



Canadian Radio Yachting

The Publication of the Canadian Radio Yachting Association

Spring 2008



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CRYA: Canada's Radio Control Sailing Authority

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

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

Canadian Radio Yachting Newsletter

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

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

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

On The Cover

The prototype SE MIOMI doing its thing at Beaver Lake in Beaver Lake Park on the Saanich Peninsula—It is where the Victoria MSS sail.

The boat was built from a MIOM4 design by Don Martin.

Photo by Barry Fox

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

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President's Report—January 2008

By Lana Butler President@crya.ca

The CRYA sailing season is under way for most of our skippers in Canada. So, skippers, again I say...Boats in the water! We are a little slow starting this year and have only three (3) confirmed Canadian National Championship Regattas scheduled for this year. We hope to hear from other classes before too long to get them on the schedule. My continued thanks goes out to Gary Bugden for his unfettered dedication to the post of Regatta Coordinator. I would also like to thank all of you who continue to send news of your building, sailing, and racing adventures. Jim Goddard, our Newsletter Editor, is always grateful for information to print and share with the rest of the membership. I especially like to see your pictures both for the newsletter and for the website.

The Website Committee is still active and presently working on a compilation of a local club directory. I continue to appreciate anyone's comments on content and administration of the website. Please note that we have been working with the service provider to change some access issues so please be patient, as we have been unable to update at times.

As I mentioned in my last report, this is an election year and we have formed a nomination committee who is now looking for those interested in serving on the Board for the next term. As we stand, there are three "elected" positions; President, Executive Secretary, and Treasurer-Registrar. For those of you who would entertain any of these positions, please let us know who you are, or have your fellow CRYA members send a nomination and

second to us. There will be more information in the next news letter, balloting, process, etc. If there are any proposed by-law changes/updates, they too will be in the next newsletter.

Although the positions on the Board of Regional Directors, Class Secretaries, Measurers, etc., are not elected positions by general membership, they too need to be acknowledged and revisited occasionally. We are looking very good for Measurers at the moment. We have some very dedicated reporters on the West Coast with Lawrie and James, and Jim is continuing to keep us informed about the East. Thank you all for your commitment to these posts. We may be seeing some change in our reports from Ontario, as Terry Doble is entertaining sharing his post with a helper or helpers. Thank you Terry for your keen insight and perseverance over the past and we hope we see the occasional submission from you again soon.

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

My goal continues to be reaching new and potential members all across Canada, as well as encouraging and promoting the designing, building, racing and sailing of radio-controlled sailboats of those new

and present members alike. We continue to appreciate your viewpoints and invite you to send your ideas to us. May Fair winds and Good Sport follow you around the race course this summer and good fortunes inhabit your workshop.

* NOTICE TO ALL IOM SKIPPERS *

Please note that there will be a number of qualifiers for the 2009 IOM World Championships. Three of the qualifiers presently identified are the IOM Western and Eastern Regional Championships, being held this year Salt Spring Island, BC, June 6-8 and Kingston, ON, Sept 12-14 respectively. And as always the IOM Canadian National Championship, being hosted this year is Toronto, ON, August 15-17. Other US Regionals or Nationals being used as qualifiers will be announced and IOM skippers will be notified asap. The World Championship Location is not known at present. We will advise all IOM skippers as soon as we know more.

* NOTICE TO ALL MEMBERS *

Please note that 2008 Sailor of the year nominations are still open. Watch that pond, those regattas, and those back room workshops. I am sure there are sailors out there making a difference. We want to know who they are and what they are doing.

Past Recipients

Sailor of the Year

2007 - DENNIS EDGE & LAWRIE NEISH

2006 - CHARLIE MANN

2005 - GILLIAN THOMSON

2004 - JIM ANDERSON

2001 - RICHARD STANFORD

2000 - RAYMOND DAVIDSON

1999 - PETER VAN ROSSEM

Maritimes Report

By Fred Lindeijer

It's mid April, the snow is gone, the lakes and ponds are free of ice and along with the crocuses and daffodils, Solings are blooming all over.....or at least in the Halifax Area Model Yacht Club.

Two new members have joined our club this year with the possibility of perhaps one more to make three. I don't know who this might be, but I do remember talking to another very interested person at the Shearwater Aviation Museum 10th Annual Spring Hobby Show held in early April. This show featured model Aircraft, Armour, Ship, Figures, Science Fiction, Automotive and Model Railways. HAMYC was part of the Remote Control Ship and Aircraft section of the show. Dolls and Dollhouse Miniatures, Lego land train layout, a static Model contest and Trade Fair were featured as well. All proceeds from the show are donated to the Shearwater Aviation Museum.

Please have a look at the Museum's website.
<http://www.shearwateraviationmuseum.ns.ca/>

HAMYC members put themselves and their Solings on exhibit for two days.

One of this year's new members has very good backyard access to a very large pond or smallish lake which ever you prefer. This lake is oriented mostly north/south and combined with the prevailing winds, will allow him to lay out a challenging course. There is even a bench on a rocky knoll with a view of your boat no matter where it may be on the lake.

During this past winter I thought I'd lighten my boat somewhat thinking it was rather

overweight by a pound or two. I finally weighed the thing with a borrowed digital scale (not a two dollar fish scale from Canadian Tire) and it came in at 10lbs and 3 1/2 ounces. I know of people lightening their boats by drilling out some lead from their keels to get below 10lbs and adding some moveable weight to bring the boat back up to 10lbs. Drilling holes in their boats? I mean, actually taking an electric drill with a huge menacing spade bit and inserting this into and through a keel?.....aaaaaagh, one slip and you could toss the boat away eh? Not me. I am not that courageous. I've spent a lot of time building a nice boat and I'll not be drilling holes into anything. I mean, the word "boat" and the word "hole" are incongruent, n'est-ce pas?

I plan to lighten my boat by sanding off some paint, removing

some wood from my radio board, sanding my booms razor thin, and adding new sails with not so many sail numbers and tape and battens. I might even lose a bit of weight myself.....say, three and half ounces, mostly by leaving loonies and toonies at home.

I plan to compensate for the heaviness of my boat by reading the wind better and using less rudder input. I swear, last year most of the time my rudder was at 90 degrees to the heading of the boat or so it seemed. I know that is impossible, but I did seem to develop a repetitive strain injury to the rudder thumb on my right hand.

HAMYC members are busy planning for the upcoming 2008 Canadian National Soling 1 Metre Class Championship to be held in Bedford Basin during Bedford days in June of this year. I have entered my heavy boat. Have you? I'll bet your "light" boats will beat my "heavy" boat any day.



