



# Canadian Radio Yachting

*The Publication of the Canadian Radio Yachting Association*

Summer 2008



## Inside this issue:

President's Report	4
Regional Reports	5
In Memory	9,10
Call for Nominations	11
Regatta Reports	12
Building	19
Notice of Races	20

## CRYA: Canada's Radio Control Sailing Authority

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

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

## Canadian Radio Yachting Newsletter

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

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

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

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

## CRYA Business Calendar

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

### *On The Cover*

***Soling One Metres beat to weather in medium winds and waves at the 2008 Canadian Championships held in Bedford, NS.***

***Photo by Lynn Lindeijer***

### 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

Position	Name	Address	Phone / Fax	Email
<b>President</b>	<b>Lana Butler</b>	1429 Sydenham Road, Kingston, ON K7L 4V4	613-634-1140 (day) 613-546-9777 (night) 613-634-1109 (fax)	president@crya.ca
<b>Past President</b>	<b>Don Martin</b>	#302 2350 West 1st Ave. Vancouver, BC V6K 1G2	604-731-7338 604-773-6052 (fax)	pastpresident@crya.ca
<b>Executive Secretary</b>	<b>Gary Bugden</b>	63 Union Street, Bedford, NS B4A 2B6	902-835-5006 (phone) 902-835-4963 (fax)	secretary@crya.ca
<b>Treasurer /Registrar</b>	<b>Larry Miskie</b>	848 25th A Street East, Owen Sound, ON N4K 6W6	519-370-0352	treasurer@crya.ca
<b>Technical Director</b>	<b>Nigel Ashman</b>	416-580 Raven Woods Dr. North Vancouver, BC V7G2T2	604-929-7730	technicaldirector@crya.ca
<b>Communications Director</b>	<b>Ray Davidson</b>	2853 Rosewood Lane Oakville, ON L6J 7M5	905 829 2820	communications@crya.ca
<b>Editor</b>	<b>Jim Goddard</b>	108 Thistle Street Dartmouth, NS B3A 2V9	902-433-0356 902-488-1601 (cell)	newsletter@crya.ca
<b>Regional Directors</b>				
<b>British Columbia &amp; Prairies</b>	<b>James Anderson</b>	1640 Gillard Drive Kelowna, BC V1Y 4K1	205-537-6012	jimander@shaw.ca
	<b>Lawrie Neish</b>		250-537-2053	wlneish@shaw.ca
<b>Maritimes</b>	<b>Jim Goddard</b>	108 Thistle Street Dartmouth, NS B3A 2V9	902-433-0356 902-488-1601 (cell)	jwg@accesswave.ca
<b>Ontario</b>	<b>Paul Switzer</b>	2510 Conning Drive, Kingston, ON K7L 5H6	613-541-0704	switzerp@cogeco.ca
<b>Quebec</b>	<b>Dennis Edge</b>	566 Essex Road Beaconsfield, PQ H9W 3V9	514-630-3777	authentica@videotron.ca
<b>Class Secretaries</b>				
<b>A Class</b>	<b>Doug Diet</b>	461 Belle Isle View, Windsor, ON N8S 3G2	519- 974-6101	ddiet@wincom.net
<b>Marblehead</b>	<b>Eddy Waddel</b>	1105 Beechnut Road Oakville, Ont.	905- 829-9315	ewaddel@cogeco.ca
<b>ISAF 1M</b>	<b>Marko Majic</b>	1596 Otterby Rd. Mississauga, ON L4X 1W7	905- 625-2301	marko@factavera.com.
<b>US 1 M</b>	<b>"Vacant"</b>			
<b>Victoria</b>	<b>Charlie Mann</b>	80, Newbury Drive, Newmarket, ON L3Y 4R3	905-868-9329	c.e.mann@sympatico.ca
<b>Soling</b>	<b>Paul Switzer</b>	2510 Conning Drive, Kingston, ON K7L 5H6	613-541-0704	switzerp@cogeco.ca
<b>Mini 12</b>	<b>Bernie Reid</b>	192 Kehoe Street, Ottawa, ON K2B 6A5	613-596-4595	avalanche-reid@rogers.com
<b>CRYA Measurers</b>				
<b>British Columbia &amp; Prairies</b>	<b>Nigel Ashman</b>	Vancouver	604-929-7730	technicaldirector@crya.ca
	<b>Lawrie Neish</b>	Saltspring Island, BC	250 537 2053	wlneish@shaw.ca
<b>Quebec</b>	<b>Dennis Edge</b>	Beaconsfield PQ	514 630 3777	authentica@videotron.ca
<b>Ontario</b>	<b>Hugh Kidd</b> <b>PeteVanRossem</b> <b>Peter Sly</b>	Toronto Kingston Picton	416-488-8466 613-546-9777 613-476-8124	hugh.kidd@bjc.com peter@lalift.ca Psly@kos.net



## President's Report

By Lana Butler President@crya.ca

Regattas are again winding down, but we have a number of Canadian Championships and regional events still to sail. The IOM Nationals will be in mid August, The Victoria Eastern's the end of August, the IOM Eastern Regional's mid September and the Mini-12 Nationals the end of September. Please check the website event page for details. Our CRYA event banners are getting lots of air this season.

I would like to take this opportunity to thank all of you for continuing to send news of your building, sailing, and racing adventures and again invite the rest of you to come aboard. We would like to know what the rest of you are doing too. The Newsletter's lean period is in the new year, so think about sending something along to Jim for Christmas, in the form of an article. Many thanks and best regards go to Jim and the NL crew for putting up with us all while wading through the initiation of NL Editorship.

It is time again to start planning next year's regattas, this winter's workshops and prepare to overhaul those yachts once the water gets hard. We are still looking for your questions and antidotes so we can all have a productive winter boating season.

We are happy to say that we are starting to get ahead of ourselves finally and we have already two venues for the next year's class championships. One is the Soling's which will be hosted by Hudson Yacht Club, in Hudson Quebec; the other is the IOM's which will be hosted by Salt Spring Island Sailing Club, on Salt Spring Island, BC. Send Gary, our regatta coordinator, any

information you have right away to assist him in the planning of the 2009 schedule. We are continuing to try to avoid regatta conflicts and encourage cross class participation by not double-booking regattas if we can help it.

Administratively speaking, this is an election year. We have nominations in all the Executive positions but welcome further nominations if they are out there. If you have an interest in helping out on any subcommittee of the board, please advise us.

Although the positions on the Board of Regional Directors, Class Secretaries, Measurers, etc., are not elected positions by general membership, they too need to be acknowledged and revisited occasionally. We are still looking very good for Measurers at the moment. We have some very dedicated reporters on the West Coast with Lawrie and James, and Jim is continuing to keep us informed about the East. Thank you all for your commitment to these posts. I would like to especially thank Paul Switzer for coming forward to fill the position of Ontario Regional Director.

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

The Canadian Yachting Association's "gold, silver and bronze" medals for our Canadian

Championships have again been graciously donated to our top three skippers in our National Championships. The medals have come in late this season and we will be sending them along to the prospective winner asap.

