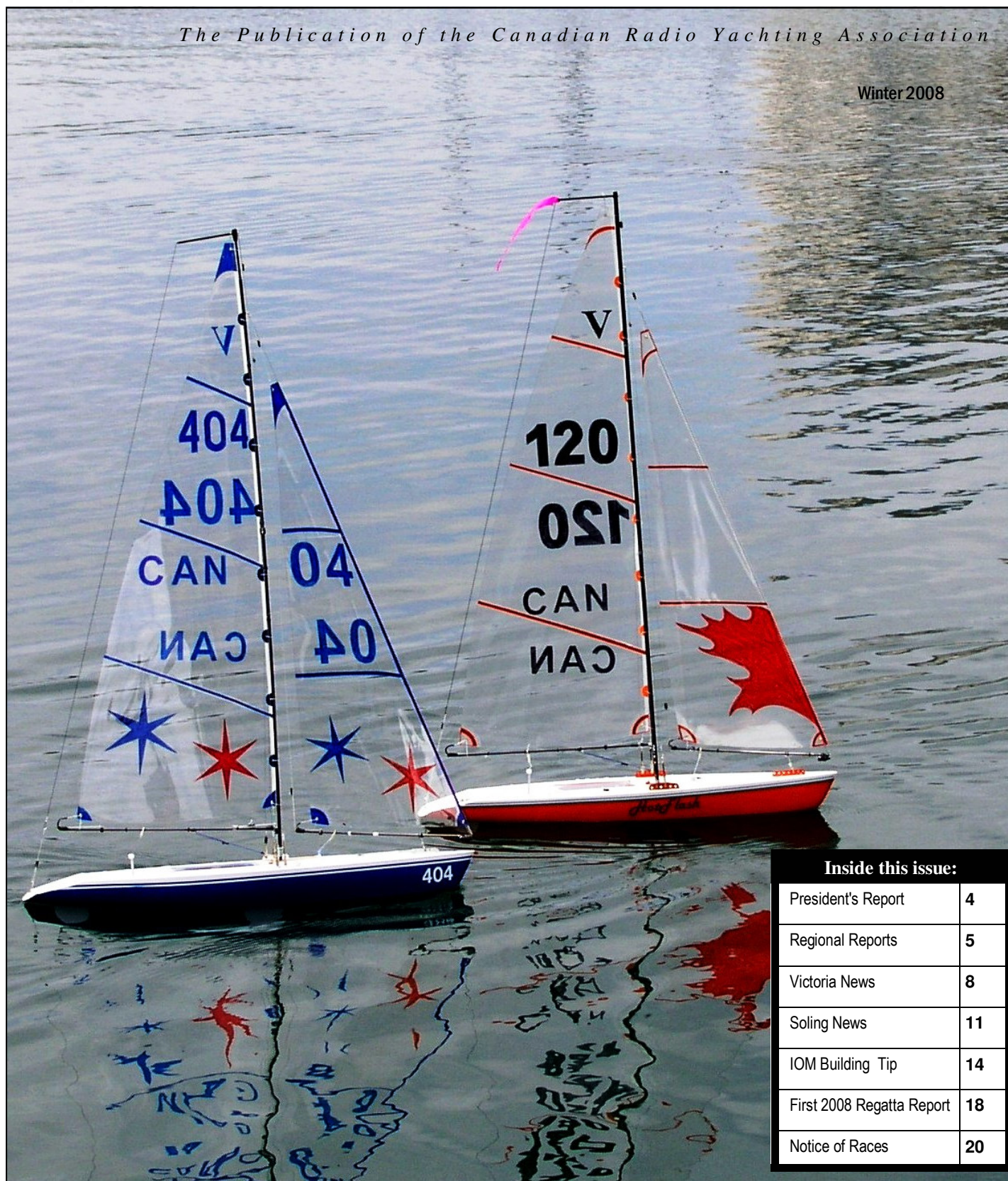




# Canadian Radio Yachting

*The Publication of the Canadian Radio Yachting Association*

Winter 2008



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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).