Fred Lindeijer at the Shearwater Aviation Museum Spring Hobby Show

Photo by Gary Bugden

Western Report

By Lawrie Neish

It has been an interesting Spring here on the West Coast although many would argue that the use of the term Spring is questionable. However, despite the ministrations of a Siberian express, perhaps freight train might be a better term, which seems to be sidelined over us forever, all of our traveling series events have been held. This has meant rearranging schedules and venues to find liquid water on more than one occasion. One of our skippers, Graham Herbert went down to New Zealand to escape the rigors of winter on Hornby Island only to find he had arrived back in the middle of an Easter snowstorm. Graham managed to get in some IOM sailing and participated in the New Zealand Nationals when down under.

As this is written the fourth event of the Travelers Series has been completed with fifteen boats participating. There remains one more event to be completed in the series. This at a new site, Maple Bay Y.C.. near Duncan on Vancouver Island. A report on the series so far is contained elsewhere in this newsletter so I will limit my comment on it. I am pleased to report that we are having an increasing participation by Vancouver skippers led by Allan Gardner. It is great to have these as a standard to sail to and as the season progresses I think Allan will agree that he is having to work harder to stay at the front.

Another noticeable, and unfortunate, feature of this past three years has been the almost total demise of the Soling fleet. This, I do not think, can be attributed directly to the surge in IOM's as there have been only two transfers. However it may be that

as the Soling sailors age and their wheelchairs will not fit on docks, there are no younger replacements coming in. On reflection, I suppose, this may be attributed to the local success of the IOM class with newcomers gravitating to it. Perhaps this a danger that faces all classes and I personally see a need for groups who wish to see their area of interest grow, or even continue to exist, to put some serious thought to promoting the sport/hobby.

While thinking about the above paragraph, I have had a fair number of enquiries during this past month regarding radio yachting but the one I have found most interesting was from David Cook. It arrived in the form of an email asking for help to fit out a boat. To cut a long story short I

recognized the name and wondered if it could be the David Cook whose transom I had followed around Maple Bay many years ago. It appeared that I had talked with him one afternoon at Beaver Lake while sailing with the VMSS guys. David as it happens is one of the world's top paraplegic sailors. Two weeks later he appeared at the lake again and I loaned him my IOM, for the day, and sat the afternoon out at the windward mark. There followed a lesson in sailing and I watched race after race of a certain black boat arriving first at the weather mark (it is not usual). David tended to lose out on the down wind legs being restricted to the pathway with his electric wheel chair as the distance of the down wind leg is quite far from the shore and even further from the path. Given that he was driving his wheel chair along a path with walkers and joggers and running the boat I think it was a remarkable demonstration. As one



The Sweat Equity FH Prototype.

Photo by Barry Fox

skipper said, "I think we could all learn something."

The Sweat Equity project continues producing new boats at the rate of slightly more than one per month. In addition to this, two SE prototype boats have been completed by Barry Fox and are available as loaners to would be skippers or those temporarily without a boat. Thanks to a donation of sails by Nigel Ashman and Barry's effort the versatility of the loaners is being expanded to having more than just the #1 rig.

All the Vancouver Island IOM groups are growing with perhaps the Nanaimo, Long Lake now at six IOM's show the biggest gain, but with the above noted drop in Solings. Vancouver is still handicapped by not having a publicly accessible sailing site but we keep hoping. Perhaps with the increased number of skippers Allan Gardner manages to encourage a cross to our Traveling Series there may be some grounds for hope. Otherwise all the other locations and groups seem to be growing.

Snippets

RENEWALS ARE DUE NOW

Attention all CRYA members, please note that renewals are due now. Send your renewal to Larry so we can keep you current. See membership form on the back of this edition for details.

ELECTRONIC NEWSLETTER

We are researching the idea of sending the newsletter electronically to members via email. Let us know how you feel about this. Would you like to be on this mailing list? Do we have a current, up to date email address for you?

Ontario Report

Assembled by Lana Butler

Toronto has started their Spring Victoria racing series at the Lakeshore Yacht Club on Tues Evenings and the turn out is very encouraging with new boat owners joining in on the fun. Racing has also begun at the York Region Modellers but the Winter Hibernation has not worn off for some. The Spring Kick Off regatta was held at Humber Bay East Park on April 26 with 12 boats in attendance. Results showed the masters are still strong with Keith Rogers, Ashley Marshall and Charlie Mann finishing 1st to 3rd and the young guy--Bill Shorney 4th. Next Regatta is for Victorias on Sat May 17, followed by the Colenbrander Cup for Solings on Sunday May 25.

Kingston's local fleets have begun their sailing season, with regular week night racing Monday's with the International One Metre Class and Wednesday's with the Soling One Meter Class. Both classes race off the breakwater at the Kingston Yacht Club.

Other RC Events being hosted this year by the Kingston Yacht Club include; September 12-13-14th – KYC - IOM "Eastern" Regional Canadian Championship; September 27-28th Annual IOM Team Racing Regatta - "The Stanford Cup" – Teams from the US and Canada compete for the Stanford Cup which is housed at the Kingston Yacht Club. This is a unique event that awards the top team as well as the "Hangin'-in-There" team. Then in October - Until the Ice Moves In – IOM Frostbite Series often referred to as the "Hot Rum" series takes place. A perpetual trophy is housed at Kingston Yacht Club and awarded to the Frostbite Champion each year.

Windsor offers Soling sailing on Tuesday, IOM's on Thursdays and on the weekends, the "A" Class boats are on the water. This year there is a big A Class regatta planned for July 19th, a notice of race is included in this edition of the newsletter. On Wednesday afternoons there is now a retirees group that sails footys. Word is that there is sailing from 11am until noon and then a lunch special of Beer and \$1 burgers. Might be worthwhile to add a footy to your fleet if you are in this region. The A Class fleet is still active, are growing by a couple of boats every year.

The Windsor Model Yacht Club is participating in the Cancer Relay For Life June 20, 2008. They have entered a team and are fundraising. Pledges to this worthy cause can be made online by going to

http://convio.cancer.ca/site/PageServer?pagename=RFL_AB_abo ut_relay&s_locale=en_CA
<http://convio.cancer.ca/site/PageServer?pagename=RFL_AB_abo ut_relay&s_locale=en_CA>

And selecting our team. Of course besides being a great cause, the relay takes place at the Windsor Campground and circles the pond we sail in.

Quebec Report

Unfortunately, no report was available at press time.

