

Canadian Radio Yachting

2015 Membership Reminder

Members are reminded that all 2014 membership expire with the end of the year.

Expiring with membership is your CRYA insurance and you are not covered until your 2015 dues are paid.

2015 dues, \$15, can be paid any time either via the website at www.crya.ca and PayPal, or by regular mail and cheque.

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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 - International Radio Sailing Association (ISAF/IRSA).

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 membership 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 hull or 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).

On the Cover:

From Hudson, Quebec sailing at Hudson Yacht Club

Editors Note:

My apologies for the late arrival, I have been suffering from a nerve problem in my neck and arm that made working on the computer quite painful.

Hopefully I am on the road to recovery now. Surprising how little the cost of treatment has been covered.

If anyone is interested in being the editor let's talk.

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.

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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WE ARE GROWING AND NEED YOUR HELP!

Metro Marine Modellers is growing our membership in 2015 and we need your help to find class boats and accessories that are no longer being used. Our members will work hard to put them back into service and into the hands of new members.

We are looking for the following items:

- Victor Soling 1M boats
- Victoria class boats
- RG 65 Dragon Force boats
- IOM class boats
- Rigs and sails for all classes especially A, B and C rigs for IOM boats (part or whole)
- 2.4 radio systems, servos, sail winches, components and raw building materials for class boats

We will accept new or old stock, finished projects, parts of projects or even things you mucked up!



THREE Ways to Participate

1) Ship it to us!

Ship us your old stuff and feel really good about yourself !

2) Donate it!

We will come and pick it all up or arrange and pay for the shipping to us.

3) Sell it!

We will link you to a prospective buyer.

Please email digital photographs (under 1MG) or email details to msteele@printfinishing.com. Contact Michael Steele by phone at 905-673-9641 X 104 (daytime only)

President's Report

By Lawrie Neish—CRYA President

In the three months since my last report, life has been comparatively quiet. In September I attended Calgary Model Yacht Association's first two day event. The event was by way of a test run for the club and its members. As most are comparatively new to IOM racing, the regatta was aimed at seeing if the members could cope with two days of racing. This in preparation for hosting an IOM Prairie Region Regatta next year. I think they passed the test with flying colours. I was shown their proposed location next year's event and it looks very good. It has one draw back in the site is used as a location for out door weddings. Perhaps our secretary could do something about this! It is good to see the reactivation of the Prairie region which had been defunct for some years with the disappearance of the Edmonton and original Calgary clubs.

Much credit is due to Andrew Baak and Steve Kibble.

I left Calgary in the evening after the event complete with my white hat and survived being run off the Trans Canada by two freight trucks. I toured Winnipeg thanks to detours and barricades. In fact the whole trip seemed to develop into a tour of road work delays. I did get to sit for an hour viewing Terry Fox's memorial at Thunder Bay. All this resulted in my reaching Ottawa just in time to miss Aileen who was flying home. After a couple of days with my family, an oil change for the Dodge and some entertainment in downtown Ottawa's one way streets with their poor signage, I found my way to the Ottawa Area Club's Friday sailing session. It was good to be able to meet the skippers who were up to then names attached to emails. I thank Bill Croft for inviting me.

I stayed with Paul Switzer that evening managing to keep him up until the Awee hours. I thank Paul for his

hospitality and relief from my mobile motel. I left early the following morning to meet up with Dave Balsdon at his aunt's at Port Hope to effect an A exchange - a Privateer mould for a Frigate hull and deck. Also from Dave I had a ballast bulb for the Frigate. I suspect the ballast bulb accounted for my Dodge's poorer fuel consumption on the return trip. Dave's aunt makes a great cup of tea!

My return trip via the Crows Nest Pass was uneventful if you do not count being first on the scene of an accident at Sunday Summit. Where a tractor trailer ran off the road right I front of me and finished with the tractor unit up side down

Back home on the Coast there have been no major events, but elsewhere in the newsletter there will be a report on an excellent event at Saltspring Island Sailing Club organized by Martin Herbert.

Perhaps some clubs may wish to emulate it

In Memory—Larry Miskie

By Jim Goddard

Larry Miskie, a long serving member of the CRYA Executive passed away on August 17th, 2014 at the age of 66 with family by his side.

Larry served as Secretary-Treasurer of the CRYA until recent years, making lasting friendships among his fellow executive members. Larry resided in Owen Sound, Ontario and left behind a large family and many friends.

During my time with the CRYA I had many occasions to correspond with Larry and much appreciated his direct approach and dry humour. We both shared a passion for trying to find a free computer tool to achieve a task that others paid for.

On behalf of the CRYA our best wishes go out to Larry's family at this time of loss.



Maritime Report

By Jim Goddard Regional Director

The Fall in Halifax normally brings the best sailing weather and the keenest racing competition of the year.

The Club Championship Regatta became a two day event, the Frostbite regatta is a two day event as well and the EC-12 Championship takes place.

True to form, nothing went true to form. The weather just did not cooperate with the schedule maker

and things moved about.

In the end we sailed two days for the Borgal Cup, One day for the Frostbite Regatta and the EC-12 Championship just never happened.

More on Regatta results later in the newsletter. We had a successful year with membership slipping a little with one of our great friends Henry heading home to Toronto. An enthusiastic newcomer to sailing, Henry's smile was infectious and we miss him.

The East Coast Road Warriors

made their mark doing well in Toronto, and Stowe Vt.

It looks like we will spend some time on the road again this year with the Morgan Black and Green Mountain regattas in EC-12 and the Canadian Soling 1M Championship and the CanAm Challenge in Soling 1M's.

Of course I will have to be very luck to make all of these with an impending National Election.

Building Membership

By Lawrie Neish—CRYA President

During the early summer on what might be described as a milk run on the way north in the boat I sit in, I got to thinking about the membership of our association. Before any of my friends say anything, I rush to say that my thinking is not always appreciated. A considerable portion of my working life was spent with young adults in high school and university. Out of this association came two model yacht clubs with both initially focussed on building boats. The first of these clubs was very successful and produces a national champion. The second, I regret to say, failed as a model yacht club but did morph from building Marbleheads into building boats you can get into. In both cases the group of students it attracted were those whose names usually appeared on the honour roll

To move to the point of my thoughts, from much time spent looking at the CRYA database I notice that the median length a person is a member is around five years. The exceptions are a smaller group of

members who got into sailing models early and stayed and those who join on year and disappear.

One thing very noticeable in our membership is, to put it gently, that it is a senior dominated hobby / sport. Allowing that most young people are seen as being all thumbs but have no time to spare from texting, I think a partial reason can be attributed to when and where we sail. If we sail during the working or school day, is it any wonder that the sport is regarded as a senior pass time? If we sail behind the gates of a members and guests only yacht clubs, then no one will be aware that we exist other than a select few. Given the age of members you can probably work out why the average duration of membership is five years!

To my mind a great deal could be done to change the situation by holding occasional sailing days, perhaps even when it is a little inconvenient to do so, outside of work or school hours. Sailing in a public park, or where you are visible might also help. Victoria Society of Model Shipwrights sail on Sundays in a public park and field a lot of enquires. This leads to my next point.

A third factor is cost of equipment. My friend, Barry Fox of VMSS, relates that most enquirers exhibit great interest until they ask How much? At that point their eyes glaze over. From our data base, about 12, or so, percent of members in it are active. Also, in the data base the ratio of boats to members overall is about 5 to 3. Allowing that there are in the database inactive members who do not have boats registered to them, probably having sold transferred them before quitting, the ratio is more likely 2 to 1. Even allowing for this there must be a lot of boats in closets, basements, etc. mouldering away, along with pre 2.4 GHz radios hopefully with their batteries remove. Could not clubs actively guide these into the hands of young people dare I say for free, or at least for a knock down cost? After all (I have yet to find out for certain) neither heaven nor hell has decent sailing locations.

I know that Canada has an aging population which might swell our numbers - but, perhaps you can think about this



Diversity is the key to a vibrant and growing club. We need to make engagement a part of our annual planning.

Quebec Report

By George Roberton - Regional Director

Once again, R/C racing was centered around the Hudson Yacht Club this year.

Our fleet of 12 Soling 1m boats was active from May to Sept. We ran a total of 115 individual races split into 4 series scheduled on Monday and Thursday afternoons. In addition, we hosted 2 open regattas, the HYC Directors' Challenge and the sail-off for the Soling 1m Fleet Championship.

A fun and busy summer for all.

The Directors' Challenge

Each year, the Soling 1m fleet invite the directors of the Hudson Yacht Club to try their hand at R/C sailing.

This year 7 directors came out for the event on a Sunday afternoon in August. The boat owners acted as coaches.

We ran 6 races for them over our regular twice around windward/leeward course. These guys and gals are getting good! The competition was very close and the final results were decided in the last race of the day.

This year's winner was Marian Kuiper. That makes three times in four years for Marian. She received the winner's award

(the world's smallest and cheapest trophy) to add to her collection, at a ceremony held on the terrace following the races.

All the boats survived without damage and everyone is looking forward to next year's challenge.

Soling 1m HYC Fleet Championship for 2014

The winners of the 4 individual summer Series sail off in Sept to determine the Fleet Champion for the year.

This year, Ed Cowell, Ken Walker, Jack Folkins and George Roberton took to the water on a cool day with light winds.

The schedule called for 6 Standard races - no drops. Again the competition was very close and the results were unknown 'till the last race

was completed. The winner and new Fleet Champion for 2014 is George Roberton

Next year, we will be adding two new skippers to our Soling 1m fleet at HYC and are looking forward to spending a lot of time on the water.

We'll post the dates for the open regattas as soon as they are finalized. Have a good winter everyone.



Marian Kuiper with what may be the World's Smallest and Cheapest Trophy

Prairie Report

By Andrew Baak

The Prairie Region has had a very successful summer season.

In my spring report I had mentioned the Calgary Model Sailing Association (CMSA) had started to focus on planning a 2 day IOM event for September 2014, with the hope to attract some out of town participation. Well I can report that they successfully hosted the 2014 September Blender on September 20-21 attracting two participants from the West Coast. The full regatta report can be found in this newsletter.

(At the time of me writing this report the CMSA is in the process of requesting this event be made the "Prairie Regional" ranking regatta)

CMSA's objective this summer has been to increase the participation of area sailors who may already have boats as well attract new participants. Fun informal days were scheduled on Friday nights as well as Sunday afternoons on the Glenmore reservoir. Only one Sunday every month was a scheduled formal scoring event, figuring people with busy schedules would then know when the majority of sailors would show up, these started in May with a total of 9 boats sailing at least one day with 2 boats participating in all 6. After the final points were totalled 2

ties needed to be broken based on the last day. Racing was very close, all participants improved as the summer progressed. The

consensus of the participants is that this format should continue similar next year. As well a new location addition this summer was at the local Shriners pond, this was used for Tuesday night sailing. This location was excellent since permanent summer marks were permitted to be placed. The hope is that at some future time this location will be able to serve as an alternate regatta location, but until that time the CMSA will enjoy the time we have there.

