



# Canadian Radio Yachting

*The Publication of the Canadian Radio Yachting Association*

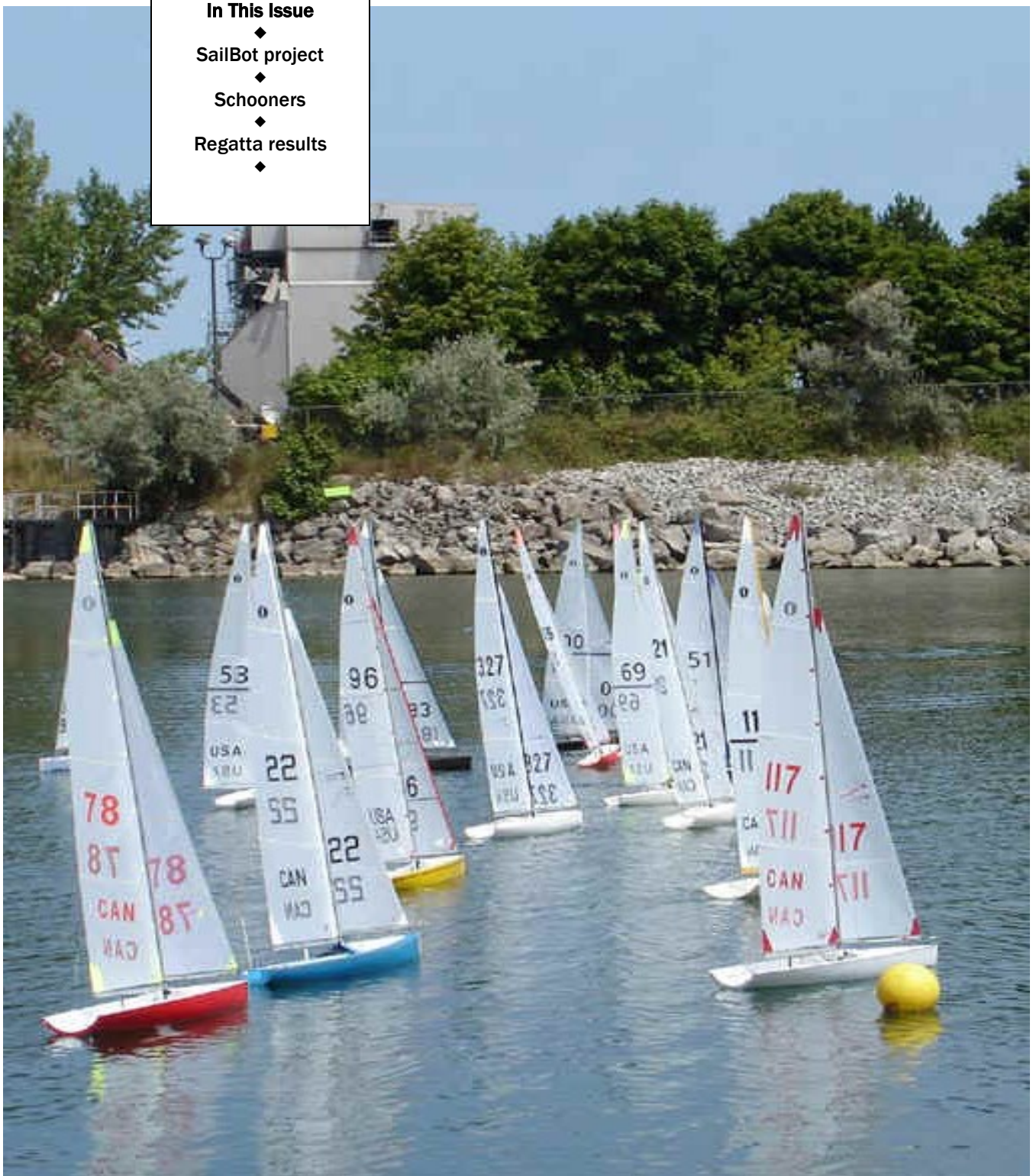
Summer 2007

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SailBot project

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## CRYA: Canada's Radio Control Sailing Authority

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

For membership information

## Canadian Radio Yachting Newsletter

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

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

Our preference is that all material

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

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

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

## Publications Available to CRYA Members

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

## CRYA Business Calendar

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

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

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

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

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

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

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

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

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

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

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

## On the Cover

**"Off to a relaxed start"** In the light wind of the second day of the IOM Invitational held in Toronto, the start line, with 14 or 15 boats at the line, was usually crowded but, for the most part, orderly.

In this shot, coincidentally, Peter VanRossem #11, Hugh Kidd #117 and Tony Gonsalves #51 the eventual winners of the regatta, are 1-2-3 at the Line as the gun goes.

Don't miss the report and pictures in this issue.

## Advertisements

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

## Advertising Rates

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

## Who's Who In The CRYA

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
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	<b>Lawrie Neish</b>		250-537-2053	wlneish@saltspring.com
<b>Maritimes</b>	<b>Jim Goddard</b>	108 Thistle Street, Dartmouth NS B3A 2V9	902-433 0356 902-488 1601 (cel)	jwgaccesscable.net
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<b>Quebec</b>	<b>Dennis Edge</b>	566 Essex Road Beaconsfield, PQ H9W 3V9	514-630-3777	authentica@sympatico.ca
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<b>A Class</b>	<b>Doug Diet</b>	461 Belle Isle View, Windsor, ON N8S 3G2	519- 974-6101	ddiet@wincom.net
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<b>US 1 M</b>	<b>Dave Bowes</b>	1095 Afton Rd., Peterborough, ON K9J 8L1	905-745-1088	dbowes12@cogeco.ca
<b>Victoria</b>	<b>Charlie Mann</b>	80, Newbury Drive, Newmarket, ON L3Y 4R3	905-868-9329	c.e.mann@sympatico.ca
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<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	604 684 6560	nigel@attessa3.com
	<b>Lawrie Neish</b>		250 537 2053	wlneish@saltspring.com
<b>Quebec</b>	<b>Dennis Edge</b>	Beaconsfield PQ	514 630 3777	Authentica@sympatico.ca
<b>Ontario</b>	<b>Hugh Kidd Peter VanRossem</b>	Toronto Kingston	416-488-8466 613-546-9777	hugh.kidd@bjc.com vanrossem@king.igs.net

# President's Report

By Lana Butler.

President@crya.ca.

Across the country, sailing is still in full force. Local fleets are still racing and meeting, and there are still plenty of regattas happening. Our Canadian National Championships were a little leaner this year, but we added a number of Regional Regattas. Our CRYA event banners have flown proud and continue to do so. I would like to see those classes that were left out of this year's national schedule, get back up to the line next year.

As the summer starts to wind down, I would like to thank those of you who continue to send news of your building, sailing, and racing adventures and encourage those of you who don't, to work on that over the fall months. The Newsletter has a bit of a time gathering enough copy to put together an issue any time of year, but the winter issue is most in need of your thoughts.

Now is also the time to start planning next year's regattas, this winter's workshops and prepare to overhaul those yachts once the water gets hard. If you are interested in hosting a regatta, let your class secretary know and they will guide you in the process. Whether it be an invitational, a National or Regional Regatta, your enthusiasm will be well met and appreciated. We are looking for next year's venues for the class championships in all classes, as well as regional and local re-

gatta schedules so we can all plan our 2008 sailing season. Send Gary, our regatta coordinator, any information you have right away to assist him in the planning of the 2008 schedule.

Administratively speaking, this is not an election year, however, now is also the time to get your feet wet if you wish to come "on board" next year. If you are keen on any of the executive or board positions, please let us know so we can pair you up with this year's position for mentorship.