Soling One Metre News

By Paul Switzer Class Secretary

After what seemed to be an endless winter here in Central Canada, spring is here in earnest with temperatures in the mid 20s C as I write this April 20. Our Kingston IOM and Soling 1m fleets have hosted their annual TGIF party at the Kingston Yacht Club and both fleets have their race schedules confirmed and are ready to go. Roy Folland at Hudson Yacht Club in Quebec tells me their Soling fleet is ready to go, several boats sporting new sails, and they are looking forward to hosting the Quebec Championship on July 19. I hear from Steve Stevens on the west coast that the weather has not been as nice to them recently with 12 inches of snow on Vancouver Island April 19. Their enthusiasm was not dampened, however, and they recently held their Annual Mall Show with about 85 model

boats on display, 4 of which were Soling 1ms. I know from their website and from talking to Jim Goddard that the Halifax Soling Fleet has also been displaying boats recently at the Shearwater Aviation Museum Hobby Show and is planning the hosting of the Canadian Nationals June 21 and 22. If there are other fleets with news to share, send me an email or write a short article for the Newsletter.

Of late, some of us in this area have been looking at the Soling Class rules to try to analyse whether the rule wording clarifications and rig modifications from 2006 and the rudder rule modifications from 2007 have strengthened the one design aspect of the class. Personally, I think they have. A debate has ensued about the sail rule particularly the cloth weight

specification and how to measure it and the sail shape particularly whether the mainsail luff curve should be defined in some way between the dimensioned points on the Sail Control Drawing. One assumes the rule implies a fair curve between those points but it does not actually say that. I am interested to know if CRYA Soling owners are happy with the rules as they exist today or if there are areas which we generally feel need attention in order to preserve the integrity of the class. Feel free to contact me with your opinions, as some already have, at my coordinates on the CRYA website or in this newsletter. It is a bit of work to change the rules since motions must be submitted and voted on by the AMYA membership but it is worth it if the changes help to sustain the health of the class.

Best wishes for good sailing in 2008!

2008 Regatta Reports

IOM Region 4 Regatta May 3 and 4, 2008 By Brig North

Twenty six IOM sailors gathered at DMYC's usual sailing venue, the Joseph Delia Park in Sterling Heights, MI, to contest the 2008 Region 4 regatta. The regatta was organized by Eric Petersen, Sr., Frank Vella, Carl Bihlmeyer, Jim Thompson and the rest of the DMYC.

This was the first time I had visited this location, as my two prior trips took me to Camp Deerborn and Lake St. Clair. Delia Park bears a lot of similarity to San Diego's Model Boat Pond in that it is long and narrow, which is great if the wind is cooperative. If the wind isn't cooperative, it is more challenging!

The site has houses on its

west bank with the other shores open. The western shore had been covered to a large degree by undergrowth. Carl and Frank, among others, did a great job of clearing out the brush to give the sailors a clear path to their boats. This is a wet launch, and waders were nice, if not completely necessary!

Due to the proximity to the border, Canada was well represented. No less than seven of the 26 man complement were from Canada. The regatta also attracted a number of boat designs, including Topikos, KF 2s, Ericcas, Cockatoos, Twangs, Vapors, TS 3s, a Trinity, a Patriot, an Isis, a V3, a V6, a Eureka, Marko Majic's Hoochie Koo, and

two new designs, Jon Elmaleh's Bash and Jim Grover's Smith. The variety of boats present is a hall mark of the class. Sails were also varied, including Sailsetc, Vector, Power, Black Magic, Gibson, Smith and a few self mades appearing as well.

On Day 1 the wind filled from the south with fairly light air. The air built through the day with it reaching a max speed that put it in the middle to upper end of the A rig. The wind shifted fairly predictably, but one had to be on the right side of the shifts to really make out. Shifts were accompanied by significant pressure increases, so it paid to go the right way!

At the end of Day 1, 11 races had been completed allowing for two throw outs. The top five were fairly set with Canada's Peter Van Rossem leading from Craig Mackey (California), Brig North (Texas), Hugh Kidd (Canada) and Dennis Rogers (California).

Après racing we met at a local dining establishment where we were entertained by other guests who were a part of a barber shop quartet party! Now that doesn't happen every day!

Day 2 was a big challenge for the race committee as the dreaded west wind appeared. The wind routinely shifted through 180 degrees, and it was light. This made for some really challenging mark roundings and starts! But all made it through, and by the end of the day, 18 total races were completed for the series, allowing for three throw outs.

Carl and Jim really had their hands full on Sunday with the wind, but they did a great job getting the races in. Lana Butler was stellar as scorekeeper and sometime protest committee chairman. And all were glad to see that Eric Petersen, Jr. put aside studies at Michigan State to help run the regatta. Thanks to you all and your fellow club members!

DMYC is on the go with IOMs. They have assembled a very impressive fleet in a short amount of time, with more interest in the class developing. The DMYC fleet has also stepped up to the plate to hold the 2008 IOM US Nationals in early November at Camp Deerborn. Thank you folks!

This completed the halfway mark of the 2008 points regattas for IOMs. The next points stop will be San Rafael, CA in July, but there will be a whole lot of regatta action before then with the

Western Canadians and the Barbados regattas taking place in June.

Region 4 IOM Regatta Results

Skipper	Sail No.	Points	Position
Peter VanRossem	66	34.0	#1
Craig Mackey	29	38.0	2
Brig North	11	47.0	3
Hugh Kidd	117	76.0	4
Dennis Rogers	43	82.0	5
Jon Elmaleh	2	86.0	6
Jim Leonard	42	117.0	7
Marko Majic	36	135.0	8
Bruce Anderson	116	144.0	9
Ray Dagenais	99	145.0	10
Mark McCrindle	95	147.0	11
Bob Dunlap	37	152.0	12
Ray Davidson	22	164.0	13
Ian Dobson	115	185.0	14
Peter Huttemeier	126	203.0	15
Kurt Hohn	69	219.0	16
Scott (Kiwi) Mohring	3	222.0	17
Eric Peterson	27	225.0	18
Jim Grover	142	241.0	19
David Allsebrook	163	249.0	20
Steve McLachlan	78	263.0	21
David Rothenberg	30	272.0	22
Frank Vella	96	283.0	23
Ralph Templin	63	288.0	24
Brian Brozek	34	294.0	25
Eddy Waddel	89	316.0	26



Ray Davidson approaches a mark at the IOM Region 4 Regatta hosted by the DMYC



Action from the IOM Region 4 Regatta hosted by the DMYC and won by Peter Van Rossem of Kingston Ontario. Photos are online at <http://s290.photobucket.com/albums/11277/thomp237/?albumview=grid> posted by Jim Thompson

2008 Regatta Reports

Halifax Area Model Yacht Club Opening Regatta

by Jim Goddard

The Halifax Area Model Yacht Club season opened on Sunday

May 4 at Sullivan's Pond in Dartmouth, NS. 10 races were

held using the RYGG'd handicap system for new sailors. Brian Wilmshurst sailed very well in his first regatta winning two races and erasing most of his handicap on the first day. Results are below detailing the 10 race outcome.

