



Canadian Radio Yachting

The Publication of the Canadian Radio Yachting Association

Spring 2007

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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

Canadian Radio Yachting Newsletter

Published by the CRYA quarterly for the benefit of their members. The newsletter includes notices of coming events, club reports, model yacht construction tips, racing tips and newsworthy articles.

The newsletter also publishes changes to model yacht standards and racing rules as they occur.

Our preference is that all material

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

be submitted in electronic format (email, floppy disks), however we welcome any clearly written or typed material.

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

Publications Available to CRYA Members

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

CRYA Business Calendar

JANUARY 1st. Membership fees are due, mail cheques to Treasurer-Registrar.

JANUARY 31st. Last date the Editor will accept material for the Winter issue of Canadian Radio Yachting including all articles, notices of regattas and changes to regatta schedules, and advertisements.

MARCH 1st. Expected date to receive the winter issue of Canadian Radio Yachting.

APRIL 30th. Deadline to receive material for the Spring issue.

JUNE 1st. Expected date for members to receive the Spring issue.

JULY 31st. Deadline to receive material for the Summer issue.

SEPTEMBER 1st. Expected date for members to receive the Summer issue.

OCTOBER 30th. Deadline to receive material for the Autumn issue.

OCTOBER 30th. (in even numbered years) Last day for receipt by Exec. Secretary of nominations (with seconder and candidate's letter of consent) for posts of President, Exec. Secretary and Treasurer/Registrar. Also last date for receipt by Exec. Secretary of motions (with seconds) affecting the constitution or by-laws.

DECEMBER 1st. Expected date to receive Autumn issue. In even numbered years this issue will include ballots for the election of officers.

DECEMBER 31st. In even years. Ballots due to be received by the Exec. Secretary.

Advertisements

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

Advertising Rates

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

On the Cover

The ice has only just left the Bay of Quinte and even though it is a chilly -5C with the occasional snow flurry, that did not deter Brian Credico from launching his Fantasy 32 #15 on it's maiden voyage.

Four Fantasy 32s have been built this winter by members of the Quinte Model Yacht Club (QMYC), in Belleville, and are ready for the 2007 sailing season.

Further pictures and report inside.

Who's Who In The CRYA

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President's Report

By Lana Butler.

President@crya.ca.

Canada's sailing season have just begun again (except for those western skippers who get way more time on the sticks than most of us) are you ready? For those skippers on the west coast, we are still envious and happy that you can continue sailing while the rest of us are experiencing "hard water syndrome". I hope you all had a healthy winter and are ready to launch your Radio Yacht into the 2007 season!

We have only three (3) Confirmed Canadian National Championship Regattas scheduled this year, so far. If your class has no scheduled Championships, or it is not posted on the CRYA Website, let us know right away, or solicit your Class Secretary to make it happen. Thank you to Gary Bugden for your continued dedication to the post of Regatta Coordinator. I thank all of you who continue to send news of your building, sailing, and racing adventures. The Newsletter is always grateful for information to print and share with the rest of the membership. We would especially appreciate your pictures

both for the NL and for the website. The Website Committee is still active and would like to thank Barry Fox for coming forward with some good ideas towards compiling a "local club" directory. We continue to look for a Website Maintenance Person, someone willing to cruise the site and let us know if there are any updates we have missed or links that are not functioning, etc. I invite anyone interested in this challenge to please send an email with your availability and intentions.

Although this is not an election year, it is the time for those thinking they might like to be part of the CRYA Board, to come forward and be mentored into a position. If you think this is you, please let us know.

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 – continues to be a focus of mine and of the CRYA. It is always a

pleasure to hear from you and I invite you to send your ideas to us. Fair winds and Good Sport through the summer and the remainder of 2007.

Don't forget to get your nominations in for Sailor of the Year.

NOTICE TO ALL IOM SKIPPERS

Please note that since there has only been one application for the 2007 IOM World Championships, from the qualifying skippers; I am now opening the applications to all IOM skippers in good standing with the CRYA. Please let me know ASAP, if you are interested in attending.

Thanks,
Lana Butler

CAN NCA IOMICA Representative

Box Rule, Rating Rule or One Design

By Mike Gibbon

Again those who sail full sized sailboats are showing signs of following the trends set by model folk and I wonder if they realise it? Box rules are becoming more prevalent at all the top levels of keel boat racing.

You may ask what is a box rule? As the name suggests a boat built to a box rule has to fit within a box defined by the rule – no more than 1000 mm long, no more than 420mm draft, must weight 4kg etc. From my recollection of model sailing the 36R was the original "box rule" boat and that rule dates back to the 1920's if not earlier and is still raced in the UK. The hull of a boat to that class did literally have to fit in a specified box – and not much else mattered. Try <http://www.mya-uk.org.uk/yachtclassrules/classrules.html> and click on the 36" class rules.

Boats competing in the America Cup were originally all built to a Rating Rule – not always the same one as the J Class gave way to the 12 Metre and then to the present AC Class. There a designer is allowed more latitude and is not usually

limited to a certain maximum length, for example, but may design a longer boat than usual providing some other parameter is adjusted to compensate. Usually if a boat is longer then it must either be heavier or have less sail area. But "modern" Rating Rules such as the AC Class are increasingly migrating to be "box rules with slightly flexible sides" because, although the same rating rule is central to the class, it is increasingly hedged with restrictions such that if say the length moves out of a prescribed narrow range a penalty of such magnitude is applied that nobody goes there. An AC Class boat (full size) could be 65 ft on the water line rather than the norm of around 60 ft but the resultant penalty would see it so grossly under canvassed that it could not compete.

The final class of boat is the One Design. A Soling for example that has to come from the same manufacturer and no flexibility in any really critical parameter is allowed. There is no freedom to try a narrow Soling whereas the beam on an IOM may, and does, vary from design to

design.

Which is best – that depends upon the sailor. If you are, like me, an engineer then a One Design limits your ability to "improve" the boat other than in the small, and very important, details. For an engineer that cannot leave well alone that is a problem – "if only I could have a bit more beam I could be faster downwind..." and on a one design you cannot. Personally I mourn the passing of interest in the Rating Classes because there was then the chance to really explore the design envelop and who knows perhaps produce a winning boat. But the trends are not favourable for the likes of me – box rules are most likely here to stay. Whoever started that 36R class has a lot to answer for!

Ontario Report

By Terry Doble

Ontario Regional Director

It seems to me that a fairly high percentage of RC sailors are recruited from the ranks of large boat sailors. Since large boat sailors are usually members of yacht clubs then yacht clubs, willingly or not, get brought into the realm of radio control sailing. The Kingston Yacht Club is a good example of a willing YC. They have named the radio control fleet a recognized fleet within the club along with all their other racing and cruising classes. The RC fleet sail IOMs, Solings, and Marbleheads and benefit from this move as KYC provide, at no charge, a rescue boat, marks and insurance coverage for the fleet events, extra charges apply for regattas hosted by the club. We can also use the clubs facilities for meetings, social events and regatta dinners.

In order to benefit from these items RC sailors are expected to become members of KYC or to be a member of a reciprocating Yacht Club. Membership fees vary according to the type of membership required, with some clubs it may be too much but in the case of the KYC affordable memberships are available. At my own club the Prince Edward YC in Picton, memberships are available at very reasonable rates. At the Bay of Quinte YC in Belleville, where we sail our Mini 12's, membership is not required but our model club provides the rescue boat and marks etc., it is mainly a case of using the club grounds. We find an alternate site when the junior sailing program starts in the summer, that's not always an easy thing to do and we rely mainly on friendly cottage owners to help us out. The down side of this is being affiliated with a large boat club that requires a hefty initiation fee making it an expensive deal for those who wish to sail just RC.