Participation of Calgary sailors did increase over the summer, this not just from existing sailors but also from new members with the addition of 4 new (to Calgary) IOM's, 3 arriving from the West coast and one from Saskatchewan. As well the addition of two Dragon Force 65's, one Dragon Force Cat, Canterbury J, and a Victoria. There was also a sighting of a Wheeler that had just been rebuilt. CMSA has continued to focused a lot of promotion through their Facebook page; <https://www.facebook.com/CalgaryModelSailingAssociation>. The Calgary area does have a lot of boats; the challenge to get them out at the same time. The CMSA is committed to continue encouraging sailors with RC boats to participate with the hope that overtime the numbers will continue to

increase.

As Calgary grows I have tied to keep my ear to the ground in search of other pockets of sailors, the prairie region is full of ponds, lakes, big and small with some of the windiest locations in North America. I know there must be RC sailors outside the Calgary area and my hope is to one day locate them and visit their pond or Lake, whether this is to just have a fun sail or to race. So if you are from any area in the prairie region or know of some RC sailing enthusiasts in Alberta, or if you plan on visiting or even moving to Alberta please contact me though my email on the CRYA web site or look up the Calgary group.

Now as we wait for the lakes to start icing up the Calgary sailors start focussing on the winter projects, which is mainly RC ice boats but also include getting their regular sailboats ready for next year. The winter actually does not stop the area sailors and judging by the buzz heard on the docks, parking lots or the face book page this winter is going to be very exciting, the following are just some examples, "who is buying new sails for next year", "who is rebuilding their ice boat", "are you building an ice boat", "I need to redo my IOM rigging before next year", "B rig and sail box next on my list". "does anyone know how I got this yellow paint stripe on my hull and how the heck can I get it off?".

Have a safe winter



Western Region Report

By Roger Kibble

It's all good news from the western front. Signs of expanding interest and participation in RC sailing are everywhere. The IOM boys and girls in Nanaimo, Victoria, Salt Spring and Hornby Island continue to sail regularly and are getting faster all the time. New recruits are appearing, some new boat construction is under way and at last a new regatta is being planned in Vancouver, in Burnaby, some time next year.

Two wooden boats are being built. Martin Herbert is building a Graham Herbert IOM design, Calypso, in wood and Lawrie is half way through crafting an impressive A class Highlander.

Barry Fox reports that at least 30 of the neat and fun Dragon Force boats have been sold locally. They come complete with sails, transmitter and receiver so after a couple of hours of assembly you are ready to sail. They go fast too. Barry also was asked to evaluate a prototype of a complete IOM kit, slated to be produced by

Horizon at a low cost. It will come complete and ready to assemble. Barry is impressed and has given his

recommendations to Horizon for some adjustments to help the final version to conform to the IOM regulations. This news was even reported in the local newspaper!

Some Western sailors, Lawrie Neish, Roger Kibble and local US friend, Jerry Brower attended the expanded September Blender regatta held in Calgary on Sept 18th/19th. This attracted more than a dozen IOM entrants and over 30 races were held over the weekend skillfully managed by Race Officer maestro Lawrie Neish. It was a great regatta with excellent sailing, meals and hospitality.

On October 18th the SISC held a "Great IOM Team Challenge" to introduce IOM sailing to many new sailors. The local IOM fleet hosted a team challenge open to SISC members and the Club responded with enthusiasm. Five teams with 15 sailors sharing five boats took to the waters in bright sunlight and good winds to enjoy a few hours of intense racing, many laughs and a hearty lunch. Several

teams brought in ringers during the course of the day, which added to the fun and kept everyone on their toes. About twenty new sailors competed in at least one race. The event was won by Team Chicken with team Captain Ole Anderson, Thanks to Lawrie Neish again for all the race starts and finish recording.

We are already looking forward to 2015 with two local sailors lined up to go to the World cup in Foster City, San Francisco in May, Peter Stevens and?? representing Canada. There may be an extra spot open to a Canadian too. Other early events to note are The Westerns "Beaver Fever" held at Beaver Lake Victoria in March and The Great Ocean Race in Nanaimo on April 23rd. This is a very well run event attracting many types of RC boat including Lasers, Marblehead's IOM's and even Graham's amazing catamaran. Check it out; it is great fun and well worth the effort!

If you have any important RC news from Western Canada please send me the details at rwkibble@shaw.ca. Many thanks.

The Evolution of a Sailing Club

By Chris Hunt

How did you get involved in r/c sailing? Did you see it as a child and the memory never left you? Do friends or family r/c sail and so you've been exposed to it for some time? Did you find a boat in a hobby shop and purchase it? Were you looking to do something different, or as an alternative to your other hobbies? Are you a former, "big boat," sailor that can no longer devote the time, money and interest a full-size sail boat requires? Are you a tinkerer who found the idea of building a model sail boat an intriguing challenge? What else?

There are many ways we enter this hobby and numerous reasons to stick with it. Those who are most enthusiastic and participate in our hobby the longest all share one thing in common: they don't sail alone and they sail with an r/c sailing club. However you entered our hobby, the most obvious way of getting maximum

enjoyment out of radio sailing is to be in a community of like-minded people.

The r/c sailing club serves many functions. It introduces people to r/c sailing, it fosters camaraderie and friendships, it is a fantastic source of advice, tuning tips, building methods, product recommendations, competition and, occasionally, solace and understanding. It also serves as a great place for trash talk, derision, terrible jokes, and mildly insane Facebook posts.

The importance of the r/c sailing club to the r/c sailing experience cannot be overstated. I'd like to share with you my experience of the process involved in the creation and sustainability of my own r/c sailing club, the Calgary Model Sailing Association (CMSA). A number of you have met us via our Facebook page (www.facebook.com/CalgaryModelSailingAssociation) and a few of you have ventured out to Calgary and met us on the docks.

Let's show you how we started and what we've become!

In the beginning....

Thankfully, there's this thing called the internet. We started because the internet let us know who else out there was in Calgary that had an r/c sailboat. Andrew Baak, your CRYA Prairie Regional Director, regularly spent time on the RC Groups web forum and introduced himself to a number of us that way. The online introductions led to face-to-face meetings at the docks which led to regularly scheduled sailing sessions. There was no talk of forming a club; everyone was just really happy to encounter other r/c sailors. Our group had a varied mix of boats in the water – IOM's, ODOM's, Victoria's, a Nirvana, a Seawind and various "eBay" boats. It was a glorious hodge-podge of r/c sailboats. Our first activity was, well, just sailing. There wasn't much competition involved, though Andrew really wanted to start racing. We all finally sat down and tried to figure out what we wanted to accomplish with our

time together. Much discussion ensued about whether we wanted to be a racing club, and though it was eventually decided that competition was to be the norm a number of us weren't all that interested. What turned the tide, so to speak, was the eventual realization that just sailing your boat around got pretty boring pretty fast. The other significant development was the very quick realization that not all r/c sail boats are created equal. We knew that boats like the ODOM, Victoria and Soling had a definite following throughout the country but against an IOM they were, well, kind of slow. The IOMs in our group pretty much destroyed anything else that tried to race against them. Bit by bit, people either started building or buying used IOMs or they just started to disappear. Around this same time we decided to formally turn our group into a proper r/c sailing club, called it the CMSA, and also decided to throw a two-day regatta called, "The September Blender." Steve Kibble, your CRYA Executive Secretary, made up the name of the regatta on the spot and called it that because, "September," and, "Blender," rhyme. As it turned out, our first Blender in 2012 was very well named as the regatta was a "run-whatcha-brung" event with no classes but with an A and a B fleet. A was IOM's and a Marblehead and B was pretty much anything else that floated. The Marblehead would've won but its owner couldn't attend the second day of the regatta. Marbleheads are so cool, aren't they? Andrew Baak won our inaugural Blender that year with one of his home built IOMs.

We were so happy with the success and exposure that our first regatta gave us. We had nearly 20 boats in the water and met several people that we had never seen before. We found that there were a lot more r/c sailors in Calgary than we originally thought. We were enjoying great momentum, our club Facebook page had attracted a number of followers, and things were starting to come together. Based on the success of that regatta, 2013 was going to be our year! Were we in for a big surprise.

What a challenge 2013 was. It gave rise to the possibility the CMSA was going to fade away, however, 2013 paved the way to a successful 2014 in that it taught us how to

persevere through the most difficult of times. Water is our milieu and our playground. Without water you don't need a boat. We can talk endlessly about water, it's colour and depths and currents and waves, how flat or how choppy, weeds or no weeds, the best ponds and lakes and reservoirs to use. Talented boat designers spend months and years perfecting hull shapes that will cut through water as fast as possible in all conditions. Water, I would venture, is something we as Canadians take for granted. And water is what nearly wiped us out.

The year 2013 started in fits and dribbles in May. Not very many people showed up, but that was somewhat to be expected as winter hadn't ended much earlier and not everyone was thinking about water-based activities. Regardless, about three to five of us kept showing up Friday nights and Sunday afternoons. Much the same levels of participation happened in the first part of June. We were really starting to wonder where everyone from the 2012 Blender had gotten to. And then "It" happened – you know those once-in-a-century events you hear about on the news? In Calgary, this became known as the Flood of 2013. Record rainfall west of the city, combined with a well-saturated ground from snow melt conspired to raise the rivers to some of their highest levels ever recorded. Whole neighbourhoods and satellite towns were wiped out. Many people lost their homes and businesses and many more places lost power and water. The entire downtown core was black without a single light anywhere. Community centres were turned into temporary housing and many people scrambled to find lodgings with friends or families not affected by the flood. It was terrible, and it was some of the proudest I have ever felt as a citizen of this city. There was no rioting or looting. A call for 1500 volunteers by the city had 25,000 people show up. People just showed up all over to help those in need. I would walk through neighbourhoods adjacent to the rivers and see complete strangers helping home owners to empty their houses of flood damaged possessions. Other people would show up with food and drinks and start giving these out to the people helping out. It was magnificent.

The Flood put r/c sailing very much

on the back burner. Hobbies lose all of their importance when reality comes crashing in hard and fast. The Glenmore Reservoir, our main sailing venue, was closed to all recreational activity for some time. The amount of uprooted trees and debris in the Reservoir was shocking. Thankfully, all of the docks escaped damage and we were back on the water in July. Participation was really down. It wasn't unusual to only have three boats out. If five showed up that was considered a great day. There was a steady presence of four of us that kept at it, that would do everything we could to make it on Friday and Sunday. We loved our hobby and had formed real bonds with each other. We started to call ourselves the, "Fab Four," but we really wanted to be, "The Great Eight," or, "The Dirty Dozen." We persevered. We didn't give up. We kept putting updates and photos on our Facebook page. We had compiled an e-mail list of three dozen names of people who either had an r/c sail boat or expressed interest in r/c sailing. We started writing reports and articles for the CRYA newsletters. We developed an excellent relationship with the Glenmore Sailing Club. We chipped away and chipped away and chipped away. Where did all the 2012 Blender participants go? Why weren't the people on the e-mail list showing up? We found that there is over two dozen IOMs in the city. If they showed up we'd have the largest IOM sailing club in the country. We made the decision to run the September Blender again in 2013. The hope was that the 2012 Blender sailors would come out once again and maybe we could convince them to join us for the club racing sessions throughout the summer and autumn of 2013. We put out the Notice of Race and waited.

