



# Canadian Radio Yachting

*The Publication of the Canadian Radio Yachting Association*

Summer 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

## CRYA Business Calendar

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

### On The Cover:

A start from the Soling One Meter Canadian Championship Regatta hosted by the Hudson Yacht Club in June 2009.

In forwarding the photos, Paul Switzer jokingly lamented a lack of shots showing him in the lead. Having been there I find that hard to believe.

### 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

## President's Report

By Gary Bugden—CRYA president

The president's report was not available at press time, it will return in the next issue.



**CRYA President Gary Bugden**

## Submission's

By Jim Goddard

I am looking for your help with CRYA Newsletter, send in an article, a suggestion, a photo.

## Ontario Report

By Paul Switzer—Regional Director

It has been interesting weather in Ontario this spring and up until the end of July. Not very hot in June and July, lots of showers around, and the grass and flowers are thinking they are in BC and growing profusely. I would bet that any R/C sailor who did not have a functioning transmitter cover before this year has one now.

I am aware of lots of IOM activity. Ontario sent 4 sailors to the Canadian Championships in early June on Salt Spring Island BC and 3 of the same 4 attended the World Championships in Barbados later the same month. Congratulations to everyone for their excellent finishes particularly Peter Van Rossem and Hugh Kidd who finished 1st and 2nd respectively in the Canadians. I believe Peter will also sail in the US Nationals in San Diego in early August.

The AMYA Region 4 IOM Championships will be hosted by Metro Marine Modellers at their excellent site at the Port Credit Marina August 22 and 23. That promises to be a fine event with international representation from Canada and the USA. Kingston will again be hosting the Eastern Regional Championship Regatta September 12 – 14 and the Stanford Cup of Team Racing September 26 – 27. Put together a 3 boat team for this fun event on Saturday and then stick around for a day of fleet racing on Sunday. It usually blows in Kingston in September and there are nice big waves to surf on and get clobbered by.

In the Mini 12s, Bob Shea from Ottawa won the Mini 12 Canadians hosted by the West Island Ship Modeller's Club in Beaconsfield Quebec. The Ottawa Area Model Yacht Club will be



**Skippers and organizers gather for a drink and some discussion following the day's racing at the S1M nationals in Hudson, Quebec. Revealed here is the real joy of our activity—the friendships that are made and renewed at these events.**



hosting a one-day Mini 12 regatta August 29 at Andrew Hayden Park.

Victorias will also sail their Sailmaker's Cup Regatta at Lakeshore Yacht Club in Etobicoke on September 19.

The Windsor folks tell me they have a fleet of 6 Footys racing this year in addition to their Solings and US One Meters with average fleets of 15 and 10 boats respectively. Ken Miller from WMYC won the 2009 AMYA Region 4 EC 12 championship and the Annual Maurice Diet Memorial Regatta (open to all One Meter classes) will be held on August 30.

Details for most of these events can be found on the CRYA website. For any classes, if you have information about events you have hosted or will be hosting in the future, let me know and I will publish them in the newsletter and/or coordinate getting them on the CRYA website if that is



improve the run time performance. The claim is that it will double the run time for the same battery capacity. It seems to be inexpensive and relatively easy to install. I know of two transmitters which have been upgraded with

[um\\_mod.htm](#).

I am going to try it.



appropriate.

Many of you may know of this already but recently I have become aware of an upgrade to the Spektrum DX6 transmitter voltage regulator that claims to significantly

good results. It is from a company called Dimension Engineering whose website article on the upgrade can be found at [http://www.dimensionengineering.com/appnotes/spektrum\\_mod/spektr](http://www.dimensionengineering.com/appnotes/spektrum_mod/spektr)

## Western Report

By Lawrie Neish—Regional Director

Out here on the west coast people start getting fidgety when we have a week of sunshine and start muttering about the gardens needing rain. It is so long ago since we had rain that I recently had to go east to Ontario to remind myself what it felt like to get wet by other means than falling into our sailing pond here on Saltspring. In fact with the Firehall fire hazard gauge standing at "extreme" our pond is giving a pretty good impression of a hot bath.

At the beginning of June our main worry in the days leading up to the IOM Nationals was whether the sunshine would hold on for the event. It did and we had fine weather for it which gave us the bonus of the local thermal wind reinforcing the wind each day resulting in the strength of the wind building from #1 to #2 rigs daily through out the event. Else where in the journal is a report by one of the participants, Martin Herbert, from reading it you will agree that it went off very well. From the Regatta Director and Race Officer's point of view I like to think it was a success. In the main this was due to the efforts the committee members of Roger Kibble, Martin Herbert, Bevan Wrate and Aileen Neish. In the planning stages a year previous to the actual regatta we thought we might reach 30 participants as it turned out we were pleasantly wrong for we would have topped forty but for closing the entries at thirty-six to keep the event at two heats. As it turned out we had one withdrawal the night before - too late to bring in one of the waiting list. However, according to our local newspaper, in addition to some pretty good skippers we had not only legends but juggernauts sailing with us. We even had a Texan described as a gentleman - sorry Brig. As it was, my own personal feeling, is that we had the

best group of skippers that a Race Officer could ever wish for and hope that in 2011 our Californian and Texan friends will return. Perhaps even her Majesty's Royal Navy can leave a missile or torpedo or two behind and arrange to ship out more than one IOM in HMS Victorious maybe even bring them to Esquimalt

### Things we tried that worked

We have a problem in hot weather with dried weed floating of a shingle spit on a rising tide. Martin Herbert produced a net which we placed at the up tide end of the course. Other than a brief failure this worked well though it could have been longer to some effect.

