



Canadian Radio Yachting

The Publication of the Canadian Radio Yachting Association

Spring 2009



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CRYA: Canada's Radio Control Sailing Authority

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

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

Canadian Radio Yachting Newsletter

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

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

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

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

On The Cover:

Usually we feature the boats on the cover, this time I decided to focus on the people.

Lawrie Neish provided this photo of competitors he describes as the Usual Suspects at the Travellers Series in BC.

CRYA Business Calendar

- JANUARY 1st. Membership fees are due, mail cheques to Treasurer-Registrar.
- JANUARY 31st. Last date the Editor will accept material for the Winter issue of Canadian Radio Yachting including all articles, notices of regattas and changes to regatta schedules, and advertisements.
- MARCH 1st. Expected date to receive the winter issue of Canadian Radio Yachting.
- APRIL 30th. Deadline to receive material for the Spring issue.
- JUNE 1st. Expected date for members to receive the Spring issue.
- JULY 31st. Deadline to receive material for the Summer issue.
- SEPTEMBER 1st. Expected date for members to receive the Summer issue.
- OCTOBER 30th. Deadline to receive material for the Autumn issue.
- OCTOBER 30th. (in even numbered years) Last day for receipt by Exec. Secretary of nominations (with seconder and candidate's letter of consent) for posts of President, Exec. Secretary and Treasurer/Registrar. Also last date for receipt by Exec. Secretary of motions (with seconders) affecting the constitution or by-laws.
- DECEMBER 1st. Expected date to receive Autumn issue. In even numbered years this issue will include ballots for the election of officers.
- DECEMBER 31st. In even years. Ballots due to be received by the Exec. Secretary.

Advertising in Canadian Radio Yachting

Contact the Treasurer by the due date for material to be received for any issue.

Advertising Rates

- Full Page in One Issue \$80
- Half Page in One Issue \$45
- Quarter Page in One Issue \$25

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Soling One Meter Report

By Paul Switzer—Soling One Meter Class Secretary

The news from Leading Edge Hobbies here in Kingston in April as I write this is that they have sold a number of Soling kits over the winter which they shipped off to several locations so I expect there are some new boats out there. If any of them show up in your area, encourage them to join a fleet and to become members of the CRYA even if they are not interested in racing. There is so much to learn from other sailors and such fellowship in participating in a group and the Soling is pure fun to sail in all conditions as well as a challenge to race.

For keen racers, once again a Canadian Championship has been scheduled this time in Hudson Quebec on June 20 – 21. This promises to be another great regatta as have the previous Canadians hosted in Halifax, Windsor, Kingston and Toronto in which the fleet always seems to attract folks from Ontario, Quebec and Nova Scotia in addition to a number of AMYA members who join us from south of the border.

I have included some pictures I have taken from previous visits to Hudson. It is a great location to sail and the Hudson Soling Fleet has a reputation for great hospitality and well run events.

I am always interested in activities in the fleets across Canada and I am sure there are fleets doing things that I would love to know about. Feel free to contact me with your news or write an article for the newsletter.



The Control and Spectator area in Hudson, Quebec site of the 2009 Soling 1M National Championships



The Gazebo acts as the race headquarters at the Hudson Yacht Club

Hudson, QC

Get more information online about the Hudson, Quebec:

www.hudsonquebec.com

www.hudsonyachtclub.com



Typical sailing conditions enjoyed in Hudson, Quebec Join the Soling 1M Fleet for great racing in June. The Notice of race and entry forms are in this issue of the CRYA newsletter.

IOM Report

By Lana Butler IOM Class Secretary

*** NOTICE TO ALL IOM SKIPPERS ***

The 2009 IOM World Championship, taking place in Barbados, will be upon us very soon. We have five Canadian Skippers attending to represent Canada. Hugh Kidd, Peter Van Rossem, Marko Majic, Iain Dobson, and Graham Herbert will be racing in the event.

For anyone who wishes to follow the action, the Worlds website link is.. <http://sailbarbados.com/iom.html> Or you can find the link on the home page of www.crya.ca.

NOTICE TO ALL IOM SKIPPERS

The 2009 IOMICA AGM will take place at the World's in June. It is important for Canada to have as much voting power as we deserve. If you have not registered your IOM, please do so now so you can be included in our numbers for voting purposes. Email address is most useful when it comes to voting for the IOM's. We will do what we can to ensure all get a voice, but snail mail is sometimes slower than the process. Please let us know if you are not reachable by email and we will call you to acquire your opinion.