A curious thing happened with the 2013 Blender – we only had half as many participants show up but every one of them sailed an IOM. Looking into it more deeply, we discovered that the same amount of IOMs were entered into the 2013 Blender as were entered into the 2012 Blender. We had morphed into an IOM club almost by default. Everyone wanted to sail a fast boat, and with the easy availability of used IOMs on the market and the widespread reach of this class throughout the world it became the de

(Continued from page 10)

facto boat of the CMSA. Others wanted to race other classes of boats. We offered to run separate races or even whole regattas for other boat classes if they showed up in numbers. They never did. New designs like the Joysway Dragon Force DF65 came on the market and we've only seen one show up. We've seen the odd Victoria, a Canterbury J, a Wheeler and a Soling show up at the docks but either these people leave before we start racing or we simply never see them again. Thankfully, new prospective members see our IOMs in the water and decide to purchase their own as they want to be able to compete with us. More and more used IOMs from the west coast are making their way up to Calgary each year.

The 2013 September Blender was a turning point for the CMSA. The regatta went well and participation in our regular club racing days really started to pick up in earnest. All of a sudden we were going from three to five boats to five to ten boats. This completely changed the dynamics of our sailing sessions and renewed a sense of optimism within our ranks. Perhaps people needed the whole summer to get over the effects of the flood and think about having fun again? Maybe our consistent self-promotion, our faithful attendance on Friday and Sunday, or our continuity in maintaining the Blender were all part of it. Like at the end of 2012, we were all excited at the momentum created at the end of 2013 but some of us were a bit cautious in our optimism. There were a few times members just thought of quitting because of low attendance.

The winter of 2013-2014 came very early and stayed very late. There was snow on the ground and ice in the water by mid-October, something nearly unheard of in these parts. In late September we managed to get a few scouting trips in to locate alternative sailing venues including a great day trip to Waterton National Park. On the return trip home we stopped in a rural town for supper to discuss our club's future and what we wanted to accomplish. We decided to build and race r/c ice boats over the winter as a fun project to keep everyone interested. Our grand

misadventure into the r/c ice boating world can be found on the CRYA website (<http://crya.ca/frozen-chosen/>). The biggest take away from ice boating was how it continued to cement the relationships among the core club members. Our next decision was to run another September Blender in 2014, only to make it an IOM-only event and to use it as a dry run towards hosting a ranking regatta in 2015. Now we had to plan for meals and prizes and social activities. We kept meeting every couple of months over the winter to continue to hammer out our vision of the 2014 edition of the Blender and to stay on top of all the organizational details that come with hosting these events.

As spring was slowly turning into summer we started having some dissension in the ranks. We have become a competitive, racing-only IOM club. Some members were getting turned off by our emphasis on racing and on the IOM. It was feared that we might be turning new people away who may be uncomfortable with the idea of racing or who found the price of an IOM too high. This school of thought has never completely left the CMSA and has been championed by one of our earliest members so it deserved some scrutiny. Were we turning people off? Was our emphasis on the IOM class elitist? Should we bring in another more affordable class of boat like some other r/c sailing clubs have done? Were we losing our way?

By the spring of 2014 we had attracted some new members who had purchased used IOMs. Our Fridays and Sundays always had at least five boats and quite frequently eight or nine. The core four club members took a hard look at who was joining us and why. The single commonality amongst all new members was that they owned or had owned their own full-size sailboats and that each one of them raced those boats. The appeal of r/c sailing to them was that it was very much like real regatta racing but with far more race heats and no hassles in pulling your boat into and out of the water, no moorage fees and insurance costs, and if an r/c sailboat hits your r/c sailboat damage is generally non-existent. Not a single one of them complained about the cost of a used IOM and most of them thought used IOM prices were quite

reasonable. Compared to a full-size sailboat, these IOMs were practically free. We took a hard look at other classes. A Victoria with a full set of Longbow aftermarket parts and a set of Fast sails can easily become a \$600.00 boat and no matter what changes you make to your Victoria it can't even come close to competing with a used IOM, and its sailing envelope is much more limited than an IOM. We've rarely encountered any of the full-keel r/c sail boat designs and that is probably due to the fact that the Glenmore Reservoir doesn't have much of a weed problem.

Marbleheads and 10Rs are amazing boats but are usually a lot more expensive than an IOM. The new Dragon Force DF65 seems like an excellent, affordable design and we know they've become quite popular in parts of North America. We're going to continue to monitor the growth in the DF65 and see if any show up at our docks; one of our members does have one. We decided that we would stay our course and continue to emphasize the IOM to new prospective members and to keep competition as the mainstay of our club.

Perhaps a small side note on the actual governance of the CMSA? We are not, in fact, the first r/c sailing club in Calgary. If you peruse back issues of the CRYA newsletter from 2000 – 2003 you'll find Calgary mentioned. The club seemed more ODOM oriented which made sense for that time period. Regattas of 23 boats were run and r/c sailors from Calgary went to the Worlds in Vancouver. And yet the club disbanded and disappeared. How can a club with those kind of participation levels and quality of sailors vanish? Our first Blender had over 20 boats but nothing even close to that total in 2013 or 2014. Andrew and Steve were able to track down and meet with the founder of that club and get his views on what went wrong. His lessons were sobering. In its simplest forms, the demise of that club had to do with too many boat classes and too much accommodation of club members. Thinking that a bit harsh, they asked for a more detailed explanation. Although the emphasis was to be on the ODOM, more and more members

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starting showing up with different classes of r/c sailboats and demanded they be able to race them. Because of the variety of boats most of the classes could only get a few races in and the quality of racing suffered. In order to appease everyone, different times and different dates were set aside to accommodate peoples schedules but, more often than not, these same people still ended up not showing up. It became too exasperating to keep everyone happy and the core members started drifting away. Once the core members left, the occasional members rapidly vanished, and that was that. His advice to us – and we've taken his advice to heart – stick with one class of boat and let the core members run the club. Keep your core happy and the rest will follow. Our core for the longest time was the Fab Four – Andrew, Steve, Mark and myself – and has now expanded to six. It's a good number to work with as there's enough of us to discuss club issues but not so many we can't come to a decision. We're also holding off on creating a B fleet and staying with the IOM. Our good friends in Dallas TX have created a DF65 fleet and are enjoying great success with it. I asked Chuck LeMahieu why they added another boat class and was told that they wanted a more affordable option to attract more r/c sailors to their club. They have become very successful with this boat in a very short period of time and are to be commended. Our

take? We're not well enough established to start adding B fleets and, well, the core group still prefers fast boats. If anything, if we were to add a B fleet it would probably take the form of a multi-hull class. Say it with me: ssssspppppreeeeeeedddd!!!!

This year has been the corner we had hoped to turn in 2013. Our core is closer than ever – dang it, I really love these guys! At the start of the 2014 season, in an attempt to keep interest high through the year, we started a season-long scoring series called The Peanut Butter Cup which produced great participation and some very close results. It also helped to keep us focused as we continued to plan and organize for our 2014 Blender. The Blender was a fantastic success and this is the first time we've had out-of-province sailors come visit us. There are some tweaks we're going to put in place for next year, but we're just ecstatic over how well the event went. We have applied to the CRYA leadership to have the 2015 edition of the September Blender become the Prairie Regional and to be a ranking regatta. We've got to get you guys out here from Ontario and the west coast! Our participation in our regular Friday and Sunday sailing sessions has consistently been in the 6 – 9 boat range and in June we even made it onto an internet hobby channel. New members have arrived who consistently show up and they've brought their friends who are now strongly considering purchasing their own IOM. We even had a new member join us through our Facebook

page and purchased David Cook's rainbow-coloured Ska.

I believe our current success as a club was really forged in 2013. No one was sailing with us, so the core members who did keep showing up really proved their love of r/c sailing. We kept on running the September Blender and we kept on trying to promote our club to the whole wide world. I believe it was our consistency and perseverance that eventually bore fruit in 2014. Even though it appears that one of our core members will be moving to Vancouver in the near future, our outlook for 2015 is very positive. By offering r/c sailors in Calgary a regular racing experience with some extra competition in our season-long scoring series and at our September Blender we're attracting more and more people. Here's to sailing off into a beautiful sunset.

Update: the CRYA has given their approval to have the 2015 edition of the September Blender as the Prairie Regional and as a ranking regatta. Our Blender will run from September 18th – 20th, 2015. As before, Friday will be a welcome party and boat measurements, Saturday will be all-day racing and Sunday will be racing until mid-afternoon. Please come join us!

Please note, the above article contains many opinions of the author and is not meant as a historical document. Some scenarios have been extrapolated from scant facts. Any errors are the authors.

Calgary Model Sailing Association

2014 Peanut Butter Cup - Final Series Standings

Best 4 results are scored

DNC 10 points

Drops have orange background

	Skipper	Design	Sail #	Boat Name	Colour	PBC1	PBC2	PBC3	PBC4	PBC5	PBC6	Total	Net
1	Andrew Baak	Goth	99	Limey Burst	Green	2	1	10	6	1	1	21	5
2	Steve Kibble	Salmon	9	Crunchy Frog	Red/White	1	10	1	1	2	2	17	5
3	Mark Verry	Widget	29	Yellow	Yellow	4	3	2	2	4	3	18	10
4	Chris Hunt	Widget	72	Cubist	Checker	10	2	3	3	8	10	36	16
5	Hans Konig	Kite	76	Krystal	Red/Dots	5	5	4	5	5	4	28	18
6	Quinn Baak	Vektor	94	Ikea	Yellow/Blue	3	10	10	4	7	5	39	19
7	Adam Batchelor	Kite	10	Mellow Yellow	Yellow	10	4	5	10	3	7	39	19
8	David Temple-Murray	Emo	15	No Name Yet	Red/White	10	10	10	10	6	6	52	32
9	Logan Baak	Triple Crown	124	Flash	Red	10	10	10	10	10	8	58	38

Rules Report— Proper Course and Mark Room

By John Ball —Technical Director

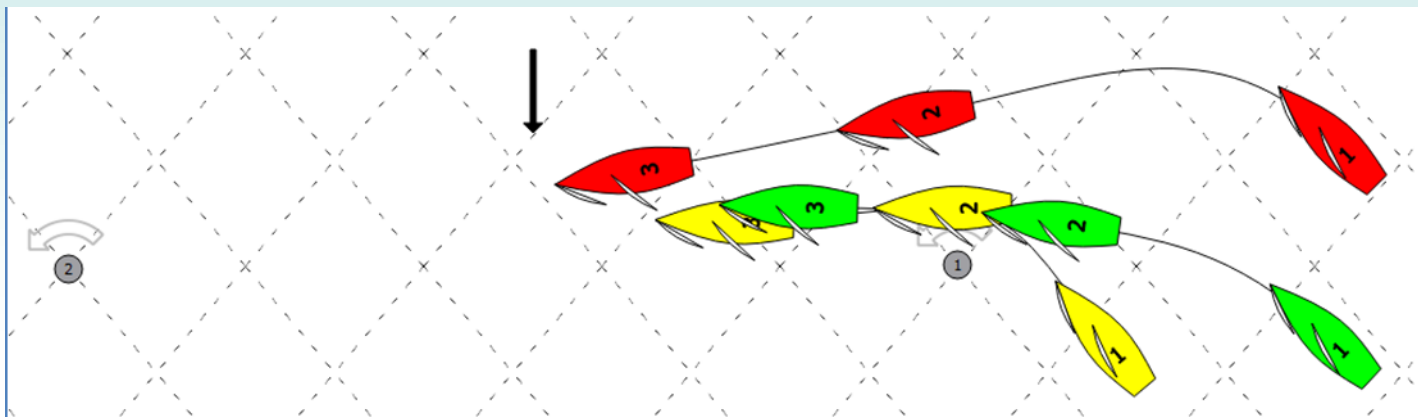
Often I hear questions about sailing my proper course at a mark rounding. R18 describes the conditions where a boat gains Mark Room rights. To understand what that means, we have to look at the Definition of Mark Room and also note that the word Room in Mark Room is itself a defined term.