We laid a string of marks at the windward end of the beat which allowed for rearranging the first beat to compensate for wind shifts as the thermal affected the wind direction at various time. This eliminated hold ups in replacing marks to give good beats relative to the start line.

### Things which could be improved.

With a competitive fleet although the course is quite long the first beat was not giving much separation at the windward mark. We moved the start line nearer the leeward end but in future we will move the start to the leeward end and after starting the committee will move to the windward end for finishing purposes - this will give the longest possible first beat give three beats and two runs and give some walking exercise to the committee!

It was also suggested that the race office was being too nice and allowing too much time between races for sail changes and problem fixing. This is easily fixed - no more Mr Nice Guy!

If there are any other

suggestions for improving the event, please let me know. My email address is at the front of this journal.

### Life after the Nationals

Two weeks after the IOM Nationals on 20th June we held a world championship event with Maple Bay Yacht Club hosting the "Poor Man's International One Metre World Championship" in the heart of Canada's Carribean. There was some pressure to fit this into our schedule before the Quamichan hurricane season developed. Entries came from overseas as far a field as Hornby and Saltspring Islands and Vancouver Island. Unfortunately due to a conflict with another event in the south the fleet was limited to 14 boats. Thirteen races were sailed with Graham Herbert taking the championship with ten first places. Brother Martin was second with two first places to his credit and John Ball capturing the remaining win.

The day went well with the host club making certain we had a clear dock and a recovery boat. Rob McDonough set the event up - his first - and much of the success is due to him. After the racing we retired to the club house for the prize giving and refreshment. Maple Bay breakwater dock rivals Saltspring but has a slightly less helpful wind system which tends to blow onto the dock.

We have a new sailing location available to us in the Victoria area in the form of the semi-tidal Esquimalt Lagoon at Royal Roads University. The site is at the old rowing club dock and its attached facilities. The lagoon is separated from Juan de Fuca Strait by a low bank it is blessed with the winds from the strait. These are generally fresh. For some reason the event held there in July was dubbed the Crop Circle Regatta - I think it was a prairie boy who named it. Graham Herbert did most of the

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winning with his fellow Hornby Islander, Julian Laffin second. Dave Taylor and David Cook also managed wins but Martin Herbert took third place overall with big gains in performance in the building winds of the afternoon.

The site's dock calls for creative mark laying and there is some trouble with weed which gradually lessens as the wind drives the weed to one end of the lagoon.

## Maritimes Report

By Jim Goddard

The Halifax Area Model Yacht Club sent six boats to the Soling Nationals in Hudson Quebec. We all had a great time and are looking forward to next year's regatta. Jim Goddard kept his streak alive, managing another pratfall off the seawall with a slow agonizing slide into the water, here's hoping someone else picks up the challenge and takes over the task of falling down at regattas.

We have set up our sailing season with monthly series and a special Tuesday Night series sailed over July, August and September. Series scores and results are posted on our website at [www.hamyc.ca](http://www.hamyc.ca). We are trying to devise a fair method to allow people to miss a sailing day without too hefty a penalty in the series scoring.

We have added a few new boats this year, and welcomed a couple of others out of retirement so our regular fleet now exceeds six and sometimes ten boats. Mike Waller is one of our new sailors this year. Mike has shown steady improvement and will soon outgrow the RYGG'd handicap and be starting with the rest of the fleet.

Promotion continues to be an important activity for the club. In recent years we have put displays

Each group continues with their local sessions and the next area event is at Robinson Lake near Courtney in August - the David Cook Invitational - everyone is invited. The Western Championship will be held during September at Maple Bay Yacht Club.

I have not heard anything from the Nanaimo Lasers, the Gabriola ODOM's or the MVIMM Solings but I hope to check them all out in the Fall. I did manage to visit Andrew Baak in Calgary on a return trip from Kingston. Andrew fights a

lonely battle and he deserves any support we can give him.

in local hobby shows and travelled to promote RC sailing. This year we have been invited to put on a demonstration event in Annapolis Royal, NS. A group there is interested in RC sailing and we are hoping we can get them interested in expanding the Soling 1M fleet here in Nova Scotia. We feel strongly that the path to growth of the sport here depends on maintaining focus on a single class until we can build the numbers.

In September we will be sending six boats to Stowe, VT. for the inaugural CanAm challenge at the Stowe Yacht Club. I hope that we will see some representation from other Canadian Clubs and this becomes a great Annual event. Entry forms are available in this newsletter or online at [www.stoweyachtclub.com](http://www.stoweyachtclub.com).

The Maritimes in Canada has a long tradition of North/South travel, business relationships and Sporting exchanges. In yachting, the Marblehead to Halifax ocean race takes place every two years bringing boats from New England to Halifax. We look forward to building a long and prolific tradition with the CanAm Series.