We are still accepting nominations for 2008 Sailor of the year. This honour will be bestowed very soon and announced in the next newsletter. Get us your nomination's profiles today.

Welcome to all new members and potential members all across Canada. Share your newsletter with all your friends and encourage them to come aboard. Let's design, build, race and sail radio-controlled sailboats together and enjoy the sport. We continue to appreciate your viewpoints and invite you to send your ideas to us.

May Fair winds and Good Sport follow you around the race course through the season and may good fortunes inhabit your workshop.

### NOTICE TO ALL IOM SKIPPERS

The first of the qualifiers for the 2009 IOM World Championships is complete. See the results in this issue. We still have the IOM Nationals in Toronto the middle of August and the Eastern Regionals in Kingston, the middle of September. If other US Regional's or Nationals are being used as qualifiers, it will be announced and IOM skippers will be notified asap. The World Championship Location is not known at present. We will advise all IOM skippers as soon as we know more.

# Maritimes Report—A Personal Regatta Report

By Fred Lindeijer

bucks. Not. Try 26 buck and wait a week and a half for the shop to order a

June 21 and 22 were two action-packed, and some (meaning me) would say tense, days of competition at the 2008 CRYA Soling 1m Canadian Championships hosted by Halifax Area Model Yacht Club and held at Bedford Basin Yacht Club.

This was my first regatta and I was very nervous indeed for two very good reasons. One, I had never sailed my boat with ten other competitors, many of whom had years and years of experience in both real and model sailing, and two, I just didn't want to be responsible for any interprovincial and international incidents caused by my lack of experience, and three, I just didn't want to get in the way. I know that's three reasons and there are most likely many more reasons to list here but I won't.

The first day of competition started off sunny but cool, with little wind and calm seas. Sailors were wearing jackets and long pants. After instructions to sailors and a short reminder of the rules, we all trundled down to the BBYC floating docks ready to start the first race. I was tense as all the boats jockeyed for position at the start line. I just stayed out of the way a bit that first race just to get a feel for what was happening.

After the third or fourth race, I got a little more aggressive at the starts and started doing better, but in every race I would invariably do something dumb and get my self in irons usually just before rounding a mark or crossing the finish line. I think people call that "choking".

The wind picked up and the seas roughened in mid afternoon of both days. That's when the fun started. There were several

"incidents" each afternoon including dismastings, collisions with other boats and in my case, a floating dock, and general loss of rudder control and other radio signal problems. None of these incidents were severe enough to detract from the overall competition and I don't remember any protests being filed either.

On the afternoon of the second day of competition, I temporarily did not have complete control of my boat due to a severe gust of wind that hit as I was bringing her in for a minor adjustment, and ran her head long and at high speed into the float dock I was standing on. As I result, a small crack in the bow (unbeknownst to me at the time) allowed more than a normal amount of salty water into the boat during the subsequent races.

The last three races were disastrous for me. I could not haul in my sheets as far as I wanted and when I did they didn't stay in. The problem got worse in the second last race making tacking into the wind almost impossible. I thought maybe batteries, so I put in fresh ones into the boat but that made no difference in the last race when all of a sudden I couldn't sheet in at all and never made it across the start line. It was all I could do to get the boat back to the dock. My day was over and a few minutes later, the last race of the regatta ended as well.

I was told that my lack of sail control was entirely due to stripped sail servo gears (most likely due to my penchant for violent gibing). I guess the first clue to that was that I could move the sail arm back and forth without any resistance. No problem, just buy new gears for 6 or seven

set.

I replaced the gears only to find that the servo now ran all the time unless I set the control stick right in the middle of its travel. Someone suggested a short in the circuits caused by a "salt water short". I hate saltwater. So, wait another week or so after ordering a new sail servo. Lucky me they were on sale 40% off.

Oh yeah, when I removed the radio board out of the boat, I found wooden supports that had come loose. Glued that up with CA.

You remember me hitting the dock at high speed? Well when I was repairing the chipped piece of decking that goes over the bow, I found several hair line cracks when I squeezed the side of the bow together much like you would tweak someone's nose. More repairing required here too. All in all, I was off the water for about a month.

My boat is now ready for Dartmouth Natal Day celebrations during the August long weekend. The club has been asked to put on a sailing demonstration and if we have the water depth on our home pond, I am ready.

Post Script: The Halifax Area Model Yacht Club and Caterer Richard O'Brien provided competitors with seafood sandwich lunches and a banquet/barbeque on the first night of competition that were absolutely delicious. The best salads I've ever eaten with fresh homemade dressings, and barbequed steaks that just melted in your mouth. With baked potatoes and all the trimmings and desserts as well. The next time we host the Nationals, you all should come for the food, if not the sailing.

## Ontario Report

By Paul Switzer—Acting Ontario Regional Director

Ontario lost a fine radio sailor and gentleman with Terry Doble's passing at the end of May.

I met Terry soon after joining the Kingston Soling Fleet in the summer of 2003 when I acquired my first radio control boat. In addition to his interest in racing, particularly in the Soling and Mini 12 of late, Terry was interested in scale models and the Vintage Model Yacht Group. We had an interesting day together when I joined him on a drive from Kingston to Port Credit in March of 2007 to meet Clare Johnson who had sailed 75 inch long models of the 22 Square Metre in Mimico in the 1930s. You may remember Terry's article about Clare in the Spring 2007 edition of this newsletter. Terry also took a keen interest in a project I did in 2005/2006 to build a scale model of the 1937 Viking my father built when I was a child. Terry was an excellent builder and he showed me many of his techniques for building planked model hulls. He will be sorely missed by all of us who were lucky enough to have known him.

Ontario radio control sailors are having a busy summer as usual. I know Ontario Soling Fleets are active in Windsor, Toronto, and Kingston. John Lowther and Paul Switzer traveled to the Soling Canadians in Halifax this June. Peter Van Rossem attended the Western Canadian IOM

Championships in Saltspring Island BC, Marko Majic sailed in the Mountgay IOM Regatta in Barbados and Charlie Mann just returned from the UK racing Footys. Bill Shorney, who must have one of everything by now, is heading off to Spain for the Micro Magic European Championships.

Ever heard of the Micro Magic? It is a 530mm long vacuum moulded ABS plastic kit boat from Graupner in Germany. There are thousands of them in Europe. I guess if you are looking for something between a Footy and a Victoria the MM is just the ticket. There are over 50 of them already registered for the European Championships in late September. Good luck to Bill.

The IOMs are gearing up for their Canadian Championships in Port Credit August 16 – 17 weekend. There are strong IOM fleets in Toronto and Kingston. The Eastern Regional Championships will be held again in Kingston September 12 – 14 and the Stanford Cup Team Racing is planned for September 27 – 28. It always blows in September in Kingston and these regattas provide the opportunity for the IOM to show its durability and speed in heavy conditions.