Mark-Room Room for a boat to leave a mark on the required side. Also,

- (a) *room* to sail to the mark when her proper course is to sail close to it, and
- (b) *room* to round the mark as necessary to sail the course.

However, *mark-room* for a boat does not include *room* to tack unless she is *overlapped* inside and to windward of the boat required to give *mark-room* and she would be *fetching* the mark after her tack.

Room The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while maneuvering promptly in a seamanlike way.



These boats are all demonstrating sailing their proper course from different starting positions.

If a boat has Mark Room, then the other boat has to allow the Mark Room boat to sail to the mark when her proper course is to sail close to the mark, and room to round the mark to sail the course. Here we have a weather mark and an offset mark. From their starting positions at P1, and with Mark Room, Yellow and Green may sail close the weather mark, and then sail towards the next mark. However Red at P1 does not need to sail close to the weather mark as her proper course and course to the next mark is a higher line. So Red has left a hole that another boat could sail into.

Soling Class Report

By Paul Switzer—Class Secretary

The 2014 Soling One Meter Summer season is just about over as I write this in late October. In addition to our weekly fleet racing in Kingston this summer, I managed to sail in the Canadian Championships in Toronto, the CanAm Challenge Cup in Stowe Vermont and both the Invitational and Labour Day regattas in Hudson Quebec. I was impressed with the quality of the sailing and the competence of the regatta organizers in every case. They were filled with fun racing and great fellowship that is well worth your participation regardless of your skill level. I find in general that the more skilled the

sailors the more willing they are to share their knowledge and help others improve. It adds to the fun for everyone so I encourage you to try to experience one of these events next year.

Kingston Yacht Club is making a bid for the 2015 Canadian Championship June 13, 14 weekend and Hudson Yacht Club has indicated interest in hosting the 2016 Canadians. Anyone else interested in running a future Canadian Championship is welcome to contact me. I am willing to negotiate dates and hosts to keep this regatta moving around the country. It is a nice problem to have with a line up of interested groups who want to host regattas. I am also ready to promote local club invitational regattas even if

CRYA endorsement is not needed.

I have been watching the International One Metre Class as it has worked over the past couple of years to simplify its previously rather complicated measurement and certification process. It is now quite straightforward and adopted internationally. The measurer measures the boat using a standard checklist form and submits a one-page measurer's document to the Class Secretary of the appropriate national authority who then issues a one-page certificate as proof of compliance with the class rules. I have recently followed this process with my own IOM and it was quite painless and fast. It took about an hour for the measurer to measure the hull and the

(Continued on page 14)

3 allowed rigs. He then emailed his form to the CRYA Class Secretary and I had the certificate in less than a week from the measurement day. Now I simply take my proof of CRYA membership and the certification form to a sanctioned regatta in any country, or mail electronic copies along with my regatta entry, and I am accepted. The boat may still undergo regatta measurement spot checks such as weighing and basic measurements as we normally do at our Soling national regattas but it is considered to be legal coming in. The owner signs a clause indicating the boat will be maintained in compliance with the class rules.

I have amalgamated a number of previous Soling measurement forms I have collected from fleets over the years to get the best of each and copied the IOM format. You will find the result published in the issue. I have been working with Lawrie Neish, CRYA President, who was involved in the IOM revision to align my efforts with his and take advantage of what he learned. This version includes the measurement checklist and the one-page measurer's form but does not address the certification process or form at this stage. The checklist follows the sequence of the clauses in the Soling Class Rules so the two

documents can be used together as the boat is measured. There is nothing in the checklist form that is not already clearly stated in the AMYA Class Rules or Manufacturer's Assembly Manual. The class is still administered by the AMYA through its motion and voting process and the CRYA still adopts the AMYA Class Rules as provided as we have for years.

My primary goal at this point as CRYA Class Secretary is to propose and get general agreement on a standard CRYA Soling measurement form and process to be used by Canadian fleets that wish to measure their boats. I am not suggesting, however, that this be required for the next national regatta just that we agree to adopt a standard.

Certification could be an additional option at some point but currently I do not feel I have the support of the majority of Canadian Soling owners to take that step. Current CRYA Measurers do not have a standard form to use for Solings and tend to avoid them so I think it is my responsibility to provide one to make the process more attractive. Individual owners can use the form to document their boats in a standard way.

We have a long winter

approaching so let us use the time to discuss and finalize this proposal so in the spring I can declare that we have a CRYA endorsed standard measurement form for Canadian boats.

Once again this year, membership in the CRYA including this newsletter is available for only \$15 a year. Now is the time to submit your renewal since membership ends with the calendar year. I urge you to encourage RC sailors in your area who may not be CRYA members to join and enjoy the newsletter, the website and the potential contacts across Canada. I know that some members miss being able to deal with the CRYA on paper since the information went to the Internet. If you know of people for whom this is an issue, please provide them paper copies of the membership application form and/or let me know and I will work on a solution for them. We don't want to lose members because they do not use computers or find working online to be a problem.

You can contact me about Soling 1M matters through the Contacts section on the CRYA website or write me at 2510 Conning Drive, Kingston, ON, K7L 0C2.

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Proposed Soling One Metre Measurement Form

Proposed by Paul Switzer—Class Secretary

CRYA Soling One Meter Certification Measurement Form (this is not a certificate)

2015

The Soling One Meter documented by this Boat Measurement Form has been measured in accordance with the AMYA Soling One Meter Class Rules, measurements in the Control Drawings and the Manufacturer's Assembly Manual. Measurements should be recorded in pounds and inches. Dimensions on this form are nominal and tolerances do apply where specified in the Rules, Drawings and Manual. CRYA Hull Registration numbers are issued only to Canadian nationals or permanent residents of Canada.

In Order to Obtain a CRYA Measurement Certificate

1. The hull registration number shall be issued by the CRYA
2. A CRYA approved measurer shall carry out fundamental measurement
3. The measurement forms when completed shall be sent to the CRYA Soling Class Secretary

Hull Registration Number _____ Date of Measurement _____

Boat's Name _____

Owner's Name _____

Owner's Address _____

Owner's Email _____

Owner's Phone Home _____ Work _____ Cell _____

DECLARATION BY THE OWNER

I undertake to maintain the boat in compliance with the class rules and that any alterations or repairs to equipment that would be required by the measurement form to be measured, will be checked by an official measurer before use.

SIGNATURE _____ DATE _____

DECLARATION BY THE MEASURER

I confirm that I have taken the measurements required by the Checklist Form and that, to the best of my knowledge, the boat complies with all the specifications as described by the CRYA approved rules.

CRYA Soling One Meter 2015

CRYA MEASURER'S SOLING ONE METER CHECK LIST FORM

KIT☐

1. 2.0 The boat is built using a Kit from the approved manufacturer

DISPLACEMENT & BALLAST☐

2. 3.0 The minimum ready to sail weight is **10 pounds** or greater
(The ready to sail weight shall include the radio receiver, batteries, rudder servo, sail control unit, sails and rigging).

HULL, KEEL & RUDDER☐

3. 1.1 The Hull LOA is as shown on the control drawing **39-3/8"**
4. 1.1 The keel is attached in the location shown on the control drawing
16" from the bow
5. 2.3 The rudder is as supplied in the kit or conforms to the size and shape of the kit rudder
6. 1.1 The mounting location of the rudder is as per the control drawing
30-1/4" from the bow

DECK & HATCH☐

7. 2.2 The deck is as supplied in the kit
8. 2.2 The hatch is as supplied in the kit, or conforms to the one supplied in the kit
9. 2.2 If there is a lazarette hatch its maximum size is 9 square inches

SPARS☐

10. 4.0 The mast and booms are made of solid wood or plywood and fall within the dimensions of the kit spars
11. 4.0 The jib boom is less than or equal to **15 1/2 inches** in length

RIGGING☐

12. 5.1 A permanent backstay is fitted
13. 5.1 The spreaders do not extend beyond the deck edge at the mast
14. 5.1 The spreaders are constructed of wood, aluminum or brass
15. 5.2 The mast crane is constructed of wood, aluminum or brass
16. 5.6 The sheet exit guides extend from the deck, **1/2 inches or less**
17. 5.3 The height of the mainsail from the deck including the jack screw if used, is **less than or equal to 51 1/4 inches**.
18. 5.4 The height to the jib stay attachment from the deck on the mast, including the jack screw if used, is **less than or equal to 45 3/4 inches**
19. 5.7 The mast is stepped on deck

CRYA Soling One Meter 2015

CRYA MEASURER'S SOLING ONE METER CHECK LIST FORM

DECK HARDWARE☐

20. 5.6 The deck fittings comply with the ranges of positions shown in control drawings measured from the bow
21. 5.6 Jib attachment.
Pos.1. 3-5/8". Pos.2. 4-1/4". Pos.3. 4-7/8".
22. 5.6 Jib. fairlead. **14-1/2"**
23. 5.6 Mast step.
Pos.1. 17-3/8". Pos.2. 18". Pos.3. 18-5/8"
24. 5.6 Mainsail fairlead. **28-1/2"**

SAILS☐

25. 6.0 The sails are of a single-panel design cut to match the control drawing
26. 6.1 The sails are made from woven polyester fibre cloth having a thickness of 0.004 to 0.007 inches
27. 6.3 If fitted, the sail reinforcements of woven cloth or tape material are within **3 inches** of head, tack, and clew corners and within **¼ inch** of the leech edge

SAIL NUMBERS & LOGO☐

28. 6.4 The sail numbers are a minimum of **3 inches in height and 3/8 inches in stroke width** placed as shown on the control drawing or in compliance with ISAF Racing Rules of Sailing Appendix E8 (d), (e), (f)
29. 6.4 If fitted, the class logo is placed as shown on the control drawing

BATTENS☐

30. 6.2.1 There are no more than **3** mainsail battens positioned in such a way that the leech is divided into **4** equal parts
31. 6.2.1 The mainsail batten lengths comply with the following maximum dimensions Top **5 inches**, middle **6 inches**, bottom **4 inches**.
32. 6.2.2 There are no more than **2** jib battens positioned in such a way that the leech is divided into **3** equal parts
33. 6.2.2 The jib batten lengths comply with the following maximum dimensions Top **4 inches**, bottom **2 1/2 inches**.