Our season winds down with two great regattas. The

Club Championship is scheduled for Sunday October 4, 2009. We have changed the schedule for the Frostbite Regatta which will now be held over two weekends, ending on October 25, 2009.

## Soling One Meter

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# Soling One Meter Report

By Paul Switzer—Soling Class Secretary

I am happy to report another very successful Soling Canadian was sailed on the June 20 – 21 weekend in Hudson, Quebec. It was the largest fleet in several years with 27 boats attending from places such as Halifax, Kingston, Toronto, Ottawa and Hudson in Canada as well as Vermont, Massachusetts and Florida in the USA. The Hudson Yacht Club provided an innovative and effective platform for the sailors by borrowing a barge from the ferry operator which provided a stable platform with a safety rail around it to prevent any accidents. The weather threatened to rain but held off and the wind cooperated as well to provide a variety of strengths which produced some interesting and challenging wave patterns. Tuning for these conditions was tricky. Bruce Nourjian from Stowe Vermont figured it out and finished first with 30 points beating defending champion Jim Goddard of Halifax by 1 point. Your's truly was third and John

Lowther of Kingston fourth, tied with 33 points, and Jack Ward of Florida was 5<sup>th</sup> with 38 points. Racing was very close with only 8 points separating the top 5 boats despite the

representation of a number of different sail manufacturers. Once again however, the first 2 boats were using the kit sails from Victor.

July 25 – 26 the Kingston YC and Hudson YC Soling Fleets met again, this time at Kingston YC for the 6<sup>th</sup> annual interclub regatta. This event was founded by Don Hushion of Hudson YC who, during a visit to Leading Edge Hobbies in Kingston in 2004, suggested to Tony Daicar that Hudson's fledgling Soling Fleet would like to invite the more experienced Kingston folks to Hudson to sail and share ideas. Tony assembled a Kingston team. It was such a fun event that we have continued the tradition alternating the hosting between clubs each year. A trophy was donated to perpetuate the event and acknowledge the winning team. Sailors sail as individuals so it is not team racing but team totals are calculated to decide who wins the trophy. This year for the first time, the Hudson Yacht Club Team

won the trophy proving conclusively that they have learned from their mentors and surpassed them from a team perspective.

Another event with a similar format is planned at Stowe Vermont the weekend of September 12 – 13. It is called the CanAm Regatta for the CanAm Challenge Cup and is billed as "The beginnings of a friendly cross border rivalry". The emphasis is on the individual sailor; team racing is specifically prohibited. It is anticipated that the top five individual positions for each country, for each race, will determine the Can Am Challenge Cup team winner. This number may be adjusted based on lowest number of entries from one country. Details can be found at [www.stoweyachtclub.com](http://www.stoweyachtclub.com). The addition of a team component adds another dimension to these regattas which, of course, increases the debate and rivalry and adds to the fun. I encourage you to go to Stowe if you can. They have a very interesting pond to sail in and are always very accommodating folks.



**Bruce Nourjian from Stowe Vermont receives the trophy emblematic of his win at the Canadian Soling 1 Meter Championship from Roy Folland of the host committee.**

I continue to receive communications from some of you questioning areas of the Soling rules. Sails seem to represent the majority of those questions although recently there has been some debate about the Spars rule as it applies to booms. The rules are definitely open to interpretation in several areas particularly where the Concept Rule 1.0 makes statements about the one design spirit of the class which are further described

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by subsequent rules such as the Spars Rule 4.0 and the Sails Rule 6.0. I have been working with two AMYA Class Secretaries, Paul Fixx and now Tim Willings to suggest ways to further clarify what the rules mean and to give the class better ways to measure whether boats comply with the rules. To that end there is a motion prepared by CRYA members and endorsed the AMYA Regional Director for this region before the AMYA which is the governing body for the class. It proposes that the "approximately 3 oz per sailmaker's yard" cloth weight in Rule 6.0, which cannot be effectively measured for sails mounted on the spars, be changed to a range of thicknesses which can be measured with a micrometer. This motion was presented in the last issue of Model Yachting issue #156, the AMYA Magazine. The next issue #157 due to be published in late August or early September will contain the ballot to vote on the motion. I encourage all of you to join the AMYA so that you can vote on this motion.

I will continue to work with the AMYA Class Secretary towards improving the rules to clarify their meaning. There is a well defined process to make rule change motions and, although somewhat

involved, it does ensure that AMYA Soling members may propose rule change motions and do get the chance to vote on the proposals. I have resisted suggestions from some CRYA members who are frustrated by the ambiguity of the rules to propose a unique set of CRYA rules because I believe it is the best interests of the class to promote cross border competition under the same set rules even if they are open to interpretation than to fracture the class by creating specific CRYA rules.

Please feel free to communicate with me about this and other Soling matters either through email or phone both of which you can find on the CRYA website. Some of you do and I appreciate hearing your views and would welcome more input if you care to provide it.

Rule questions aside, what a fun boat to sail! When I take my Class Secretary hat off, I just put all of this debate aside and simply enjoy the boat. I am sure you all do the same.