Many thanks goes out to all the Executive, Board, and extraneous members of the CRYA for their continued dedication to making this a truly national sport in Canada.

The CRYA Website continues to do its intended job. We have been able to keep regatta's up to date, change the front page photo occasionally and keep the "who's who" current. We continue to appreciate your suggestions and "constructive" criticism. We also continue to compile "Club" listings, so keep sending us your local club information to compile.

The Canadian Yachting Association's "gold, silver and bronze" medals for our Canadian Championships have been delayed this year. With our apologies, we will be sending those out shortly.

We are still accepting nominations for 2007 Sailor of the year. This honour will be bestowed before the next newsletter, so get us your nomination's profiles today.

A reminder to all IOM owners, there is an upcoming IOMICA Annual General Meeting scheduled for October of this year. Please make sure that we have a current email address for you so you can be involved in the voting processes. This will take place mid September.

Enjoy the rest of your sailing season. If you hear what's going on in the Canadian RC world, get in touch with us and let us know. As always, I continue to appreciate your viewpoints and invite anyone with an opinion to forward it to us.

Regards,  
Lana Butler  
President, CRYA

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## \*\*\* NOTICE TO ALL IOM SKIPPERS \*\*\*

The 2007 IOM World Championship, taking place in Marseille France, will be upon us very soon. We have one Canadian Skipper attending to represent Canada. Peter Van Rossem will be racing his TS2 in the event. For anyone who wishes to follow the action, the Worlds website link is.. <http://www.ycpr.net/> Just follow the links to the 2007 IOM World Championships.

## \*\*\*NOTICE TO ALL IOM SKIPPERS\*\*\*

The 2007 IOMICA AGM will take place at the World's in October. It is important for Canada to have as much voting power as we deserve. If you have not registered your IOM, please do so now so you can be included in our numbers for voting purposes. Email address is most useful when it comes to voting for the IOM's. We will do what we can to ensure all get a voice, but snail mail is sometimes slower than the process. Please let us know if you are not reachable by email and we will call you to acquire your opinion.

# West Coast Report

By Lawrie Neish

In a summer replete with news of climate disasters, I am happy to report that out here on the last stop before Japan we have had just sufficient rain to wash the dust from tree leaves, keep the grass growing at a rate which does not interfere with sailing and sustain the water level of our sailing venues.

On the coast, sailing activity centres on three classes, IOM, ODEM and Soling. Of the three classes with the ODEM's safely on their island fortress of Gabriola, perhaps the Soling is most at risk. The MVIMM at Nanaimo have a large potential fleet but this does not translate into an active sailing fleet. In an effort to blow the accumulated dust from the area Solings, the MVIMM is hosting a Western Championship for the class under the able direction of Bruno Clozza. This is to be held on the week end 13<sup>th</sup> - 14<sup>th</sup> October - see the NOR in this newsletter.

The IOM's now have a strong fleet in Victoria and two lesser fleets centred on Saltspring and in Nanaimo with a number of boats scattered along Vancouver Island. Two years ago, I think it safe to say, racing sailing was in the doldrums, and that it is now very active is almost entirely due to the IOM skippers being

willing to travel and support each fleet.

The All Island Spring series wound up with the circus travelling to Saltspring for the last event prior to the IOM Nationals. Held at Saltspring Island Sailing Club, the island maintained its reputation for good sailing. The IOM event was won by Allan Gardner and the Solings by Peter Brosch. The IOM series winner was Barry Fox with Dave Seager, Scott Ringrose and Allan Gardner pushing hard. In the Solings Peter held off Brent Redberger and Ray Kretchmar to win.

Two weeks later saw SISC hosting the IOM Nationals. There is a report on the event else where in the newsletter, but I would like to add my comments on the event here. We were blessed in many ways - the strong contingent of really great guys from south of the border - good weather and winds - and Roger Kibble's fabulous salmon barbeque not to mention Lana's wonderful help and Peter Van Rossem making sure the title stayed in Canada. From the email comments I received I gathered two things for the future, the first was it was to happen again in 2009 and that we had to make certain that Roger, at all costs, be persuaded to repeat his performance. Right at this moment we are trying to

bribe him with a new boat!

During the rest of the spring and summer Victoria continued its twice a month Sunday afternoon sailing sessions and on other weekends a number of - as soccer styles it - "friendlies" have taken place with skippers travelling to Nanaimo and Saltspring Island. Both of these events have been well attended and provided good sailing with the most recent having a fleet of fourteen boats sailing.

The major coming event is the Western IOM championship on the week-end September 15 -16<sup>th</sup> - see the NOR in this newsletter.

The "Sweat Equity" project continues well with five boats left to complete from last winters production and six more boats awaiting the completion of the tooling for two new designs.

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## Ontario Report

By Terry Doble

The annual Kingston YC / Hudson YC, regatta was this year held in Kingston on the weekend of June 16/17. 5 sailors drove from Hudson to race their Solings against 6 of the Kingston sailors. Racing took place off the sea wall at KYC with a 5 to 10 km. breeze from the West. Boats sailed in two foot waves making for some interesting situations at the marks. Paul Switzer and yours truly did the scoring, John Lowther was the overall winner with Dick Stanford second and Don Hushion from Hudson third.

The AMYA Region One Soling One Meter championship race was held at the Hudson YC this year on July 14/15. Sailors sailed in the waters of the Ottawa river off the Hudson Y.C grounds. The competitors included Paul Fixx the

AMYA Soling one meter class secretary who drove from Stowe Vermont for the event.

Paul Switzer from KYC was the overall winner. Paul Fixx and Roy Foland tied for second place but Paul got the nod due to better finishes. Roy was the first HYC sailor.

Paul Switzer will now be able to display the three red chevrons on his Soling as AMYA Region one champ. I'm told that everyone had a great time in Hudson. I wish I could have been there.

Despite getting off to a shaky organizational start in the planning stage members of the Qunte Model Y.C. rallied around to run the Belleville Mini 12 Enduro regatta as scheduled on July 14.

Nine sailors showed up at the bay of Quinte Y.C. to race off the point at the club. Wind conditions were variable during the day but did not bother Toronto's Sandy Struthers who took the first place, Peter Savidge of QMYC was second and Bernie Reid took the third place trophy home to Ottawa with him.

In the Spring an illustrated article on our activities at QMYC appeared in a local newspaper. Two of the people who read it were interested enough to come to a race night, liked what they saw and purchased Mini 12 's. Advertising our sport does pay off.



# Halifax Model Yacht Club

East Coast Spring and Summer Report  
By Jim Goddard

This year we began using the handicap system featured on the website of the Lee Valley Yacht Club in Britain. We assigned each member a handicap, allowing a 30, 20 or 10 second advance start. Our first series in June got off to a slow start with some difficult weather conditions and people away on business.

The RYGGed starting system worked well to ease the starts for the beginners and made for some close racing coming to the finish line. You can check out the details of this simple handicap system at <http://www.leevalleymyc.org.uk/ryggged.html>

We participated at the Bedford Basin Yacht Club opening regatta in

June, sailing in the morning before the big boat regatta. The conditions were challenging but we had some good sailing, and a good time was had by all. I managed to take a spill on the dock when I stepped in a hole in the deck, keeping my reputation for clumsiness alive and well. We kept this event a low stress one, no records were kept. Everyone enjoys the chance to sail without the results being displayed for the world.

We are keeping alive our “Ale and Sail” with one event scheduled each month this summer. The “Ale and Sail” is hosted by Anne and Bob Boutilier at their home on the Bedford Basin on a Friday night and features a BBQ and some fun racing for sailors and partners.