Soling One Meter

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Western Report

By Lawrie Neish and Photos by Barry Fox

There has been some lack of foresight somewhere around here - Tax deadline, closing date for entries into the IOM Nationals, submissions for the newsletter and medical tests all occurring on the same day. Talk about being stressed out!

I suppose the big news a month ago was that Andrew Baak in Calgary reports that he recently managed to find enough ice free water to splash his latest IOM..

Rumour has it he has a gaggle of trained Canada Geesess swimming 24 hours a day to keep the ice at bay. Way to go Andrew - just think

another six months before the ice forms again!

Down on the Coast on the west side of the Strait of Georgia all three divisions of the West Coast Model Yacht Association have been sailing steadily at all three of their locations. With each division sailing on different days the hard core junkies commute from one sailing site to another in an effort to get their fix. Having started life on the other side of the Atlantic I recognise a similarity to the Scottish licensing laws, where with careful planning one could imbibe twenty four hours a day.

A new development at Nanaimo is the establishing of a Laser fleet. I have not made personal contact yet but the last I heard they were planning a race around Protection Island. We had hoped for a get together at the Long Lake traveller's event but it was not to be. As around Protection Island is a fair distance, perhaps they are still out there sailing yet. Hopefully I will have some more details to report in the next newsletter.

The Spring Traveller's Series has seen three of the events completed at Victoria, Salt Spring and Nanaimo. Yet to be sailed in the series are the Cowichan Lake and Maple Bay events in May and

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Roger Kibble's #09 with the WCMYA loaner boat #32 FH in pursuit at the Long Lake series event. Just aft of #09 is one of Graham Herbert's inexpensive and very good marks

June respectively. So far the weather has been kind to us with reasonable winds at each event with Nanaimo's Long Lake providing near top of A rig sailing. About 15 boats sailed in each event with lots of good racing. We used the Odd/Even format at the first one with some interesting races but quite normal final positions. At Saltspring HMS was used to familiarize the new members of the fleet with heat racing. At present it is still anyone's series to win if you are in the first 5 or 6.

Preparations are well underway for the IOM Canadian National Championship to be held at Saltspring Island Sailing Club 5th to 7th June. Late last year when we started planning for the event one of the committee was heard to say that with a bit of luck there might be a possibility of attracting thirty boats. Our luck seemed to run out when the World Championship was originally scheduled to take place in our planned time slot. Disaster was averted when the Worlds was moved to two weeks later. We have been fortunate to attract thirty-six entries and have been put in the somewhat unusual position of having to close off entries prior to the deadline having maxed out the two heats around which the event was planned. If the entries had not been closed at the thirty six we would have had in excess of forty boats. We are maintaining a stand by list in case of any drop outs. In addition to the locals and Easterners we have skippers coming from Texas and California. We even have one from the United Kingdom. This latter with a shipping method that even FedEx would have problems matching - unless they ship via nuclear submarine. All we need now is for Saltspring to deliver its usual good sailing and swine flue to be brought under control.

2009 Regatta Reports

Spring Travellers Series to April 30-09 with One Drop

Position	Name	Sail #	Final
1	Graham Herbert	69	31
2	Jan Schmidt	24	29
3	Martin Herbert	77	28
4	Peter Brosch	17	22
5	John Ball	72	22
6	Julian Laffin	67	21
7	Eric Paul	36	20
8	Barry Fox	62	18
9	Pete Fagan	02	15
10	Todd Blumel	107	13
11	David Cook	37	13
12	David Taylor	30	12
13	Roger Kibble	49	12
14	Ray Kretchmar	68	10
15	Ron Ingalls	212	9
16	David Seager	18	8
17	Don Case	71	8
18	Robb McDonnough	33	5
19	Bob Copley	05	6
20	Max Brown	08	3
21	Jenny Taylor	05	3
22	Peter Crowe	105	1



Some of the fleet at Beaver Lake's February series event

Maritimes Report—Letter from Fred

By Fred Lindeijer

It's the end of April and the HAMYC sailing season starts first Sunday in May. I guess I'd better dust off my Soling, finish trimming loose ends off lines, sheets, on my new rig, check radio gear and buy batteries in bulk at sale prices. Walmart is good for buying AAs in bulk.