## IOM Report

By Lana Butler - Class Secretary

The IOM's continue to be a very active fleet on the West Coast of Canada, with Salt Spring Island Sailing Club hosting the Canadian National Regatta the beginning of June this year. There were a record number of skippers in attendance, maxing out a 2 heat fleet. Lawrie Neish continues to be an inspiration to the class in his bid to furnish every household on Salt Spring and neighboring islands, with an IOM for their sailing pleasure. (just kidding Lawrie, but I know you would like to, and you're well on your way).

The Next big regatta for the IOMs this spring was the World Championships in Barbados. We were fortunate to have three Canadians competing in this event; Hugh Kidd, Peter Van Rossem, and Marko Majic. The event hosted 15 countries and 68 skippers. The event was well organized and a lot of fun. The IOMICA AGM was conducted and results of the elections can be found on the IOMICA website.

I am presently at the US National IOM Regatta in San Diego, CA. They have a 40 boat fleet registered for the event. This class is also growing in the US. Racing starts tomorrow and goes for three days. It promises to be a good sailing experience for everyone.

Toronto is hosting the Region 4 Championships in a couple of weeks, Aug 22-23. This paper may already be in print by that time. I am not aware of the registration numbers at this time, but I am sure it will be a great regatta as well, as Myra Davidson is always on top of her game putting these events together. I





am sure we will see some results and reports in the next newsletter.

Into the fall we have the Eastern Regional Championships sailed in Kingston, hosted by the Kingston Yacht Club RC fleet. It will be September 11, 12, and 13. Registration has begun and it's coming up fast.

The final event that I have news on is the Annual Stanford Cup Team Racing event and Spillover Regatta. This is the 8th year that Kingston has run this event. It is open to teams from US and Canada and is limited in space. The event hosts three boat teams and encourages all. Prizes are awarded for first and final place teams. Watch the events page for more details soon. The event is scheduled for September 26-27.

Please check out the CRYA Website, events page for more information about the aforementioned events.

If you know of any IOM news happening in your area, please let us know.—Happy Sailing!



World IOM action from Barbados with Canadian's in the foreground sail #36—Marko Majic and #17—Hugh Kidd Photo by Peter Marshall

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## 2009 Regatta Report

Canadian National IOM Championship Regatta June 5-7, 2009

By Martin Herbert

The Canadian National IOM Championship Regatta hosted by our club was an event blessed with good winds and great sailors from around the globe. One sailor from Great Britain, nine from California, four from Texas joined Canadians from across the country to make a truly formidable racing fleet, thirty-five strong.

Friday, day one, started with light but steady winds and the fleet sorted itself out with two seeding heats. West coast hopes were on fire as both these heats were won by BC boats, Graham Herbert and Nigel Ashman. Graham kept these hopes hot as he won the second race and in a daring move switched to B rig in the rising winds and won the third race as well. As the wind built all the boats switched down to B rigs and the west coast banner was taken up by Jess Atkinson of Alameda, California, who won the next two races before passing the torch to Jan Schmidt of Victoria. Day one was drawing to a close with no race winners east of Vancouver and six races won by islanders (Alameda being another island in the Pacific). In race seven the reigning Canadian Champion, Hugh Kidd, pulled off a win to break the trend and when the result sheet for the first day came out another trend was noted. Consistency pays: three boats were tied for the overall lead, two from Ontario and one from England and they only had

one first place among them. What they were doing was sailing calmly, patiently and cleanly near the top and staying out of trouble.

Day two started light with building wind and the fierce racing continued. Again the way to climb was to keep your head up and stay out of trouble, hard to do in

were completed on the Saturday to make 18 in total. Hugh Kidd dropped from first to third with Peter van Rossem moving into the lead and John Taylor, the Brit, moving to second. Jan Schmidt, who had been fourth, dropped to fifth but was still the leading BC boat.

Day three dawned cooler and with good A rig wind. By now the fleet had established itself and small groups were in desperate battles to move up or hang on. In



**Competitors and boats from the IOM Canadian Nationals hosted on Saltspring Island in June, 2009**

such a close-packed fleet. It was easy to make a small mistake and get bumped to B fleet and have to struggle to climb back up to A. The first four boats in B fleet are promoted to A and the last four in A are demoted to B so the racing is intense all over the course. Everybody except the incredibly cool Peter van Rossem spent a little time in B fleet. One of the times I was in B fleet I was racing with Hugh Kidd for the chance to return to A fleet. Eleven races

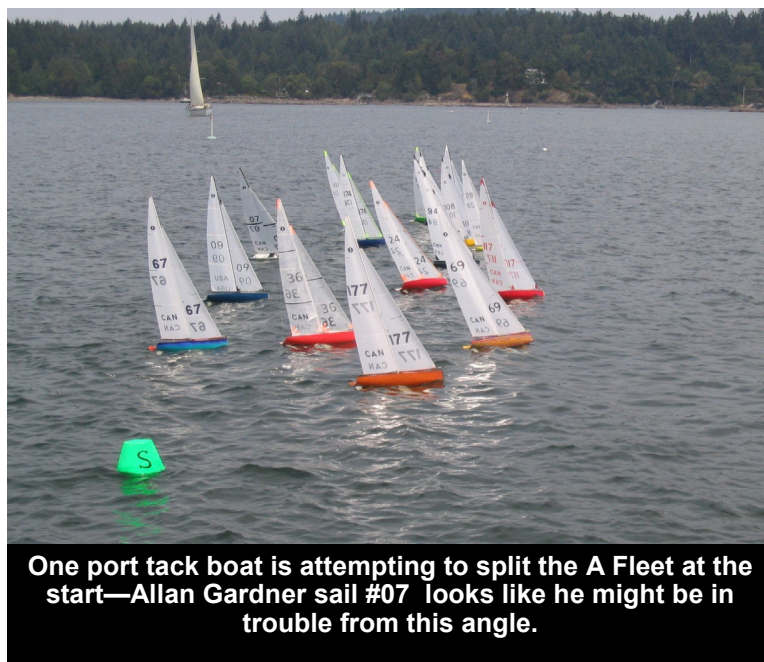
all my years of international racing in "manned boats" in national or world level competition, I have not experienced anything more exciting than this. With radio controlled boats you have an overall view of the racing that you can't get while trapped in the cockpit of one boat, as well as the camaraderie of standing next to the fellow you are racing against. Once more we were blessed with a building wind and a day of great racing and we leapt into the fray.