The Vintage Model Yacht Group is an offshoot of the American Model Yachting Association they specialize in promoting the building and sailing of vintage model boats of various classes and scale replicas of other types of sailing craft. One such class is the Vintage Marblehead for boats designed, built and sailed in the 1930s. These pre RC

boats favored the full keel and skeg rudder type of design making them ideal for sailing in weedy ponds they used either a rudder- to- boom steering arrangement or Vane or Braine type of steering. Conversion to RC can be done with most designs. On a recent visit to Port Credit Paul Switzer and myself spent several hours with Clare Johnson while he recounted his experiences sailing model boats in Mimico back in the 1930s. He has a 75 inch long model of a "Canadian 22 square metre" which he sailed for many years, his photo albums are priceless records of those early days when they put on model sailing shows at the Canadian National Exhibition. I talked to Clare's son Darrell he and several friends sail RC converted vintage boats on a regular basis. Darrell is the custodian of some of the boats his Dad used to sail. It appears that we have the nucleus to form our own Canadian Vintage Yacht Group. In the UK there is a vintage model group who have a website @ www.vmyg.org.uk

In the winter issue of our Newsletter I mentioned a book called "Sunday Sailors" it's unfortunately out of print, the author Donald Kihlstrom tells me that he may consider publishing a revised edition himself. Of interest is that there was one for sale on e-bay, asking price was \$ 9.99 and the last bid was for \$1000, as Don says there are some people out there with more money than sense. The VMYG publish a very interesting magazine 3 times a year, membership is US \$20 per year.

How long does it take to build a model sailboat, this is one of the FAQs asked by bystanders when we are sailing our boats. Others are ...what kind of motor does it have? or, how much does it cost?, and less frequently, what kind of fish are you catching? Usually answers to these questions are fairly easy, but just how long does it take to build a model sailboat? There are many variables and a definitive answer to this question is hard to give. Are you building from a kit, a molded hull, is it from scratch or somewhere in between? Chris Wyvill, in Belleville who has built 8 Mini 12s from the fiberglass hull

up can turn out a finished boat in a max of 40 hrs of work. He takes approx. 25 hours to finish the hull with deck and radio gear installed, then allows another 10 or 15 hrs. for painting and making the sail rig, the finished product comes off his bench in a matter of weeks.

There are those of us who spend only an hour or two a day or every few days on the building process, needless to say it can take months to reach the "lets put it in the water and try it out" stage. It all depends on how much spare time you have available for building and how motivated you are to finish it. Some people enjoy the building more than the sailing or vice versa. The end result whichever way you build is a happy first sail event,... well most of the time.

How many times have we been racing on a very windy day and found it almost impossible to hear the start sequence tape. John Hutchings has solved this problem by building a "Boom Box", an electronic sound chip has the start sequence on it. We used his prototype last season in Belleville and were quite impressed with it. This winter John has made a smaller lighter version with a lot more "boom." I heard it in his basement at about 1/8 volume and it made us cover our ears in a hurry. John has been persuaded to share this with us and all being well a description and circuit diagram should appear in this issue of the News Letter.

We have found a source for those small grommets used at the corners of our sails. Michaels craft stores have what they call eyelets, sold by the box of 50 or so (I didn't bother to count them, it looks like a lot.) They can be found in the Scrapbook section, cost 4 or 5 dollars a package. You can also buy a riveting tool for about \$ 8.00. If you have a lathe it's not too hard to make one.

Several issues ago there was a feature on Doug Munro's scale radio controlled model of the Bluenose schooner. On a recent trip to Ottawa, Doug invited me to his home to take a look at it. The photos did not do it justice it is very

detailed and beautifully constructed as are all of the models he has made. As a retired architect and nautical historian he has made detailed drawings of the frigate "Haida" and one of the Fair-mile destroyers of WW 2. He spent one whole day in the museum in Ottawa taking measurements of a 6 inch gun so that his drawing would be accurate. As well as being the designer of the popular Fantasy 32 he has designed and drawn many model sailboats, I left his house with drawings of a 44 inch keel boat and drawings of the Vintage (1936) Marblehead "Pocohantas" which he has redrawn from the commercially available plans which are not truly fair.

In Hudson QC I called in to see Roy Folland to take a look at a 1945 vintage boat called "Mayfair" that he and his dad used to sail on Beaver Lake

in Montreal. Roy has all the fittings removed and the old paint stripped off the hull revealing the "bread and butter" construction. The cotton sails, slightly stained, mast and booms are original. Roy is a member of the Hudson Y.C. and is in the process of organizing several RC regattas to be held at the HYC this summer.

As I often do on my way back from Ottawa/Montreal I called in to see our guru of model boats Frank Scott. The slightly warmer weather has got him out of his house and into his workshop, although not quite warm enough yet to start molding boats he is all geared up to go again and fill orders that have stacked up during the winter. I took photos of his older Marbleheads, including several of his own design and a vintage "Bambi" painted a brilliant yellow it is quite an eye catcher. After a

warming cup of coffee it was time to get back on 401 and westward to Picton.



Images from Kingston.

These shots of racing in the stormy waters off the Kingston, Ont. Yacht club were taken last fall during the Team Racing Series. IOM's can weather the waves and the 3ft. Swells with ease. All boats were in "C" rigs.

Top left:- Hugh Kidd #117 of Toronto passing #44 John Lowther of Kingston, to leeward.

Top right:- Iain Dobson #151 of Toronto to weather of Dick Stanford #50. of Kingston.

Bottom right:- #161 Paul Davis, Kingston heeled and making to weather in the 3ft. Swells.



West Coast Report

By Lawrie Neish

Spring must be here as the rain has slackened, the sun appears now and again and the water in the various ponds and lakes used has receded to where it belongs. Although sailing has continued through the winter, there has been steadily increasing activity as the year progresses with Victoria, Nanaimo and Gabriola sailing their regular schedules and the smaller groups sailing whenever the opportunity presents itself. The bright side of the cooler weather is that those locations adjacent to swimming areas are free of human porpoises

Apart from the above, the main interest has lain in the All Island Series. This has been well received and the increasing activity can be mainly credited to it. At the time of writing three of the four events in the series have taken place in a variety of locations and weather conditions. Classes competing are IOM's and Solings. The series started in February with VMSS hosting the event at Beaver Lake. The water level was high and the course free of weeds. The wind was light to moderated through most of the day. The race crew kept things moving along smoothly. Only the two Saltspringers had problems but this was with ferries - BC ferries uses Sunday mornings to refuel their smaller ferries. March saw the Saltspringers up early to catch the first ferry instead of the missing second one and after a leisurely drive found us at Lake Cowichan. The sailing site has great possibilities with a long floating boardwalk making launching easy. Gord Sirrup has to be praised for organising the day. I would like to have said that the boardwalk kept our feet dry but the weather was something else with the event coinciding with the heaviest day of rain in the year so far and only a wet suit would have saved us. The Race Office

had problems with large raindrops changing menu settings - take note Apple. One of the skippers, who shall be nameless had his battery switch so cunningly placed on this boat as to be switched off by the kicking strap when gybing - Lake Cowichan is a big lake! This event brought Allan Gardner over from Vancouver to show everyone how it is done. It also marked the arrival of the Solings into the series.

April after another early start found us at Long Lake with MVIMM hosting the day with Bruno Clozza in charge. The report on this appears elsewhere in the newsletter but we have to say a big thank you to Inn on the Lake for allowing the use of their facilities and to Bruno and the Club for their excellent organisation of the day. They even managed to come to a deal with the weather man and it stayed dry for most of the event!

The final event travels to Saltspring Island and the host club SISC where many sacrifices have been offered to the weather gods. These usually include electronics in addition to the standard young maidens and first sons. Here the event takes place on saltwater in Ganges Harbour at the location of the IOM Nationals but two weeks earlier. The writer is happy to have a practice run for the big event and no doubt the local and Vancouver Island skippers will be even happier to check out the site. Sailing is in front of the club's 450 foot concrete breakwater dock which is over 12 feet wide so skippers can expect to get some exercise - some may even have to resort to their wheel chairs.