Victoria fleets are active at Lakeshore and Fairy Lake in York Region and their Ontario Regional Championships are planned August 23 at Humber Bay Park. September 20<sup>th</sup> will

be the 5<sup>th</sup> annual Sailmaker's Cup at Lakeshore Yacht Club in Etobicoke. In other action the Mini 12 Canadian Championships will be held September 20 in Ottawa. Ontario Mini 12 fleets sail in Toronto, Belleville and Ottawa.

Ontario is having the rainiest summer in recent history. July has set records. Judging by the race results at least in the Kingston area Wednesday seems to be a very bad day to sail The IOM fleet which races on Monday night has completed all 12 of its weekly A Series events but the Wednesday night Soling Fleet has been rained out 6 of the 12 nights. We are looking for August to be a better month for radio control sailing.

If you have active radio control sailing, racing or otherwise, in your area of Ontario, I encourage you to write me and tell me what you are doing or write an article for the CRYA Newsletter. For any scale modelers out there, I have a lovely 36" scale model of 24' Viking Class designed in 1937 by Charles D Mower of New York City and I would enjoy coming to one of your sailing outings and sailing around with you. She was featured in the Winter 2007 issue of the newsletter if you are curious.

Whatever flavour of radio control yachting you prefer enjoy the remainder of the summer.

## Western Report

By Lawrie Neish

After a chilly Spring, the rain stopped, the sun came out, and has stayed out, and Summer arrived on the West Coast. While the All Island Traveller's series has had a successful run since the January hurricane which blew more than cobwebs out in the coast IOM fleets, through to the Western IOM championship in June, it now appears that it will continue through the Fall with the opening event of the Fall occurring on the last Sunday of July. In the interim we have heard, via email, the racing junkies appealing for relief from their withdrawal symptoms and it is suspected that there may even be effects similar to the famous New York black out occurring within the next nine months.

On the Coast the IOM's have developed into three established fleets, with a certain amount of overlapping, and with all in growth mode. The groups are spread out along the east coast of Vancouver Island from Victoria in the south to Campbell River in the north. All function under the umbrella of the West Coast MYA for co-ordinating activities. In the Victoria area the VMSS is the club of record, in Nanaimo the MVIMM and on Saltspring Island it is Saltspring Island Sailing Club. At the time of writing there is a distinct possibility of a fourth group forming on Vancouver Island in the Cowichan and Duncan area. In the main, the IOM growth has been the result of a certain amount of consolidation in the Victoria area and to a few transfers of allegiance in the Nanaimo area, but to a much greater extent the introduction of new skippers and boats.

While Vancouver Island activity grows, Vancouver remains in the

doldrums. While we have had the pleasure of having four of the "old hands" travelling to participate in our traveller's series in different events, unfortunately only one made it over to the Western Championship. This was a pity as these skippers are all very good and could only have enhanced the level of sailing. As has been noted before it is suspected that the lack of a suitable and publicly accessible sailing venue is perhaps the reason for the lack of sailing activity in Vancouver. Why one of the world's most livable cities, with almost half of BC's population in the immediate area, should not have a good sailing site is regrettable.

On the coast, other than the IOM fleets, there is no activity in the Soling class and the small number of Victorias at present do not have any momentum. Both of these classes have a considerable number of boats registered nationally but on the coast at least this does not translate into much action. With the smaller water area and depth requirements of the Victoria it would seem that it could provide a solution to Vancouver's lack, but this would require the existing Vancouver Victoria skippers doing something about it.

The week end prior to writing this, my wife's attending a conference in Kelowna provided an excuse for a visit to James Anderson and his happy band of Victoria sailors in their mountain fastness. I spent the Sunday of my weekend visit sailing at their site by myself until quite late in the afternoon when a couple of Victorias showed up followed, just as I was leaving, by three more. Perhaps sometime in the future we

can have a group visit by the Vancouver Islanders if we can still afford our ferry fares.



**IOM Skipper David Cook is a new member of the West Coast fleet**

A report on the Western IOM Championship appears elsewhere in this newsletter, so I will limit my comments on it to saying that what we thought was going to be a West Coast affair was given a more national standing by having Peter, Marco and Ray all coming over for it and continuing the education of our skippers. From the West Coast point of view the future looks bright. Given the course length the finishes were close - often half a boat length - and hard fought. When it is considered that the majority of the skippers have been sailing, or in the class, for less than three years, it bodes well for the future. What is even better is the impressive number of people who have signed up to join the local fleets partially as a result of last years Nationals and this years Western.

The last week end in July saw a dozen of WCMYA's IOM fleet

*(Continued on page 8)*



(Continued from page 7)

gather on Saltspring for a day's racing on Sunset Pond. The day started cloudy and the pond's thermal wind did not build until well into the afternoon when the sun came out. Despite the generally light variable winds in the earlier portion of the day fifteen twice round races were got in. As the pond is moderately long this probably meant that the skippers had covered around eight kilometres by the end of the day. Some who arrived early probably exceeded this by a considerable margin. David Cook who is wheelchair bound initially thought he would sail from a static position quickly abandoned this idea and as soon as charging up and down with the rest. The event was won by

Graham Herbert followed by Jan Schmidt and Martin Herbert in that order. It was very encouraging to have David take fourth place. Over the past three years since we started the SE project Barry Fox and I both agree that the level of sailing has increased dramatically especially during this season and we look forward to its continued improvement. The 2009 IOM National dates have been announced and those who are contemplating coming west for it, I think will be guaranteed stiff competition.

If you are in the west visiting and would like to sail please contact me and I will put you in touch with a local group. We are working towards having a "loaner" boat in each location and we will be happy to meet you.

## Quebec Report

Unfortunately, no report was available.



Going to weather on Sunset Pond



IOM's in action on Sunset Pond as featured in the Western Report



## *Memories of Terry Doble*

Introduction by Lana Butler, President, Canadian Radio Yachting Association

We are all sad to announce the passing of Terry Doble, our Ontario Regional Director, active sailor in many class yachts over many years with the Canadian Radio Yachting Association, and dear friend of many of our members. Terry died peacefully on Friday May 30, 2008, at home in Picton, at the age of 79. Terry will be missed by his friends and fellow sailors.

“Remembering Terry”, by Cynthia Ormsby, CRYA member and Kingston IOM, Race Committee Chair

The members of the Kingston Radio Control Sailing Fleets want to express their sympathy in the loss of our fellow Skipper and friend, Terry. We are joined by members of the Radio Control Sailing community, from Ottawa, Toronto, and Montreal.

Terry was an enthusiastic member of our Kingston, IOM, Soling, and Marblehead Radio Control fleets. He sailed regularly, with the Soling and was instrumental in the development of the Mini Twelve fleet in Belleville. Terry competed in National and Regional Regattas from Toronto to Montreal. Accompanying the Canadian IOM Team to Malta, and with camera in hand, to capture Peter VanRossem and Dick Stanford's experience on film, as they competed in The Worlds.