Rank	SailNo		R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Total
1st	544	Jim Goddard	1	5	1	4	2	1	1	2	3	1	21
2nd	214	Gary Bugden	3	2	2	1	3	2	3	3	2	2	23
3rd	109	Bob Boutilier	2	3	6	2	5	3	2	4	1	4	32
4th	50	Brian Wilmshurst	5	6	4	3	1	5	5	1	5	5	40
5th	40	Fred Lindeijer	6	4	3	5	4	4	4	5	4	6	45
6th		Owen Grace	4	1	5	6	6	6	6	6	6	3	49



Photos tell the story of tight racing under beautiful sunny skies in Dartmouth Nova Scotia. Jim Goddard #544 won the event by a narrow margin over Gary Bugden #214. Brian Wilmshurst #50 was sailing in his first HAMYC event.

2008 Regatta Reports

The 2008 All Island Spring Series

By Barry Fox

As this is written we have just completed the 4th, of 5, event in the second edition of our local series.

The short history is that a few of us decided we should create a series of races that would take our growing fleet of boats around to a number of different locations and through that help pull a number of the local sailing groups together to improve the competition and the friendship. Last year we had a fleet of primarily IOMs with a small contingent of Solings who joined in for a few of the events.

For this year, the series expanded by one event and the fleet of IOMs has grown as well. Unfortunately, the growth of the IOM fleet has had a bit of an effect on the Soling group. To the point where we haven't had any boats other than IOMs until the most recent event when a few Solings came out to sail.

Although this is billed as a Spring Series, out here we are spoiled into believing that spring starts quite early as we sail all year round. With the expansion to 5 events this year the start of the schedule was moved up a month to start at the end of January. Mother Nature wasn't impressed by that schedule and decided to bless our first venue with a few inches of ice for a couple of weeks starting right before we were set to sail. I guess for next year we'll slide back to the end of February to get started!!!

When we finally got to get this event underway the water was ice free and the weather changeable. We arrived to set up and were greeted with a glass smooth lake

and a few clouds. As the course was being set up a slight breeze developed and things looked promising. As we practiced for a while the wind kept building until we put the boats in the water for the first race and found that it was blowing so hard that no one could even get their boat to come to the start line. A delay was called to see if it would settle down a bit. It slowed slightly but still quite strong. Quite a number of the boats only had #1 rigs on hand and found they couldn't continue without potential damage occurring and decided to retire. The rest changed rigs during the delay and we finally got underway with about two thirds of the fleet on the water for the day.

After the lunch break it seemed to settle down a bit and become mostly manageable races for the #2 rigged boats so we continued on and managed to get in another 10 races in the afternoon.

Conditions varied quite a bit but always windy. We had heavy rain for a while, an occasional rainbow and some great races.

Jan Schmidt had his KF II sailing well and consistently at the front of the pack, handily taking the win for the day with a meager 12 points. Peter Brosch managed a good consistent day as well with his SE Kite to finish in second with 25 points. Barry Fox had some good finishes his Kite toward the end of the day to just pull off a third place finish with 29 points, only one point ahead of Martin Herbert with his Nell designed by his brother Graham.

On to event #2 at The Pond on Sunset on Saltspring Island. This round was to be at Lake Cowichan but we had to have a venue change because Mother Nature was apparently still a bit upset with our presumptuous schedule and had the Lake Cowichan area covered in a lot of snow and ice.

Unlike the first round we found nearly still air upon arrival. We waited a short time for our straggling competitors to arrive and then, following a short skipper meeting, put our boats in to get started.

Following the first race a definite pattern showed itself as Allan Gardner, visiting us from Vancouver, proceeded to take the all but one of the succeeding races.

So when all was said and done and we responding to the call of the ferries to return home the day ended on 11 competed races. After taking two drops for everyone we ended up with Allan Gardner and his MIOMI taking the perfect score with 9 points on 9 scored races. Well done Allan.

In second place, Jan Schmidt and his KF II came home with 22 points which is not too bad when "someone" has taken virtually all the first place points.

In third place was Todd Blumel and his Vektor on 35 points. With the award for the wrinkly-est jib in the country, Todd did a great job.

With two events in the books the overall standings after 2 events found that Jan Schmidt has a hold on first with 19 series points followed by Peter Brosch and Barry Fox tied with 13 series points and close behind Allan Gardner and Ray Kretchmar also tied on 11 series points.

On to Lake Cowichan for the next round. Mother Nature now thinks we have heard the

message and decided to let us go ahead but gave us a nice little white covering early in the morning that burned off just about the time everyone arrived for the day.

Over from Vancouver again was Allan Gardner only this time he brought along some company in Bud Fassnacht and his Celebration to provide some more good competition for everyone.

Competition was often very close and a view of the results shows that the race for the win was a close one all the way through the event. The top three boats hogged all the wins throughout the day.

Allan Gardner showed his strength again by taking the win in half of the races but had his work cut out for him as the rest of the fleet continues to improve and close up a bit. In the end Allan took the day with a total score of 17 points.

A close second was Jan Schmidt from Victoria, scoring 4 wins and quite few close seconds to score 21 points.

Bud Fassnacht sailed his "fiberglass in the raw" boat to a couple of wins and steady top 5 placings to take third overall with 30 points just one point ahead of Saltspring Island's Martin Herbert.

Rounding out the top 5 was Peter Brosch, down from Comox, with 47 points on the day.

I think most of the rest of us would say we had an up and down kind of day with a few forgettable results. But still a great day of sailing. The only bad day of sailing is when you don't sail!!!

Now we have crossed the halfway point in this year's Series and the series points start to shape up. At the end of the Series there will be a drop of everyone's lowest placing but for now I

haven't started to show that drop.

What we have right now is Jan Schmidt in first overall with 29 points, followed by Allan Gardner at 23 points and Peter Brosch at 20. No big runaways yet.

Now to event #4 at Long Lake in Nanaimo. After the first event we saw out entry settle down around 10 boats. For this event we swelled to 15 IOMs and 4 Solings and had a nice set of boats sailing.