The IOM Nationals take place on the 1st to 3rd June week end. There is a very good entry of skippers from the USA,

mainly from California, and we will be honoured with Lana and Peter. The locals and Vancouver Islanders make up the rest of the entry so far with a few scrambling to get their SE's completed in time for the event. Seven boats are lined up to be measured in the coming week. Unfortunately there are another eight which will not be ready in time - two years from now! It is perhaps a mark of how bad the model yachting situation is in Vancouver in that at the time of writing with the deadline for entries looming we have no entries from the city or the lower mainland. Why this should be so is puzzling for the city had a strong model yacht club in the past and has some very good skippers at present. It has been suggested that the big city has too many attractions and dens of iniquity to lure potential skippers away. However for all its reputation of perpetually being one of the top three most livable cities in the world it does seem to lack a good public facility usable for model yachting.

In the fall we plan to continue with the Island series and plans are afoot for VMSS to host the Western IOM Championship in September. There is also talk of visiting the Okanagan during the summer - watch out James you are going to have an IOM attack!

Nothing in this world can take the place of persistence.

Talent will not. There is nothing more common than unsuccessful people with talent.

Genius will not. Unrewarded genius is almost a proverb.

Education will not. The world is full of educated derelicts.

Persistence and determination alone are omnipotent

Calvin Coolidge (1872-1933)



Western “Sweat Equity” IOM

By Lawrie Neish

For some time we have been touting our SE IOM project. What we have to report that it is showing the success we had hoped for. You may recall that what we do is supply a complete hull for a very low price, and then the builders can decide what they are going to use for components. With some small amount of coercing it is also possible to get your hands on a very economical keel fin. A very nicely cast bulb is available as well. One of the goals from the outset was to provide a way for someone to have a reasonable IOM on the water for around \$500 or less.

The project was conceived for two basic reasons. First as a membership drive for the CRYA bringing new members in and luring former members back. Secondly a to consolidate a variety of different boats into a single class fleets large enough to provide for competitive sailing. Skippers have a variety of reasons to involve themselves in the project - one is to replace older boats with a modern hull with all the hardware being transferred, another is to put new boats on the water. The latter motive is shared by skippers converting from other classes and by first boat owners. Both increase the size of our West Coast fleet. The first of our boats were in the first category and have been sailing for about 3 months now and it can be reported that they sail well.

To prove the \$500 goal, we have taken one of the early Kite hulls and built it using the lowest cost but still functional hardware and methods available. We treated this as if most of the bits and pieces and would have to be acquired. For this the three major expenses were for the hull itself, the servos and the sails.

For servos we used a next to lowest cost Hitec servo for the rudder and then decided to experiment on the sail control side with an arm winch setup. Research (?) shows that there are quite a few people using Hitec digital servos for this purpose, but those servos are relatively expensive, so we chose to use a Hitec 815 servo. It is big and heavy but it does have torque and lots of travel; 140 degrees of throw using very standard radios (low cost).

For sails it was decided to use commercially available ones that are a known quantity so that we know performance of the boat is not being affected by lesser quality sails.

This can turn into a long story but we'll cut it a bit short by saying that the boat is complete and it has met the goal easily. As the sails haven't arrived yet, it has sailed with a rig from another boat but the rig used had identical sails to the ones that will be installed on it so the performance is comparable.

The boat sailed well in a great variety of conditions on its first day in the water with all the onboard systems working without a single problem. The arm winch sheeting system worked great with excellent sheeting speed and not a hitch with snagged lines or any other problems. The boat was also dry as a bone inside after 2 hours of continuous sailing.

At this moment there are three finished boats from the project and another twelve in process. We think that the project is a resounding success so far and hasn't showed too many signs of slowing. Presently there is a choice of three differ-

ent hull designs - a Kite or Vektor from Graham Bantock's drawings or a Tick Tock which is an original design from Lawrie Neish. For the future we intend to introduce a further two designs to encourage diversity in the class..

his process is likely very transferable to any class not controlled by a kit or boat manufacturer. However, it takes some dedication to bring it to life and then to see it through the days of uncertainty. It also is a result of being treated like a club project rather than a commercial one. What that means is that time is given freely to help grow our hobby/sport.

Below:- The project IOM trimmed out and looking good going to windward in this fine shot.



2007 Western Canadian IOM Regional Championship

September 15 -16, 2007, Victoria, BC

- 1. Event:** The Victoria Model Shipbuilding Society (VMSS) invites International One Metre (IOM) sailors to the Western Canadian IOM Regional Championship Regatta at Beaver Lake, Victoria, BC. Sailing will take place over two days, September 15th and 16th. To accommodate out of town sailors, sailing will begin at noon on Saturday and at 9:30 on Sunday. The last race will start before 3:30 PM on Sunday.
- 2. Eligibility:** Entrants must be current members of the CRYA or their National Authority. Yachts must comply with the IOM Class Rules dated 2007 and have a valid measurement certificate or other required documentation and present it at check-in
- 3. Entry:** **Entry fee is \$25**, which includes lunches both sailing days and dinner on Saturday evening. Please make cheques payable to VMSS.

Entries must be received no later than **August 31, 2007**. Late entries may be accepted at the discretion of the Regatta Chairman. **Late Entry fee will be \$35**.

Frequencies will be allocated based on the date of receipt of paid entries including those accepted after the entry deadline.
- 4. Accommodation** There are many hotels and motels nearby the lake. Further information on area facilities will be distributed at a later date. Some billeting may be available on a first come first served basis. In order to explore those possibilities please Contact the Regatta Chair as soon as possible.
- 5. Contact:** **Regatta Chair** - Barry Fox, #210, 1521 Church Ave. Victoria, BC, V8P 5T2, (250) 710-9665, bdfox1@gmail.com

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

ENTRY FORM 2007 Western Canadian IOM Regional Championship *September 15 – 16, 2007, Beaver Lake, Victoria, BC*

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

Fill in the entry form and mail it today.....frequencies are allotted on a first come first served basis

All Island RC Sailing Series Round 3 Long Lake, Nanaimo

By Barry Fox

As we rolled into town the first thing we noticed was that all the flags we passed were hanging completely limp. Oh, oh, a day of drifting was facing us.

We got to the Inn at Long Lake and started to unload and get ready. A visit to registration to finish off the previously emailed entry forms and then a test of our radios to make sure they were frequency tracking properly and it was into the water to see how slowly we would be sailing. Just as the first boats went into the water you could see ripples forming across the lake and coming toward us as the wind gradually built. By the time the first race was in the water there was no shortage of wind and it just got stronger all morning and then held well all the way to the end of the day. Terrific sailing weather again.

At Round 3 we were treated to 9 IOMs and 7 Solings entered. Unfortunately, a couple of the Solings had early equipment problems and were forced to retire so we were down to 9 and 5 for the day.

With this many boats in each class we started off alternating heats of classes for the races that worked well but we were losing a bit of time switching the boats in and out of the water so after a few races we switched to doing 2 races back-to-back for each class and then switching. That seemed to suit everyone better so we stuck to that format to the end.

Bruno Clozza had undertaken the task of organizing this event a few months back and assembled a tremendous crew from the members of the Mid-Vancouver Island Marine Modelers in Nanaimo to operate the event. This was easily the best staffed event of the series so far. We had a someone doing registration, someone doing radio checks, Someone setting the course, someone doing the coffee, someone writing down the scores, someone recording the scores in the computer system, a couple of people calling the starts and finishes, some observing mark roundings and more. A very well done effort and everyone involved did a great job and should

feel proud of their contribution to a great sailing event.