In addition to being an enthusiastic and competitive skipper, he also enjoyed building model boats of every type and class and had a keen interest in the emergence of new R/C classes. Terry served for several years as the Canadian IOM Class Secretary, and was Regional Director for Ontario for the CRYA. When not actively participating in any regatta, he would be seen working as a volunteer, as always, with camera in hand, recording the event.

Perhaps the greatest tribute to anyone's life, are the memories of those whose lives we touch. Over the past few days people have shared many memories and these are representative of everyone's regard for Terry;

From Kingston; “We knew him through our shared love of R/C sailing and racing and he was always very helpful and encouraging and willing to share his considerable expertise in the sport. His articles in the CRYA newsletter, were always the first that I would read. We all miss him”

From Ottawa; “Terry helped me get into RC yachting, gave me many useful ideas, and was a fine person to compete with. He will be missed”

From Toronto; “I always felt we shared a special connection in that we both came from Plymouth. He was great to sail with and race against”.

On a very personal note, Dick and I met Terry through R/C sailing and became close personal friends. We were privileged to share many, many, happy times together, sailing, and traveling to regattas, dinner in each other's homes and barbeques in Waupoos with Jim and Avryl Temple. His friendship with the Temples, and crewing for Jim, were things we know he cherished. We could always rely on Terry's ready wit and spontaneous humor whatever the situation.

He started this race we call life at his birth, and has now crossed the finish line to end the race. He will be sadly missed by us all. So long Sailor.



With our deepest sympathy

Cynthia, Dick, and the Radio Control Model Boat Community

## In Memory Of Our Friend Don Nelson

By James Horne and Paul Williams

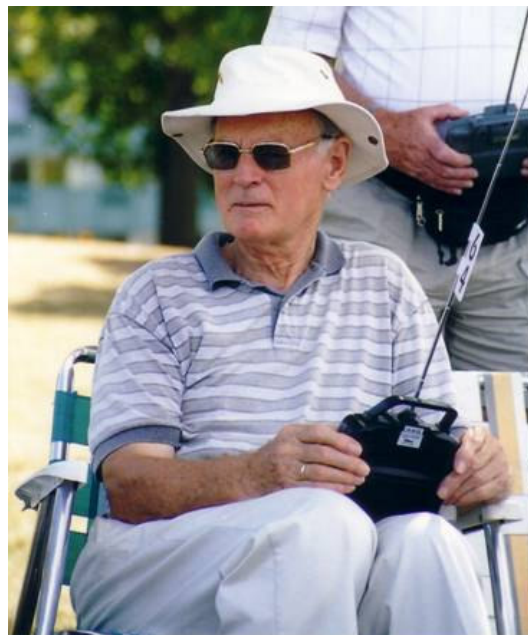
Don Nelson was a stalwart member of the Ottawa recreational sailing group and a prolific contributor to the CRYA quarterly publication. He encouraged others to write for the CRYA but few took up the challenge. He had no interest in racing although he did own a Frank Scott one metre which he sailed when there was minimal weed in the pond at Andrew Haydon Park.

Don derived pleasure from producing semi scale and experimental sail boats. Some examples of his semi-scale boats may be found in the CRYA publications. Boadicea (summer 2004), Rednose (Winter 2004) and Club Mediterranee (Winter 2005). A fine example of his experimental boat is Bingo (Winter 2004). This boat has a new owner and is still sailed. Don

encouraged people to follow his example and build similar boats. Some examples are Spray (Spring 2004) and Louis Heloise (Winter 2006).

Don's enthusiasm for the semi scale boats resulted in ad hoc meetings at the pond where the emphasis was on this type of boat. Pride of place at these meetings was Doug Munro's large Bluenose (Autumn 2005); although Don usually brought an interesting model which took our attention and set us thinking about another semi scale boat.

Don died at the age of 83 on 10 August 2008. We miss him but we will retain fond memories of the splendid times we spent with him sailing our models in Andrew Hayden Park.



Don Nelson enjoyed sailing his Semi Scale Models

## Experiment in Prizes

By Jim Goddard

I think most of us are very happy to receive a prize when we reach the end of a regatta, I love to get something different from time to time.

When Halifax hosted the Soling 1M Nationals in 2005 we gave plaques to the first three finishers. The plaques were nice, and we were planning on a similar prize in 2008.

Then I had an idea...we should give silver trays or jugs like the old days in yachting. Regatta organizers will all know that prizes can be expensive, and engraving only boosts the cost. So where do you find a cheap supply of nice silver trays suitable for prizes at a regatta? - EBay!

I managed to find some nice pieces that made their way to the prize ceremony at this years Nationals.

With engraving they were a bargain.

Take a few minutes and think about your idea of a great prize at a regatta and let us all know through the newsletter! It may serve as inspiration for others.



Silver trays purchased on EBay for \$9.99

## Call for Nominations for the Positions of President, Treasurer/Registrar and Executive Secretary of the CRYA

From Gary Bugden, Executive Secretary CRYA

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

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

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

Gary Bugden  
Executive Secretary CRYA,  
63 Union Street  
Bedford, NS  
B4A2B6  
[gbugden@accesswave.ca](mailto:gbugden@accesswave.ca) (email)

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

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

## Sailor of the Year Nominations

By Lana Butler

Please note that 2008 Sailor of the year nominations are still open.

Nominations are very lean, please look around you and in those back room workshops.

I am sure there are sailors out there making a difference to your club and the radio control sailing

community.

We want to know who they are and what they are doing, and bring their efforts to light.

Let us know!

### Past Recipients Sailor of the Year

2007 - DENNIS EDGE & LAWRIE NEISH

2006 - CHARLIE MANN

2005 - GILLIAN THOMSON

2004 - JIM ANDERSON

2001 - RICHARD STANFORD

2000 - RAYMOND DAVIDSON

1999 - PETER VAN ROSSEM



## 2008 Regatta Reports

### The 2008 All Island Spring Series—Wrap Up By Barry Fox

This year was the second year for our series. Although we have tried to drag all the boats we can out to compete, even for just a single event, in the end the IOM crowd were the only ones to show up at all events. We had a few miscellaneous boats show up at the Long Lake (Nanaimo) event and they had their own set of races for the day which proved to be a nice relief for the rest of the skippers.

The last round of the series took place in May and we were greeted by a very nice entry of 15 boats and a terrific new venue at the Maple Bay Yacht Club, just outside Duncan, BC. The event was well organized by Todd "Over-early" Blumel. The venue featured a 500ft long concrete breakwater dock that was vacated for the day so we had exclusive use of the entire length of waterfront for the club.

We saw a few boats have problems through the day (salt water, not enough maintenance) but everyone scored some points and a great day of sailing was had.

In the end, the event was taken by Graham Herbert joining us all again on his return from a winter of sailing "down under". Jan Schmidt recovered from earlier radio woes to pull in second place. Third place was the other half of the Herbert Brothers sailing team with brother Martin talking a good third place.