I was going to build a new boat over the winter but that didn't happen. The price of the Victor kit went from \$139 on sale to \$179 plus shipping and handling and that sort of ticked me off so I didn't. I did buy a new rudder and post because I couldn't get the old one off due to a rusty screw which refused to be undone so I cut the post and rudder apart. The new rudder is hollow. My boat was 3 ounces heavy so I figure the new hollow rudder will lighten my boat

by some fraction of an ounce. I anticipate going faster as a result, so club members, "watch out".

Six members of our club are heading to the Soling Championships in Hudson PQ this June. This will require me to go to work and build a shipping box for my boat. All the guys have one so I think I should too. I was thinking I'd build the fanciest box ever, one that could rival a ship's captain's chest of days gone by. A box (chest) with brass corners and fasteners and leather handles.....a box built of oak? Or, maybe I'll look into carbon fibre as a building material with titanium handles. That would be a light and easy box to carry. A box fancy made of "unobtainium" would be nice to pass on to my descendents. Alas, I don't have the time or inclination to build such

a box. I'll just stick with "good one side" 1/4 inch plywood and rope for handles.

Driving to Hudson PQ is expected to take about 14 hours. Three of us and our boats will go by minivan leaving early in the morning to arrive at about 11 pm that day. Two of us will leave that same evening after work and drive all night to arrive the next morning. The sixth traveler is much more sensible and will make a small relaxing family vacation out the Championship weekend. However and whenever we arrive, Team HAMYC will take Hudson by storm with or without a lot of sleep.

Got to go. I have a box to build.

When it Just Goes Badly

By Jim Goddard

I have been sailing my model Soling for many years now, and I like to think I have a pretty good handle on the sport. Preparation is key and I know that, but some days that just does not seem to matter.

Gary Bugden and I set the racing marks a week early and on my shakedown sail that day I noticed the rudder was not responding properly. I had the same problem in the fall and it almost cost me a regatta. Over the winter I had intended to replace the servo but I never got to it. The day before our opening regatta I replaced the steering servo and wiggled the rudder, all seemed good.

Arriving at the pond, I assembled the boat and set out to defend my Opening Regatta crown.

I noticed immediately the rudder servo was running in reverse to normal. I tried to reverse it on the TX and discovered my \$10 unit from eBay did not have servo reversing. I rushed home to get another TX but that did not have reversing either. With minutes to spare I reversed the servo horn and set off with steering returned to normal.

I won two races and all seemed on track when the jib strayed too far forward and jammed. Race three was a DNF and I had to scramble for the dinghy to rescue the boat. I descended gracefully into the dinghy when it decided to go left when I went right. I found myself clinging to the pond wall while my feet were still in the

dinghy and my body laid out in the water.

I remained composed and with help from Fred (and a minimum of offensive invective) I got the dinghy under me, and set out to rescue my boat which was now headed for the fountain.

Gary Bugden's dinghy has very poor oarlocks, making progress slow as I worked my way down the pond in time to pick up the boat which was now resting comfortably against the pond wall, where some passers by had stopped and held it for me. The nice lady asked why I was in the dinghy when I could have just walked down and picked the boat up. I thanked her for her insight and rowed away.

I needed help to hoist myself out of the dinghy and I must say it was not a pretty sight as I crawled out onto the grass. As I braced

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myself to get up, I put my hand into a pile of goose poop.

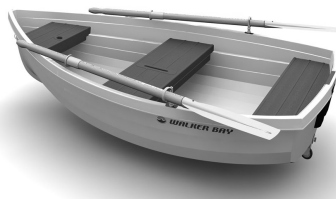
It was a quick fix to get the boat ready for the next race which I won. In race 5, I was leading by a wide margin at the first weather mark, when the jib jammed all the way out again and the lines came off the winch and fouled around the pulley. The day was done, I know when I am beaten. I packed up and took my cold, wet and smelly self home.

No pictures exist of this whole incident, I am surprised. If I was not such an active participant I would have taken pictures. I imagine it as an entertaining cartoon sequence and substitute a large middle aged man for the cartoon character.

