after completion of five or more races each day.

**Prizes:** Prizes will be awarded to the top five finishers in the regatta.

**Measurements:** Measurement, weigh in and class verification will be conducted on site, or as determined by the Regatta Official. The batteries to be used during this regatta must be included for the weigh in. The thickness of sails will be measured to determine the range between 0.004 to 0.007 inches, only for evaluation purposes. Soling One Meter Class Rule 6.0 is not changed.

**Entry Fee: \$65.00 per boat.** Includes Saturday night dinner. Lunches Saturday and Sunday and, hopefully other goodies. Additional meal tickets are available for guests.

**Contact Regatta Chair:** Roy Folland. Tel: 450 458 0152

E-mail: rfolland@videotron.ca



**Canadian National Championship Regatta**  
**Hudson, Quebec** **June 20 – 22, 2009**

## Entry Form

Entry restricted to the first 30 entries received with payment. Entry closing date May 15 / 09

Please complete and return this Entry Form with your cheque or money order payable to **Hudson Yacht Club** by the entry closing date of May 15 / 09 (See below for costs)

Mail or Fax to: **Hudson Yacht Club**  
**10 Yacht Club Road**  
**Hudson Quebec. J0P1H0**  
**Tel: 450 458 5326 Fax 450 458 5141**

<b>Name</b>	<b>CRYA/AMYA Number</b>	<b>Sail Number</b>
-------------	-------------------------	--------------------

<b>Address</b>		
	<b>E-mail:</b>	<b>Tel: No.</b>

<b>Minimum of three frequencies required.</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>Or check here if 2.4GHz</b>
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<b>Make of sails will you be using? This information is required.</b>	
---	--

<b>Entry fee includes one Dinner and two Lunches.</b>	<b>Indicate below, Extra tickets needed.</b>
---	--

All prices are in Canadian Dollars. Taxes included

<b>Entry Fee.</b>		<b>\$65.00</b>
<b>Extra dinner tickets.</b>	<b>Qty.</b>	<b>x \$26.00 = \$</b>
<b>Extra Lunch tickets.</b>	<b>Qty.</b>	<b>x \$7.00 = \$</b>
<b>TOTAL.</b>		<b>\$</b>

**Disclaimer:**

I hereby agree to comply with the 'rules' as defined in the 2009-2012 Racing Rules of Sailing (RRS). I acknowledge that I am entering this Regatta at my own risk and do hereby release and hold harmless the Hudson R/C Soling 1 Meter Fleet, the Hudson Yacht Club and the Regatta Organizing Committee as well as their officers, members and agents both jointly and

severally from liability for any loss injury or damage to any persons and/or property that might arise from my participation in this Regatta even if such loss, injury or damage is caused by the negligence of those so released and held harmless.

In the event that court action is undertaken, I agree that the jurisdiction and venue will be Montreal, Quebec, Canada and that Quebec law will govern any arbitration or litigation.

Signature: \_\_\_\_\_  
 (Signature is required to complete registration)

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

Received: \_\_\_\_\_  
 For HYC use only





# 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 \_\_\_\_\_ PROVINCE \_\_\_\_\_

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**

### List New or Transferred Boats:-

Class	Designer	Hull#	Existing	Previous Owner CRYA#
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**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