## 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 seconders) affecting the constitution or by-laws.

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

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

### On The Cover

***Tuesday night Victoria class club race at Lakeshore Yacht Club in Etobicoke, ON with Charlie Mann 404 and Judy Preston 120 heading up to the windward mark.***

***Photo submitted by Judy Preston***

## Advertising in Canadian Radio Yachting

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

### Advertising Rates

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

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## President's Report—January 2008

By Lana Butler President@crya.ca

It has been three years since I have come onboard as the President of the CRYA, this being an election year, I will be resigning my post and stepping down so that someone else might bring some new energy to the organization. It has been a pleasure to work with the members that have come my way through meetings, regattas, emails, et el. Thank you, as always to all those members who have come forward and offered their time, energy, and expertise to the smooth operation of our organization. A special thank you to the members of the Executive, who have been there over my term. I appreciate all your efforts. For those of you who were out there sailing, keep doing what you're doing. Without you, there would be no need for us. I hope the 2007 sailing season was enlightening and fun for all.

Over the past three years and into this, my last year in this position, I have tried to bring to light the ideas and visions of the organization as I understood them. I have listened to the best of my ability to members' opinions and concerns. My intentions were always to include all members whether racers, builders, sailors or support crew. I hope to complete in this next year, the website additions of club reference pages; as well as completion of a comprehensive job descriptions document for this position to be passed along to my successor. I hope as well to continue to work with both the web page and the NL crew throughout this year and beyond. We are currently researching ways that we can bring the NL to members in an electronic form. This would free up some budget dollars and save some trees as well as a large chunk of volunteer time. There are still unfinished projects that will be passed down to the next President as well as new projects that they will bring forward.

Please continue to send us your opin-

ions, ideas, and comments. We just want to know what you are doing.

Over the past year, we have seen the West grow in boat numbers and therefore membership numbers. It would be nice to see the East follow suit, and of course the Prairies and Quebec as well. I continue to hear reports of the difficulty of finding "weed free" ponds that are deep enough to accommodate deep keel boats. We have seen the fleets adjust to these conditions by bringing in shorter keel and more forgiving keel boats to the racing class fleets. Although the introduction of new classes is inspiring, it is with sorrow that we see some of the older class yachts fall to the wayside. I am thinking personally of the Marblehead and the International "A" class. I look forward to seeing these classes come back into circulation this year and into the future.

On an administrative level, filling vacant positions within the CRYA, keeps us all alert. We have had a great bunch of volunteers of the years and continue to have some great people interested in making this all happen. But don't think you are off the hook, we still need more people to come forward, many hands make light work. The creation of the Regatta Coordinator Position was truly an organizational "ace". Gary has done a great job and I am confident that he will find as competent a replacement when he is ready to part the hat along. I would like to introduce you to Jim Goddard, our newest Editorial Team Member and acting Editor for the CRYA News Letter. Thank you Jim for wanting to be part of this most important document.

I would like to announce the retirement of Dave Bowes from the position of US One Meter class secretary. His relocation to Peterborough has put him at a disadvantage to sailing venues and he has decided to go

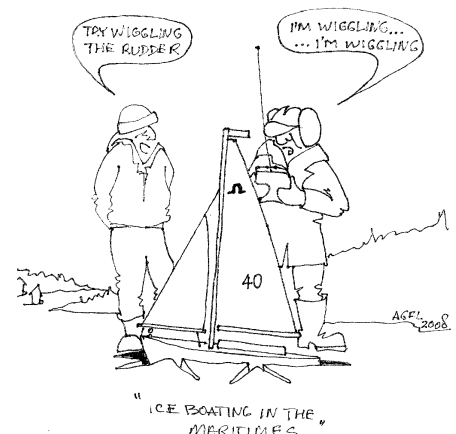
back to flying radio control airplanes. The best of luck to you Dave and hope to see you at a pond again in the future. If there is any US One Meter sailors out there who are interested in stepping up to the plate and reviving this fleet, please let us know your intentions and we can provide you with a current membership list for your class.

Nigel Swettenham continues to work on the "local club" directory for our website. Please forward all club information to Nigel for inclusion. I invite anyone who has been on the website to please send an email with your opinions and observations, if you notice a link or email that is no longer valid, we want to know.

As I have mentioned earlier in this report, this is an election year and into the summer and fall we will be forming a nomination committee who will be looking for those interested in serving on the Board for the next term. For those of you who would entertain this, please let us know who you are.

I continue to believe that nothing is as important as reaching new and potential members all across Canada to encourage and promote designing, building, racing and sailing of radio-controlled sailboats of those new and present members alike.

I continue to appreciate your viewpoints and thank you for taking the time to respond. Happy Sailing in 2008.