Peter van Rossem was on fire and won four of the last seven races to retake the championship from Hugh Kidd, who moved back up to second. Jess Atkinson was the first American at third. Victoria's Jan Schmidt had a bad day and dropped to tenth. Graham Herbert moved up to the first BC boat at seventh place. I was the third BC boat and the first Saltspring boat hanging on to twelfth by the skin of my teeth.

There were some real highlights for me, three that really stand out. First was the friendliness of the racers and their willingness to share knowledge. After the event a beautiful top end of B rig wind was blowing and those of us who had not had enough went for a sail. Brig North from Texas came down and gave me some hints and then sailed my boat and gave me some demonstrations. What a gentleman!

Second was seeing Tony Meek every morning, a smile on his face, putting out marks, handling the rescue boat and exuding seamanship.



**One port tack boat is attempting to split the A Fleet at the start—Allan Gardner sail #07 looks like he might be in trouble from this angle.**

He was the embodiment of what is really great about the SISC, the

little club that can do the big event. There were so many club members that helped and cheered us on, and kept us fed and sheltered, too many to name here. The SISC should be very proud of hosting this event and the job that was done. Our guests were well pleased. Look for a plaque presented to our Commodore, Jon Healey from the Royal Navy soon to appear on the club walls to prove it.

And third, my fellow SISC IOM sailors: Roger Kibble, who pulled a B rig out of the bag at the last minute and sailed so well in the big breezes yet still managed to organize and cook a fabulous meal for the whole crowd on the Saturday Night; and Bevan Wrate and Lawrie Neish, who gave up their own sailing to run the races and who always had a perfect starting line and a great course for every race.

So, fully humbled but still not battle shy, we resume our Thursday practice sessions. Recruits welcome!



**A few laughs, it's supposed to be fun after all.**



**On the line at the Canadians on Saltspring Island, BC**

## 2009 Canadian National IOM Championship Regatta

June 5th, 6th, 7th, 2009

Saltspring Island Sailing Club - West Coast Model Yacht Association

## 2009 Regatta Report

Victoria Canada Day Regatta

Newmarket, ON July 1, 2009

By Judy Preston

Well it was a small group of Victoria skippers that attended the Canada Day Regatta in Newmarket Ontario on July 1, 2009. It was a fun filled day and everyone had a good time. Thank you Charlie Mann for hosting this event.

There were 13 races held and the top three skippers took home some nice plaques and good memories.

	Name	Points
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1st	Charlie Mann	32 points
2nd	David Allsbrook	37 points
3rd	Ron Mills	42 points
4th	Bill Shorney	43 points
5th	Judy Preston	53 points
6th	Ron Vanword	73 points
7th	Bud Baldwin	83 points.

Position	Skipper	Sail No.	Points
1	Peter van Rossem	66	62.0
2	Hugh Kidd	117	91.0
3	Jess Atkinson	56	91.5
4	John Taylor	94	104.0
5	Brig North	111	107.0
6	Marko Majic	36	121.0
7	Graham Herbert	69	132.0
8	John Ebey	93	139.0
9	Jim Atkinson	17	140.0
10	Jan Schmidt	24	142.0
11	George Pedrick	50	150.0
12	Martin Herbert	177	247.0
13	Eric Rosenbaum	174	250.0
14	Bill Wright	09	254.0
15	Julian Laffin	67	274.0
16	Nigel Ashmann	28	289.0
17	John Ball	72	336.0
18	Gene Harris	136	363.0
19	Conrad Watters	133	371.0
20	Alan Finley	74	397.0
21	Eric Gregory	48	420.0
22	David Cook	37	445.0
23	Barry Fox	62	457.0
24	Steve Meredith	178	460.0
25	Ron Locke	108	483.0
26	Roger Kibble	109	485.0
27	Pete Fagan	70	486.0
28	Peter Brosch	217	549.0
29	Ernie Thorpe	78	579.0
30	Ray Kretchmar	68	584.0
31	Ron Ingalls	212	588.0
32	Ray Mireles	77	618.0
33	Allan Gardner	07	620.0
34	Bob Copley	05	640.0
35	Gordon Nash	22	705.0



The fleet from the Canada Day Regatta for Victoria's. The event was hosted by the eventual winner Charlie Mann.