The Solings started the day and had a good close competition going all day. The battle at the front was particularly close with Brent Redberger and Peter Brosch sharing 4 wins each throughout the day. We had announced a tie at the event with the nod going to Brent as the winner. Reviewing the scores resulted in no tie but a 1 point win for Brent but that result shows the close racing all day.

While Peter and Brent were battling for overall supremacy they managed to have one race where they let Ray Kretchmar sneak in one win on his way to good third place finish.

Alan Burchett and Peter Cornfoot rounded out the field with each of them putting together a couple of good finishes throughout the day. Mostly the fleet sailed fairly close to each other so the opportunities to move up kept presenting themselves but Brent and Peter just kept sailing at the front most of the time.

Brent's win was even more satisfying for him after he suffered a broken shrouding and subsequent de-masting at the halfway point and had to use that non-start as his throw out. Well done.

On the IOM side it was a bit more decisive. Dave Seager sailed steadily near the front in the early going and then finished off with a string of 4 wins to take the title on the day.

Barry Fox had a decent day with a couple of wins in the first half of the day but then developed a winch glitch and recovered to take second place.

John Ball brought out his winter project in a hand built Triple Crown and sailed steadily in the top half with one win and third place over all.

Lawrie Neish finally got to sail in one of the events with a borrowed boat that has some issues with rigging and rudders but it held together for a couple of good seconds mid-day. All this from the guy who is busily building hulls for most of the rest of us. If we can keep him busy building hulls there is hope

we can keep him behind us.

We were missing a few of our regulars from the IOM fleet for a variety of reasons but from what I hear they are all planning on being at the last Round next month so this fleet should be pretty full.

As the day progressed the winds settled to a fairly steady state and we had good wave action going as well so it was a good test of machine durability and skipper skill and most came through in one piece with some work to do for a few of us before the next round.

The rains started early in the afternoon and kept coming through to the end of the event. We managed to get 9 races in for each class and that is a very good day's racing for everyone.

So congratulations to the event winners and hearty congratulations to the MVIMM crew for a great event. An extra thanks to the Inn at Long Lake hotel and their staff for making a great facility available to us for this event, it is a great sailing venue and we need to go back for more sailing one day.

Onward to Round 4 and a wrap on the series. So far I would say it has been pretty successful and I think we can look forward to seeing it run again. See you all next month on Saltspring Island.



Results and photos of the All Island Sailing Series

IOM RESULTS

SKIPPER	SAIL#	CITY	HULL	SCORE
Dave Seager	2	Victoria	Flatout	15.0
Barry Fox	62	Victoria	Kite	24.0
John Ball	65	Parksville	Triple Crown	28.0
Dave Taylor	3	Saanichton	Tick Tock	33.0
Scott Ringrose	49	Victoria	Flatout	41.0
Lawrie Neish	1	SISC	Ikona	45.0
Glen Newmeyer	5	Chemainus	Chinook	53.0
Roger Kibble	209	SISC	Salmon 40	55.0
Jenny Taylor	105	Saanichton	Kite	62.0

SOLING RESULTS

SKIPPER	SAIL#	CITY	SCORE
Brent Redberger	60	Nanaimo	13.0
Peter Brosch	886	Comox	14.0
Ray Kretchmar	855	Comox	20.0
Alan Burchett	32	Ladysmith	30.0
Peter Cornfoot	696	Nanaimo	36.0



Getting ready for a start of one of the day's races:-

From left to right on the water are:-

#65 John Ball
#62 Barry Fox
#09 Roger Kibble
#03 Dave Taylor
#49 Scott Ringrose
#05 Glen Newmeyer



The bright and early skipper's meeting



The fleet heading out towards the windward mark

A Digital Race Starter

By John Hutchens

Quinte Model Yacht Club

At our club the weekly attendance varies, and we seldom have a spare body to start and stop the tape or CD player for the countdown. The tape runs on, or gets miscued, which we found to be a minor annoyance since it delays the start of the next race. I wondered if the same technology used in a telephone answering machine could simplify this problem.

Surfing the net, I came across the Christchurch Model Yacht Club (NZ) and Simon Ballantyne, who gets full credit for having built a simple, successful circuit to do this task.

Anyone who can solder can build this unit, with patience. For simplicity, leave out the timer completely, but remember to switch off the unit when you pack up for home. Make sure you have no cold-soldered joints, and no solder bridges.

Once switched on, the push of only one button powers up the amplifier, starts the one-minute count, and starts a timer. The timer is set longer than the duration of the count, so that after the count is finished, the timer turns the amplifier off to conserve the battery. There is a single 12V gell cell for the amplifier and timer, which also powers a small 5V regulator to feed the playback circuit. My first unit worked faithfully all last summer. This winter, I decided to build a smaller unit with more power and with improved audio quality.

Playback Circuit

For my first unit, I purchased a 120 second record/playback board (QB146B, now about \$ 47) and an 18 watt amplifier (QK105, now about \$17) from Q-Kits (<http://store.qkits.com/>) in Kingston ON. For an extra \$ 10 they will assemble the board for you. I also downloaded a data sheet for the chip to understand how it works. This board will output directly to a small speaker so you can ensure that it is working.

QB146B comes with a tiny ceramic

microphone for recording, but for better quality I wired the board to handle the line out signal from my tape player. It comes with a reset button and play button on the board, but these are rather delicate. Heavier duty pushbutton switches can be connected in parallel. You can use the board that comes in the kit, but I made up a separate "playback only" board on vero-board, and used a brass rod with collars to activate microswitches. As the button is depressed, the first activates "reset", and as the plunger moves further, the end activates "play" and starts the timer. If you make your own board, you will need

Even with the amplifier left on, the battery should be good for several hours. Parts from Radio Shack ("The Source").

Case

The case is made from 1/2" plywood with an aluminum face. Anything goes. Just make sure to place the carrying handle over the center of gravity of the finished box so it carries well. I extended the top a little as a rain guard, and sandwiched some screen between the speaker and panel for added protection. I added a couple of LED's to show that the unit is "ready" and when the amp is on. In standby mode the LED draws about 20 ma.

Put the switches at the top instead of along the bottom like I did, so they are out of the rain and don't accidentally get switched on during transit.

Comments

While the 120 second chip works, there is a 75 second chip which has improved sound quality. I located some at Digi-Key Corp. in Minnesota (www.digikey.com) and currently use this chip (ISD2575PY-ND).

At present there is nothing available to handle the 5 minute hold and 2 minute counts. Perhaps someone could program a small microprocessor to produce the metronome and activate 15 second chips as required for the verbal commands.... maybe next winter!

Contact me at johnhutchings1@hotmail.com if you have questions or need help.



a 28 pin socket for the chip. I found one on an old computer, or you can get one from Digi-Key.

You can power the playback chip with four AA cells and a separate switch and they will probably last all season. I chose to use a three terminal 5 Volt regulator fed from the main 12 Volt (7.5 amp-hour) gell cell battery.