RADIO☐

34. 7.0 There are a maximum of two channels, one for sail control and the other for rudder control

IOM Class Report

By John Ball —Class Secretary

Hot off the Presses! Julian Laffin and Peter Stevens of BC are the two top ranked IOM Sailors who have expressed intent to attend the IOM World Championship, scheduled for May of 2015 in Foster City, California – please join me in sending them both our best wishes for a successful event.

The IOM Nationals are now in the books and Tony Gonsalves of Barbados is our Champion for 2014. In addition to Tony (BAR), we had twelve US skippers and ten Canadian skippers competing. There should be a write up of the event and pictures elsewhere in this issue.

On the World stage, the European Continental Championship on Lake Garda, Italy was completed under some challenging conditions. Light shifting winds, strong winds, big waves and deep water created problems for both the competitors and the Race Management team. Brad Gibson was the winner, sailing a slightly modified version of his highly successful Britpop design.

Following the recent rulings from the IOMICA and IRSA Technical committees on the legality (or not) of

leach telltales, masthead fly placement, and jib topping lift restrains, the IOMICA Executive prepared two emergency rule changes, to make legal the various items. This was done to minimize the effect on boats just prior to the European Continental event. As a result of making these changes, the Executive has to ask the member countries to ratify them at the next AGM cycle, to make them permanent. As a result, I emailed as many CRYA IOM members as possible, to advise you of these changes and to ask you to return your votes to me. Thank you to all who responded – I had twenty two replies – all in favour of the changes. If you have a registered IOM and did not receive my emails, please let me know by email to iomsecy@crya.ca and I will add you to the distribution list. The Canadian votes have been sent in to the IOMICA for the AGM.

There is one item that gives me concern for the future – and that is the number of CRYA Members in good standing owning registered/certificated IOM boats. That total, as of my last count was just over 50 members. This is a drop from prior years. Why is this an issue? The answer is that last year, several new countries joined the IOMICA. As a result, if we used the

existing formula (of two skippers per country) for the number of skippers allowed to attend the World Championship, then the Worlds could be over- subscribed – the Championship rules have to limit the number of entries due to the nature of heat management. So last year, the formula was changed. Big countries (over 50 certificated boats) receive two spaces, and smaller countries (50 or fewer certificated boats) will receive one space. Our current count puts us close to the cut over point, and we are close to being limited to one spot at future worlds. So you can help by encouraging any fellow IOM sailors to make sure that a) they are paid up members of CRYA, and b) that they have their boat measured to obtain a certificate. If you have more than one IOM, then consider transferring ownership of one to a relative or friend and get them involved too!

We are starting to develop the racing calendar for 2015, so please let me know if your club would like to hold an event, and especially if you want to host a Ranking event. We already have requests for the Nationals from Salt Spring Island Sailing Club, and from the Calgary group for a Prairies regional event.

Report from Port Dover, ON

By Julian Whittaker

So far we are just (8) sailors enjoying the competition, if we can get to (10) sailors then we will establish a club (The Port Dover Model Yacht Club). We are presently sailing at the Vittoria mill pond on Mill Pond Road. Vittoria is approximately 10 km s/w of Simcoe Ontario.

We sail on Wednesdays and Sundays 11am to 1pm

The biggest issue to deal with seems to be the venue. After spending hours on Google Earth looking for ponds then driving to investigate them and finding them to be on private property or surrounded by bush or inaccessible, we finally decided on a pond in Waterford about 10km north of Simcoe, up until recently we sailed at this pond but with 70' high pine trees

around the west side of the pond this created terrible wind conditions.

We are hopeful that the new location at Vittoria is a better spot, we have not had a full range of wind directions yet so we are still not sure what to expect however the trees are not nearly as tall.

We have another prospective sailor building his boat this winter so at the present rate we should be able to start our club in a couple of years.

Next year we will start having points races once each month and hand out trophies at year end, this will hopefully entice sailors to come out and hone their skills with the possibility of a trophy up for grabs.



Regatta Report— Victoria Class Ontario Regionals

By Michael Steele

Victoria class racing in Ontario has become quite a competitive affair in recent years. With a full compliment of sailors racing on a regular basis, winning a local Victoria club regatta is hard enough, but winning the Ontario Victoria Regionals puts you firmly at the head of this class. Proof of this growing competitiveness is that a different skipper has won this event in each of the past four years. Those who have won before - Bill Shorney, Charlie Mann, Shaun Berrington and Michael Steele - have all tried and failed to secure a second regional victory. This year would be no different.

This year's Ontario Victoria Regional Championship was held at a new venue this year –the Douglas Kennedy Park in Mississauga, Ontario. This marina basin allowed for a much larger course to be set, with excellent exposure to both clear winds and a constant stream of spectators who got to enjoy some very close racing action. Victoria National Class Secretary John McKinney acted as Race Director along with his wife, Joyce. They ran a tight schedule that guaranteed on-time starts and limited downtime between races. The first race took place at 10 am in light and shifty conditions with

plenty more of that to come.

From the start, Bob Allan managed to be the most successful at navigating the wind shiftson his way up the long course.

Bullets for Bob in the first three races gave him not only the lead, but the confidence to try out different start tactics to beat the swirling winds. For the rest of the sailors, it took a few races to get settled, but by mid-morning a few patterns were developing. Harry Feaver from Burlington put his Vicky with the leaders early with a third in race # 2 and second in race # 3.

By the lunch break it was clear that Bob Allan had built a nice lead. At 3



pm, 12 races had been completed with the final four sorting themselves out with Bob Allan in first place, Michael Steele taking second, Charlie Mann at third and Glenn Barrett claiming fourth. Special thanks to all those who helped with the event and to Leading Edge Hobbies for providing prizes.

2014 Ontario Regional Championship - Results						
Sailor	Number	Radio	Sail Servo	Rudder Servo	Sails	Points
Bob Allan	124	DX6i	Hitec 645MG	Bluebird	Sirrius	17
Michael Steele	140	Dx6i	Hitec 645MG	Futaba S3003	CARR	35
Charlie Mann	404	DX61	Hitec 645MG	Hitec 645MG	CARR	39
Glen Barrett	131	Dx6i	Hitec 645MG	HS 5085MG	CARR	50
Harry Feaver	1	LP5DSM	HS -525BB	Futaba S148	Berrington	50
Victor Wong	808	DX6i	HS 7954HS	HS 5087MH	Vector	72
Ashley Marshall	172	DX6i	Hitec 645MG	Hitec 645MG	CARR	76
Dieter Volbrecht	97	DX6i	N/A	N/A	Fast Sails	81
Bill Glover	199	Futaba AM	Hitec 645MG	Hitec 225BB	MANN	97
Brent Adams	130	DX6i	Hitec 645MG	HS 225BB	CARR	102
Bob Gibbs	35	DX6i	Hitec 645MG	Hitec	CARR	114
Steve Penney	107	Tactic X404	Hitec 645MG	HS 325	CARR	119
Bruce Silzer	773	DX6i	DS8711	Futaba 53004	Fast Sails	122
Tom Madarasz	117	DX6i	Hitec 645MG	Futaba S3003	CARR	141
George Pollowy	2	DX6i	Hitec 645MG	Hitec	Pollowy	144

One Vic sailor's story:

Radio Sailboat racing is not something that comes as an immediate skill. There are great sailors and folks who are good at operating anything controlled by a radio, but racing these boats to win requires a unique set of skills. From building a solid and tunable boat, understanding tactics, and getting on the water for some good ole fashioned stick time, there are many things to master. It is little wonder that when a sailor "gets it", they not only find themselves at the sharp end of the fleet, but also the recipient of much respect from the other sailors.

For this event, Harry Feaver clearly "got it". I had the chance to sit down with Harry and ask him how he got his start in R/C Sailing.

Harry: "I first went to Spencer Smith Pond in Burlington in 2011, after my aunt told me about the model boats that the guys run in the pool. Well, watching the boats speed around, there was one sailboat, using every inch of the pond. In June of 2012, I looked on Kijiji and found an old Victoria sailboat and Traxxas Villian (\$95.00 for the pair). Knowing nothing about boats, and thinking a sailboat would make a good winter project, I bought them. I got the Victoria on the Tuesday and met Paul Charles (of the Confederation Marine Modellers) on the Thursday of the same week. Paul invited me to join the Fifty Point Sailing Group for insight on building my Victoria and to join in the racing. I ended up rebuilding the Vic over the next two weeks and I was hooked. I was told about the Okanagan group's website and rebuilt my Vic to their specifications. For the first year and half all I had was the stock rig, but over time and swap meets I picked up a carbon rig, some other bits and Shaun Berrington helped me out with some better quality sails. I have been enjoying the challenge of racing ever since. For this event my goal is to do better than last year, when I finished in sixth place." Harry placed 5th this year.



Victoria Regional Championship Winners from L-R Glen Barrett 4th, Bob Allan 1st, Michael Steele 2nd, Charlie Mann 3rd.

A small sailboat with white sails and a green and yellow hull is sailing on blue water. The sails have the number '15' and the letters 'T' and 'I' on them. The boat is moving towards the right, leaving a small wake behind it. The water is a deep blue with some ripples. The sky is not visible in this image.

[illegible]

Regatta Report— Calgary September Blender

By Steve Kibble

September in Calgary is usually beautiful. The days are warm, nights are cool and the trees are starting to change colour. It is against this background that the 3rd annual September Blender regatta was held on the waters of Glenmore Reservoir. The event was co-hosted by Calgary Model Sailing Association and Glenmore Sailing Club.

The Blender is a sailing event for International One Metre (IOM) radio sailboats. This year, the scope of the event was expanded to include two full days of racing plus associated lunches, dinners and social gatherings.

Twelve skippers assembled on Friday evening for official measuring: the IOM class has strict rules on maximum weight and dimensions, sail size and build materials. Held in conjunction with Family Friday, the skippers were able to get through the measurement process while inspecting

each other's miniature yachts and enjoying barbecue burgers and bar service.

After a brief skippers meeting, races began on Saturday at 10:00 AM. Winds were light and shifty, even by Glenmore Reservoir standards. It became difficult to decide which end of the start line to start at as the wind could shift radically just seconds before the actual start. In several cases port tack at the left end of the line managed to cross the entire fleet and make it to the windward mark without tacking.

At the lunch break, the skippers were treated to a white hat ceremony for our out-of-town guests: PRO Lawrie Neish (Saltspring Island), Roger Kibble (Saltspring Island) and Jerry Brower (Everett, WA).