I blame myself—I should have fixed the travel on the winch, the

steering servo and the play in the rudder shaft. I have been busy with setting up the new plant for my employers business and dealing with insurance and finance issues following a devastating fire at the old plant. I have also been busy with running a campaign in the provincial election. I should have put my Soling 1M higher on the list of priorities.

Mostly I blame Gary Bugden and his dangerous plastic dinghy which I now refuse to step foot in, litigation is being considered.



Halifax Area Model Yacht Club sailing at Sullivan's Pond in Dartmouth, NS

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Photo by Wally Schwenger

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The President's Report

By Gary Bugden—CRYA president

Just a short note this issue as other responsibilities have kept me busier than I would have liked. June is a busy month for R/C Sailing in Canada this year with three National Championship Regattas scheduled! The IOM's face off at Saltspring Island, BC June 5-7, the Mini-12's on June 13th in Beaconsfield, PQ and the Soling 1m's June 19-21 in Hudson, PQ. I have not heard from some other classes and I would like to remind everyone of my objectives of stronger National Class

Associations with an increased role for the CRYA Class Secretaries as well as the promotion of annual Eastern and Western Regional Class Championships with the National Class Championship alternating between regions, where possible.

There has been some activity on the international front over the past few months as the Radio Sailing Division (RSD) of the International Sailing Federation (ISAF) reinvents itself. A General Assembly of the RSD has been

scheduled for mid-November and I will be seeking CRYA membership input as this meeting draws closer.

As I mentioned earlier, other duties have kept me from making as much progress on many of the initiatives mentioned in my last Presidents Report as I would have liked. I am looking forward to spending more time on these activities over the summer. I urge you to review the Report in the last Newsletter and forward me any ideas or suggestions you might have. I look forward to hearing from you.

Fair winds and calm seas to all.

Quinte Model Yacht Club Report

By Peter Sly

Truth to tell, timing is not the best in this area (Quinte)! With ice out only two or three weeks ago "big boats" have been taking priority over "little boats". And most importantly, at clubs where the docks still get taken out for the winter, there has been the rush of work parties to remove last year's harvest of Zebra mussels and to do repairs and then launch and put the jigsaw of anchor lines and fasteners back together. Few warm spells this month have also delayed the inevitable chores of bottom cleaning and fiberglass repair before there's any hope of doing the antifouling. Oh yes, and then there has been the annual penance associated with the demands of Revenue Canada.

Quinte Model Yacht Club is fortunate to have a good base of active members but trying to interest new and younger members remains difficult. Age and, for those working, the need to keep working means that travel to

outside regattas becomes less attractive than it once was and so we focus more on "at home" than "away".

The club has tried many different sailing venues and while there are plenty of ponds and lakes in this area, local wind regimes, access and, above all, WEEDS have been the major determinants of where we sail. The club began with a fleet of Solings but largely due to the urgings and enthusiasm of Terry Doble we built a fleet of Mini 12s.

At first, we sailed Solings and a few M12 together. Solings were more responsive and quick to turn but the M12s had momentum and were easier to sail in strong wind. Surprisingly, we found that there was little difference in course time for the two classes; overall, their performance was very similar. As our fleet of M12s grew and recognizing the need to avoid damage to the Solings from these heavier hulls, we alternated racing

on the course; two or three races of the Soling fleet followed by two or three M12 races. For skippers with boats in both classes, this meant boats had to be race ready and easily launched and recovered. This need, in particular, also meant that good access became a major limitation and in recent seasons we have rarely strayed from our location in Belleville. In July and August we sail in the late afternoon after the local sailing school is ashore, and for the rest of the season we sail in the early afternoon. A few skippers have the larger "A" rig for the M12 and although it certainly improves light air performance it has not proved an attractive alternative for racing, apart from the additional cost of extra rig and sails our winds are just too variable. The "standard" M12 has turned out to be an excellent boat for our somewhat weedy and variable wind conditions and we no longer race Solings.

With grey and thinning hairs, also comes the desire for a lighter boat, easier to get in and out of the car, to carry down to the

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water, to rig and launch! Terry Doble was well aware of that too

and over the past two or three years he had been encouraging our members to try the Fantasy 32. At about 7 1/2 lbs the F32 is less than half the weight of the M12. Last season, we had enough Fantasy's to run a few races with them and over the past winter we had more completed. Now our fleets of M12 and F32 are of similar size. This season, once again, we shall be racing with two fleets and it will be interesting to see how well the F32 is able to sail through drifting weed. The sweep back of the keel (like the M12) does help to pass through weeds but unlike the M12, the rudder is not directly attached to the full keel. We hope that its curved skeg mount will provide at least some avoidance of weed problems. Time will tell.