Like most clubs we are constantly looking for new members and this year we have a couple of new Soling One Meters joining the fleet. We have been struck with weed problems at our Sullivan's Pond sailing site this year, so we will be shifting to a new site in Bedford, NS until the fall.

Check out our schedule and all our club activities at our website [www.hamyc.ca](http://www.hamyc.ca)



Above: A bit of bad luck on the opening day of the regatta. Jim Goddard #544 gets himself tangled with another boat. His notes said he was on starboard when the collision occurred, but he looks fairly well close hauled on a port tack from this angle.

# 2007 Western Canadian IOM Regional Championship

*September 15 -16, 2007, Victoria, BC*

- 1. Event:** The Victoria Model Shipbuilding Society (VMSS) invites International One Metre (IOM) sailors to the Western Canadian IOM Regional Championship Regatta at Beaver Lake, Victoria, BC. Sailing will take place over two days, September 15<sup>th</sup> and 16<sup>th</sup>. To accommodate out of town sailors, sailing will begin at noon on Saturday and at 9:30 on Sunday. The last race will start before 3:30 PM on Sunday.
- 2. Eligibility:** Entrants must be current members of the CRYA or their National Authority. Yachts must comply with the IOM Class Rules dated 2007 and have a valid measurement certificate or other required documentation and present it at check-in
- 3. Entry:** **Entry fee is \$25**, which includes lunches both sailing days and dinner on Saturday evening. Please make cheques payable to VMSS.
- Entries must be received no later than **August 31, 2007**. Late entries may be accepted at the discretion of the Regatta Chairman. **Late Entry fee will be \$35**.
- Frequencies will be allocated based on the date of receipt of paid entries including those accepted after the entry deadline.
- 4. Accommodation** There are many hotels and motels nearby the lake. Further information on area facilities will be distributed at a later date. Some billeting may be available on a first come first served basis. In order to explore those possibilities please Contact the Regatta Chair as soon as possible.
- 5. Contact:** **Regatta Chair** - Barry Fox, #210, 1521 Church Ave. Victoria, BC, V8P 5T2, (250) 710-9665, [bdfox1@gmail.com](mailto:bdfox1@gmail.com)

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

## ENTRY FORM

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

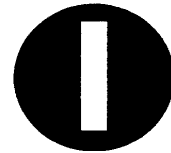
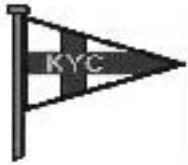
<b>Skipper/Entrant Name</b>					
<b>Address</b>				<b>City</b>	
<b>Prov/State</b>		<b>Postal/ZIP Code</b>		<b>Country</b>	
<b>Telephone: Home</b>		<b>Work</b>		<b>Other</b>	
<b>CRYA Member #</b>		<b>AMYA Member #</b>			
<b>eMail Address:</b>					

### BOAT INFORMATION:

<b>Hull #</b>		<b>Sail #</b>			
<b>Freq. #Pref 1</b>		<b>Pref 2</b>		<b>Pref 3</b>	
<b>Hull Design</b>		<b>Sailmaker</b>		<b>Radio Mfg</b>	

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



**2007 IOM Eastern Championship  
September 14-15-16, 2007 - 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 2007 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 Tel: (613) 548-3052 Fax: (613) 548-8876

**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, 2007.

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 2007 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)*



# Western Canadian Soling Regional Championship Regatta

**October 13<sup>th</sup>, 14<sup>th</sup>, 2007, Inn on the Lake, Long lake, Nanaimo, BC**

- 1. Event:** The Mid Vancouver Island Marine Modellers invites Soling sailors to the Western Canadian Soling Regional Championship Regatta at Long Lake, Nanaimo, BC.
- 2. Eligibility:** Entrants must current members of the CRYA or their National Authority. Yachts must comply with the Soling Class Rules and have a valid measurement certificate or other required documentation and present it at check-in
- 3. Entry:** **Entry fee is \$25**, which includes lunches and drinks both days. We will try to arrange a no host dinner locally on Saturday evening. Please make cheques payable to Bruno Clozza.
- Entries must be received no later than **October 8<sup>th</sup>, 2007**. Late entries may be accepted at the discretion of the Regatta Chairman. **Late Entry fee will be \$30.**
- Frequencies will be allocated based on the date of receipt of paid entries including those accepted after the entry deadline.
- 4. Accommodation** Inn On The Lake – Thaylin Parrish, Manager. Reservations at 1-800-565-1144 or at [www.innonlonglake.com](http://www.innonlonglake.com) Hotel is located at 4700 N Island Highway (19A) at Mostar/Rutherford Road, Nanaimo, BC V9T 1W6. Mention Soling Regatta when making reservation.
- 5. Contact:** Bruno Clozza, Regatta Chair, [bclozza@shaw.ca](mailto:bclozza@shaw.ca), Ph. 250-758-7984, Ste. 115, 5620 Edgewater Lane, Nanaimo, BC, V9T 6K1

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

### Western Canadian Soling Regional Championship Regatta

**October 13<sup>th</sup>, 14<sup>th</sup>, 2007, Long Lake, Nanaimo, 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	

# One Design Racing Schooners ?!

## What Rot.....But why Not !

By D.B.Munro

Have you ever wondered why, at every model Yacht regatta you have ever attended that the competing boats are always Marconi rigged single-masted vessels?

Simplified sailing and maximum aerodynamic efficiency are the oft-stated reasons for the prolific spread of the boring sloop rig.

This stultifying sameness was not always so. Ninety years ago in England, there existed classes of model racing schooners. One of the chief proponents of this rig was Bill Daniels who designed many model yachts of great beauty in his time. His finest was a breathtakingly beautiful two masted schooner named Prospero. I have a small sketch and sail plan of her as well as a full table of offsets for her lines drawing. Often, when on my couch I lie in vacant or in pensive mood, I dream of re-drawing Prospero! The notion passes the next day, when I contemplate how an 82-year-old man could possibly launch and recover a 70-inch schooner with her sails still full of wind on a very blowy day!

According to the "Model Engineer" magazines of the 1912 period, quite a few Prosperos were built in the British world.....Even someone in Regina Saskatchewan built one in 1914 and there are photos in the magazine to prove it.

This boredom with sameness manifests itself amongst our Ottawa sailors. Frank Scott, some years ago, brought a two masted clipper bowed schooner of his own design to our pond. This was followed a couple of years later when Lou Beaudoin and Jim Horne both appeared with schooner rigged Mini-12s. They all sailed very well and looked great on the water. Don Nelson topped everyone with his Marconi rigged four masted schooner also based on a Mini-12 hull. It sailed very fast, in fact I could perceive little

speed difference between it and the conventional sloop rigged Mini-12s. Her appearance is show stopping.

Gaff-headed sailing rigs came into disrepute in the 1920s because they were not as efficient to windward as the Marconi rigged Sloops. This is because their gaffs sagged off to leeward when close hauled. What few people realize today is that off the wind, the gaff sail has it all over the Marconi rigged boats because there is more area in the upper part of the sail.

If the deficiencies of the gaff rig still discourage one, you could incorporate an apparent topsail into the sail plan. This topsail would be part and parcel of the mainsail, but instead of a gaff, there would be a long batten running from the mast to the "gaff peak" on each side of the sail and glued to it. (see "Designs"- "Mystic", Wooden Boat magazine No.195 March-April 2007). This would prevent the sagging of a gaff and give a lower sail plan height and thus a lower total center of effort.