After the white hat presentation and a tasty lunch, skippers headed back to the docks for more battle.

Lawrie Neish banged out a bunch of races, totaling 16 by the time racing stopped at 4:30.

After retreating to the clubhouse, the tired racers were treated to margaritas – this is the 'Blender' regatta after all. While skippers were enjoying this, Roger Kibble and his team of volunteer sous chefs prepared a fantastic barbecued salmon dinner, complete with all the vegetables and fixings.

The good weather continued on Sunday. Skippers found that the wind direction was generally the same, but it was a somewhat stronger version. Not #2 rig weather, but certainly in the puffs there were a few boats overpowered. Racing went non-stop until 2:30 when lunch was again served as the results were being tabulated. After 30 total races over 2 days, it was the visitors who fared best. Jerry W. Brower took top honours followed by Roger Kibble. Andrew Baak rounded out the podium positions.



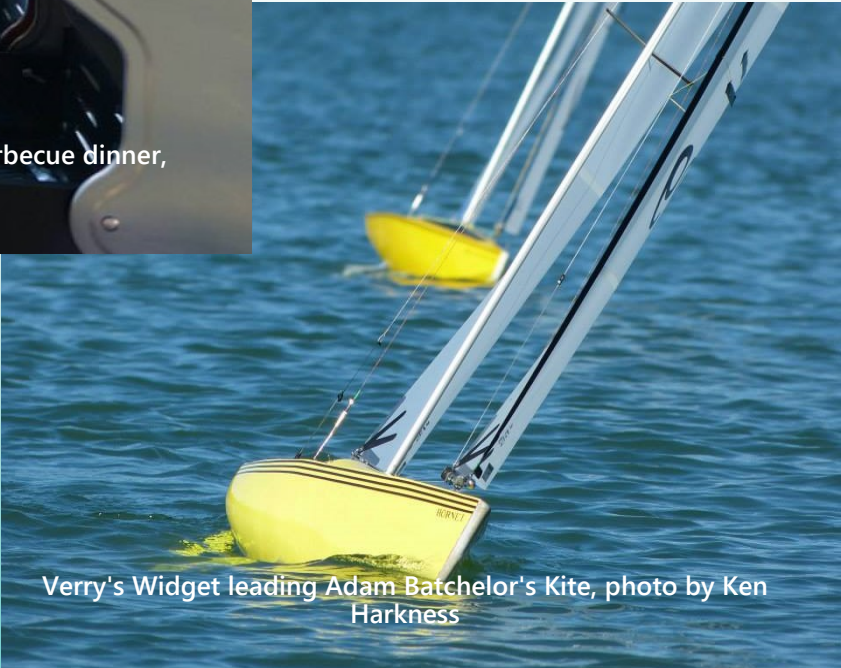
2014 Calgary September Blender

Calgary September Blender Overall Results

Position	Skipper	Sail #	Club/City	Hull	MYA No.	Score
Sort 11	Sort	Sort	Sort 11	Sort	Sort 0	Sort 11
1	J Brower	42	Everett	raktal		36.0
2	R Kibble	168	Saltspring	lkon		61.0
3	A Baak	24	Calgary	Goth		78.9
4	S Kibble	9	Calgary	almon		85.0
5	M Verry	29	Calgary	Widget		160.0
6	C Silkston	109	Calgary	Cooke		160.0
7	Q Baak	35	Calgary	vektor		169.0
8	A Batchel	10	Calgary	Kite		177.0
9	H Konig	76	Calgary	Kite		210.0
10	C Lemke	4	Calgary	Cooke		215.0
11	J Parkin	3	Calgary	Cooke		248.0



Roger Kibble preparing his famous salmon barbecue dinner, photo by Ken Harkness



Verry's Widget leading Adam Batchelor's Kite, photo by Ken Harkness

Regatta Report— International One Metre (IOM) Canadian Championships

By David Cook



Heavy air action at the International One Metre (IOM) Canadian Championships, Kingston, Ontario, September 12 to 14, 2014

Regatta host Lana Butler and Seattle Model Yacht Club editor Bob Wells both asked me if I could write a 'little' regatta report about my experience at the above event. They also encouraged me to make it of a personal nature. In one word – **AWESOME!!!** Okay, my report is all done. I'm only kidding! See below for the real 'dirt'.

This was a VERY important regatta for me in many ways. First of all, it was an opportunity 'to get the monkey off my back' or redeem my reputation for building a reliable boat. In EVERY IOM away from home regatta I have sailed in I have had boat or electronic breakdowns! Not a reputation I am proud of!

Here's a little secret I'll share with you. Right after I finished the Western Canadian Championships held at Salt Spring Island in early June I wanted to quit IOMs because I was so pissed off with myself.

Last winter my good IOM friends Barry Fox and Martin Herbert both gave me some awesome advice. They suggested I make Reliability my

highest priority when building my boats. I took their advice to heart and did my absolute best to prepare my latest IOM which I call Porky Pig 5. I'm partners with my good friend Stacey Wilson (EY) who lives near Seattle. We named the boat 'Borderline' after our Canada/USA cross border living arrangement. It also represents my design and build philosophy to push them to the limit (with-in the rules of course).

FYI IOM Design and Building has literally saved my life thanks to my good friends Bob Haines, Russ Cozens, Barry Fox, Randy Barnard and a bunch of others. In 2007 I was seriously depressed. For a second I considered do I want to live? Fortunately for me that thought didn't last for long. This is because of the courage and honesty of my good friend/past crew member Brenda Hopkin and my brother Alan.

If you didn't know, I'm passionate about sailing. In 2008 I made decision to stop sailing ON boats. My comfort zone was down to about 8 knots of wind. This made sailing in breeze very stressful and NOT FUN!

I wasn't sure how I could fill the massive void of not going sailing. I then met Jan Schmidt while walking my dog Rufus around Beaver Lake, here in Victoria. Jan noticed me watching the IOM racing with interest and handed me his transmitter. I immediately fell in love with the IOM. Jan introduced me to Barry Fox who then introduced me to Lawrie Neish.

Now back to Kingston. I wanted this event to be special. I asked EY if he could take time off work and be my caregiver. No easy task for a guy who owns a busy father and sons construction company! He said yes and I booked the flights and the best hotel I could find. I spared no expense. After all, this event was on my Bucket List!

The day before we were to fly east I sent some of my closest IOM buddies my pre-event goals as a declaration on how important this was to me. I'm glad to report I made all but one of them. The most difficult goal I actually made. It has been a dream of mine to beat multi-time Canadian National Champion and my personal IOM mentor Peter Van Rossem (PVR) at



C Rig's in use off the breakwater in Kingston, ON

(Continued from page 24)

least once in my life. I never thought I could do it but it's great to dream. If you didn't know it, DREAMS DO COME TRUE!

The one goal I didn't meet was beating my good friend Gary Boell. After beating PVR in a B Heat race on the windy Saturday, him sailing a brit POP! and me sailing my self-designed/ built (thanks to Eric Arndt and all my shop helpers), the odds were against me. Feeling rather confident and cocky I demanded 2 to 1 odds from Boells on a Tweekie wager. I almost won the bet as I lead A Heat around 3 of the 4 marks. I hit the top mark because I am 'vertically challenged' and misjudged the layline. This was almost my best ever race. The good news my good

friend/helper got it on tape. See the YouTube link below:

The other items I crossed off my BL were NOT having any breakdowns, not coming DFL and most of all, seeing and thanking my mentors Ed 'Botts' Botterell, Marko Majic, Hugh Kidd, Tony Gonzales, Dennis Rogers and PVR.

Thanks to PVR I met a new friend in Kingston. His name is Christian Pavey also known as 'Norm'. He is also a DIY IOM Designer/Builder. Norm is a high tech composite boat builder so to be fair warned, I'll be picking your brain in the future.

Now here's the exciting news. I've turned pro! I'm a pro IOM Designer. After PP5's performance in Kingston, I got an unsolicited order from other side of the Globe. An Aussie wants to

buy one and has made the order. Thanks to my friend David Balsdon who is now building PP5s professionally, another one of my dreams has come true!

Also thanks to Bill Langjahr for giving me the best compliment a DIYer could ever ask for.

In closing I'd especially like to thank Lana, your neighbours Jewel and Sean and their boys for lending us their wheelchair accessible van, your committee members Ross, Sue, Ted, Mary and all the others!

All that said, the highlight for me was seeing how proud Papas Hugh and Ian Dobson were watching their boys Logan and Will racing and beating some of the adults!