Amplifier

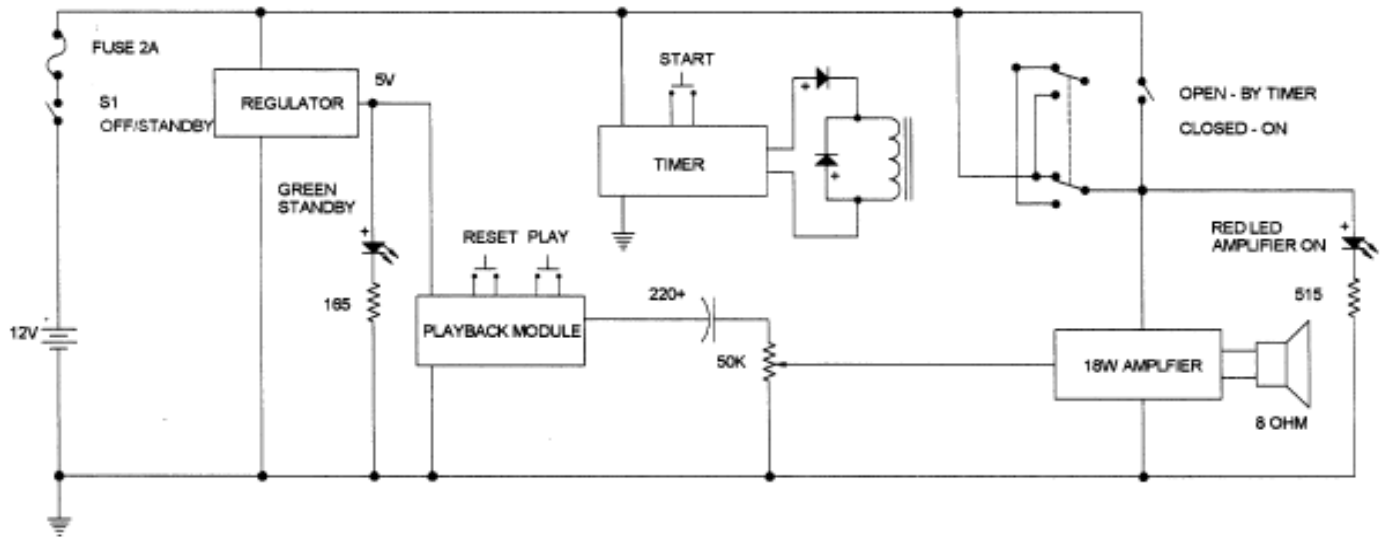
I currently use an 18 watt kit (QK105) from the same supplier, which costs \$ 17, with a 3 inch 40 watt speaker which I got at a flea market for \$ 10.

Timer

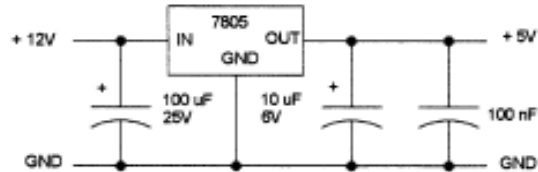
The timer circuit is a luxury, and is based on a 555 timer chip and a small relay I had lying around.

BLOCK DIAGRAM

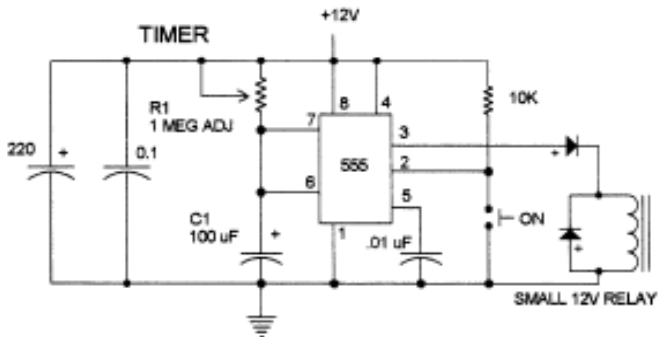
SAIL RACE STARTER



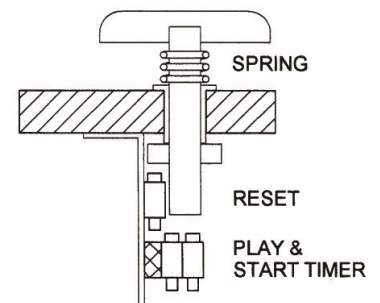
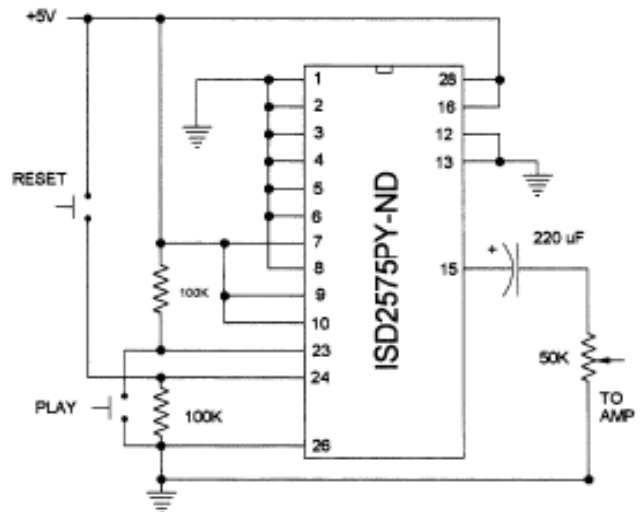
5V REGULATOR



TIMER



PLAYBACK IC

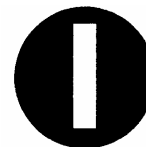


SINGLE PUSHBUTTON
ACTIVATES MICROSWITCHES



2007 IOM Canadian Championship

June 1-2-3, 2007 – Saltspring Island, British Columbia



- 1. Event:** The Saltspring Island Sailing Club (SISC) invites International One Metre (I.O.M.) sailors to the 2007 I.O.M. Canadian Championship Regatta at SISC on Saltspring Island, British Columbia, Canada.
- 2. Eligibility:** Entrants must current members of the CRYA or their National Authority. Yachts must comply with the ISAF-RSD International One Metre Class Rules and have a valid measurement certificate and present it at check-in
- 3. Entry:** **Entry fee is \$50**, which includes lunch on the 1st, 2nd, 3rd of June and a salmon barbeque 2nd June. Please make cheques payable to W.L. Neish.
- Entries must be received no later than **May. 1st, 2007**. Late entries may be accepted at the discretion of the Regatta Chairman. **Late Entry fee will be \$60.**
- Frequencies will be allocated based on the date of receipt of paid entries including those accepted after the entry deadline.
- 4. Accommodation** Competitors have a range of accommodation from which to choose. There are a limited number of billets. For more information, contact Lawrie Neish, Regatta Chair at (250) 537-2053 or by e-mail wlnesh@saltspring.com Saltspring Island has a variety of hotel, motel and Bed 'n Breakfast accommodation. It should be noted that the Island is a popular destination and accommodation should be booked well ahead. Limited camping, tent or camper, is allowed in the grounds and docking is available for those who may arrive by boat.
- 5. Contact:** Lawrie Neish, Regatta Chair, (250) 537 - 2053 or by e-mail wlnesh@saltspring.com or by mail to W.L. Neish, 461 Walker Hook Road, Saltspring Island, B.C. V8K 1N7

Confirmation of entry and a full information package containing Sailing Instructions, event timetable, social schedule, maps and accommodation information will be sent to all registrants. All event documents will also be available and downloadable from <http://groups.yahoo.com/group/07IOMCDN>. To gain access to this site you will have to join the group and identify yourself by name a boat number.

ENTRY FORM

2007 IOM Canadian Championship

June 1-2-13, 2007 – Saltspring Island, 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 #			
Freq. #Pref 1		Pref 2		Pref 3	
Hull Design		Sailmaker		Radio Mfg	

2007 August IOM Invitational

August 18th-19th, 2007

- 1.Event** Metro Marine Modellers cordially invites all International One Metre (IOM) skippers to the first Annual August Invitational to be held at the Port Credit Marina in Port Credit, Ontario. The Regatta will take place over two days, and skippers meetings will be held at 9AM on both days.
- 2. Eligibility** Entrants must be current members of the CRYA or their National Authority. Yachts must comply with the IOM Class Rules dated 2007 and have a valid measurement certificate or other required document to be presented at check-in.
- 3. Entry** **Entry Fee is \$45.00 Cdn which includes lunches both sailing days.** Additional lunches can be ordered for \$6.00 each.
Deadline for registration is July 15th; late entry fee will be \$55.00 Cdn.
Frequencies will be allocated based on the receipt of paid entries.
- 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. e-mail: mrdaavidson@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 !!