My suggestion then is this- Why would we not design a schooner class based on the dimensions of, say a One-Meter boat (for portability) with a full keel and a skeg rudder configuration to obviate the weed problems. The vessel would be two masted with a single jib, foresail and main sail to keep things simple. This schooner could have gaff, or Marconi headed sails, or a combination of both. I prefer the gaff rig though for appearances sake.

The hull should have a pronounced and graceful sheerline and an out-of-the-water raked transom to impart a period look to the vessel. This would endear her to old people who like the lovely yachts of the 1920s. Painted with a red bottom and black topsides she might even pass for a small Grand Banks schooner (Bluenose

like perhaps).

Eight or nine years ago, I designed the meter long sloop Isis with all the above attributes. The drawings sat around for a long time before my friend Peter Ade came to me for some suggestions on a new boat he wanted to build. I showed him my plans for Isis and he was pleased with her looks and immediately set about building her. He made a beautiful job of construction and the boat sailed flawlessly. I was impressed by her performance.

Peter was so pleased with Isis that he built a second hull and came to me with the idea of schooner rigging her. I liked his suggestion and designed a Grand Banks schooner gaff rig. This boat is now finished except for the sails, so I have not yet had a chance to sail her. I have included with this article a photo of both the sloop and the schooner versions built from my Isis drawings and their sail plans as a suggestion for a new class.

Well Shipmates, how about it? Could we establish a one-design schooner class that would be weed free, easy to rig and sail, with portability and a delight to the eye. A boat like this could well prove attractive to the "vintage" enthusiast too.

Write to Canadian Radio Yachting and let us have your opinions and suggestions.

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### \*\*\*NOTICE TO ALL CRYA MEMBERS\*\*\*

We are currently looking for nominations for the 2007 Sailor of the Year. Please take a moment and think about those skippers around you who are contributing to the betterment of the RC Sailing sport in Canada and who has made great strides this year in doing so. We await your nominations and look forward to crowning a new inspiration to the CRYA RC Wall of Fame. Come on guys, make us work this year. I know there are heroes out there.



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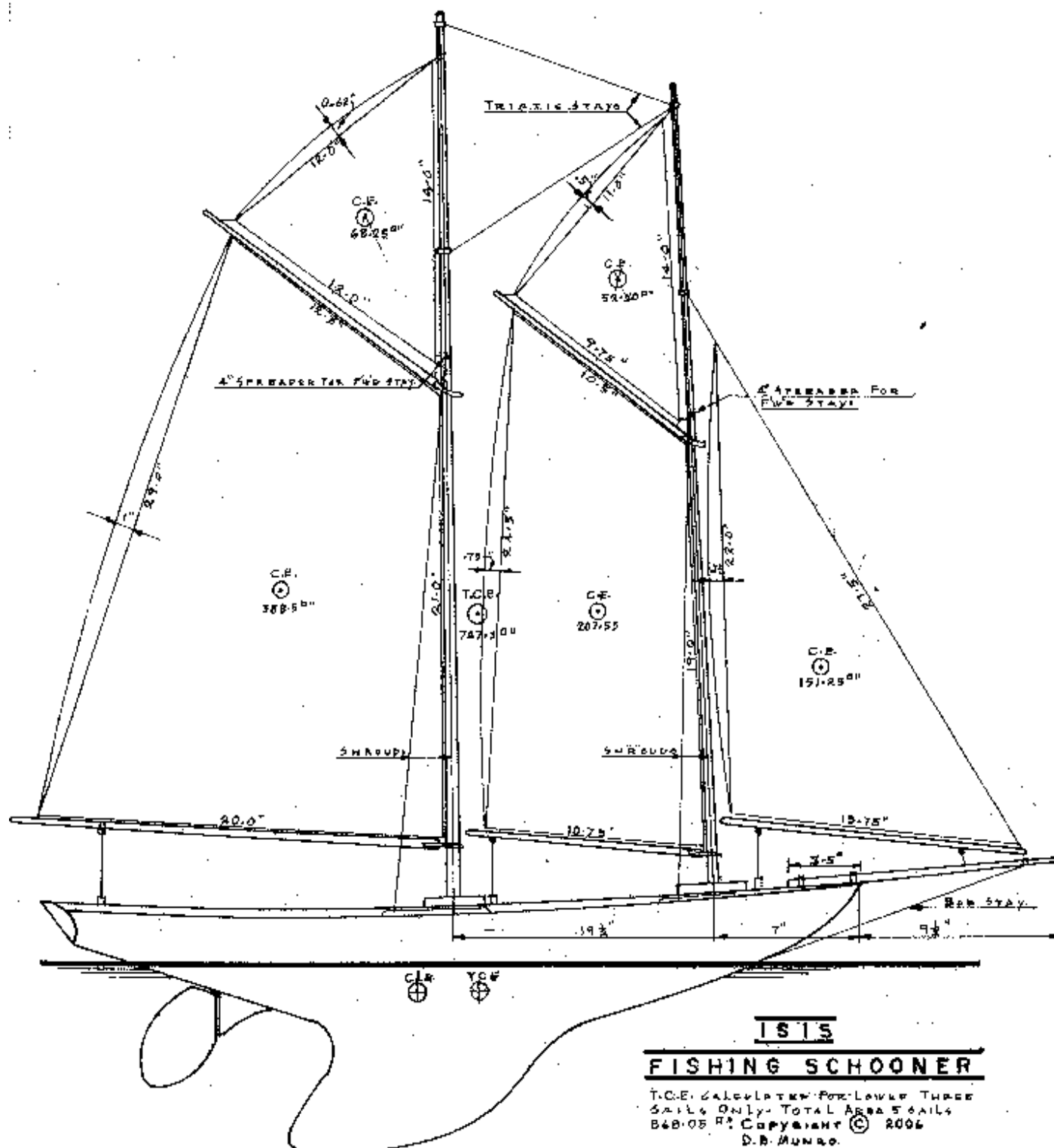
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# ISIS FISHING SCHOONER

Further to the previous article  
Mr. Munro's drawing of the sail plan and measurement for the Isis Fishing Schooner