Relaxing as demonstrated by Bill Shorney.



## 2009 Regatta Report

Canadian National Mini 12 Championship Regatta June 13, 2009

By Nigel Swettenham

Great participation for the 2009 M12 Nationals, which turned out to be both fun and very competitive. For once, the weatherman got the predictions almost perfectly correct. Mostly sunny and the forecasted possible afternoon shower never showed up. The morning winds were a little stronger than predicted but died somewhat later in the day.

Good to see the turn out from Ottawa and their fleet practice sure showed... I guess sailing down south in the winter and getting the weekly practice in REALLY helps! Unfortunately despite a concerted effort to get them out, none of the M12 fleets, other than Montreal and Ottawa, had anyone present or participating.

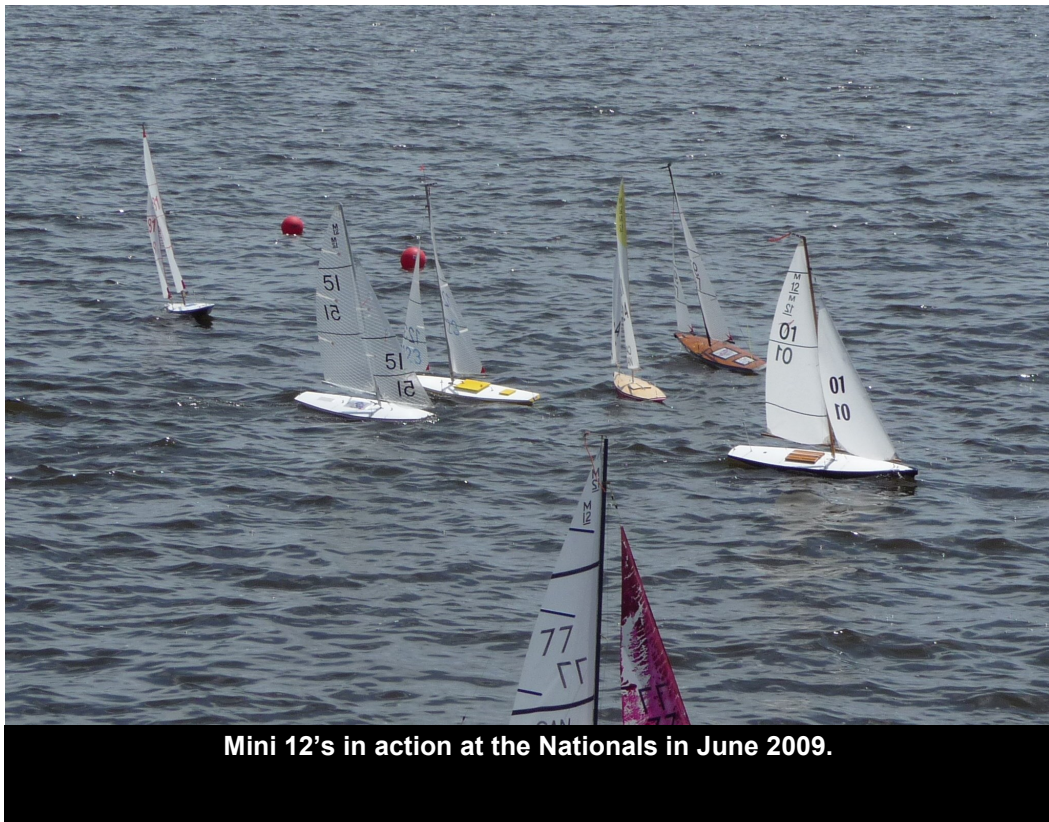
The Montreal sailors were somewhat rusty, having had only one day of practice on the water prior to a regatta. The problem in Montreal this spring has been high water flooding out our dingy storage site and limiting sailing days. Added to that it has been rain, rain, rain or, if not raining, NO WIND – typical sailors, always complaining that the weather is never right.

Due to last minute 'problems' at the planned Centennial Park venue, we had to relocate to the Pointe-Claire Millennium Pier, the usual home of the WISMC sailing fleet. Fortunately the City of Pointe-Claire gave us access to the old fire hall and its washroom facilities. Many thanks to Fred Walker for organizing the facilities and the City for coming to the rescue. The good news was that

the last minute change of location was communicated to almost everyone. One skipper did still end up at Centennial Park wondering where everyone was, but eventually made it to the correct location in time for the first race.

direction without going high. Add in a stronger than normal river current pushing you down and it was CHALLENGING. Even the Montreal sailors, used to the current, were getting caught out badly. High water was producing a stronger than normal current in a spot where it usually isn't a factor.

In hindsight the windward wing mark probably should have been reset.



Mini 12's in action at the Nationals in June 2009.

The planned post-race BBQ unfortunately had to be cancelled since the new location lacked picnic tables and the other amenities required. The club tried to make up for the disappointment with morning coffee and donuts to get the guys fuelled up for the day's racing.

Race review:

River sailing is SURE different from pond sailing and poses its own challenges.

The windward leg wing mark was almost impossible to make on a tack with the morning wind

With a pack of boats approaching the mark, it seemed to be impossible to get the fleet round without multiple incidents as boats missed or touched the marks.