Entry Form

2007 August IOM Invitational
August 18th and 19th, 2007

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	

Sailing in the Briny

By Barry Fox

You would maybe think that being located on an island surrounded by salt water that most of us out here would be well practiced at preparing to sail our boats in salt water. Generally I have found this to not be the case. We have a few events coming up in the next while that will be sailed in the salt so I have offered this advice to our local sailors and thought it might be good to share with everyone.

There are two main times you need to do something to prevent damage to your boat from occurring. The first of those is pre-sail preparation.

The biggest items to concern your self with are the electronics and all of their connectors. One of the first barriers is to prevent water even getting to the electronics. Waterproof your hull as much as possible to prevent the water from even getting in and then make sure you have a drain hole (and plug) that allows you to drain the hull quickly after every race. Depending on entry levels, the races could happen one right after the other and you won't have time to peel off tape and deck hatches and siphon out water.

Use of something like liquid electrical tape or Plasti-Kote applied to the lower half of your servos and winches will seal them against any water that might get in. Those little rubber deals on the servo, where the wires come out, aren't a very good seal. They should be liberally covered in these kinds of substances so that you are assured that the servos can't take on any water, salt or otherwise.

On your servos, if you remove the servo control arm and apply a small bead of grease, such as Vaseline, around the serrated servo shaft and then push the control arm back on you will have created a good seal around that moving part.

If your receiver is attached to some inside surface of the hull and exposed to whatever elements might exist there then you need to consider a few alternatives. A popular method is to put the receiver inside a balloon and then seal the end(s) of the balloon to prevent water from coming in. The only issue is that if condensation does occur from the air trapped inside the

balloon then it is being held in there so you maybe making your own little problem environment but that is easier to deal with than having the receiver awash in water.

The batteries are in the same situation. They are often mounted low in the hull and will easily get wet if any water enters the hull. Others have some form of sealed compartment for receivers and batteries.

But no matter how you isolate these components you still need to do some preventative things. The normal method (well it was the normal thing I was shown to do) is to liberally spray all connectors, the receiver itself, batteries, switches, anything electrical with something like Corrosion-X or BoeShield which are corrosion prevention products. Once the product dries it leaves a kind of waxy film on all the surfaces and repels the water. I spray my receiver until it is almost floating in the stuff then shake out any excess, then spray all my servo connectors until they are dripping, plug all the connectors into the receiver and then let it dry. That way everything is connected and coated in its connected state.

The whole approach is to coat and cover everything to prevent the salt (or any other water) from getting at the connections in the first place so being as thorough as you can is worth the effort.

Then go around with the same stuff and spray all you're turning blocks or at least oil them with a fresh coat of oil or light grease. Spray or coat all of you carbon fibre bits and pieces as well because they are susceptible to corrosion from salt as well. Don't forget things like boom pivots as well.

Anything that is not naturally corrosion resistant should be coated as well. I see quite a few boats with steel clevis ends for adjusting shroud tension and those are pretty prone to rusting even in regular water.

And then at the end of the day comes the rest of the effort. At least get the hatches open as soon as the day is done and let the hull air out, Forcing air

through the hull is a good idea. I have a 3" or so squirrel cage fan that I hook up when I get home and just let it blow air through the hull for a few hours.

But here is the chance to really get to know your boat and give it that maintenance check you have always wanted to do. Strip everything out of the hull and clean everything. Thoroughly wash down the hull, fins, rigs . . . Everything. I use a spray cleaner to cut through the salt film and give the whole thing a good wipe down and then just flood it with fresh water inside and out (you took out the electronics, right!!!). I also spray down the rigs with the same cleaner and wipe them as well as I can and then flood them with fresh water as well. If you have rinsed it all well then you can let it air dry before re-assembling.

Obviously rinsing the electronics with fresh water might not be a great idea but get out your corrosion spray and give all that stuff a fresh spray and it will drive out any water that might have found its way in. A little spray of this same stuff on all the moving parts or raw steel parts and you are about done. Once it is all done put it all back together and you will have overcome the dreaded saltwater problems and had a real good look at your entire boat and maybe even found some things to fix that you hadn't noticed.

This sounds like a lot of work when it is written out but it is really less than an hour of effort and your boat is ready to sail again. At multi day events this routine is not an unusual thing to do at the end of every day.

This is not meant to be a definitive description as I'm sure there are other routines that some of our more experienced skippers use but doing at least this work will help you keep your boat sailing not only for a single event but for the entire season.

....Plus a Couple of timely tips

Antenna

Every time someone mentions radio antennas a lot of opinions are expressed. It appears that antenna placement is a very personal thing. A lot of people just throw them inside the hull somewhere and get away with it but experience says that almost every time you see someone with radio trouble, they have wires running every which way beneath the deck including the antenna. It is nice to not have the outside cluttered with wires and string but an out of control boat isn't too nice to look at either, particularly when it is yours.

You just can't beat an antenna that exits straight up and runs up straight. You can run it up the mast, a shroud, the back stay or change it out for one of the after-market ones that provide base loading.

The next best is to fix a plastic straw or tube under the deck and feed the antenna lead through that so that it is laid out

straight with no twists in it.

Jib Counterweights

You see most of the high performance boats using a counterweight stuck out the front end of the jib boom. For a lot of people it is installed once and set to balance the jib and then never revisited. Generally you what you are after is for it to be set so that the boom balances evenly when the boat is held on its side. But as the weather changes this ballast can be used to change the characteristics of the boom operation to compensate even more. The US IOM Class Secretary shared this advice not too long ago:

In heavy air, pull it out as far as you'd like/can. In light air, bring it in so the boom is about evenly balanced while the boat is on it's side (boom centered), but in drifters, the boom should point somewhere in the area of the low side shrouds, so that when there is little or no wind, your jib does not backwind.

Since you can't take it off, having it out far gives you a negative balance thus allowing it to swing to weather even easi-

er. It will get wet a bit more often being out far on the low side though, so make your own decision as to which evil you prefer to live with. I like the jib to swing as easy as possible. Some use a bent wire to keep the counterweight out of the water, but if you do so, be sure that it has no way to pivot, or you won't be tacking so well back upwind

If you wonder why you couldn't just take it off, then you need consider if your boat is near its minimum weight with the counterbalance in place. If it is then removing the weight might put you underweight. An observant competitor might want your boat weighed at the end of a race and . . . Yada, yada, yada !!!



Above:-

Dick Stanford at last fall's Team Races figuring that it's probably easier to go under the mark than round it in these conditions.

The Fantasy 32

By Brian Credico

Fantasy 32, a new, weed free, light weight, performance racing yacht The Fantasy 32 (F32) is intended as a one design class for competitive racing, even in weedy waters. It is similar in concept to the Mini 12, but is lighter and easier to transport.

There are five F32 in Belleville at the Quinte Model Yacht Club (QMYC) and they will be racing this year along with our Mini 12 class. Some members may race both classes in our weekly regattas.

A Brief Description of the new Fantasy 32 class. The F 32 was designed by Doug Monro who lives in Ottawa. Doug made a plug which he gave to Frank Scott who in turn made a mold and who is now making fibreglass hulls to order. As the name suggests the F 32 is 32 inches long with a

beam of 7 9/16 inches, draft is 7 ¼ inches and a design displacement of 7 lb 5 ozs. Sail area is 402 square inches The hull is a full keel with a skeg rudder design, to prevent the collection of weeds. Doug produced a professional looking set of drawings, copies of which Frank ships with every hull ordered.

The F 32 is intended as a one design class and a set of rules has been published and these are also shipped with the hulls.