Our consistent visitor from Vancouver, Allan Gardner, had his work cut out for him on the day but

was holding his own until the electronic gremlins ate his rudder servo and gave off a serious cloud of smoke. At the end of the event, we tallied the overall results and



Jan Schmidt winner of the All Island Spring Series receives his award from Barry Fox

gave out awards to the first three series finishers.

Right down to the last race we had a close race going on between Jan Schmidt and Allan Gardner but Allan's servo blues (or browns) made the decision work out easier for Jan with him taking the overall win for 2008 by a mere 4 points over Allan. 3rd overall went to Martin Herbert with a series of

strong finishes leaving him only another 4 points behind. A good close race all the way.

Planning for the 2009 edition is already starting. We will not push Mother Nature quite so hard next year and try to avoid the delays and schedule changes we had this year.

As this is written, even more boats are under construction and rumours have a number of others showing interest. Hopefully we will see 20 or more boats at some of our events and more events at new venues. Stay tuned.

The thank you list starts out with Lawrie Neish for parking or lending his boat out for almost all the season to take on the RD duties at 4 of the 5 events.

Next and important to all of us was Mercedes Schmidt who took on the dual roles of Registrar and Scorekeeper for all of the events. That meant we were all kept in line to pay our entry fees and then had a running tally on the event results throughout each day.

Each event had an organizer and they all did a great job to pull their individual events together.

Those people were Lawrie Neish (Saltspring), Gord Sirop (Lake Cowichan), Bruno Cloza (Long Lake/Nanaimo) and Todd Blumel (Maple Bay) as well as myself for the event at Victoria. Each of those people had some help from others and together they helped make sailing days happen for the rest of us.

## The 2008 All Island Spring Series Overall Results

Rank	Name	Sail #	Final
1	Jan Schmidt	24	52
2	Allan Gardner	07	48
3	Martin Herbert	25	44
4	Peter Brosch	17	41
5	Todd Blumel	107	32
6	Barry Fox	62	30
7	Graham Herbert	27	29
8	Ray Kretchmar	16	27
9	David Taylor	03	24
10	Eric Paul	36	20
11	John Ball	08	19
12	Nigel Ashman	28	14
13	Jenny Taylor	105	13
14	Rod Ingalls	212	13
15	Gord Sirop	23	11
16	Mark Gilbert	00	10
17	Bud Fassnacht	97	9
18	Robb McDonnough	32	6
19	Bevan Wrate	14	5
20	Robert Selene	02	4
21	David Seager	18	1
22	Scott Ringrose	49	1
23	Mike Glover	26	1
24	Lawrie Neish	02	1

## Region 4 IOM Regatta Results May 3-4, 2008

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

OOPS— You know it is bad when nobody mentions it!

You may have noticed the large blank spot where the Region 4 IOM Results should have appeared in the last issue. Thanks to some technical issue which I still cannot explain, they did not reproduce in the version that was printed. The results are here along with my apologies to you all —Jim Goddard, Editor

## 2008 Regatta Reports

### Metro Marine Modellers Soling Regatta—July 27, 2008

On Sunday July 27, 2008 the Metro Marine Modellers Soling group met for the 4th of our 6 Soling Series regattas at our Humber Bay East pond. With a beautiful sunny day and winds from the west at 10 km/hr and forecast to increase to 25km/hr 12 boats took to the water to do battle over 11 races.

The course was laid out by Keith Rodgers our volunteer RD for the day and an experienced Soling sailor. The winds did increase as the day progressed and after lunch Keith threw a twist into the course by having us sail a triangle course with a sausage in the middle using the windward and the offset mark to add a couple of beats in the mix. This proved challenging and certainly spread things out.

At the end of the day Bob Allan came out victorious with Dave Allsebrook, Rob Meakins and Rayel Williams finishing out the top four skippers. Rayel is our youngest sailor and a first time ribbon winner.

We were joined by Tim Willings and his father Peter for this regatta and brother-in-law Rob Meakins. Tim resides in Orlando Florida and is the new Class Secretary for the Soling group in the United States. It was a pleasure to meet and sail with him and discuss the future of our class as a whole. Hopefully Tim will join us again when he is here visiting his father. A good time was had by all and the Soling group is alive and well in Toronto. Our next Soling regattas are on August 24 and September 21. We welcome all sailors who are in the area.



Bob Allan, Rayel Williams, Keith Rodgers, Dave Allsebrook, Rob Meakins

#### Results MMM Soling Regatta—July 27, 2008

Rank	Helm	SailNo	Total
1st	Bob Allan	54	31
2nd	Dave Allsebrook	382	34
3rd	Rob Meakins	30	55
4th	Rayel Williams	25	58
5th	Peter Merriam	38	59
6th	Bill Shorney	487	60
7th	Neil Williams	66	65
8th	Jaydin Williams	23	65
9th	Tim Willings	520	93
10th	Gord Merriam	107	107
11th	Peter Willings	2112	124
12th	Shaun Berrington	74	161



## 2008 Regatta Reports

### Canadian Soling 1M Championship Regatta—June 2008

June 21 and 22, 2008 was a beautiful weekend in Bedford, Nova Scotia. Cool and sunny one day, warm and sunny the next with winds from 2 to 20 MPH. A little bit of everything, so something for everyone.

Saturday morning got started with the skippers meeting under the guidance of Race Director Gary Bugden. Gary graciously gave up a chance to sail in the regatta to take the helm when a suitable candidate could not be secured for the event. On the water action got started a little late as we waited for the wind to fill in. Races sailed up until lunch hour were all sailed in light shifty and challenging conditions. John Lowther of Kingston, ON took first in the first two races with Paul Switzer and Jim Goddard close behind. This group remained tightly bunched throughout the day.

After lunch, the light wind gave

way to a sea breeze that built through the afternoon, ending the day with some strong winds and waves to challenge the fleet.

The higher winds and waves led to some breakdowns and retirements, with Jim Goddard ending day one with a pair of wins and first place overall.

Saturday night was highlighted by the BBQ hosted by the Bedford Basin Yacht Club and catered by Richard O'Brien. BBQ'd salmon or steak with salads, baked potato and a choice of dessert was on the menu and judging by the satisfied smiles, enjoyed by all.

Day two was hot and sunny with morning winds a repeat of day one. The sailing was tight all morning with Jim Goddard, Paul Switzer and Herb Dreher all sailing well, and holding court at the front of the fleet. A breakdown in race 5 cost Jim Goddard a first place finish as his transmitter

## Soling One Meter

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failed only feet from the line. Noon on day 2 saw the results very much in doubt.

Winds built after lunch again, with breakdowns, collisions, equipment failures all making a mark in the finishes. Paul Switzer and Herb Dreher both sailed well but both could not finish the last race. Jim Goddard and John Lowther were up and down in the fleet and by the end only a computer could calculate the result. In the end Jim Goddard held a slim one point lead over Paul Switzer with John Lowther in third.