Spoiled a lot of otherwise good races for some, but it became the fleet leveller as everyone had the same problem at some point. But no excuses, we were all sailing the same course.

As the afternoon progressed and the wind dropped, some of us just seemed to miss the tactic of rounding the downwind gate starboard buoy coming back to the



(Continued from page 13)

line. Had some good races using the port mark in the morning and got sucked into doing it again (and again!) when we SHOULD have changed tactics. After the wind dropped, coming back to port and into the bay was a disaster. There was a definite wind shadow right in line with the downwind marks. Silly thing was we were ALL experiencing it on the downwind leg and yet many boats would tack to port and end up having to sail back through it. The guys who went to starboard had a lot longer leg to sail but made up for it with boat speed. Question of the shortest lines verses the fastest line and making the RIGHT choice!

No boat was 'fast' or had any appreciable speed advantage, which is the great leveller with a One-Design class and it really became a 'Skippers race'. Bill Croft might be new to M12 sailing but watch out guys, I suspect he is one skipper who will be giving the more experienced sailors lessons

## VERY SOON!

Well-deserved win by Bob Shea, he got the tactics right when it counted. Was surprised how close the results were at the end of the day. I never checked the scores during the race and figured both Bob and Bill were further ahead – funny thing, you notice your own BAD races but don't seem to notice other people having them too!

No incidents during the day, no one fell out of the dingy (smile) and very few rescues due to equipment or boat problems. Race was well organized and everyone seemed to enjoy themselves.

Our dedicated scoring and marshalling team of Bob Steadman and Wesley Potapowicz deserved everyone's thanks. Courtesy of Ted's Hobbies in Pointe-Claire, we presented them each with a gift certificate in appreciation for this and all the previous events they have helped out with. Small tribute to our volunteers but where would we be without them?

SKIPPER	SAIL#	FINAL
Shea Bob	81	42
Croft Bill	124	43
Swettenham Nigel	97	48
Livadarus Andrew	82	62
Edge Dennis	51	73
Whittingstall Phil	1	74
Goom Kevin	104	78
Robinet Dany	126	115
Cseke Lewis	77	123
Blackwood Al	73	138
Whitworth Tony	80	143
Kopec Joe	90	193
Styrczula Leo	115	187
Mealey Dave	7	224
Belisles Gilles	74	240



Mini 12's Nationals participants pose with the CRYA Banner and the trophy. Congratulations to Bob Shea.



**Poor Man's Worlds—June 21, 2009**

Hosted by  
VMSS, WCMYA, Maple Bay Yacht Club

Position	Skipper	Sail No.	Points
1	Graham Herbert	69	11.0
2	Martin Herbert	177	21.0
3	John Ball	72	35.0
4	David Cook	50	48.0
5	Todd Blumel	107	51.0
6	Roger Kibble	09	57.0
7	Steve Meredith	78	61.0
8	Barry Fox	32	64.0
9	David Taylor	30	82.0
10	Robb McDonough	33	91.0
11	Bob Copely	05	97.0
12	Jenny Taylor	105	102.0
13	Ron Pitman	66	110.0
14	Ron Ingalls	212	115.0

**Crop Circle Regatta—July 19th, 2009**

Hosted by  
VMSS

Position	Skipper	Sail No.	Points
1	Graham Herbert	69	15.0
2	Julian Laffin	67	33.0
3	Martin Herbert	25	40.0
4	David Cook	50	49.0
5	Ole Pederson	77	51.0
6	David Taylor	30	75.0
7	Pete Fagan	70	82.0
8	Bob Copley	05	90.0
9	Ron Ingalls	212	136.0
10	John Ball	72	145.0
11	Jenny Taylor	105	162.0
12	Peter Crowe	03	165.0



## A Tale of Two Ponds

By Jim Goddard

One pond really, the Halifax Area Model Yacht Club sails most often at Sullivan's Pond in Dartmouth, NS. Our pond rivals any I have sailed in including Humber park in Toronto. We love the pond with it's walls for walking along, and prevailing south west winds that project along the length of the pond. Like most ponds the winds are shifty and they reward and punish sailors with alarming frequency.

When we have hosted the Canadian National Soling 1M Regatta here in 2005 and 2008 we have chosen not to use Sullivan's Pond because we simply cannot be sure that there will be enough water in the pond to hold the event.

On the right is a picture of the pond during the canoe regatta held here and the water was withheld in the lake upstream for that event. A couple of days later we have the picture on the left. So in the course of a week we have great sailing, a mud puddle and back again.

One plus from this series of

events, we now know for sure the city can control the water level in our pond—they claimed before they could not. In addition, I now have the contact information for the people who look after it.

Our model yacht club really does not even appear on the radar of the city, and I wonder what we can do to change that. We have a great activity for people of all ages, and we need to get out and make ourselves heard.