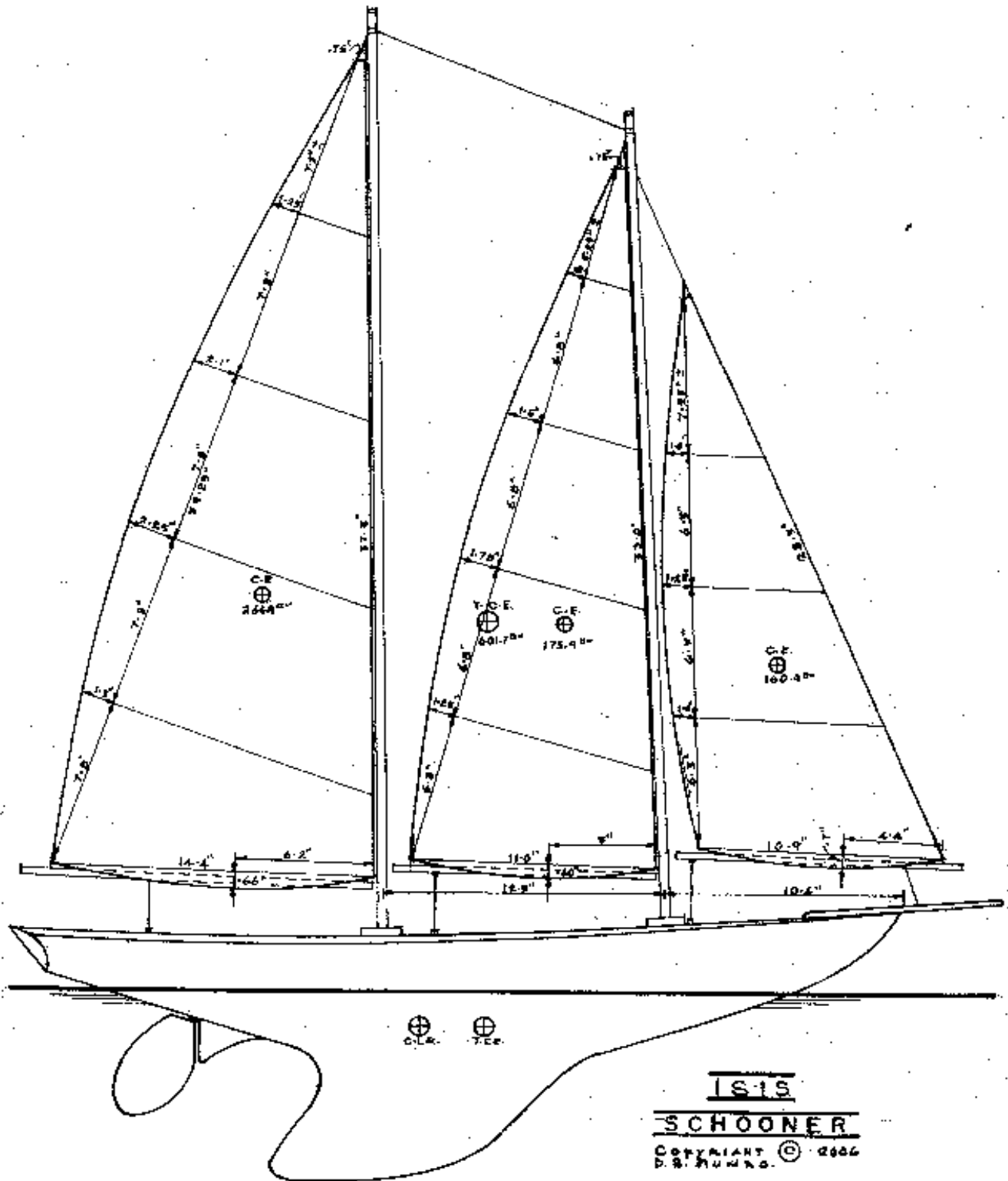


# ISIS SCHOONER

Sail plan of the Isis Schooner

Both yachts designed on the hull of Mini 12

For further details and lines drawings contact Mr. Douglas Munro, 63 Aylen Ave., Ottawa, K2A 3P8





# IOM Invitational Regatta—Toronto

By Mike Gibbon

Metro Marine Modellers were the hosts for the IOM Invitational Regatta held at their Port Credit Marina site over the August 18th/19th weekend. Myra Davidson was the event organiser and not only did she manage all the arrangements, and some quite wonderful food, she also laid on some pretty good sailing weather.

Those attending the practice sail on for the afternoon of the Friday, August 17th night, however, have been a little less complementary about the weather that day. Those who had arrived early from afar and some of the locals, took the opportunity to “tune-up” at the regatta site. This soon became something of a survival exercise as the wind on that Friday afternoon must have been gusting to close to 30knots at times and a number of IOMs soon were doing their well known “look at me—I am a duck” impersonation. This is where they race downwind in a welter of spray, then dip their nose under and finally wave their bottoms in the air as they go from 8 knots to zero in a boat length.

But by the Saturday morning those high winds had gone to be replaced by a nice “A-Rig breeze” which prevailed all day and was quite steady in direction. During the day there were a couple of times we had to nudge the marks over a little but the wind was good and not too shifty. We had planned to sail in heats but a vote of the skippers before racing started changed that to all race together even though we were expecting 17 competitors. And that was a good call as with a single race per round we managed to get in 16 rounds by 4pm.

Peter Van Rossen, Tony Gonzalves and Hugh Kidd were, at that point, separated just a few points and Marko, Jake and Iain were not that far away to pounce if the over-night leaders faded at all.

Saturday evening saw most of the competitors, their supporters and the officials around at the Davidson home—stead feasting off steak, chicken and sausage and finger foods and deserts and, and .... the food never stopped coming! Jake proved a mean hand at the BBQ and Myra and Ray perfect hosts.

Sunday started with some fuzzy

heads and light and variable winds and we did not get underway until 11am when it was judged we had stable enough conditions to race and the caffeine jolts had time enough to take effect. The wind direction precluded that we could set a normal windward-leeward course—putting the start line in a place where we could see it left no room for a leeward mark. So we had to settle for a course that had a reasonable windward leg but then returned to the start line which became a leeward gate, back to the windward mark and then back down to a downwind finish. But that worked out well — the only problem was that the windward mark was quite far away. When racing closed on the Sunday we had got in a further 9 races making 25 in total for the regatta.

When the scores were totalled and the discards taken into account, Peter Van Rossen emerged the winner, Hugh Kidd came in second and Tony Gonzalves was third. The next 5 competitors were a little back as Peter, Hugh and Tony had sailed well on the Sunday and consolidated their lead, but those 5 were tightly bunched as the results show.

In all I felt it was a good regatta with close racing and all competitors showing good sportsmanship with very little bickering. We had asked that there be “no protests please” and there were none—racing infractions were settled by the competitors involved on the water—

not huddled on the bank with witnesses for and against.

Myra deserves great praise for organising it all and thanks too all those who came out to score, judge marks, make desserts, row the boat around, carry endless boxes and tables to the cars, lend their ladder so we could get down to the boats from the elevated walkway ... and all those many things needed to make a regatta a success.

And thanks too to the Competitors—the local skippers and also those who made the effort to travel from places such as Texas, Florida, Connecticut, Detroit and Buffalo and Kingston—without whom it would all have been a little pointless!

I would just like to add, also, a big thanks to Mike Gibbon for being an expert race director and keeping the regatta on track and us all in line.

Well done Mike.!

Ed.

**IOM Invitational Regatta Toronto August 18th/19th 2007**

Place	Skipper	Sail#	Total Points
1	Peter Van Rossem	11	57
2	Hugh Kidd	117	63
3	Tony Gonzalves	51	75
4	Marko Majiic	36	119
5	Jake Leo	00	120
6	Iain Dobson	115	121
7	Drew Peerless	183	130
8	Ray Davidson	22	131
9	Dan Crawley	69	160
10	Eric Peterson	27	182
11	Skip Peerless	100/78	231
12	Francisco	21	239
13	Eddy Waddel	89	253
14	Ed Atkinson	53	284
15	Frank Vella	96	307
16	David Allsebrook	63	313



The fleet....or at least most of it, getting off to not the most exciting start of the regatta. By the afternoon of the second day the wind had dropped to below 5k. Which made for some skillful tuning of the rig,



The elevated boardwalk gives a good view of the whole course .....A picture of total concentration.



Two of the eventual winners, Hugh Kidd on the left and Tony Gongalves doing some “nervous adjustments”

# 2007 Canadian IOM National Championship Regatta

By Barry Fox

After a long break in major IOM events in Western Canada, the 2007 installment of the Canadian Nationals returned to the West and to Saltspring Island, BC. The venue for this year was the fine facility that is the Saltspring Island Sailing Club and the use of its breakwater dock in Ganges Harbour. Having that provided us with a 450 foot long concrete walkway that allowed all of the skippers to walk beside their boats for the entire length of the course. I guess from that you can work out that the course was roughly 450 feet end to end as well which made for a nice length for 2 lap heats.

Commodore Nick Hodson and the members of SISC are to be thanked for allowing us to take over their facility for the best part of 4 days.