Thanks have to go to our brigade of volunteers headed by Gary Bugden and including Cathy Bugden, Sarah Bugden and Silvia Goddard. Bill Brimley and Fred Lindeijer did a great job with sponsorships and all members of HAMYC helped with the regatta arrangements. Bedford Basin Yacht Club made their facilities available and Commodore John Dobbs and Rear Commodore



The survivors of the 2008 Canadian Soling 1M Championships

(Continued from page 15)

**2008 Soling 1m Canadian Championships Final Results**

Matt Christie did prize presentations for us. Thanks must go to the club members who allowed our use of the marinas and crash boats.

We enjoyed hosting the regatta in 2008, and look forward to having more visitors for the next regatta we host. The Soling 1M fleet is a curious combination of great, competitive sailing and friendship that lends itself easily to a fun event.

It is great to see that Roy Folland and the Hudson group have stepped forward to host next year so we can look forward to seeing you all next year in Hudson Quebec.

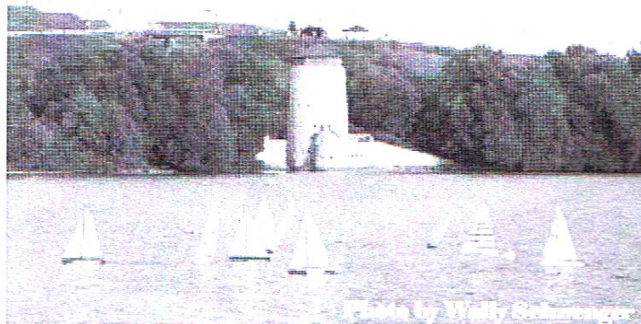
Rank	Skipper	Day 1	Day 2	Total
1	Jim Goddard	28	38	66
2	Paul Switzer	38	29	67
3	John Lowther	48	48	96
4	Herb Dreher	68	36	104
5	Bob Boutilier	60	75	135
6	Roy Folland	78	83	161
7	Danny Borgal	95	87	182
8	Fred Lindeijer	100	82	182
9	Jim Linville	67	131	198
10	Brian Wilmshurst	139	131	270
11	Owen Grace	138	156	294

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## 2008 Regatta Reports

### 2008 IOM Western Regional Championship Regatta June 6-8, 2008 Saltspring Island, BC

When the IOM Canadian National Championship was held on Saltspring Island last year it was decided to make an effort to have the first weekend in June become a date when some significant IOM event took place every year.

For 2008, that significant event was the Western Regional Class Championship. Originally the organizers had thought this would be a purely western affair and had planned a comparatively low key affair. This dream promptly evaporated when the first entry appeared from Kingston, almost immediately followed by another from Toronto. This before the Lotus Landers had even rolled out of their hammocks - this was getting serious!

An entry of 20 boats became 19 when one was forced to drop out and then a couple of the sailors had to only sail for one day but sail we did!

It was hoped that we could convince some of our West Coast US skippers to come back this

year but that was not to be. However, we were treated to three good entries from our Eastern fleet in the person of Peter van Rossem (reigning Canadian and US National Champion) and his newly acquired Topiko, Ray Davidson (long time supporter of the IOM class and now retired editor of the CRYA Newsletter) with his Topiko, and Marko Majic (Canadian IOM Class Secretary) with his own design, the HoochieKoo. In addition we enjoyed the company of Lana Butler (CRYA President) and Myra Davidson (Regatta Secretary extraordinaire).

From the other side of the Strait of Georgia came Nigel Ashman with a boat of his own design, the Vancouver. We had a taste of Nigel's skills at one of our earlier Spring Series events so we knew what to expect. The rest of the fleet was comprised of our local fleet, which continues to grow and sail better. Last year's regional Champ, Graham Herbert, was back with a newly designed

and completed boat (Jazzy, and the paint job is!!) as was his closest pursuer from last year, Jan Schmidt and his trusty KFII.

Almost everyone arrived on Friday and after completing the requisite check-in, registration, it was out for some practice. Early in the afternoon we had very light winds and not much good sailing. About half the crowd headed into town for lunch while the rest hung out on the dock. The winds gradually started to fill in and soon a lot of good practice races were underway. The "lunch in town" crew came back and hustled their boats down to the dock and into the water. From there on we essentially had the first day of competition, only without the scores being kept.

As the afternoon ended, we headed off to another part of the island for a nice no-host dinner where many tales were told and some believed but a good time enjoyed among all the sailors and companions.

Off to rest up for the first day of competition, although, for at least one person that meant a stop at a local coffee shop for stout cup of espresso before hitting the sack. Later still in the evening a cunning plot seemed to work, or so we thought. In essence it was designed to keep Peter up supposedly helping fix his host's boat problems, and with the three hour time difference factored in, it was hoped that this might result in Peter falling asleep at the controls - it did not work, although when Graham Herbert romped away in the first race it looked like it might have.

Day one started with some soft winds but gradually filled in and good sailing ensued. By the early afternoon the pattern



Competitors at the 2008 IOM Western Regional Championship Regatta

*(Continued on page 18)*



(Continued from page 17)

developed, Peter was going to be hard to beat, and Marko, Jan Schmidt, Graham, Ray, and Nigel were going to be the front runners. However, it has to be said that the rest of us were a lot more competitive compared to last year. Although the front runners may not have changed much, the rest of the fleet was nipping at their heels, or at least close to it and the battles among them were much closer as well. That doesn't show in the results but was easy to see.

Saturday night saw everyone gather in the Saltspring Island Sailing Club clubhouse for a delicious BBQ salmon dinner prepared by fellow sailor Roger Kibble with the help of many. Everyone left full, well visited and ready for another day of racing. Well, except for one person who needed that espresso fix on the way home.

Over the course of the two days we managed to get in 25

races. Organizer, Lawrie Neish did some figuring and broadcast to the sailors that "By my count if you sailed every race and used the entire 150 metres of the breakwater then you had 15 Km of exercise over the two days. For those of you who like such detail, the boats surviving the regatta probably sailed between 20 and 22 Km at an average speed in excess of 3 KPH." This was achieved in conditions from the Saturday morning drifter to the Sunday afternoon "gale." So RC sailing is healthy as well!

The weather came in much stronger Sunday afternoon and saw many of the boats change to #2 rigs. A few diehards held on to their #1 rigs and it was interesting to see if the #1 rigged boats could stay on the surface long enough as they flew down wind to overcome the lead developed by the #2 rigged boats on the beats. In the end the races went to the #1's, but only just.

As you look through the results of the last races you will

see that a number of new players figured in the results but that one boat/skipper just keeps coming at you, Peter just keeps finding a way to be in front!

At the end of the event, the results and awards showed Peter van Rossem solidly in first place with 30 points on the 25 races and 3 drops. Outstanding.

In second place was Class Secretary Marko Majic on 57 points with Jan Schmidt holding onto 3rd with 78 points.

Most importantly another fine event has taken place ably managed by Lawrie Neish acting as Regatta Director and his crew of helpers. Scoring was handled by Mercedes Schmidt who has become our go to person for taking care of a lot of the event administration work.