## 2009 Western Canadian IOM Regional Championship

September 19 – 20, 2009, Maple Bay, BC

1. **Event:** The Western Coast Model Yachting Association and Victoria Model Shipbuilding Society invite International One Metre (IOM) sailors to the Western Canadian IOM Regional Championship Regatta at Maple Bay Yacht Club near Duncan, BC. Boats will be subject to an event measurement session. Boats arriving late will be measured during the first day lunch break. Major measurement discrepancies will result in the loss of morning sailing results for the offending boats. Sailing will take place over two days, September 19th and 20<sup>th</sup>. To accommodate out of town sailors, sailing will begin at 10:30 on Saturday and at 9:30 on Sunday. The last race will start before 3:30 PM on Sunday.
2. **Eligibility:** Entrants must be current members of the CRYA or their National Authority. Yachts must comply with the IOM Class Rules dated 2007 and any approved amendments for 2009 and have a valid measurement certificate or other required documentation and present it at check-in. Both of these requirements will be checked at registration and must be presented.
3. **Entry:** **Entry fee is \$25**, which includes an event momento, bottled drinking water and other yet to be announced services. Please make cheques payable to VMSS.  
  
Entries must be received no later than **September 7<sup>th</sup>, 2009**. Late entries may be accepted at the discretion of the Regatta Chairman. **Late Entry fee will be \$35**.  
  
Frequencies will be allocated based on the date of receipt of paid entries including those accepted after the entry deadline.
4. **Accommodation** **Duncan, BC** has a variety of accommodation. Further information on area facilities will be distributed at a later date.
5. **Contact:** **Regatta Chair** – Barry Fox, #210, 1521 Church Avenue, Victoria, BC V8P 5T7  
[bcdfox1@gmail.com](mailto:bcdfox1@gmail.com)

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

### ENTRY FORM 2009 Western Canadian IOM Regional Championship

September 19 – 20, 2009, Maple Bay, BC

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

#### BOAT INFORMATION:

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





## 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](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 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)*



P.O. Box 250, Stowe, Vermont 05672  
802-253-7131

## The 2009 S1M "CanAm Challenge Cup" Regatta

### "The Beginnings of a Friendly Cross-Border Rivalry"

**Saturday Sept. 12 & Sunday Sept. 13, 2009**

Location: Commodores Pond, Commodores Inn, Stowe VT 05672  
 Registration Fee: \$65 USD – includes Coffee, Sodas, Lunches, Saturday Dinner & Awards  
 For Information: Charlie Berry – E-mail: [cberry@vtlink.net](mailto:cberry@vtlink.net)  
 Bruce Nourjian – E-mail: [bruce@commodoresinn.com](mailto:bruce@commodoresinn.com)  
 Lodging: Special Regatta rates; Call 1-800-44STOWE(7-8693). *Limited room availability.*

#### 2009 CanAm Regatta Entry Form

Name: \_\_\_\_\_ AMYA/CRYA # \_\_\_\_\_ Club Name: \_\_\_\_\_

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

City: \_\_\_\_\_ State/Prov: \_\_\_\_\_ ZIP: \_\_\_\_\_ Phone: \_\_\_\_\_

email: \_\_\_\_\_

Registered Sail Number: \_\_\_\_\_ Actual Number on Main: \_\_\_\_\_

Frequency Preferred: \_\_\_\_\_ Alt#1 \_\_\_\_\_ Alt#2 \_\_\_\_\_ OR: Ck here if 2.4 GHz: \_\_\_\_\_

Registration Fee: \$65 USD – Checks Payable to "Stowe Yacht Club"  
 Sat Dinner: \$20 per guest ("Prime Rib Buffet" - included for Skippers)  
 Sat Lunch: \$10 per guest (included for Skippers)  
 Sun Lunch: \$10 per guest (included for Skippers)

Mailing Address: Commodores Inn, PO Box 970, Stowe VT 05672  
 Website: [www.commodoresinn.com](http://www.commodoresinn.com)

Registration	\$ 65.00
Dinner for Guest	\$ _____
Sat Lunch Guest	\$ _____
Sun Lunch Guest	\$ _____

Total \$ \_\_\_\_\_

In consideration of accepting this entry, I hereby for myself, heirs, executors and administrators, waive and release any and all rights to claim damages that I or my family may have acquired against Stowe Yacht Club or it's members, or the sailing site, owners, employees, agents, representatives or assign, or the American Model Yacht Association and it's members during this regatta and related events.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

If you require lodging for the Regatta, please call the Inn @ 800-44STOWE (78693) or email [reservations@commodoresinn.com](mailto:reservations@commodoresinn.com).  
 Mention the Green Mountain Regatta for a special room rate.



Position	Name	Address	Phone / Fax	Email
<b>President</b>	<b>Gary Bugden</b>	63 Union Street, Bedford, NS B4A 2B6	Tel: 902-835-5006 Fax: 902-835-4963	president@crya.ca
<b>Past 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)	pastpresident@crya.ca
<b>Executive Secretary</b>	<b>Nigel Ashman</b>	416-580 Raven Woods Dr. North Vancouver, BC V7G2T2	604-929-7730	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>Newsletter 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>Lana Butler</b>	1429 Sydenham Road, Kingston, ON K7L 4V4	613-634-1140 (day) 613-546-9777 (night) 613-634-1109 (fax)	pastpresident@crya.ca
<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@rogers.com
<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 Pete VanRossem 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



# Canadian Radio Yachting Association

## MEMBERSHIP APPLICATION

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

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

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

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

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

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

CLUB NAME: \_\_\_\_\_

CITY \_\_\_\_\_ PROVINCE \_\_\_\_\_

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

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

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

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

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

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

List New or Transferred Boats:-

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

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

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