With 17 boats it was decided to run with two fleets and that was done all weekend until the last two races on Sunday when we were switched to one larger fleet. Up to these last two races we had sailed 15 full races or 30 heats, so 32 starts were given over the three days (half days Friday and Sunday)

The entry included reigning Canadian IOM Peter Van Rossem and a very good contingent out of California as well as our local contingent from Vancouver, Vancouver Island and the Gulf Islands.

On Thursday, just over half the boats checked in and spent the afternoon practicing as the thermal driven winds filled in from the Southeast as they did every day. It has to be said that except for the early morning each day, the wind was quite consistent throughout each day until the late afternoon. Very few course changes, or start line adjustments, were required so the skippers were kept on the water and sailing.

The only downside to Thursday was the loss of a boat from the California contingent. Jim Atkinson had the misfortune to use his TS2 to cushion a fall while he carried it down to practice.

The hull was well and truly fractured. Luckily a quick phone call resulted in an unused local boat being made available to Jim so he could at

least enjoy the sailing for the weekend. Thanks are due to Jenny Taylor for making her boat available.

On Thursday, during the event measurement exercise, a fairly long enthusiastic discussion developed relating to how sails should be measured. Phone calls to some authoritative folks, a consult of the ERS and the Class Rules and there was a general agreement that the measurer was doing it right and that a few sails needed to be trimmed. The boats were also weighed and dunked in the float tank with all of them passing. Let's go racing!!!

Friday morning was very calm, but we had until noon to start the races and as noted above, a little after mid-morning the breeze clocked around to the south-east and gained strength. The entire weekend was conducted in mostly very nice mid #1 rig winds. I don't think there was a single time when anyone even had a thought of making a change.

Following the seeding race a definite pattern for the rest of the weekend developed with Peter Van Rossem and John Castelli battling for the lead and Allan Gardner looking for one of them to slip so he could pounce. It is safe to say that Peter didn't slip. The final results showed that all three of Peter's drops are second places leaving him with a total of 20 points for the weekend.

John had some winch problems on Friday that caused him some grief to the point that all of his drops are from that time frame. He ended with 25 points so he might have given Peter a better contest without that problem. Allan sailed well and quite consistently except for a couple of slips to end the event on 47 points.

Items of note include local sailor Graham Herbert who was sailing his own design boat with all the rigs, sails and most of the fittings handmade- having never seen an IOM before. The boat sailed quite well and was very competitive on speed compared to most of the boats. This was also Graham's first radio sailing regatta ever, so his 8<sup>th</sup> place was an excellent result. Especially considering that one month before

the event there was no part of that boat in existence, not even a rough drawing!!

Also of note is that five of the boats in the fleet are boats coming from our local project to make low cost hulls available to encourage more people to get into this class. The encouraging part, other than the pure number of them, was the fact that they sailed very well and reliably throughout the regatta.

The event was also marked by the large number of fascinated onlookers each day, many of whom were "big boat" sailors who had never seen these little boats before. They could not quite believe what they were seeing. A terrific sailing display!

R.D. Lawrie Neish kept the event rolling along all weekend and was an almost one-man machine, but had some good help from other folks with scoring, mark setting and of course, the Saturday night dinner. The dinner Saturday was outstanding, produced by local and new IOM skipper Roger Kibble and his volunteer crew which included CRYA president Lana Butler. Everyone chowed down on some outstanding BBQ BC Salmon and enjoyed the great camaraderie.

Right on schedule at mid-day on Sunday we wrapped up by having two good races with everyone in the water. The funny thing is the results were very similar to those from the two heat setup. So some things just don't change.

A big thank you to the traveling crew from California for attending in great numbers, and for helping to make the event a true success. They are a great bunch of guys. Thanks and congratulations to Peter Van Rossem for traveling all the way out from Kingston, Ontario to successfully defend the title. The first three places were awarded some very nice prints by local artist Carol Evans so they each have a very unique keepsake of the event.

Over the three days we had no official protests and very few verbal battles along the dock. Probably at some very high (say 90%) of the time everyone was excellent about watching out for each other



and taking their turns without too much  
grouching. Well done everyone!

Make sure you mark your calendar. If  
you weren't here this year, you do not  
want to miss the next one !!!

So after a long break in action, quality  
radio sailing is returning to the West  
coast of Canada. As we all gathered up to  
leave, the common thread was that the  
event needs to happen again and we have  
a preliminary agreement that it will be  
back on Saltspring Island in 2009.

Barry Fox  
CAN 262

<u>Place</u>	<u>Skipper</u>	<u>Sail #</u>	<u>Club/City</u>	<u>Hull</u>	<u>Score</u>
1	Peter Van Rossem	11	Kingston, Ont.	TS2	20
2	John Castelli	71	Yorba Linda, CA	Ericca	25
3	Allan Gardner	07	White Rock, BC	MIOMI	47
4	Bill Wright	109	Alameda, CA	Cockatoo	53
5	John Ebey	93	San Rafael, CA	TS2	57
6	Ron Locke	108	Pleasanton, CA	Disco	64
7	Aad Rommelse	90	Fremont, CA	Vapor	94
8	Graham Herbert	22	Hornby Island, BC	Possum	99
9	Jim Atkinson	105	Costa Mesa, CA	SE Kite	140
10	Barry Fox	62	Victoria, BC	Kite	145
11	Peter Brosch	17	Comox, BC	SE Kite	146
12	Bevan Wrate	14	Saltspring Island, BC	Salmon 45	150
13	Dave Taylor	03	Saanichton, BC	SE Tick Tock	159
14	Roger Kibble	09	Saltspring Island, BC	Salmon 40	170
15	John Ball	65	Parksville, BC	Triple Crown	170
16	Dave Seager	18	Victoria, BC	SE Kite	192
17	Ray Kretchmar	16	Comox, BC	SE Kite	193



Peter VanRossem sailing #11 showing his  
usual form....out front going fast!



Above: Lots of action at the Canadian IOM Nationals on Saltspring Island. BC . Looks like a great starboard tack start a few  
seconds after the gun with Peter Brosch #17 in good leeward position and going well to windward..





The picturesque Sailing venue on Saltspring Island BC. Site of the IOM Canadian National Regatta



Three Jolly Winners:  
Left to right, 3rd place Allan Gardner. 1st. Place. Peter VanRossem. 2nd. Place John Castelli



# Myth or Rule

By Bill Worrall

It's a good thing at times to look at and review some rules that have evolved over time and are often referred to as "local rules", and compare the 'Myth' with the actual Racing Rules of Sailing.

All clubs should be using only the Racing Rules of Sailing at all levels of competition.

Our subject is RRS 18.2c—Not Overlapped at the 4 boat-length zone, which is part of RRS 18—Rounding and Passing Marks and Obstructions.

Let's look at the Myth: A boat that is clear astern when the clear-ahead boat enters the four boat length zone, thereafter cannot sail between the clear-ahead boat and the mark, even if the clear-ahead boat leaves room for the clear-astern boat to pass between her and the mark. Very often the clear-astern boat will be hailed "Don't go in there", or words to that effect and will be protested if she does.