# Maritimes Report

By Jim Goddard and Fred Lindeijer

Winter arrived, left and arrived again in December. Since that time we have been snowed, iced and rained upon as the bad weather has migrated from Ontario where it originates and descended upon us like a Royal Commission from Ottawa. Our main sailing venue at Sullivan's Pond has been redesigned with plans for all kinds of improvements, although the city has not funded any real work. The plans ignore our active use of the venue, and favours the pastoral sitting on a bench and contemplating the nearby traffic.

We again have new members with boats under construction so the fleet continues to grow here in the Halifax area. We also have a new Soling in PEI so we will have to look into a visit there this summer.

Our schedule this year includes road trips to Truro in Nova Scotia which has a great pond where we can sail and some growing interest. Truro is town of about 12,000 people on the Trans Canada highway about an hour north of Halifax. We had a great time sailing there last fall, and look forward to visiting there again this summer.

Our tentative schedule of sailing and special events for 2008 is available on our website at [www.hamyc.ca](http://www.hamyc.ca), and we have an active email list that sends updates and information to our members throughout the year.

So far we are still looking for activity in New Brunswick, so if you know of interest there, let me know and we will try to support sailors there as well.

Halifax Area Model Yacht Club will be hosting the 2008 Soling One Meter Canadian Championships this year on June 21 & 22, 2008 in Bedford Nova Scotia. Plans are well under way for a great regatta, with great sailing, great food and fun for all of us. For those of you that made the trip last time, I hope

you will make it back again. For first timers, we will have the induction into the "Order of Good Times" which has its origins in the first European settlement in Canada at Port Royal, NS.

The Notice of Race and Registration forms are available in this newsletter and for download from our website.

In 2007, we used a handicap system we copied from the Lee Valley club in the UK. I have to say that in a small fleet it was easy to administer and did provide opportunity for the newer sailors to compete with the more experienced members. We will be using the system again this year. It became a point of celebration for everyone when someone won their first race and moved up a notch in the handicap system. In our fleet, we don't let anyone win, you really have to earn it.—Jim Goddard

## Dunning-Kruger Effect

By Fred Lindeijer

It's January and all our sailing ponds are frozen. It has been cold enough to put a skim of ice on the salt water of Bedford Basin at Bedford Basin Yacht Club. Never mind I say, it's too cold anyway, even if there was open water. It's time for Soling Sailors in the Maritimes to sand and paint dinged up hulls, check and repair or replace rigging and sheets. Some of us are lucky enough to build new boats which will inevitably be faster and more responsive than the old boat it will replace. This new boat will be a "winner" in 2008. It has to be because it will be built with more care and attention to detail. It will be built by a more knowledgeable builder eh? After all, it's his second or third boat.

I'm going to lighten up my Soling because I am convinced that it's about 2 pounds over weight. I'll have to weigh it first though just to be sure it's

overweight. I don't want to come in under the 10lb limit in 2008 especially since HAMYC is hosting the Canadian Championships this June and I want to win fair and square. I am convinced my boat is heavy because I've only won two or three races all year. So, this winter I'll be going to the fishing section at Canadian Tire to buy an extremely accurate fish scale for hopefully not more than a couple of bucks. Weighing will commence as soon as possible.

Winch type sail servos are heavy. Another good reason to weigh my boat. I am seriously thinking of replacing my "lever arm" sail control with something more robust. Last fall I had problems hauling in my sheets while sailing in 50 knot winds. The fact that the backstay broke loose causing the mast to lie down on the boat didn't help sail control either. I ended up running to the downwind end of the lake and wading out through some bulrushes to retrieve my boat. I noticed that the backstay bowsie had broken clean in half. I have a small bag of more substantial bowsies on order. I don't want to stop sailing because there is too much wind.

Last year was my first year sailing Solings. I thought I'd learn fast and start doing well in races almost immediately, after all, how difficult can it be eh? That belief is entirely due to the Dunning-Kruger effect. Dunning and Kruger stated in the December 1999 issue of *Journal of Personality and Social Psychology* that "ignorance more frequently begets confidence than does knowledge." Without this effect, no one would ever start something new. After all, if you think something is difficult, why on earth would you want to do it?