As most CRYA members know, Terry Doble passed away last year. His knowledge and enthusiasm are greatly missed but above all his experience shared from travels and sailings with many other clubs have enriched our activities. We hope that we will soon share in his pleasure with the Fantasy 32 (which he spent many hours testing and tuning in Picton). Last year, we were also sad to lose our club founder Dr. Ken Douglas, a local physician.

Help for Newsletter Editor

By Jim Goddard

I enjoy putting together the newsletter and I hope everyone gets some enjoyment from reading it. I could use some help from everyone to make the CRYA Newsletter better for all of us.

You may notice in this issue that many regions, classes and clubs have no reports or pictures. If you want to see your news

Rules Changes

By Nigel Ashman—CRYA Technical Director

I have recently had several discussions on the implications of the changes to the "rules" and the perceived omission of exoneration for rule 31.

The situation under discussion is that an inside boat is wrongly forced to touch a mark by an outside boat.

There are case book examples (28 & 95) of exoneration granted by the protest committee but the point was raised that the incident would first have to go to a protest committee.

While the argument can be made that the cases set a precedent and therefore there is no need to go to a protest committee there is another way to deal with the issue until ISAF make a ruling or amendment. I believe the Royal Yachting Association in Britain are chasing the issue.

I would propose that we adopt a rule amendment to be included in the SI's.

In Rule 31, re-number Rule 31 to 31.1 and the Add:

"31.2 When a boat is wrongfully compelled by

another boat to break Rule 31.1, she shall be exonerated if the other boat acknowledges breaking a Rule of Part 2."

This wording overcomes the problem of a three or more boat incident where the outer boat forces the middle boat who forces the inside boat to break rule 31. In this case the middle boat would admit breaking a rule of part 2 but pass on the burden for penalty turns by protesting the outside boat. IE the middle boat would not have to do a penalty or retire.

I would also like to use the opportunity to remind the Regional Directors and members of a point in the constitution as follows.

Section I2: Relationship the ISAF-RSD:

The CRYA, as the Canadian National Authority for radio-controlled sailing represents Canada within the International Sailing Federation - Radio Sailing Division (ISAF-RSD), is a Division Member.

Regional and Canadian Regattas sanctioned by the CRYA shall be sailed under the International Sailing Federation (ISAF) Racing Rules of Sailing (including Canadian Yachting Association prescriptions) as altered by Appendix E, Radio-Controlled Racing Rules as established by the ISAF-RSD (including CRYA prescriptions). These may be altered by the sailing instructions with the prior approval of the CRYA Technical Director following consultation with the Executive Committee.

reported speak to your class secretary or regional Director and see how you can help make that happen. I send out regular reminders of upcoming publication dates, all class rep's and Regional Directors should be getting those, let me know if you are not.

Take Note—Notice of Race and Entry Forms shall be one page.

2009 Regatta Reports

Halifax Area Model Yacht Club Opening Regatta May 3—2009

Ben Rusi emerged as the opening Regatta Champion this year in a well sailed regatta held on May 3-09. Ben sailed his new Pirate themed Soling 1 M with gun ports adorning the sides.

We had seven boats on the line this year as the season opened. With a number of boats now

changing hands or under construction we hope to make a ten boat fleet a regular occurrence this summer.

CRYA President Gary Bugden finished second with Newsletter correspondent Fred Lindeijer taking third spot.

The results show a number of early season breakdowns and drama but fun was had by all.