Now, let's see how RRS 18.2c reads: *If a boat was clear ahead at the time she reached the four-length zone, the boat clear astern shall thereafter keep clear. If the boat clear astern becomes overlapped outside the other boat, she shall also give the inside boat room. If the boat clear astern becomes overlapped inside the other boat, she is not entitled to room. If the boat that was clear ahead passes head to wind, rule 18.2c no longer applies and remains*

*inapplicable.*

At first glance, RRS18.2c seems to say the same thing as the Myth, but after a careful reading, we see the rule does not prohibit the clear-astern from sailing between the clear-ahead boat and the mark, only that the clear-astern boat must keep clear, and if she becomes overlapped inside, she is not entitled to room. I am not advocating that a clear-astern boat sail between the clear-ahead boat and the mark. At best it is usually a risky maneuver, but it is not prohibited as the myth says. There are times, however, when the risk may be low, and the potential gain very inviting... Let's look at a couple of the possibilities.

Occasionally, the clear-ahead boat will over stand, or sail past, the mark due to the ever-present problem of depth perception or, maybe, just a plain old case of bad judgment. Also, a boat making a tactical rounding can give the impression she is leaving room between herself and the mark. Regardless of the reason for the room between the clear-ahead, r-o-w boat and the mark, the clear-astern, keep clear boat is not prohibited from sailing between the clear-ahead boat and the mark.

With the light, variable, and fluky winds often present with pond sailing, we have all seen a boat several lengths astern of another catch a puff and sail right past the clear-ahead boat, while the clear-ahead boat never gets the puff.

Under these wind conditions, to sail inside at the mark is certainly risky (but not prohibited), as you never know if the clear-ahead boat may also get the puff and slam the door.

If you are the clear-ahead boat, you should sail as close to the mark as possible, so as to discourage the clear-astern boat from sailing between you and the mark. Some sailors, who interpret RRS 18.2c according to the myth, feel they are safe from inside intruders and don't protect their position but under the correct interpretation, should.

US Sailing Appeal 30, which has been on the books since 1971, supports the previous discussion. The first paragraph of the Decision of the Appeals Committee reads: *Rule 18.2c says that the boat clear astern must keep clear after a boat clear ahead reaches the four-length zone. A boat may establish an overlap beyond that point, however, and it is not uncommon for that to happen. If such a boat keeps clear, she does not break the rule.*

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## \*\*\* NOTICE TO ALL CRYA MEMBERS \*\*\*

We are still looking for information in the compilation of a "History of the CRYA" and would appreciate any old issues of the NL, historical documents, old administrative information that might be kicking about out there. Please sent by snail mail, email, or fax to ... President, CRYA, 1429 Sydenham Road, Kingston, ON, K7L 4V4.... [president@crya.ca](mailto:president@crya.ca) ... or 613-634-1109 fax. Thank you for your time.

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As September approaches and the summer sailing season will be winding down in the not too distant future, now is a good time to start thinking about the 2008 sailing schedule.

At your club level, think about the regattas you would like to hold next year,

perhaps a National, Regional or an Invitational in addition to your club level weekly regattas. Get in touch with Gary Bugden and work with him to schedule your events for next year.

While this applies to all regattas, it is imperative that all Regional and National

Regattas are cleared through Gary.



# Paul Switzer wins Region 1 Soling Championship

By Roy Folland

The 2007 Region 1 Championship regatta was hosted by the Hudson Yacht Club in Hudson Quebec.

At the outset we intended to host our first CRYA sanctioned regatta as the Soling 1 Meter Quebec Championships. As things progressed and with great input from Paul Fixx from Stowe Yacht Club and encouragement from Paul Switzer and Lana Butler of CRYA our regatta expanded into a jointly sanctioned event as the Region 1 Championship regatta. It seems that this is the first jointly sanctioned event for the Soling 1 Meter class. We are really pleased with the results and wouldn't hesitate to do something similar again.

As a one day regatta we didn't expect too many long distance travelers and were pleased that two participants entered from Stowe Vermont, one from Kingston Ontario and one from Ottawa Ontario. Eleven of our own Hudson Yacht Club sailors entered for a total of fifteen.

We decided that we would split the fleet into Odds and Evens races so that we would avoid a crowded start line.

A week prior we ran one of our regular Sunday series using the Odds and Evens system in order to work out any kinks. It worked well and we went with it for the regatta. All boats were weighed and all were legal. One or two were right on the mark of 10 lbs.

The course was windward leeward twice around and because of the fluky winds the course had to be changed two or three times. The wind wasn't co-operating with us on Saturday, causing quite a delay in getting the races started. Once started though, the racing was tight and competitive with *Ross Leverette* and *Bud Cluett* picking up a first in the first set of races. *Ross Leverette* and *Tim Stone* each found their way to the front in the second set. *Paul Switzer* and *Bob Shea* were first in the third round and *Paul Switzer* and *Paul Fixx* with firsts in the fourth and final round. The subsequent positions were equally competitive.

In addition to trophies to fifth place, Hats were given to all competitors, compliments of Olympus Cameras and Mays Studio. Mays studio also took and donat-

ed a group photo to all competitors and free beer from Hudson Yacht Club was enjoyed by everyone.

Paul Fixx awarded AMYA Chevrons to the top three skippers.

Our Race Director *Kevin Thompson*, his Dad *Gordon* assisted by *Barb Dunnigan* handled the scoring. *Cork Winters* and *John Marten* were our observers.

Young *Shawn Leblanc* was busy helping competitors launch and retrieve boats.

This great crew did an excellent job of it.

Hudson Yacht Club Commodore *Bill Hansen* thanked everyone for coming and pointed out the importance of the Soling 1 Meter Fleet and the enthusiasm within the club for it.

Next stop: The Canadian Championship Regatta. Windsor Ontario??

## Region 1 Soling Championship Results

<u>Rank</u>	<u>Sail #</u>	<u>Helm</u>	<u>Club</u>	<u>R1</u>	<u>R2</u>	<u>R3</u>	<u>R4</u>	<u>Total</u>
1st	569	P. Switzer	KYC	2	3	1	1	7
2nd	55	P. Fixx	Stowe	2	5	2	1	10
3rd	29	R. Folland	HYC	3	2	2	3	10
4th	822	R. Leverette	HYC	1	1	5	5	12
5th	31	J. Folkins	HYC	3	3	4	2	12
6th	377	R. Frohloff	HYC	4	2	3	3	12
7th	1799	T. Stone	Stowe	9	1	3	4	17
8th	36	R. Shea	Ottawa	5	6	1	6	18
9th	122	D. Hushion	HYC	6	4	4	4	18
10th	271	B. Cluett	HYC	1	4	7	8	20
11th	252	M. Jefferies	HYC	7	5	6	5	23
12th	92	E. Cowell	HYC	9	7	7	2	25
13th	97	D. Mackinnon	HYC	4	8	6	7	25
14th	788	K. May	HYC	5	8	5	7	25
15th	284	K. Walker	HYC	6	8	8	6	28



Left to right, Top Rick Frohoff ,  
 Mid row: Don Mackinnon, Ross Leverette, Maurice Jefferies, Jack Folkins, Ed Cowell , Ken May  
 Bottom row: Bud Cluett, Tim Stone, Ken Walker, Bob Shea, Don Hushion, Roy Folland, Pail Fixx



First place: Paul Switzer



Second place, Paul Fixx



Third place, Roy Folland

Photographs by Linda May, May's Studio, Hudson Quebec

## Boats that Sail Themselves.

This Article from "Ontario sailor magazine" was sent in by Peter Watkins entitled:-  
**Students compete in high-tech sailing competitions**

Talk about relying on electronics!

This sailboat sails itself. No skipper or crew need apply.

The helmsman and crew have been replaced by an onboard computer, which sets the sails for optimum power, tacks when needed on the race course and controls the angle of heel to maintain the maximum amount of boat speed.

It's high-tech sailing done on a small scale. The sailboat is about nine ft. tall, six ft. long with an eye-catching three ft. long keel. Now that's some draft.