Position	Skipper	Sail #	Country	Hull	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1	Tony Gonsalves	51	BAR	CHEINZ	41.0	6.0	2.0	9.0	7.0	6.0	1.0	1.0	6.0	4.0	2.0	1.0	3.0	1.0	1.0	4.0	7.0	1.0	2.0
2	Gary Boell	71	USA	CHEINZ	60.0	1.0	12.0	8.0	6.0	13.0	5.0	2.0	2.0	1.0	3.0	5.0	4.0	6.0	2.0	3.0	13.0	4.0	8.0
3	Jess Atkinson	56	USA	V8	76.0	3.0	6.0	10.0	5.0	5.0	13.0	11.0	12.0	2.0	4.0	6.0	1.0	2.0	9.0	7.0	12.0	2.0	3.0
4	Dennis Rogers	43	USA	britPOP!	80.0	3.0	3.0	5.0	9.0	9.0	2.0	3.0	1.0	12.0	8.0	7.0	8.0	8.0	4.0	2.0	8.0	12.0	15.0
5	Ted Flack	45	USA	britPOP!	82.0	6.0	17.0	6.0	8.0	4.0	6.0	4.0	13.0	8.0	11.0	4.0	6.0	3.0	3.0	13.0	1.0	8.0	4.0
6	Mark Golison	155	USA	V8	93.0	9.0	8.0	13.0	3.0	8.0	7.0	8.0	5.0	11.0	12.0	16.0	5.0	5.0	14.0	5.0	3.0	3.0	1.0
7	Bob Dunlap	37	USA	V8	95.0	2.0	4.0	2.0	11.0	1.0	10.0	5.0	10.0	9.0	6.0	3.0	12.0	16.0	24.0	15.0	2.0	7.0	11.0
8	Peter Van Rossem	66	CAN	britPOP!	99.0	1.0	5.0	7.0	4.0	3.0	4.0	13.0	4.0	3.0	1.0	15.0	24.0	24.0	24.0	24.0	4.0	5.0	6.0
9	Hugh Kidd	17	CAN	KFIII	106.0	8.0	7.0	3.0	10.0	7.0	11.0	16.0	16.0	5.0	7.0	10.0	7.0	4.0	24.0	6.0	6.0	10.0	5.0
10	Roberto Mesnik	47	USA	britPOP!	121.0	10.0	13.0	11.0	14.0	10.0	9.0	9.0	11.0	10.0	5.0	2.0	11.0	17.0	5.0	1.0	5.0	13.0	9.0
11	Jerry Brower	42	USA	Fraktal	122.0	5.0	9.0	4.0	2.0	11.0	3.0	6.0	3.0	14.0	9.0	8.0	14.0	14.0	7.0	24.0	15.0	24.0	13.0
12	Joe Damico	86	USA	britPOP!	143.0	8.0	15.0	18.0	20.0	2.0	8.0	10.0	7.0	7.0	13.0	13.0	24.0	9.0	8.0	11.0	11.0	11.0	10.0
13	Marko Majic	136	CAN	Hoochie Koo	152.0	4.0	1.0	1.0	1.0	15.0	24.0	24.0	14.0	18.0	24.0	11.0	2.0	11.0	10.0	9.0	15.0	16.0	24.0
14	Bob Shluger	14	USA	Widget	158.8	4.0	10.0	12.0	13.0	17.0	20.0	15.0	17.0	15.0	15.0	15.0	9.0	7.0	13.8	8.0	9.0	6.0	7.0
15	Brian Brozek	142	USA	Fraktal	180.0	7.0	19.0	16.0	15.0	12.0	15.0	7.0	9.0	6.0	14.0	9.0	15.0	12.0	11.0	16.0	16.0	18.0	16.0
16	Iain Dobson	171	CAN	KFII	190.0	7.0	14.0	17.0	16.0	19.0	19.0	17.0	20.0	16.0	16.0	17.0	13.0	10.0	6.0	10.0	10.0	9.0	12.0
17	David Cook	195	CAN	PP5	192.0	9.0	16.0	22.0	17.0	15.0	12.0	12.0	8.0	13.0	10.0	12.0	10.0	13.0	13.0	18.0	21.0	19.0	14.0
18	Bill Langjahr	88	USA	CHEINZ	212.0	2.0	11.0	14.0	19.0	16.0	18.0	14.0	15.0	17.0	19.0	18.0	16.0	15.0	12.0	20.0	20.0	14.0	18.0
19	Paul Switzer	55	CAN	LittleWing	273.0	5.0	20.0	15.0	12.0	18.0	16.0	22.0	18.0	24.0	17.0	24.0	24.0	24.0	24.0	24.0	17.0	21.0	20.0
20	Logan Kidd	117	CAN	KFII	277.0	12.0	18.0	20.0	21.0	21.0	21.0	20.0	19.0	19.0	18.0	24.0	24.0	24.0	15.0	17.0	22.0	15.0	19.0
21	John Adams	33	CAN	Ericca	295.0	11.0	21.0	19.0	18.0	20.0	14.0	21.0	22.0	22.0	22.0	20.0	24.0	24.0	24.0	24.0	18.0	22.0	21.0
22	Will Dobson	115	CAN	KFII	297.0	10.0	24.0	24.0	23.0	24.0	17.0	19.0	23.0	21.0	20.0	24.0	24.0	24.0	24.0	15.0	19.0	17.0	17.0
23	David Balsdon	39	CAN	PP5	310.0	11.0	22.0	21.0	22.0	22.0	22.0	18.0	21.0	20.0	21.0	19.0	24.0	24.0	24.0	24.0	23.0	20.0	24.0

Regatta Report— Halifax Area Model Yacht Club Championship

By Jim Goddard

The battle for the Borgal Tub, emblematic of the Club Championship was sailed over two days October 18, 19th on Sullivan's Pond in Dartmouth, NS. 25 races were held for a fleet of 11 boats, each skipper got 5 drops over the two days of sailing.

Jim Goddard ended his season by winning the event after some fun racing.



Rank	SailNo	HelmName	Total	Nett
1st	544	Jim Goddard	38	21
2nd	213	Gary Bugden	107.5	67.5
3rd	333	Bob White	114	70
4th	ANON	Ben Rusi	111	73
5th	110	Mike Kennedy	126	85
6th	136	Mike Waller	174	120
7th	887	Warren Tobey	189.5	129.5
8th	132	Don McDermaid	187	132
9th	207	Dalton Tobey	211	151
10th	183	Peter Neal	205	156
11th	848	Paul Morris	225	217

Regatta Report— Labour Day Regatta HAMYC

By Jim Goddard

The HAMYC Labour Day Regatta returned in 2014, but not quite the way we planned. Originally scheduled for Labour Day Weekend, we were blown off the Bedford Basin by some heavy air and the event had to be rescheduled so Jim Goddard would have to sail against someone after most of the other boats suffered some damage.

In the end, Jim won anyway with Bob Boutilier second and Bob White coming third. Gary Budgen also sailed.

Sailed: 10, Discards: 2, To count: 8, Entries: 10, Scoring system: Appendix A

Rank	SailNo	HelmName	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Total	Nett
1st	544	Jim Goddard	1.00	1.00	1.00	(2.00)	1.00	1.00	(4.00)	1.00	1.00	1.00	14.00	8.00
2nd	757	Bob Boutilier	(6.00)	2.00	2.00	(4.00)	2.00	4.00	1.00	2.00	2.00	3.00	28.00	18.00
3rd	333	Bob White	2.00	(5.00)	(6.00)	1.00	4.00	2.00	2.00	4.00	3.00	2.00	31.00	20.00
4th	887	Warren Tobey	3.00	(7.00)	4.00	(6.00)	5.00	5.00	3.00	5.00	4.00	4.00	46.00	33.00
5th	213	Gary Bugden	5.00	(8.00)	3.00	7.00	7.00	3.00	(8.00)	3.00	6.00	5.00	55.00	39.00
6th	132	Don McDermaid	7.00	6.00	(10.00)	3.00	3.00	6.00	7.00	7.00	8.00	(9.00)	66.00	47.00
7th	202	Victor Lovitt	(10.00)	(9.00)	5.00	5.00	6.00	9.00	5.00	9.00	5.00	7.00	70.00	51.00
8th	110	Michael Kennedy	(9.00)	4.00	9.00	9.00	9.00	8.00	6.00	6.00	(11.00 DNF)	6.00	77.00	57.00
9th	222	Tom Kenney	4.00	(10.00)	7.00	8.00	8.00	7.00	(9.00)	8.00	7.00	8.00	76.00	57.00
10th	207	Dalton Tobey	8.00	3.00	8.00	(10.00)	(11.00 DNF)	10.00 DNC	10.00 DNC	10.00 DNC	10.00 DNC	10.00 DNC	90.00	69.00



Regatta Report— Labour Day Regatta Hudson, QC

By George Robertson



Hudson Labour Day Winners, Paul Switzer, John (J-Lo) Lowther and Bill Croft

Originally the Soling 1m / Mini 12 / US 12 Labour Day Open Regatta , it ended up as a Soling 1m regatta, as the other boats didn't turn up.

The fleet consisted of 10 boats, 5 from out of town. We were able to run 10 standard races before we ran out of

time at 4 pm. The weather and wind were just right and weeds were not a problem this year.

At the end of the day, the boys from away went home with the awards...not the first time.

Paul Switzer was 1st, Bill Croft came 2nd and John Lowther picked up the 3rd.

We're looking forward to hosting our Open Regattas again next year as everyone seems to enjoy themselves at HYC events.



Regatta Report— Saltspring Island Sailing Club Team IOM Championship

By Martin Herbert

Team racing calls up the image of cutthroat tactics and rule numbers being bandied back and forth but on Saltspring we wanted to reinvent it as a kinder and gentler sport.

We started with five boats skippered by five of the racing members of our club and then threw out the invitation for club sailors to join

us. Each team ended up with at least three sailors lined up to take the "HELM". The experienced skippers raced the first race, doing a demo start before the real event. Then the seconds raced and then the thirds. This gradual descent in experience kept the races close in every heat and it was great to have team mates cheering you on, coaching or even

groaning as the race unfolded.

Hot lunch was provided as Roger Kibble and Martin Herbert cooked up two pots of stew/soup. Coffee and cookies also kept the troops going.

Many took the break as an opportunity to practise and the afternoon races were hard fought.



Ole Anderson, leading Team Chicken looks proudly on as team mate Betsy Johnston pulls off the win in her race, boosting them into first place in the event.



Team Chicken took first place, but the smiles indicate everyone was a winner!

Metro Marine Modellers Season-End...

By Richard Levick

The Metro Marine Modellers wrapped up their 2014 sailing season on November 2 with awards presentations to its top sailors and a swap meet that featured a wide variety of new and “previously enjoyed” model boats, kits and equipment, including an entire model building workshop. Free coffee, cookies and a 50/50 draw rounded out the event. As well, several members of the Confederation Marine Modellers from Hamilton joined in the fun.

The event kicked off with a discussion about planning for the 2015 sailing season, including the integration of a fleet of the new DragonForce RG65 boats into the club’s regatta schedule for Soling One Meters and Victorias. Several members purchased DragonForces this year and found them a fun and challenging boat to sail. The club sees the DragonForce as an ideal membership-building boat thanks to

its attractive price (\$199 with radio included) and easy assembly. MMM is undertaking a membership drive in 2015 to boost the ranks of its sail, scale and static model divisions.

Awards for the MMM’s past season of Soling and Victoria regattas and races were shared among the club’s “usual suspects” in the winners’ circle – John McKinney, Glen Barrett, Michael Steele and Bob Allan. The club held 10 Soling and 10 Victoria regattas this year along with a Tuesday night series of races for Victorias and Dragonforces.. MMM has over 40 members who participate in its sailing program.

Sail Captain Rick Levick also presented a “Volunteer of the Year” award to Steve Penney for his great effort organizing this year’s Canadian National Soling One Meter Regatta. Newcomer Brent Adams took the “Rookie of the Year” award while Bob

Gibbs was recognized as the club’s “Most Improved” sailor. The club’s “Sportsman of the Year” was John McKinney.

The wheeling and dealing began in earnest after the awards presentation. Master builder Bill Shorney offered an impressive collection of sailboats and scale models and sold quite a few. Other offerings included two competitively-rigged Victorias, a Micro Magic, several fast electric boats and some impressive scale models. Leading Edge Hobbies of Kingston had display featuring DragonForce kits and a wide assortment of sailboat fittings and parts. Few of those who attended the event went home empty-handed.

Many thanks to Michael Steele for organizing and hosting the event at his company, Sydney Stone in Mississauga.





Something for everyone at the MMM Year End Event





Power Boats at the MMM Year End Event



Steve Penney was awarded the Volunteer of the year from MMM for his work organizing the 2014 Canadian Soling 1m Championship. We owe our volunteers all across the country for their contribution which makes our fun possible!

Regatta Report— Ottawa Scale Model Sailboats

By Paul Williams

A regatta was held in Andrew Hayden Park Ottawa on 8 August 2014. The event was put on by the Ottawa Area Model Yacht Club (OAMYC), and was so successful that it is hoped to make it an annual event to attract scale model boats. It was great to see some fantastic scale boats that do not get on to the pond as often as the Mini 12s which race every week. The event was prompted by the news that Greg Grant was completing his fine model Bristol Channel Pilot Cutter, 'Cariad'. When the people saw the model it was realized that Greg had done a splendid job. 'Cariad' looked beautiful and sailed well.