There is much information and lots of construction hints and photos at the QMYC's web site <http://www.bqyc.org/qmyc/f32/f32.htm>

The Cover shot of this issue shows,
*The maiden sail of Brian's Fantasy 32

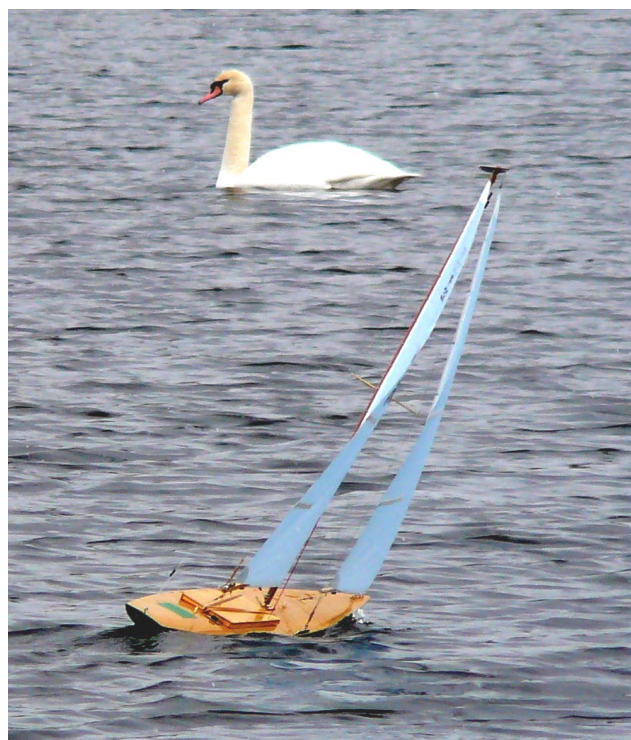
number 15". The ice had just left the bay and the wind was gusty and variable.

Note that #15 is using very inexpensive home made sails made of rip-stop nylon, sail tape and split coffee stirrers to provide the run for the foresail's luff wire. There is some wrinkling at the luff gaps and the pieces of margarine tub cover for the spreaders may not be stiff enough as the leech seems to want to curl the wrong way. It will be interesting to see how #15's boat speed compares with F32s using commercial sails.

Brian Credico, Commodore QMYC



The boat sailed very nicely upwind using just the estimated trim settings with the mainsail boom at the transom corners and the foresail boom just inside the spreaders. The winds were too variable to do any fine tuning, but this initial sail strongly indicated that this class will be easy to tune



Above:-

*The swans in the bay were not amused with the intrusion of the Fantasy 32. It will be best to avoid the swans completely once the breeding season starts.

Murphy's Law : and how to overcome it.

By Ray Davidson

In the 1997 Spring issue we published this article and have been asked to repeat it as there are a lot of new sailors and a few more of us who's memory sometimes leaves something to be desired.

R/C Sailing is a lot of fun if nothing goes wrong. After all, what can be more relaxing after a long work week than to get up, (not too early) on a weekend, put the boat in the car, meet some friends at the pond and go for a few hours of great sailing. But I for one have long since come to the realization that if there is anything that can go wrong with the boat and its equipment between home and the pond.....it will.

One of the quickest ways to be discouraged in the hobby or sport of R/C Sailing is by having things break down before the boat is even on the water, or worse still, arriving at the sailing site to discover that the transmitter, or some pertinent piece of equipment, has been left behind. Don't laugh my friend — its happened. (If it hasn't happened to you yet you're lucky,) but sometime sooner or later in the future, something will either be missing, not work or go wrong to get your day off to not a great start.

Believe me, most everyone I know, at some time during a season has either had to borrow something to complete rigging the yacht or has had to drive home to get some piece of missing equipment, and I'm not just talking about "other people". Actually, if you are a relatively new sailor, it is not too difficult to forget stuff. Being familiar with all the bits and pieces that complete a rigged yacht can sometimes seem quite complicated, and if you are an "Old Salt" it is just as easy to become somewhat complacent regarding the inventory needed to get the yacht on the water.

To start right from the beginning so to speak, believe it or not, one of the most common problems at the start of the day is battery power. On asking whether or not the skipper had charged the unit the night before or had perhaps forgotten to turn the charger on, quite often the response is,

"The batteries should be alright, I only charged them last week"— well, last week is not good enough. If they are Nicads or NMH, they should be scheduled to come off the charger, with a full charge, just before you intend to go sailing, and, by the way, don't just pop them in the car and go, check them on the bench to see that they did take a full charge. It has been known that the batteries were plugged into the charger, yes, but was the transmitter switch off and the charger light glowing?

Having been one that has found myself driving home for something before the first race I offer these few notes as thoughts for a checklist, to at least cut down on some of the frustrations of getting the yacht on the water problem free.

A checklist for, let's say the 24hr. Period leading up to going sailing. It is not an attempt to outline a complete maintenance schedule, you should have that fairly well in place anyway. Also, when I say checklist, I'm not suggesting that every single item in the tool-box be on the list.....You do have a tool — box , right !. What I am saying is, just don't forget the tool-box which has some pertinent stuff in it, which of course everyone should take with them every time they go sailing, even if it only for an hour or so.

My checklist card is divided quite simply as follows:-

Radio

Transmitter plus Antenna
Extra crystals
Batteries (Rx + Tx, Tx batteries in transmitter, Rx batteries in boat)
Spare set of batteries (Rx +Tx)
Extra Alkaline set for emergencies.
Battery tester and voltage metre
Frequency flags and Tx bag (in case of rain)

Boat

Hull and rudder
Keel and bolts
Sails, Hatch
Antenna (if detachable)
Stand and dividers
Tool-box

The boat, of course, consists of the items listed above, check them off as you put them in the car. Incidentally, one way of checking the rake of the mast with the dividers is to make them so that when they are opened 180 degrees, or in a straight line, their length equals the distance from the tip of the bow to the jib hoist...one item does two jobs so there is less to forget. The hull is usually not forgotten, nor is the rudder because the former is large enough and the latter is almost always attached to the hull. However, don't leave anything to chance. Sails are seldom left behind, although it has happened, let's be honest, it happened to me, going to a regatta in Ottawa, (about a 5-6 hour drive from Toronto) I had driven about half way, stopped for coffee, discovered the lack of sails, and drove back to get them. By the time I reached Ottawa I had driven about 11 hours that day. It was a good thing the regatta was the following day. Anyway, check also that you have the keel, I know a few skippers who have left it behind. A real favourite to be forgotten is the hatch or hatches and the stand. If the boat has a removable antenna and it is removed, don't leave it lying around. Put it in it's traveling place with the rest of the radio gear.

Radio Equipment:

Preferably in a radio box of some description, large enough to carry the transmitter with extra batteries, fully charged, 9.6v or better. (A metal case from the camera store with foam inserts is a good choice.) Antenna with appropriate freq. flags, alternate crystals Tx +Rx. A spare servo is a good idea and also a servo tester.

Batteries, (I keep them with the radio equipment) Over the season, of course, a regular routine of charging and cycling should be adhered to. After a day's sailing, cycle the Tx and the Rx pack right away that evening and if you have trickle charge capability, leave them on until next week. Check your sailing schedule and charge the packs you intend to use so that the peak charge will be reached on the morning you go sailing....and check them first thing that morning also.

If you use non-rechargeable alkaline batteries, check them before sailing

day, and under load, to make sure there is sufficient power for the scheduled event. Remember, alkalines drop their voltage in a slow down line as opposed to Nicads or Nmh which hold their voltage right to the end of their charge. Better still, if in doubt, change them or at least have a fresh set with you.

Check all battery connections regularly to make sure they are clean, with good solder connections. So, to recap, in the radio box you need all the stuff we listed earlier plus for an out of town event, soldering equipment, and don't forget the Transmitter bag or cover, in case it rains.