The vessel weighs about 20 pounds, and is made to race. It has a carbon-fibre hull, spars, keel and rudder to save on weight, mylar sails, a digital compass and all the latest in gadgetry to propel it quickly around a race course.

The sailboat is actually called a SailBot – it's part sailboat and part robot. It is a "fully autonomous" sailboat, which means it is not controlled from shore. There is no remote control, although an onboard computer can transmit information to onshore computers.

While on the race course, the SailBot's compact computer determines the best course to steer while racing, when to tack, and the best sail setting. It can also determine when to set a spinnaker and when to douse the sail.

Six onboard sensors continuously feed information to an onboard computer located just below the flush, racing deck. Sensors monitor everything from boat speed, angle of heel, apparent and true wind and the exact location of the boat on the race course.

A miniature camera, which can move on two axis, is located about three-quarters of the way up the mast and through communication with the computer tracks the position of other sailboats, racing buoys and other objects while the vessel is underway.

Helping with navigation is an onboard GPS unit and digital compass, which can move on three axis and determine details such as the angle of heel of the tiny sailboat.

Tiny battery-operated motors move the rudder and crank two small winches, which pull on the lines that are connected with the mainsail and a foresail. Continuously looped lines – which

prevent entanglement – are connected from the winches to the sails.

Engineering students from Queen's University in Kingston have designed and built the miniature sailboat, everything from the bulb keel to the wind instruments at the top of the mast. They designed the hull shape, rig aspects and other details on the tiny sailboat.

They built the so-called SailBot to race against similar vessels built by students at other universities, like Waterloo and the University of British Columbia (UBC). The course is generally upwind and downwind, with a distance of 20 metres for each leg.

The first SailBot race was held last year. It all started after UBC students built a tiny, fully automatic sailboat and engineering students at Queen's University heard about it and picked up the challenge. More universities began joining in on the fun.

This year will be the second for the competition. Last year's race was held at Queen's University, with the host team placing second behind a team of UBC students. There were four teams the first year, including two from the University of Waterloo.

Other schools have since joined or have expressed interest, including Massachusetts Institute of Technology (MIT), Memorial University in Newfoundland, Lakehead University in northern Ontario and one of the U.S. Naval academies.

In the first competition held at Queen's University last summer, the winning entry from UBC featured a rotating mast.

The only rule for the competition is that the SailBots must be less than two meters in length. A lack of design criteria allows the university students to come up with a wide diversity of hull shapes, keel designs and sail configurations.

Both of the Waterloo SailBots were catamarans, which can traditionally sail faster than monohulls. One of the boats was cat-rigged with only a large mainsail that resembled an aircraft wing turned vertical.

This specially designed sail was made of a light, balsa-wood core or substructure with plastic stretched over the

airfoil to make it aerodynamic.

The mainsail had a thicker part at the luff of the sail and then it narrowed to the leech of the sail, where there was a hinge with flaps, much like an aircraft wing. The flaps were used to control the sail.

As it turned out, the catamarans didn't do as well in the heavy, 20 knot winds during last year's races held in Kingston. The students found those boats tipped over a lot. This year's event was to be held in early June in San Diego, CA (more universities are expected to take part in the races), but the event is now likely to be held in Florida in September in conjunction with a gathering of naval architects. Races are also held by university students throughout Europe.

SailBot is still a student-organized and supported event, although there is a movement to link the event to a particular organization, such as the Society of Naval Architects and Marine Engineers, says Queen's University student Jonathan Killing.

Some of the university students involved in the sailboat design project – it is voluntary and does not include any school credits – graduate from the various engineering courses – there are electrical, mechanical and civil engineering students involved – and go on to work in the marine industry, designing high-tech hulls or other marine equipment.

A student who graduated last year and was involved in the SailBot design team is now based in Dubai in the United Arab Emirates and is designing high-tech carbon-fibre hulls for large yachts.

Another student, Killing, who helped start the Queen's SailBot program almost three years ago, says he would like to stay in the marine industry and possibly design submersible research vessels used in underwater exploration.

Most of the teams at the various universities are made up of students who haven't had any sailing experience, but Queen's University is the exception, said Killing, who is graduating this year with a masters in engineering.

He is the son of Midland, Ont., based sailboat designer Steve Killing, who is responsible for designing Canada's America's Cup challenger called



True North and most recently designed the Fusion 15 sailing dinghy.

"Kingston is a fairly big sailing city so we've had a higher proportion of sailors on the (15 member) design team", said Killing, 25, who keeps a Fusion 15 near his Kingston residence across from Portsmouth Olympic Harbour and sails during study breaks.

"In fact we have trouble finding people on the robotics side of things".

He said Queen's University doesn't have a naval architecture course and so the SailBot program is "filling a hole" in course programming that students have identified.

Another member of the Queen's University SailBot design team is Lukas de Roo, a third-year engineering student who grew up in northern Ontario sailing dinghies at a family cottage in Gimley, Manitoba.

"We have full sail control. We can go from a run to close-hulled", said de Roo about the model sailboat. "Our boats have wind sensors and direction sensors at the top of the mast. The computer is set up to determine the true wind."

Students who lack sailing experience bring their particular expertise to the project but must learn the sailing lexicon, racing tactics, along with the technology needed to win a sailboat race, all the while putting together the miniature, high-tech sailboat.

Students who volunteer are di-

vided into various teams, which oversee certain areas of the SailBot design, including electronics, computer programming, hulls and foils, sails and rigging, and tactics.

It takes about a year to build the boat, valued at less than \$10,000. The boats from Europe are worth considerably more and sail greater distances in competitions. The so-called Micro Transat races in Europe sail courses of two kilometres and 10 kilometres.

As race courses lengthen, the tiny boats are modified to include solar power, rechargeable batteries and bigger rigs. The Queen's University's SailBot is called North Star, after the shiny sails which seem to glisten on the race course.

The Queen's students are registered for a competition in Europe to be held this September in the Irish Sea near Aberystwyth, Wales. There are plans to hold a transatlantic race involving these tint sailboats in late 2008.

"We are hoping to make a splash on the international stage," said de Roo. The students have been modifying their sailboat and have added a new deck, replaced aluminum spars with carbon fibre, and removed some bulkheads to lighten the boat somewhat.

De Roo looks after the hull design and with modifications to the hull has actually made the boat look better. Through the program he has learned a great deal about new, high-tech composite materials. He is building himself a

bicycle out of carbon fibre.

Funding for the program comes from various sources, including alumni groups and from within university science departments. Some companies give donations or materials.

The SailBot project is new and organizers are hoping that it is given more coverage in the mainstream media, which would allow the competition to expand.

For more information on the program visit the website [www.engsoc.queensu.ca/sail-boat](http://www.engsoc.queensu.ca/sail-boat)



David Killing sets North Star on its maiden voyage.

The photo at left is the only one in the article that gives any indication of the size and configuration of the "SailBot". To me the boat has a definite similarity to an AC (Americas Cup) class yacht, however I do see a Tx antenna in the foreground, so perhaps they're just talking R/C.?

Although the article is sketchy in places, the Queens U students appear to be fully engrossed in the mechanics and technology not to mention the competition with other "SailBots".....although a Trans Atlantic race?, that would be something I would need to see to believe.

Since they are from Queens, maybe someone in the Kingston area has heard about the project. ....Ed.





# Canadian Radio Yachting Association

## MEMBERSHIP APPLICATION

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

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

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

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

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

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

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

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

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

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

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

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

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

### List New or Transferred Boats:-

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

Signature \_\_\_\_\_

Date \_\_\_\_\_

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

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