It has taken all of last year to gain a bit of knowledge about Soling Sailing and I am looking forward to gaining more this coming year. It's all about thumb time.—Fred Lindeijer

## Western Report

By Lawrie Neish

Well, the less warm and less dry season has descended upon the far west. However until this past week it has not been wet enough or cold enough to encourage the skippers to retire to their firesides and sailing in the soft variety of water continues at all locations. No one as far as is known has had to resort to racing yellow rubber ducks around the bath tub, although I have heard of IOM's in bathtubs, I am assured it was only to establish their water lines. However I hear rumours of ice yachts in the land over the mountains.

At the south end of Vancouver Island the VMSS IOM fleet continues to grow with sailing scheduled 1st and 3rd Sunday afternoons of the month at Beaver Lake and any other time Barry Fox can find an excuse to hustle skippers and their boats out to the lake. I think it safe to say that the early winter has been blessed with generally light winds with #1 rig days predominating. However on a recent mid- January Sunday we were treated to an afternoon #2 survival sailing with even #3 rigs being tested and the sight of boats rocketing down wind in clouds of spray.

In the mid- island at Nanaimo's Long Lake, the home base of MVIMM the IOM fleet has reached six boats with almost all of the skippers coming from somewhere other than Nanaimo to sail every Sunday morning. They are joined on occasions by an American one metre and the odd Soling. Almost all of the skippers travel some distance to participate. Graham Herbert is on his third variation of his Possum design and Mike Glover joined the fleet this year with his balsa /fibreglass Can Naux variation on Anders Wallin Naux - looks good and sails well. Graham is down in New Zealand for four months and it is my understanding that he will be competing in the New Zealand National Championship - we wish him luck and no doubt when he returns he will get right into his variation four.

Outside of the above centres - I have been too busy to get out to Gabriola Island to check out the ODOM fleet for quite some time but when I am able to make contact and ask if they are sailing, I usually get the reply "WE SAIL EVERY FRIDAY" I think their motto is similar to that of US Post Office. In the never, never land between the two cities, Saltspring's

Race director Barry Fox finally yielded to the inevitable when the final indignity of snow appeared in the weather forecasts, but not on the day. The series moves to a different location each month with racing taking place on the last Sunday of each month until May. It had been hoped to include a Vancouver event in the series but surprising as it may seem, sailing locations are hard to come by in Canada's most livable city. However there are threats of skippers making it over to the Island to sail in at least some of the events and rumours persist of a revival of interest and



Mike Glover with his Can Naux November 2007 at Long Lake, Nanaimo BC.  
Photo Submitted by Ray Kretchmar

IOM fleet has reached four boats with two more due before summer. There are now two boats in the Duncan lake Cowichan area.

The All Island Travellers Series was to kick off on the 27th January at Beaver Lake with VMSS being the hosts. However, it was not to be. After a week of below zero temperature Beaver Lake and most other freshwater sailing locations had frozen over leaving only the saltwater sites.

IOM's being dusted off in the city.

The Western Regional IOM Championship is scheduled to take place on the Weekend 6th - 8th June on Saltspring Island with Saltspring Island Sailing Club being the host club. See the NOR in this issue. In October past a Sunday sail in on Saltspring produced a fleet of seventeen IOM's and it is hoped that the Championship will generate a fleet in excess of



twenty. Every boat racing in the various fleets holds a measurement certificate and has been floated. I hope skippers will mark their calendars.

During this past quarter members of the IOM flying circus have decided to form an association - the West Coast Model Yacht Association - to act as their organising body. This is not restricted to IOM's nor is it meant to detract from the established clubs in the area, but it is to focus on sailing rather than general marine modelling

produce the hulls and other items. Of the two latest designs in the program, FH and MIOMI, this past two months has seen the prototype of both designs delivered. MIOMI has been somewhat sidelined - it is a known quantity - and FH rushed into the water unpainted for its first sail and a few days later with a coat of paint and a set of ten year old discarded sails for testing against the local Kites, Vektors, KFII and others. We are not sure what went wrong as it is supposed to be a heavy air design, but in light winds it went out and won its first two races. Possibly the other skippers were just being nice and



The unpainted FH prototype on it's maiden sail. Designed for heavy air, it proved to be a good light air performer as well on this day.

and will act as the sponsoring body for regatta events. The association has fairly simple restrictions - members must be members of the CRYA and yachts should have a current certificate for their class.

This report would not be complete without mentioning the Sweat Equity project's present state. In addition to the boats already in the water three more are presently being finished and five await the moulder finding time to

following what seems to be a developing local tradition of letting a new boat win its first race and banking on its skipper not recovering from the shock for the rest of the day.