The wind facing us at the start was pretty variable tending towards extremely light but gradually filled in and shortly after noon came on the mid to top of an IOM #1 rig all afternoon. At one point it turned so light that there was talk of abandonment but the boats were moving so we kept at it and Nigel Ashman drifted better than the rest to win that race.

Also returning to the series was Hornby Island's Graham Herbert back from a winter of sailing IOMs in New Zealand.

A lot of sailors took turns leading the various stages of the races but in the end Allan Gardner continued to lead most often but had his hands full most of the time. Allan finished the day with 23 points on 12 races (with two drops) followed fairly closely by Nigel Ashman at 31 points. Third place went to Graham Herbert with 38 points.

Graham's brother Martin finished the day with a pair of very convincing wins to end the day with 44 points and fifth place behind a consistent Jan Schmidt who ended the day in 4th place with 41.

The overall series standings are based on the best 4 of the 5 events and a magic formula that yields high point score. Unlike the races themselves, for the series overall score you want to see a lot

of points. When you take out the low score event for each person the standings shuffle a little. After 4 events the battle for first place is close. Jan Schmidt has a raw score of 47 points that drops to 38 when you take out his low scoring event. Allan Gardner has a raw score of 39 points but with his drop coming from a missed first event he stays at 39.

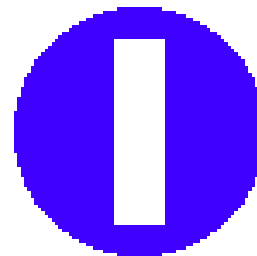
The finale is coming up in mid-May at the Maple Bay Yacht Club and it looks like another good entry will be in place as it will be a kind of warm up for the Western Regional for local sailors.

We'll have a wrap up report and final results for the next Newsletter issue so stay tuned.

June 6, 2008 will see the Western IOM Championships being held at the Saltspring Island Sailing Club on Saltspring Island.

As Lawrie Neish was reporting in for the newsletter, they had twenty boats registered with three weeks to go... A great showing!

The 2008 All Island Spring Series IOM Results to Round #4



Name	Sail #	Total	Low Score	Final	Position
Allan Gardner	07	39	0	39	1
Jan Schmidt	24	47	9	38	2
Martin Herbert	25	31	0	31	3
Peter Brosch	17	35	5	30	4
Barry Fox	62	30	5	25	5
Todd Blumel	107	23	1	22	6
Ray Kretchmar	16	20	0	20	7
David Taylor	03	18	0	18	8
Eric Paul	36	17	0	17	9
Nigel Ashman	28	14	0	14	10
Graham Herbert	27	13	0	13	11
Mark Gilbert	00	10	0	10	12
Gord Sirop	23	11	1	10	13
Bud Fassnacht	97	9	0	9	14
Jenny Taylor	105	9	0	9	15
John Ball	08	7	0	7	16
Rod Ingalls	212	5	0	5	17
Robert Selene	02	4	0	4	18
Bevan Wrate	14	3	0	3	19
Robb McDonnough	32	1	0	1	20
David Seager	18	1	0	1	21
Scott Ringrose	49	1	0	1	22
Mike Glover	26	1	0	1	23
Lawrie Neish	02	1	0	1	24



Pictures from the early rounds of the all Island IOM series

Visit online at www.crya.ca

Call For Nominations for the CRYA Executive

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

This is an election year for the CRYA. The current two-year terms for the positions of President, Treasurer/Registrar and Executive Secretary end December 31st. 2008. As per the terms of the CRYA By-Laws, (which are available for perusal on the CRYA website www.crya.ca), an election to fill these positions will be held this December.

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

The Nominations for the three positions must be received by the current Executive Secretary no later than October 30th 2008. Each Nomination must be seconded and must be accompanied by a letter of consent to serve, if elected, from the proposed nominee. Nominations should be sent to :

Gary Bugden
Executive Secretary CRYA,
63 Union Street
Bedford, NS
B4A2B6

The Election will take the form of a ballot to be included with the Autumn issue of the CRYA Newsletter, due to be received by the membership December 1st 2008, to be returned to the current Executive Secretary no later than December 31st. In the event only one Nomination is received for a position then that Nominee will be deemed elected by Acclimation and that position will not be included in the ballot. In the event that all three positions are elected by Acclimation then there will not be a ballot and the membership will be advised of the results in the Autumn Newsletter.

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



Reflections on Starting a Sailboat Race

By Jim Goddard

When I was learning to sail in Cadet Dinghy's and dreaming of one day sailing a Finn, I was given a biography of Paul Elvstrom as a gift. Elvstrom is still a legendary figure in yacht racing, and that book which I still have, connected with me.

Elvstrom said to win in sailboat racing you need to start first and keep increasing your lead. Really you can't argue with the truth of the observation, it is the execution of this simple edict where most of us fail most of the time.

My own approach to starting is based on a desire to be first off the line, with the following caveats.

- Never be early

It is nearly impossible to recover from a call back at the start in a competitive fleet. You need to balance your aggressiveness with caution.

- Keep your options open

Even if you get off the line in good shape, you can get pinned to the wrong side of the course if you have started in a position that restricts your options to tack for clear air or to take advantage of the shifts. Sacrifice is sometimes necessary to be in position to take advantage later.

- Sail clean

I learned this one the hard way. Like a pedestrian in a cross walk, you can have the right of way, but getting fouled is often far too costly to make being right worthwhile.

- Have a plan

For me, the start includes the first

beat. Your start has to set you up for the first beat you planned.

- Be adaptable

It is bound to happen that wind shifts, competitors, weeds and changes in wind speed will throw a spanner in the works. Be prepared to make the best of a bad situation and don't throw the race away at the start.

- Be aware of the situation

If you are in first place in the regatta and only need to finish in the top half of the fleet to win it all, now is not the time to risk fouling or being over early. Pick a safe start and see above.

Those are my cautionary notes for starting but there is so much more to it, so I asked a few people for input.

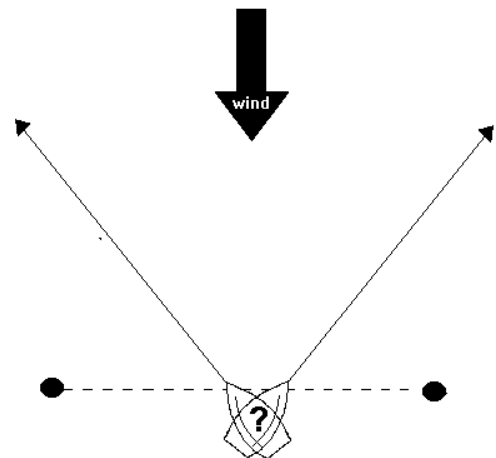
Paul Switzer is a past Canadian Champion in the Soling One Metre class. He sails out of Kingston Ontario and is an active member of the CRYA. I asked him to put down on paper a few words about his approach to starting, and he did..