Tool Box:

Include the most used boat building tools: clevises, sheet line, rigging wire, and cutters and crimps, hot stuff, epoxy, in fact one of everything that you used to build the boat in the first place. Sounds a lot, but you'll use it one day I assure you. I don't mean that you should take a complete workshop with

you every time you go sailing, but do be aware that rigging can break, split pins can open, clevises can give way and with the movement (vibration) of the vehicle on the way to the sailing site, nuts that are not locked to their respective bolts, i.e. on shrouds and kicking straps etc. can and do rattle loose, fall off and get lost.

There are a lot of bits and pieces which you will find are used more often than others and it may take most of the season to sort out which items need or need not be in the tool-box or on your particular checklist. But do make a checklist, it will most assuredly pay off in time saved and anxiety somewhere between home and the sailing site.

I guess all this could have been said in nine words or less. But, as I said in the beginning, check the list either actually or mentally as you put each item in the car, this way, at the sailing site, when the boat is fully rigged and everything is working properly, you can at

least start off with the knowledge that you've got it all together, which of course, leaves you completely at ease to wonder.....*"what is going to go wrong on the water"*

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2007 Marblehead National Championship

July 20th, 21st. and 22nd. 2007

- Event.** Metro Marine Modellers in concert with
The Buffalo Model Boat Club invites all Marblehead skippers to attend the AMYA National Marblehead Championship at,
Lake front Promenade Park, Mississauga, Ont. (Port Credit Marina)
- This lake front venue offers deep water, no weeds and the ability to set long courses.
The park has washrooms, splash pool for the kids and a snack bar complete
With liquid refreshments.
- Eligibility** Entrants must be fully paid up members of CRYA, AMYA or their National Authority
All yachts must comply with ISAF-RSD International Marblehead rules, and have a valid measurement certificate.
Applications will be considered on a first come first served basis with a maximum of three conflicts. Sail numbers must meet the requirements of the skipper's national authority, and display registration country letters. (Transmitters on 75 MHz must be narrow-banded certified)
By entering this event, skippers agree to be bound by the ISAF Racing Rules of Sailing (RSS) this notice and the sailing instructions.
- Entry** The entry fee for this regatta is \$40 which includes lunch for the three sailing days.
Additional lunches may be ordered for \$5.00
Entry deadline is July 1st. 2007.
Please make cheque payable to Bill Shorney
- Awards** Awards will be given to 1st. 2nd. And 3rd. place finishers.
- Contact** For further information, contact Bill Shorney, 1002-100 Alexander St. Toronto, Ont.
billshorney@rogers.com or :-
John Tracy at jtracy@adelphia.net
- Accommodation** Competitors have a range of accommodation from which to choose and are close to the sailing site. Downtown Toronto is just a short drive away.

Confirmation of entry and a full information package containing sailing instructions, event timetable, social schedule, venue maps, and a list of accommodation will be sent to all registrants.

Entry Form

2007 Marblehead Championship

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	



Above: A couple of shots of the first two SE (sweat equity) IOM project.
The boat on the left is Dave Taylor's "Tick Tock" and the one on the right with no numbers as yet but with some nicely streaming 'tell tails' is Jenny Taylor's "Kite"

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Sail the Basics and don't come Last: Part 3, conclusion.

By Ray Davidson

The beat to the Finish.

The ideas here apply equally to the first half of the course and to the final beat to the finish line. On the first beat to windward, the emphasis was very much on keeping out of trouble—in that the fleet would be somewhat bunched up—If the fleet is still bunched up, that should still be your priority. If, as is most likely, it is strung out, you need to concentrate....(there's that word again), much more on covering the boats astern and attacking those that are ahead. Covering another boat that is behind you simply means staying between it and the finish line or the next mark, thus protecting any advantage you have. To cover successfully, you must be on the same tack and to windward of the said boat. Even if the opponent is quite some way astern it is amazing how quickly a wind shift can change the relative position of two boats on opposite tacks.

There are 2 critical things to think about when covering.

- 1 Tack when your opponent tacks, but a fraction after him so that you don't fall for a fake tack.
- 2 Be absolutely clear about when and where you are going to tack onto the lay line for the mark or finish mark. Your opponent, if he knows what he is doing, will try to sail you past the lay line so as to give himself some chance of perhaps overtaking you when he changes tack. Tacking to the lay line is the only time you should allow yourself to come about without your opponent having done so first.

If you are being covered you must try to break free, and there are 2 ways of doing this:

- 1 Do several tacks in quick succession, here you have the upper hand and can make each tack smooth and precise, while your opponent will have to bang the rudder over left and right in an effort to stay with you. You can refer back to the first beat to windward for some guidelines.
- 2 Try to throw a false tack, by com-

ing up into the wind and then quickly bearing away so as to minimize your loss of speed. A sharp opponent won't fall for this so don't try it against last year's National Champion. (you got this close to last year's National Champ? You're improving already.)

In all these manoeuvres though, you must make sure you are moving as fast as possible before you try it, even to the extent of bearing away a little bit beforehand. Don't forget to think ahead and make sure you know when and where you will want to tack for the finish line.

Whether you are covering or being covered, you must keep a weather eye open for other boats. Having 4 or 5 upstarts sail right on by you while you are in a life-and-death tacking duel is enough to make a person drop kick his transmitter...and I've seen that happen.

When you are beating to the finish, try to determine if one end of the line is closer than the other and head for it. Start and finish lines are generally angled a bit either on purpose or by accident. At the start, any advantage you might get from starting at the favoured end of the line will be outweighed by having to fight your way through 9 other boats to get there. But, at the finish, you are likely to have quite a bit more room to manoeuvre, so if there is a favoured end, go for it.

Picking the right approach for rounding the mark or finishing is exactly the same as on the first beat. Approach on starboard tack, having tacked about 10–15 yards (metres) or so from the mark. Of course, if you are covering someone closely to the finish, all that matters is getting across the line in front of the other boat. Essentially, any course that gets you there will do.

Don't forget you must cross the line completely. Sometimes pinching too close to the wind in order to beat an opponent to the line, will cause your boat to go into irons (stop completely) and so not go all the way across the line. Don't chuckle.... This happens more often than you may think. So keep the sails full and drawing and your boat moving at all times.

Your checklist for the final beat should look like this:

Course

- ♦ Sail as fast as possible at all times.
- ♦ Stay out of trouble if surrounded by opponents.
- ♦ Cover those behind you.

Covering

- ♦ Same tack
- ♦ Stay to windward
- ♦ Tack just after the other boat's *real* tack

Covered

- ♦ Throw several quick tacks
- ♦ Do a false tack or two
- ♦ Watch for the lay line
- ♦ Plan your approach to the finish line
- ♦ Look for other boats
- ♦ Think ahead
- ♦ Concentrate

After the finish

- 1 Get out of the way so that you don't obstruct other finishing boats.
- 2 Go over the race in your mind and ferret out the mistakes you made and areas for improvement. This is particularly important as it will help you learn more quickly.
- 3 Give yourself a pat on the back, no matter where you finished, you're probably better this time than last time anyway, and after all, you have just completed a race demanding skills that the average mortal hasn't even dreamed of.
- 4 Don't be too hard on yourself. Ask questions, Every race is a practice for the day you beat this year's National Champion....Right ... *Right !!!*



Canadian Radio Yachting Association

MEMBERSHIP APPLICATION

DATE _____ RENEWAL ____ NEW MEMBER ____

NAME: _____ 2nd MEMBER _____

ADDRESS: _____

CITY: _____ PROVINCE: _____ POSTAL CODE: _____

TELEPHONE: (____) _____ E-MAIL: _____

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

CLUB NAME: _____ CITY _____

ANNUAL DUES (\$15) \$ _____

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

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

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

TOTAL \$ _____

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

List New or Transferred Boats:-

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

Signature _____

Date _____

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

Larry Miskie, CRYA Membership, 46 Henderson Drive. Aurora, ON. L4G 3L2 Canada