- Lawrie Neish

## Snippets

### IOMICA WORLD IOM QUALIFYING YEAR

2008 is a qualifying year for all IOM skippers wishing to compete in the 2009 IOM World Championship.

Presently there is no venue for this event, but that has not stopped it in the past. Rumours had it planned for Croatia, but nothing is in stone. If you think you might be interested in the 2009 worlds, consider attending this years' qualifying regattas.

Our current plans include the Canadian Nationals, both the Eastern and Western Regional's, as well as the possibility of some US Regional's or Nationals as qualifiers.

Please stay tuned for a qualifying breakdown of regattas in the next NL. As soon as details are confirmed, a notice will be sent to all current IOM registered members via email from your Class Secretary.

Best of luck to all of you this coming season.

### RENEWALS ARE DUE NOW

Attention all CRYA members, please note that renewals are due now. Send your renewal to Larry so we can keep you current. See membership form on the back of this edition for details.

### ELECTRONIC NEWSLETTER

We are researching the idea of sending the newsletter electronically to members via email. Let us know how you feel about this. Would you like to be on this mailing list? Do we have a current, up to date email address for you?

### NATIONAL MINI 12 REGATTA

Saturday, September 20 2008. Limit is 18 registrations to be held at the same location as last year, Andrew Hayden Park, Ottawa. Official NOR will follow in next newsletter.

# Quebec Report

By Dennis Edge

"No News is Good News", as far as the Quebec Fleet is concerned anyway. In fact The Quebec Fleet is alive and flourishing in the Montreal area. Although the International One Metre, one of the worlds most actively raced boat is not sailed in the Montreal region currently, RC sailing is alive and well.

Montreal is surrounded by water, makes sense it's an island, but the water is shallow, not accessible or infested with weeds. To an RC sailor with an IOM, Soling, or other deep finned hull, this is a disaster waiting to happen. That being said there is a move afoot to resurrect the IOM for a spring series when we do happen to have a little more water and a few less weeds.

Enter the Mini-12.... The Mini-12, designed and built by Frank Scott, can, as many previous articles have attested to, "go through weeds like a hot knife through butter". This unique ability makes the Mini-12 the boat of choice on the West Island of Montreal.

The West Island Ship Modellers Club runs 2 events each week for the Mini-12. A Friday afternoon event for those of us lucky enough not to be involved with work and a Tuesday evening series to include the unfortunate ones. (The Tuesday evening series moves to Sunday morning after Labour Day). The average turnout for these races is anywhere between 12 and 14 boats. Since it's introduction to the West Island with two boats, approximately 5 years ago, the fleet has grown to more than 20 boats with a good 15 active racers.

The WISMC hosted 3 major Regattas this past year and the RC Fleet of The Hudson Yacht Club hosted the Soling Region 1 Regatta. Boats from Toronto, Kingston, Ottawa and the United States attended these regattas.

The first regatta of the year was The Icebreaker Regatta held on May 6<sup>th</sup>. Winds were out of the Northeast, probably the worst direction they could possibly blow from, and made for some interesting racing. Fourteen boats were registered and 12 competed. Willy Pullen was declared the winner when all the scores were tabulated. Bob Shea was the runner up and Andrew Livadarus finished 3<sup>rd</sup>.

The second event was the Saint Jean Baptiste Regatta, held on no other than St. Jean Baptiste Day June 24<sup>th</sup>. Someone paid dues to someone as the weather was ideal, steady winds from the southwest, warm temperatures and sunny skies. Again 14 boats were registered with 13 racing and after completing 17 races Graeme Welch was the overall winner. Bob Shea from Ottawa was 2<sup>nd</sup> and Nigel Swettenham finished 3<sup>rd</sup>.

July 14<sup>th</sup> The Hudson Yacht Club hosted the Region 1 Regatta. The event registered 15 boats from the United States, Ontario, and Quebec. Four races were held and Paul Switzer from Kingston placed first with P. Fixx from Stowe in 2<sup>nd</sup> and Roy Folland from Hudson 3<sup>rd</sup>.