I use a few techniques. In the starting sequence or before, I run the line and time it and I establish if it is square to the wind either by going head to wind or by reaching down the line both ways to see which tack is a closer reach. If the line is square it will be a beam reach both ways. If it is closer on one tack, the other tack is favoured.

One technique I use is to arrive at the starboard end with about 15 seconds to go and sail slowly down the line to try to establish a place on the line.

I try to force windward boats up if they come down the line at me and I keep ducking down to make a hole for myself and then sheeting way out and stalling above close hauled so that boats to leeward of me drift down the line and leave a space for me to bear off. I try not to go too far down the line because the further down the line you go on starboard tack, the longer you are stuck in the starboard tack boats to the left side of the course and are unable to tack to port until others tack. This often means that you are forced to arrive at the windward mark on port tack within the 4 boat length circle which is dangerous. I only do this if the line is comparatively long because the more the boats are jammed together on a short line the more difficult it is and the greater likelihood of collisions and hang ups.

Another technique I sometimes use if the beat is square to the



When you hear the 30 second countdown, you should not be wondering which way to go.

wind is to start about one boat length late at the starboard end (right behind the first boat to start) and immediately tack. As long as there is not a crowd at the starboard end (which often there is not because people often arrive at the line early and are forced to sail down the line) you can quickly get into clear air. You then have the right side of the course to work with and you can preserve the ability to approach the windward mark on starboard tack.

This does not work if there are a number of habitual bargers always hanging out at the starboard end. It is possible to get into a spot behind the first row boat and defend that position by pushing the bargers up but the risk of getting fouled goes way up trying to do that. I try to avoid having windward boats with their bow near my quarter because often they will misjudge and touch your boat forcing you into irons.

The key is always to keep your nose clean and avoid getting in a crowd which is pushing and shoving at the line even if it means you start a bit late. My objective is just to get away clean in relatively good shape, not to get the absolute best start. There are lots of opportunities to gain positions in the rest of the race if you can get up the first beat in the top 4 or 5 boats.

If the line is port tack favoured I sometimes arrive at the port end on port tack as close to the gun as possible and if the start is not possible at the pin I run down the line on port tack and look for a hole. Again if the line is short, this is not a good idea because it is unlikely that there will be a hole large enough to cross on port or to tack onto starboard and accelerate fast enough to get clear air. It is risky unless the line is significantly

port tack favoured.

The key is to know how quickly your boat gets up to speed and to keep yourself in a position in which you are not blanketed by other boats so that when you sheet in the boat takes off. The worst thing is to be down below a whole bunch of boats that are crossing the line.— Paul Switzer

Bob Boutilier is an accomplished sailor from Bedford Nova Scotia. He has sailed and competed in high level competition in many classes including DN Iceboats Bob sails in the Soling One Meter fleet with the Halifax Area Model Yacht Club. I also asked him for a few words on starting..

After having given this a lot of thought I wonder why I was even asked as my starts rarely are written about with regard to their daring and accuracy but I will give it a shot.

I always start out looking for the perfect start.

That is at the correct end of the line and ahead of all the other boats. It generally turns out that I am not the only one attempting this. Try to make a projection in your mind [with approx 20 seconds left] where you think the other boats are going to be at starting time. Then pick where you want to be in that mess looking for good position but just as important is your speed, clear air, and path out. Starting first often does no pay if you have somebody stuck to your quarter even if they are in the wrong. As you get to know your competition you will be able to recognize certain starting patterns. It is good not to become too predictable yourself. Remember also that in shifty winds getting to the first shift first can often be far more important than getting over the line first. If this is any help to anyone I shall very likely regret it when next we meet!

In conclusion, starting in a sailboat race a skill that just when you think you have it figured out, it will humble you all over again. See you on the line! - Jim Goddard



Starting in light air at the 2005 Soling 1 M Championships

Photo by I.B. Forgotten

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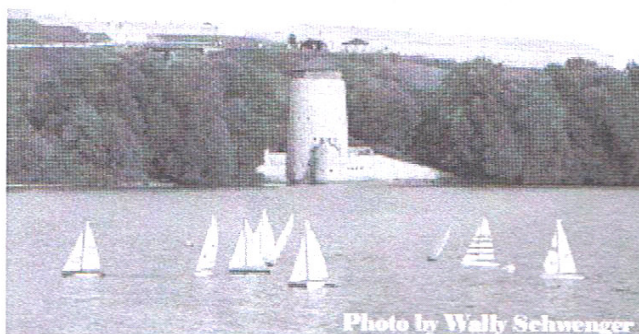


Photo by Wally Schwenger

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Mini 12's sailing at Andrew Haydon Park, the site of the 2008 National Championship Regatta to be contested September 20, 2008 in Ottawa Ontario.

**2008 Canadian Nationals
Mini 12 Regatta
Saturday, September 20th, 2008 - a one day regatta
OTTAWA ONTARIO**

ORGANIZING AUTHORITY: Ottawa Radio Control Yacht Group

Location: Andrew Haydon Park (Carling Ave and Holly Acres Rd), Ottawa

When: Saturday Sept.20th 2008

End of Check in: 9:00am; Skippers meeting:9:30am, First Race: 10:00am

Entry Fee: \$15 CAD Fee will be collected at check in on Saturday Morning

Lunch: There will be a thirty minute lunch break. Lunch will not be supplied and participants should bring their own lunch.

Eligibility: All entrants must be members in good standing of the CRYA or other National model yacht associations. Boats must comply with the class rules that were in effect on 31 Dec 2007. Only one suit of sails can be used in the regatta unless a change is authorized by the Race Committee

Entrants: There is a limit of 18 boats. Entries will be accepted in the order in which they are received. 75 mHz radios must be narrow band. 2.4GHz radios are allowed.

Sailing Rules: Current RRS (2005-2008) and the Sailing Instructions will govern in the event of a conflict . Note that rule E1.5 must be complied with.. Sailing Instructions will be given out at check in

Series Format: As many races as possible to a maximum of 16 depending upon weather conditions. No starting sequence will commence after 4:00 p.m.