Next year the Canadian Nationals return to Saltspring. Plan on attending, we already have the first entry from south of the border. Oh, and you can try out Marko's espresso favourite as well.

Position	Skipper	Sail #	Club/City	Hull	Score
1	Peter van Rossem	66	Kingston, ON	Topiko	30.0
2	Marko Majic	36	Mississauga, ON	HoochieKoo	57.0
3	Jan Schmidt	24	Victoria, BC	KF II	78.0
4	Graham Herbert	27	Hornby Island, BC	Jazzy	84.0
5	Ray Davidson	22	Toronto, ON	Topiko	85.0
6	Nigel Ashman	28	Vancouver, BC	Vancouver	90.0
7	Martin Herbert	25	SaltSpring Island, BC	Nell	97.0
8	Todd Blumel	107	Duncan, BC	SE Vektor	192.0
9	Pete Brosch	17	Comox, BC	SE Kite	206.0
10	Barry Fox	62	Victoria, BC	Kite	228.0
11	David Taylor	30	Victoria, BC	SE Kite	258.0
12	Ray Kretchmar	16	Comox, BC	SE Kite	266.0
13	Roger Kibble	09	SaltSpring Island, BC	Salmon 40	268.0
14	Robb McDonough	32	Victoria, BC	SE FH1	285.0
15	John Ball	29	Parksville, BC	SE FH1.5	292.0
16	Jenny Taylor	05	Victoria, BC	SE Kite	299.0
17	Bevan Wrate	13	SaltSpring Island, BC	SE Tick Tock	309.0
18	Eric Paul	236	Brentwood Bay, BC	Tornado 250	372.0
19	David Cook	208	Victoria, BC	SE MIOMI	392.0
20	Robert Seline	202	Courtney, BC	SE Tick Tock	441.0

# How to Build a Faster Victoria—Part I

By Allan Gardner

*"The art of racing is not in winning, but in winning so that the rest of the fleet are pleased you have won, and the only way they can be pleased is for you to have shown better helmsmanship than they and also shown perfect sportsmanship" - Uffa Fox*

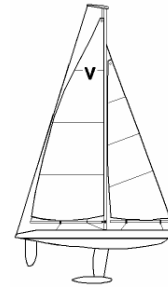
This may be the goal yet it is not easily accomplished. However, one must at least enter the game with this as the intention. It would be inconsistent therefore, to attempt to win by deliberately and intentionally violating the rules in an effort to gain unfair advantage. Such behavior would nullify the satisfaction that might come through the achievement of winning in a Corinthian way.

The quote also speaks, indirectly, to the rest of the fleet in so far as, while they may not like the individual who won, they should also show perfect sportsmanship in accepting another's accomplishment.

The full scope of what is required to win goes well beyond simply having a fast boat. There is no shortage of excellent reference information, books and magazine articles written on the subjects of boat tuning, weather forecasting, tactics, the psychology of winning and the racing rules. Years of experience and learning are also useful.

But one factor, having a well tuned boat with the capability of speed at least equal to the top competition, is available to every skipper that is willing to invest the time and effort required to optimize his or her boat, sails and rig. So, with that in mind, the

following collection of thoughts is offered to provide at least one perspective on what it takes to make a Victoria sailboat go fast and maybe to start winning races.



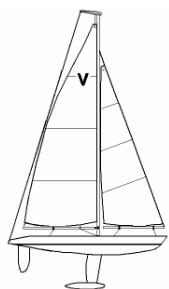
## Common characteristics of fast boats in a one-design fleet...

- All of the equipment, fittings and controls work effectively, easily and reliably
- Issues that slow the boat are attended to with a focus on limiting "drag" in the rig, hull and foils
- The running rigging is the lightest and most smoothly running possible
- The lowest practical centre of gravity and hence the greatest stability possible is sought
- Attention is paid to ensure that the hull is fair, smooth and kept clean, to reduce drag
- Improvement in all areas of boat speed potential and preparation are pursued consistently
- In the end, no matter how fast the boat, you have to point it in the right direction

## What makes one boat faster than another?

- If a boat appears "fast" it may simply mean that the factors that tend to slow boats down have been dealt with more effectively than in the other boats
- This much more reflects what you have not done to make your boat as fast as it can be rather than what another has done to make theirs fast
- Fast boats provide their skippers with many more opportunities and freedom of choice in race situations than do slow boats. The slower your boat the more expert you must be. The faster your boat, the more time you have to focus on what matters on the race course.
- We all sail at less than 100%. Where do you want to be? At 95% of speed potential? At 85%? At 50%? You have already made the decision and it is reflected in how much speed potential remains in your boat... that is good news because you can make changes that will make a difference in your boat speed and race performance
- Finally, having a fast boat is rarely a guarantee of race success but it gets you in to the area code of competitiveness.

Continued Next Issue



# NOTICE OF RACE 2008 SAILMAKER'S CUP

September 20, 2008



**INVITATION:** Lakeshore Model Yacht Club invites Victoria One Design radio-controlled model boat skippers to the 5<sup>th</sup> Annual Sailmaker's Cup in Toronto, Ontario, Canada.

**SITE:** The regatta will be hosted at Lakeshore Yacht Club, Etobicoke, Ontario.

**ELIGIBILITY:** All entrants must be current members of the CRYA or their National Authority.

Yachts must comply with the ISAF-RSD Victoria One Design Class Rules dated January 2007. Applications will be considered on a 'first come, first served' basis. Radio frequencies will be allocated on the same basis – maximum 3 conflicts. Transmitters on 75 MHz must be narrow band certified. Sail numbers must be on the sails and visible.

By completing this entry, skippers agree to be bound by the ISAF Racing Rules of Sailing, this Notice of Race, and the Sailing Instructions.

## ENTRY & FEES

The Entry Fee is \$10.00 which includes lunch. Entry deadline is 20 Aug 2008. Please make cheques or money order payable to Judy Preston.

## PRIZES & AWARDS

Prizes will be awarded based upon the number of registered skippers. 1-3 awards = 10 skippers

1-6 awards = 11 or more skippers.

## CONTACT

JUDY PRESTON – Regatta Chair

413 Rimilton Ave, Etobicoke, Ontario M8W 2G4 Canada

[jpreston8@sympatico.ca](mailto:jpreston8@sympatico.ca)

Further information will be posted on the web at [www.lsyrc.com](http://www.lsyrc.com) under link Competition- Victoria

Name:	Street Address:
City: Prov/State	Telephone:
Postal Code:	Fax:
Sailmaker:	Email:
Radio:	Sail Number (**as it appears on your sail)
CRYA Membership No:	Channel 1 <sup>st</sup> 2 <sup>nd</sup>
	Additional Channels:

## DISCLAIMER

Please accept this Entry Application for the Victoria One Design Sailmaker's Cup in Toronto, Ontario.