The weather was perfect for the day with enough wind for every boat to sail well but not too much to overpower some of the more tender designs. Andrew Hayden Park is a perfect location for this type of activity being large enough to support a large number of boats sailing at once yet small enough so that waves are not an issue. The view of Lac Deschenes adjacent to the pond with full sized boats sailing



from nearby Britannia Yacht Club and Nepean Sailing Club was spectacular. A walking path and easy access to the water along most of the shoreline makes launching and sailing model boats relatively easy. Model boats usually sail there on Mondays, Tuesdays, Fridays during the day and occasionally Wednesday evenings.

It turned out that 'Cariad' was not the only sail boat to make its first display on the day. Earl Kelly had completed his boat to a Doug Munro design called 'Naiad'. Earl's boat has the sail number #86 is a fine boat which sailed well.

The Mini_12 is a class of sail boat which is well known with the racing people. However the hull has been used to carry some interesting rigs. At the regatta there were two schooners constructed in this manner. John Lowther, from Kingston, brought a black hulled schooner with a rig which is very similar to that used by the original 'Bluenose'. Lou Boudoin brought a red hulled schooner with a simpler rig. The photograph shows them sailing together.

The late Don Nelson built a four masted boat based on the 'Club Mediterranee' which was sailed by Alain Colas in the OSTAR race of 1976. The boat was not present this day but it is sailed by its new owner Paul Williams. Finally, Doug Munro has a very beautiful, large heavy model of 'Bluenose'. However he is no longer able to bring the schooner to the pond.

Paul Williams brought his Prince Edward Island Schooner which is well known at the pond. It was sailed in its winter rig



sailing on the pond. Paul Williams has models of Joshua Slocum's 'Spray' and a Bristol Channel Pilot Cutter, 'Marguerite', which is seen frequently on the pond. Limitations of his car permits only one boat to be brought to the pond on a given day.

The photographs are provided by Greg Grant and Paul Williams.



(Continued from page 32)

with no top sails. Paul Switzer from Kingston brought a replica of a 1937 Viking Class sloop 'Odin' which was built in 1950 and sailed by his father. Lou Boudoin also brought his fishing

boat which is based on a boat from about 1900. These boats are seen together in the photograph along with a Fantasy 32.

Danny Robinet brought his sloop. It is a classic gaff rigged boat. I regret that I do not have a photograph of it

Builders Corner— International A Class

By Lawrie Neish

The Privateer plug was completed around the time of the last newsletter and since then two moulds have been taken from the plug. These take a little more glass and polyester resin than does a one metre and with fumes being more than a little noticeable. The local deer stay up wind. There was some pressure to get it done in the summer when I could work outside. Also taken from the plug was a simple glass cradle to hold the hull in shape while it is worked on and decked. The cradle like the mould has to be of the split variety because of the

tumble home in the aft end of the boat. This cradle is basically a fibre glass basket fretted out and allows it to be used with the fin in place. Its lay up does not require a gel coat but this is made up by having a little heavier lay up. The sheer line is dropped so the hull sits in it with the deck edge standing above the cradle to allow work on it.

A deck mould is being worked on at present. Fortunately it is basically quite simple and starts out as a long sheet of Arborite on plywood backing with the outline and deck flange formed by two 15 mm square battens. It effectively skips the plug stage.

There is no polyester in this so I am not banished from my basement workshop.

In the next month or so hopefully my time will be freed up and allow the first hull to be laid up in the mould, but first there is some polishing to be done.

As there is no aim to go into big time production, it may be wondered why the two moulds. The second mould is now in the hands of Dave Balsdon who when he is not shovelling snow may find time to produce a boat. Dave very kindly gave me a hull and deck mouldings for an International A, Frigate, along with an awesome lead casting.



Left to right—A Frigate hull by Dave Balsdon, The Privateer mould, partly finished cradle to hold a Privateer for assembly.



"Carrot" It is a Wirral Marine "Privateer" Lawrie uses this picture to inspire him to keep building.
The picture is reproduced with the permission of Wirral Marine

MINI 12 Annual Regatta
Saturday June 27th 2015 - a one day regatta
OTTAWA ONTARIO

ORGANIZING AUTHORITY: Ottawa Area Model Yacht Club

- Location;** Andrew Haydon Park (Carling Ave and Holly Acres Rd), Ottawa
- When:** Saturday June 27th 2015
End of check in: 9:30am; Skippers meeting 10:00am, First Race: 10:30am
- Entry Fee:** \$15 CAD
Fee will be collected at check in on Saturday Morning
- Lunch;** Lunch will not be supplied and participants should bring their own. In the event that a heat system is used there will be no lunch break. It is expected that participants will eat when they are not racing.
- Eligibility:** All entrants must be members in good standing of the CRYA or their National Authority. Proof of membership will be required. Boats must comply with the class rules. Mini 12 **“A” and “B” rigs may be used and changed at any time.** Main and Jibs must have numbers as per RRS E6. All boats will be weighed and may be checked for key measurements at any time during the regatta. Only one suit of sails, of each size, can be used in the regatta unless a change is authorized by the Race Committee. 75 MHz radios must be narrow band.
- Entrants:** There is a limit of 20 boats. If there are 14 or more boats, races will be conducted using the even and odd heat system. Entries will be accepted up to mid night June 20th 2015 in the order in which they are received.
- Sailing Rules:** The regatta will be conducted using the International RRS (2013-2016) including CYA prescriptions and the Sailing Instructions which will govern in the event of conflict. Note that rule E2.4 must be complied with. Sailing Instructions will be given out at check in.
- Series Format:** As many races as possible to a maximum of 15. No starting sequence, for a race, will commence after 4:00 p.m.
- Scoring:** Low Point Scoring System (RRS Appendix A) will be used.. One drop race will be given with six races completed; two drops with twelve races completed. One completed race will constitute a regatta.
- Prizes:** There will be awards for the top three finishers
- Disclaimer;** All competitors will be required to acknowledge the following by signing this disclaimer at check in.

I hereby agree to comply with the rules as defined in the 2013-2016 Racing Rules of Sailing (RRS) and the prescription of the Canadian Yacht Association. I acknowledge that I am entering this Regatta at my own risk and do hereby release and hold harmless the City of Ottawa, the Ottawa Area Model Yacht Club, the regatta Organizing Committee, as well as their 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 the regatta even if such loss, injury or damage is caused by the negligence of those released and held harmless. In the event that court action is undertaken I agree that the jurisdiction and venue will be Ottawa, Ontario and that Ontario Law will govern any arbitration or litigation.

Send entries by email, and MUST include all of the following: CRYA or other membership number, sail number, frequencies, telephone number or email address to the following address: bob.shea@sympatico.ca



2015 Beaver Fever Regatta
March 28 - 29, 2015 – Beaver Lake, Victoria, British Columbia
CRYA Western Regional – CAN AM COW Series #1



- 1. Event:** The Victoria Model Shipbuilders Society invites International One Metre (IOM) sailors to the 2015 IOM Regatta at Beaver Lake in Victoria, British Columbia, Canada. This is the Canadian CRYA Western Regional Ranking event and will be the first event of the 2015 CAN AM COW Series..
- 2. Eligibility:** Entrants must be current members of the CRYA or their National Authority. Yachts must comply with the IOMICA rules as approved by the IRSA and have a valid measurement certificate and present it at check-in
- 3. Entry:**

Entry fee is \$35, which may be paid at the time of entry or at the event.. Prizes will be awarded to the first three sailors at the end of the event.. Lunch will be provided both days at lake side. Every entry will receive an event memento. A no host dinner is being arranged for Saturday night, details as they are finalized.

Paid entries will be given preference over others. Entries will be accepted via regular mail. As well we will be setting up an on line entry process in shortly to allow quicker processing. Entries will be open starting January 19th, 2015. 5 spaces will be held back for 2 weeks following that date to allow regular mail entries to have a chance. Entries should be in the hands of the Race Committee by March 16. Late entries may be accepted after that date but might not be able to be included in some event benefits.

Frequencies and sail numbers will be allocated based on the date of receipt of entries.
- 4. Accommodation** There are lots of accommodation options throughout the Greater Victoria area. Prices vary so shop as you will.
- 5. Contact:** Barry Fox, Regatta Chair, 210, 1521 Church Ave., Victoria, BC V8P 5T7 or by e-mail bdfox1@gmail.com. Contact at (250) 294-0350

Confirmation of entry and a more information including event timetable, social schedule, maps and accommodation information will be sent to all registrants.

*******PLEASE NOTE THAT THIS IS A PRELIMINARY ISSUE OF THE NOR. IT IS UNLIKELY TO CHANGE SUBSTANTIALLY BUT REVISED VERSIONS WILL BE POSTED AS THEY ARE AVAILABLE.**

ENTRY FORM
2015 Beaver Fever IOM Regatta
March 28 - 29, 2015 – Beaver Lake, Victoria, British Columbia

Skipper/Entrant Name					
Address				City	
Prov/State		Postal/ZIP Code		Country	
Telephone:Home		Work		Other	
CRYA Member #		AMYA Member #			
eMail Address:					

BOAT INFORMATION:

Hull #		Sail #			
Hull Design		Sailmaker		Radio Freq	
T Shirt Size	# Attending Friday Practice?		# Attending Saturday Evening No Host Dinner?		



2015 Morgan Black Regatta Windsor, Ontario



The driving forces behind this International event are Chris Harmer from New Zealand and Rick West, the former EC12 Class Secretary, from the USA.

This will be the fourth Morgan Black with Canada rounding out the Nations' that recognize the EC12 Class in their National Sailing Authorities. The event is sailed every three years began in NZ in 2006 and it is hoped the event will be in Europe in 2018.

The host club, Windsor Model Yacht Club, was founded in 1994 and has an active racing program with five different boat classes raced weekly including an EC12 fleet.

The Chairman for the Morgan Black Canada 2015 event is Ken Miller, an active sailor year round , racing three classes here in Windsor as well as in Florida during the winter. Ken has assembled an excellent support team for the Morgan Black and we all look forward to our hosting responsibilities as well as the opportunity to showcase the Windsor area.

For information o the regatta go to <http://www.morganblack.ca/>



Canadian Radio Yachting Association

Membership Application/Yacht Registration

Renewal:	New Member:	Date:
Member #:		
Name:		
Address:		
City:	Province:	Postal Code:
Telephone:	Email:	
Newsletter Delivery Options Choose One:	Digital Colour Edition via Email:	Black and White Paper Edition via Postal Mail:
CRYA Member #	Second Member Name:	
Club Name:		
Annual Dues:	\$	\$15.00
CRYA Pins	\$	\$5.00 Each or 5 for \$20.00
Registration Fee	\$	\$5.00 for each new or transferred yacht
Total	\$	Make Cheques Payable to CRYA

List New or Transferred Boats

Class	Designer	Hull#	Existing Sail#	Previous Owner and CRYA#
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Please print, fill out and send this form with your cheque or money order payable to the CRYA to:

W.L. Neish – CRYA
461 Walker Hook Road.
Saltspring Island, BC V8K 1N7