Scoring: Low Point Scoring System (RRS Appendix A). One drop race after six races. Two drops after eleven races. Three drops if all sixteen races are completed.

Prizes: Awards for 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 2005-2008 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 Radio Control Yacht Group, 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 including sail number, frequencies, telephone number and email address to:

David Langlois, 31 Parklands Ave, Russell, ON K4R 1A2. Tel: 613.724.8661.

email: david.langlois@rideauconsultants.ca



2008 IOM Eastern Championship

September 12-13-14, 2008 - KINGSTON, ONTARIO



1. INVITATION: The Kingston Yacht Club (KYC) and the KYC Radio Controlled Fleet invite International One Metre (I.O.M.) radio-controlled model boat sailors to the 2008 I.O.M. Eastern Championship Regatta at KYC in Kingston, Ontario, Canada.

2. SITE: The regatta will be hosted at Kingston Yacht Club with sailing on the fresh waters of Kingston Harbour.

3. ELIGIBILITY: To complete registration, entrants must be paid up members of the CRYA or their National Authority. Yachts must comply with the ISAF-RSD International One Metre Class Rules.

4. ENTRY & FEES: The Entry Fee is \$55 (including GST), which includes Friday Night light meal, Saturday and Sunday lunches. Entry deadline is open. Please make cheques payable to the Kingston Yacht Club.

5. PRIZES & AWARDS: Prizes will be awarded to the top five skippers.

6. ACCOMMODATION: There are a limited number of billets. For more information, contact Lana Butler, Regatta Chair at (613) 634-1140 or by e-mail at lanahb@bellnet.ca

7. CONTACT: Lana Butler, Regatta Chair, (613) 634-1140 or by e-mail at lanahb@bellnet.ca
Kingston Yacht Club, 1 Maitland Street, Kingston, ON, K7L 2V3 Fax: (613) 634-1109

ENTRY FORM

SKIPPER NAME: _____
 Address: _____ City: _____
 Prov/State: _____ Postal/Zip Code: _____ Country: _____
 Telephone: Home: _____ Work: _____ Fax: _____
 e-mail: _____

BOAT INFORMATION:

Sail Number: _____ CRYA Number: _____ Yacht Club: _____
 Winch Type: _____ Hull Make: _____
 Channels: Primary: _____ Alt #1: _____ Alt #2: _____

PAYMENT INFORMATION:

Entry Fee: \$55 Canadian (includes GST). Entry deadline is September 4, 2008.
 Cheque or Money order: _____ Amount: \$ _____
 Credit Card: Visa _____ Mastercard (circle one) _____ Amount: \$ _____
 Name on Card: _____
 Card Number: _____ Expiry: _____ yyyy/mm

Disclaimer

Please accept this Entry Application for the 2008 International One Metre Eastern Championship at Kingston, Ontario. I hereby agree to comply with the Racing Rules of Sailing (RRS), Class Rules, the Notice of Race and the Sailing Instructions.

I acknowledge that I am entering this Regatta at my own risk and do hereby release and hold harmless the Kingston Yacht Club and its the Organizing Committee, as well as their officers, members and agents, both jointly and severally, from any liability for any loss, injury or damage to any persons and/or property that might arise from my participation in this Regatta, even if such loss, injury or damage be caused by the negligence of those so released and held harmless.

I agree that the jurisdiction and venue will be Kingston, Ontario, Canada and that Ontario law will govern any arbitration or litigation.

signature

*If the entrant is under 19 years of age as of the opening of registration a parent/guardian must also sign:
 (This section can be presented at registration)*

2008 Canadian National IOM Championship

August 15th, 16th & 17th, 2008

- 1. Event** Metro Marine Modellers cordially invites all IOM skippers to the Canadian National Championship Regatta to be held at Port Credit Marina, Port Credit, Ont. The Regatta will take place over 3 days. Registration, measuring and practice will take place on Friday morning, and racing will begin at 12:30pm on Friday.
- 2. Eligibility** Entrants must be current members of the CRYA or their National Authority. Yachts must comply with the IOM Class Rules dated 2008 and have a valid measurement certificate to be presented at check-in.
- 3. Entry** **Entry Fee is \$55.00 Cdn which includes lunches on three sailing days.**
(Additional lunches can be ordered for \$6.00 each.)
Saturday night steak BBQ is extra for \$15.00 per person incl. dinner and drinks.
Deadline for registration is July 26th, registrations will be limited to 36 competitors.
- 4. Accommodation** There are several hotels and motels near the sailing site, a full information package will be sent to all registrants, also some billeting may be available on a first come first served basis.
- 5. Contact** Please make cheque or M/O payable to Myra Davidson, and send to: 2853 Rosewood Lane, Oakville, Ont. L6J 7M5. mrdavidson@cogeco.ca Tel: 905-829-2820

Confirmation of entry and full information package containing Sailing Instructions, event timetable, registration, check-in, practice, social schedule, maps and accommodation information will be sent to all registrants.

Please Register Early ! (We do anticipate a full fleet registration)