I hereby agree to comply with the 'rules' as defined in the 2005-2008 Racing Rules of Sailing (RRS). I acknowledge that I am entering this regatta at my own risk and do hereby release and hold harmless Lakeshore 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 our participation in this event, even if such loss, injury or damage be caused by the negligence of those so released and held harmless. In the event that court action is undertaken, we agree that the jurisdiction and venue will be Toronto, Ontario, Canada and that Ontario law will govern any arbitration or litigation.

Signature \_\_\_\_\_



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

**ORGANIZING AUTHORITY:** Ottawa Radio Control Yacht Group

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

**When:** Saturday Sept.20th 2008

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

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

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

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

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

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

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

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

**Prizes:** Awards for top three finishers

**Disclaimer:** All competitors will be required to acknowledge the following by signing this disclaimer at check in.

*I hereby agree to comply with the rules as defined in the 2005-2008 Racing Rules of Sailing (RRS) and the prescription of the Canadian Yacht Association. I acknowledge that I am entering this Regatta at my own risk and do hereby release and hold harmless the City of Ottawa, the Ottawa Radio Control Yacht Group, the regatta Organizing Committee, as well as their members and agents, both jointly and severally, from liability for any loss, injury or damage to any persons and/or property that might arise from my participation in the regatta even if such loss, injury or damage is caused by the negligence of those released and held harmless. In the event that court action is undertaken I agree that the jurisdiction and venue will be Ottawa, Ontario and that Ontario Law will govern any arbitration or litigation.*

**Send entries including sail number, frequencies, telephone number and email address to:**

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

email: david.langlois@rideauconsultants.ca



## 2008 IOM Eastern Championship

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



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

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

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

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

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

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

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

### ENTRY FORM

**SKIPPER NAME:** \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_

Prov/State: \_\_\_\_\_ Postal/Zip Code: \_\_\_\_\_ Country: \_\_\_\_\_

Telephone: Home: \_\_\_\_\_ Work: \_\_\_\_\_ Fax: \_\_\_\_\_

e-mail: \_\_\_\_\_

### BOAT INFORMATION:

Sail Number: \_\_\_\_\_ CRYA Number: \_\_\_\_\_ Yacht Club: \_\_\_\_\_

Winch Type: \_\_\_\_\_ Hull Make: \_\_\_\_\_

Channels: Primary: \_\_\_\_\_ Alt #1: \_\_\_\_\_ Alt #2: \_\_\_\_\_

### PAYMENT INFORMATION:

Entry Fee: \$55 Canadian (includes GST). Entry deadline is September 4, 2008.

Cheque or Money order: \_\_\_\_\_ Amount: \$ \_\_\_\_\_

Credit Card: Visa \_\_\_\_\_ Mastercard (circle one) \_\_\_\_\_ Amount: \$ \_\_\_\_\_

Name on Card: \_\_\_\_\_

Card Number: \_\_\_\_\_ Expiry: \_\_\_\_\_ yyyy/mm

### Disclaimer

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

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

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

\_\_\_\_\_  
signature

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



## Notice of Race

**Soling One Meter & Mini 12 RC Boat Regatta Be part of Hudson's Labour Day Regatta! Aug. 31. 2008**

**Venue:** This regatta will be hosted by the Hudson Soling 1 meter Fleet and held at Hudson Yacht Club, 10 Yacht Club Road, Hudson Quebec.

**Dates:** Racing will occur on Sunday Aug. 31. 2008

**Rules:** This regatta will be governed by the 2005-2008 Racing Rules of Sailing including Appendix E, the rules of the Soling 1 Meter Class, this Notice of Race, the Sailing Instructions, or as verbally amended by the Race Director prior to the commencement to any race.

Rule E1.5, Covering the protection of antennas will be in effect. Competitors may be subject to penalties for non compliance

**Eligibility:** Any duly registered owner / skipper of a Soling One Meter boat who is a member of the CRYA or the AMYA may participate in this regatta.

**Racing Format:** Separate races and combined races for both Soling 1 Meter and Mini 12 boats are planned. As many races as possible will be sailed. The numbers of competitors will be restricted to 20 for each fleet. Based on the date the entry is received.

**Awards:** Prizes will be awarded to the top three finishers of each class..

### Schedule of Events:

- ☐ 11:30 am Skippers Meeting
- ☐ Lunchtime. Bring your own or buy it from our canteen.
- ☐ 1:00 pm 1<sup>st</sup> race commences (No race will start after 4:00 pm)
- ☐ 5:00 pm Social Hour at HYC (Cash Bar)

**Entry Fee. \$15.00. Per boat** Please complete and return this Entry Form with your cheque or money order to;

Jack Folkins Tel: 450 458 5153 E-mail [jgfolkins@sympatico.ca](mailto:jgfolkins@sympatico.ca)

165 Windcrest

Hudson, Quebec. J0P1H0

**Name:** \_\_\_\_\_ **CRYA Number** \_\_\_\_\_ **Sail Number** \_\_\_\_\_

**Fleet: Please check fleet participation:** Soling 1 Meter Mini 12

- If entering a Mini 12 a valid measurement certificate is required.
- Note: A separate Entry form is required for each fleet entered.

**Address:** \_\_\_\_\_

\_\_\_\_\_

**Email:** \_\_\_\_\_

**Fax / Phone** \_\_\_\_\_

**Frequencies: (1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> choices)** 1) \_\_\_\_\_ 2) \_\_\_\_\_ 3) \_\_\_\_\_

### Disclaimer:

I hereby agree to comply with the 'rules' as defined in the 2005-2008 Racing Rules of Sailing (RRS). I acknowledge that I am entering this Regatta at my own risk and do hereby release and hold harmless the Hudson R/C Soling 1 Meter Fleet, the Hudson Yacht Club and the Regatta Organizing Committee as well as their officers, members and agents both jointly and severally from liability for any loss injury or damage to any persons and/or property that might arise from my participation in this Regatta even if such loss, injury or damage is caused by the negligence of those so released and held harmless.

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

Signature \_\_\_\_\_ Date: (Must be included) \_\_\_\_\_

(Signature is required to complete registration)





# Canadian Radio Yachting Association

## MEMBERSHIP APPLICATION

DATE \_\_\_\_\_ RENEWAL \_\_\_\_ NEW MEMBER \_\_\_\_

NAME: \_\_\_\_\_ 2nd MEMBER \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ PROVINCE: \_\_\_\_\_ POSTAL CODE: \_\_\_\_\_

TELEPHONE: (\_\_\_\_) \_\_\_\_\_ E-MAIL: \_\_\_\_\_

CRYA #: \_\_\_\_\_ CRYA # for 2nd Member, same address \_\_\_\_\_

CLUB NAME: \_\_\_\_\_ CITY \_\_\_\_\_ PROVINCE \_\_\_\_\_

ANNUAL DUES (\$15) \$ \_\_\_\_\_

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

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

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

TOTAL \$ \_\_\_\_\_

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

### List New or Transferred Boats:-

Class	Designer	Hull#	Existing	Previous Owner CRYA#
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**Please print.** Complete and send this form with your cheque or money order, **payable to CRYA** to:

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