HAMYC has a full schedule online at www.hamyc.ca

Rank	Member	R1	R2	R3	R4	R5	R6	R7	R8	Total	Nett
1st	Ben Rusi	(4.0)	3.0	1.0	2.0	1.0	1.0	3.0	2.0	17.0	13.0
2nd	Gary Bugden	2.0	2.0	(4.0)	4.0	4.0	2.0	1.0	1.0	20.0	16.0
3rd	Fred Lindeijer	(5.0)	4.0	2.0	3.0	3.0	3.0	2.0	3.0	25.0	20.0
4th	Brian Wilmshurst	3.0	5.0	3.0	5.0	2.0	5.0	4.0	(8.0 DNF)	35.0	27.0
5th	Jim Goddard	1.0	1.0	(8.0 DNF)	1.0	8.0 DNS	8.0 DNS	8.0 DNS	8.0 DNS	43.0	35.0
6th	Warren Toby	7.0	(8.0 DNS)	8.0 DNS	8.0 DNS	5.0	4.0	5.0	4.0	49.0	41.0
7th	Andy	6.0	6.0	(8.0 DNF)	6.0	8.0 DNF	8.0 DNS	8.0 DNS	8.0 DNS	58.0	50.0

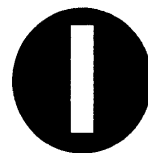


Close finishes are typical in the opening regatta held by the Halifax Area Model Yacht Club May 3-2009
The event was won by Ben Rusi sailing his new boat just completed this spring.



2009 IOM Canadian Championship

June 5-6-7, 2009 – Saltspring Island, British Columbia



- 1. Event:** The Western Canadian Model Yacht Association and Saltspring Island Sailing Club (SISC) invite International One Metre (I.O.M.) sailors to the 2009 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 \$60**, which includes lunch on the 5th, 6th, 7th of June and barbeque on the 6th and an event souvenir. Please make cheques payable to W.L. Neish (WCMYA).

Entries must be received no later than **May. 1st, 2009**. Late entries may be accepted at the discretion of the Regatta Chairman. **Late Entry fee will be \$65**.

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@shaw.ca. 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@shaw.ca 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.

ENTRY FORM 2009 IOM Canadian Championship

June 5-6-7, 2009 – Saltspring Island, British Columbia

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

BOAT INFORMATION:

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

THE WEST ISLAND SHIP MODELLERS CLUB
THE MINI-12 NATIONAL REGATTA
JUNE 13TH 2009
BEACONSFIELD, QC.

Organizing

Authority: -The West Island Ship Modellers Club / RC Sail

Location: - Centennial Park, Beaconsfield, QC..

When: -Saturday June 13th 2009
-Registration closed at 1200hrs. June 8th 2009
-Skippers meeting: 0930hrs. Saturday June 13th 2009
-First race: 1000hrs.

Entry Fee: - A \$20.00 CDN Fee should accompany registration. A BBQ (included in the registration) will follow the last race.

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. All yachts must carry numbers on their sails as per class rules. All boats will be weighed at registration. Other measurements may be conducted on a random basis. One suit of "Soling Class" sails will be used for the entire regatta as per the 2007 Class Rules. In case of damage a substitute may be approved by the race committee. Yachts may also be weighed at any time during the regatta.

The Regatta is limited to 18 entries. Entries will be accepted on a first received basis. This applies to radio frequencies as well. All radios must be narrow band and be designated "for surface use" only. To pre-register please send your intent to compete and your available frequencies to the address at the bottom of this NOR.

Sailing

Rules: -Current RRS (2005-2008) with Radio Controlled Yacht Racing of Appendix E and The Sailing Instructions, which will govern in the event of a conflict. Note that rule E1.5 must be complied with. **Skippers with unprotected aerials will not be permitted to sail. Compliance with rule E1.5 will be waved for transmitters on the 2.4 GHz. wavelength.**
-All skippers will be required to sail with an isometric bumper attached to the bow of their boat.

THE WEST ISLAND SHIP MODELLERS CLUB
THE MINI-12 NATIONAL REGATTA
JUNE 13TH 2009 , BEACONSFIELD, QC.
REGISTRATION FORM

Name	Phone	Email	
Address	City	Postal Code	
CRYA#	Hull#	Color:	Sail#
Channel Selection	1st	2nd	3rd

FEE \$20.00 includes BBQ / extra BBQ tickets \$10.00

TOTAL WITH REGISTRATION \$

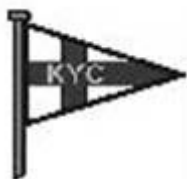
All skippers will be required to acknowledge the following by signing the disclaimer at the time of registration

I hereby agree to comply with the rules as defined in the 2009-2012 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 Beaconsfield, the West Island Ship Modellers Club and 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 Montreal, Quebec and that Quebec Law will govern any arbitration or litigation.