Entry Form

2008 Canadian National IOM Championship

August 15/16/17th, 2008

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

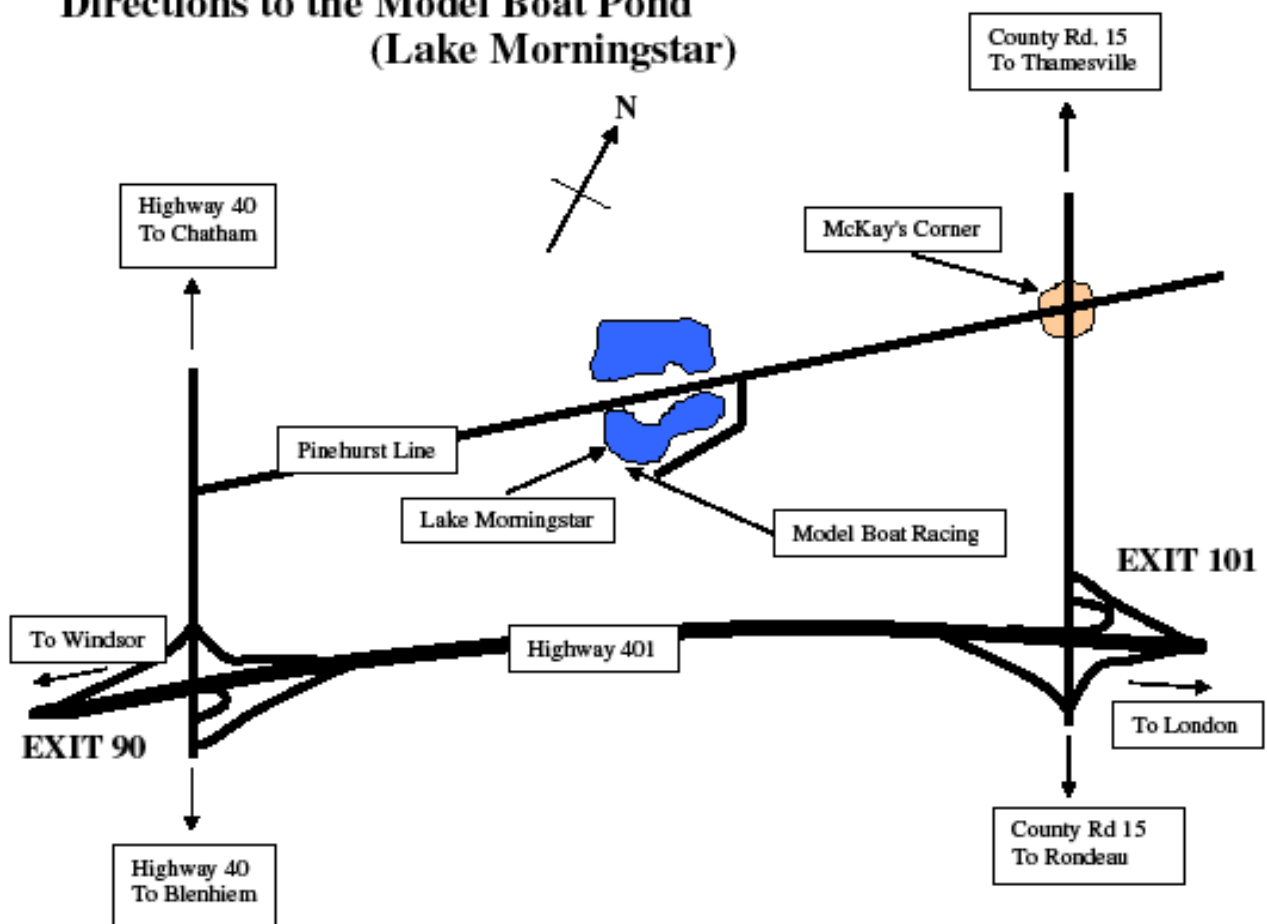
Hull #		Sail #			
Freq. #Pref 1		Pref 2		Pref 3	
Hull Design		Sailmaker		Radio Mfg	

All those entering or taking part in this Championship do so at their own risk and responsibility

2008 International A Sailing Regatta

Notice of Race : Saturday, July 19, 2008

Directions to the Model Boat Pond (Lake Morningstar)



**Racing starts Saturday July 19, 11:00 AM on Lake Morningstar.
Skipper meeting at 10:30 AM.**

Class Sailboats being raced: International A.

Frequencies will be assigned on a first come, first serve basis.

**Contact: David Balsdon 519-352-3426
david.balsdon@continental-corporation.com**

Notice of Race

2008 Canadian National Soling 1 Metre Class Championship

Bedford, Nova Scotia, June 21-22 2008

- Venue:** This regatta will be hosted by the Halifax Area Model Yacht Club (HAMYC: www.hamyc.ca) and held at the Bedford Basin Yacht Club (BBYC: www.bbyc.ns.ca) in Bedford, Nova Scotia, Canada.
- Dates:** Racing will occur on Saturday and Sunday, June 21st and 22nd 2008.
- Eligibility:** This Championship is open to all members in good standing of the Canadian Radio Yachting Association or other recognized National Authority. Yachts must comply with the Soling 1 Metre Class Rules. The organizers reserve the right to limit the number of entries if there are too many irresolvable frequency clashes. Entries allowed would then be based on the date of receipt of entry: first come, first served.
- Rules:** This Championship will be governed by the 2005-2008 Racing Rules of Sailing including Appendix E, the rules of the Soling 1 Metre Class, this Notice of Race and the Sailing Instructions.
- Frequencies:** Each competitor must have a minimum of 3 available frequencies listed with their entry and be prepared to change during the competition.
- Awards:** Prizes will be awarded to the top three finishers.
- Registration and Entry Fee:** The Entry Fee is \$65.00 CAN. All competitors must register using the attached form. Registration will close on June 7th, 2008. Organizers may extend the closing date at their discretion. Payment can be made by cheque or money order payable to **HAMYC**. Credit card payment is unavailable. Entry fee will include lunches for competitors on both days and **one** ticket to the Saturday Nite Banquet. Additional banquet tickets may be purchased at the door.

2008 Canadian National Soling 1 Metre Class Championship Entry Form

- Name:** _____ **Address:** _____
- Email:** _____ **Telephone/Fax:** _____
- Frequencies: (1st, 2nd and 3rd choices)** 1) _____ 2) _____ 3) _____
- CRYA/AMYA Member Number:** _____ **Sail Number:** _____

Disclaimer: I hereby agree to comply with the 'rules' as defined in the 2005-2008 Racing Rules of Sailing (RRS). I acknowledge that I am entering this Regatta at my own risk and do hereby release and hold harmless the Bedford Basin Yacht Club, the Halifax Area Model Yacht Club and the Regatta Organizing Committee as well as their officers, members and agents both jointly and severally from liability for any loss injury or damage to any persons and/or property that might arise from my participation in this Regatta even if such loss, injury or damage is caused by the negligence of those so released and held harmless.

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

Signature _____ (a signature is required to complete registration)

Date _____

Please include a cheque or money order for \$65 CAN. Payable to HAMYC (Credit card payment is unavailable.)

Fee must be included in order for entry to be processed.

Please complete and return this Entry Form to:
Gary Bugden, Rear Commodore HAMYC
63 Union Street—Bedford, N.S. B4A2B6



Canadian Radio Yachting Association

MEMBERSHIP APPLICATION

DATE _____ RENEWAL ____ NEW MEMBER ____

NAME: _____ 2nd MEMBER _____

ADDRESS: _____

CITY: _____ PROVINCE: _____ POSTAL CODE: _____

TELEPHONE: (____) _____ E-MAIL: _____

CRYA #: _____ CRYA # for 2nd Member, same address _____

CLUB NAME: _____ CITY _____ PROVINCE _____

ANNUAL DUES (\$15) \$ _____

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

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

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

TOTAL \$ _____

Make cheque or money order **payable to CRYA**

List New or Transferred Boats:-

Class	Designer	Hull#	Existing	Previous Owner CRYA#
-------	----------	-------	----------	-------------------------

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

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