SIGNATURE

DATE

Please complete the above registration form and forward to:
Dennis Edge at, 566 Essex Road, Beaconsfield, QC. H9W 3V9 or authentica@videotron.ca



2009 IOM Eastern Regional Championship

September 11-12-13, 2009 - 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 2009 I.O.M. Eastern Regional 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 Saturday and Sunday lunches and competitor gathering (TBA). Entry deadline is September 7, 2009. 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 7, 2009.

Cheque Money order Visa Mastercard (circle one) Amount: \$ _____

Name on Card: _____

Card Number: _____ Expiry: _____ yyyy/mm

Disclaimer

Please accept this Entry Application for the 2009 International One Metre Eastern Regional 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 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)

Notice of Race

AMYA 2009 Region 4 IOM Championship

Hosted by Metro Marine Modellers August 22nd-23rd, 2009

- 1. Event** Metro Marine Modellers cordially invites all AMYA and CRYA IOM skippers to the 2009 Region 4 Championship Regatta to be held at Port Credit Marina, Port Credit, Ont. The Regatta will take place over 2 days. Registration, measuring and practice will take place on Friday afternoon and evening, and racing will begin at 9:00 AM on Saturday and Sunday. Awards will be presented to the top 5 places.
- 2. Eligibility** Entrants must be current members of the AMYA and/or CRYA or their National Authority. Yachts must comply with the IOM Class Rules dated 2009 and have a valid measurement certificate to be presented at check-in.
- 3. Entry** **Entry Fee is \$55.00 CDN or \$50.00 US, which includes lunch/drinks on two sailing days.**
(Additional lunches can be ordered for \$6.00 each.)
Saturday night BBQ at the Davidson's house is extra for \$15.00 per person which includes dinner, (steak or chicken and the trimmings) and wine, beer or soft drinks. More info on the BBQ later.
Deadline for registration is July 15th.
- 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 !

Entry Form—AMYA 2009 Region 4 IOM Championship August 22nd-23rd, 2009

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



Celebrate our Centennial with us!
Soling One Meter
Canadian National Championship Regatta
Hudson, Quebec June 19 – 21, 2009
Sponsored by Hudson Yacht Club (AMYA Club No. 251)

Notice of Race

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

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

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

Why not join us for our HYC Friday night dinner?

Schedule:

- Friday June 19 Registration: 12:00 pm to 9:00 pm.
- Saturday June 20. Skippers meeting 9:30 am
- Saturday races begin at 10:00 am. No race sequence will start after 3:30 pm
- Sunday races begin at 10:00 am. No race sequence will start after 2:30 pm.

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

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

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

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

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

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

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

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

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

E-mail: rfolland@videotron.ca



Canadian National Championship Regatta
Hudson, Quebec **June 19-21, 2009**

Entry Form

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

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

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

Name	CRYA/AMYA Number	Sail Number
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Address		
	E-mail:	Tel: No.

Minimum of three frequencies required.	1	2	3	Or check here if 2.4GHz	
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Make of sails will you be using? This information is required.	
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Entry fee includes one Dinner and two Lunches.	Indicate below, Extra tickets needed.
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All prices are in Canadian Dollars. Taxes included

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

Disclaimer:

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

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

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

Signature: _____
 (Signature is required to complete registration)

Date: _____

Received: _____
 For HYC use only



Canadian Radio Yachting Association

MEMBERSHIP APPLICATION

DATE _____ RENEWAL _____ NEW MEMBER _____

NAME: _____ 2nd MEMBER _____

ADDRESS: _____

CITY: _____ PROVINCE: _____ POSTAL CODE: _____

TELEPHONE: (____) _____ E-MAIL: _____

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

CLUB NAME: _____

CITY _____ PROVINCE _____

ANNUAL DUES (\$15) \$ _____

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

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

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

TOTAL \$ _____

Make cheque or money order payable to CRYA

List New or Transferred Boats:-

Class	Designer	Hull#	Existing Sail#	Previous Owner CRYA#
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Please print. Complete and send this form with your cheque or money order, **payable to CRYA** to:
Larry Miskie, CRYA Membership, 848 25th A Street East Owen Sound, ON N4K 6W6 Canada