The last Regatta of the season, "The Survivor" October 6<sup>th</sup> was true to it's past reputation with rain, wind and chilly temperatures. The day started off overcast and gradually deteriorated. By noon it was raining and the wind had picked up, at that point the race committee called a lunch break and put every one out of their misery. The rain diminished somewhat after lunch allowing a few more races. Then the skies opened again in earnest bringing a halt to the racing. A total of 12 races had been scored, allowing for 2 drops. Denis Latulippe was declared the winner, Graeme Welch 2<sup>nd</sup> and Nigel Swettenham 3<sup>rd</sup>.

The Survivor Regatta, since it's inception has been a true test of skipper and boat. This year as in other years equipment breakdowns and wet electronics proved to be the destiny of more than a few boats. The lessons learned.....keep it dry and build it strong, although not too heavy.

The Montreal Mini-12 Fleet made it's presence known this year attending regattas in Ottawa and Toronto, an indication of a very active fleet.

The coming season will start off with the "Ice Breaker" some time in May, date to announced, hopefully we will have the chance to test our winter "mods" and the ice will have melted before that.

There was one sad note this past year, the passing of Mini-12 #76. She sailed off to a place where all good Minis go when skipper Dave Mealey lost radio control. Many valiant efforts were made to coral #76 as she sailed off down the river to an unknown end.

- Dennis Edge

## The Web Report

While Technically not a Region of the CRYA, the internet is where many turn in the winter for news and to plan for the next season.

As we all know the CRYA maintains a website at [www.crya.ca](http://www.crya.ca) and many clubs here in Canada do as well. Nigel Swettenham is collecting links and information from all over the globe and compiling them for us.

Please make sure your club or group is included and send Nigel information on your clubs, contacts, sailing sites, classes sailed and whatever info you can provide to attract interested and potential new members.

Contact Nigel via email at:  
Secretary@wismc.ca



# Victoria One Design Class

## 2007 Region One Championship Regatta

Submitted by Judy Preston

The first region one Victoria Regatta was hosted by Lakeshore Yacht Club in Toronto, Ontario on July 28, 2007.

There were seven skippers registered for the event representing Ancaster, Oakville, Mississauga, Etobicoke, Newmarket and Toronto Ontario.

Temperatures were in the high 90's with little wind in the early morning but freshened by later morning and then intermittent winds shifting between 2-3 knots in the afternoon.

All boats were measured and weighed then skippers headed out to dockside for practice and tuning. Racing commenced at 10:00 am and all skippers were at the line and ready for the first of 16 heats.

At the end of the morning it was a close race with the Canadian Champ Charlie Mann in first place with 15 points, followed by Judy Preston with 22 points and Ron Mills with 25 points.

At the end of the day the high temperatures were wearing on the skippers and the beer tent was looking better and better. However, with good spirit and great camaraderie racing was completed and skippers retired to the club house for a piece of apple pie with ice cream and of course a cold one!

Awards were presented to the top three skippers and door prizes were drawn.

Congratulations to Charlie Mann on eight first places and the championship and to all skippers who competed to make this regatta a successful one.

The race starts and scoring duties were handled by Bill Glover; the event organization was managed Judy Preston and Dawn Gardham. A special thanks goes out to all skippers who stayed around after the race to tear down tents and put things back in order.

### Victoria Region One Results

Skipper	Points
1. Charlie Mann	34
2. Bill Shorney	49
3. Ron Mills	51
4. Judy Preston	58
5. James Schofield	81
6. Larry Connor	82
7. Dawn Gardham	91



Victoria Racing action from Ontario. Submitted by Judy Preston

## Victoria One Design News

### Ontario Region Report

The 2007 season is almost completed and we are already looking forward to a bigger and better 2008 sailing season.

This year started off in July with The Victoria Invitational Regatta hosted in Newmarket Ontario. This race had nine skippers competing on Fairy Lake in varying wind shifts. The final tally place Charlie Mann in first place.

Lakeshore Yacht Club hosted the Region One Regatta in August with seven skippers racing sixteen heats and the final award went to Charlie Mann from Newmarket, Ontario.

The 4<sup>th</sup> Annual Sailmaker's Cup was hosted by Lakeshore Yacht Club and was attended by eight skippers from the area racing in fifteen heats. Skipper Charlie Mann continues to dominate the season with his fast "Miss Betty" 404 taking the honours.

The racing season continues at LSYC on Tuesday evenings with eleven skippers rounding marks in a three series event. Competition has been stiff with several skippers changing ranks during the series. There are twenty five evenings of racing with ten races each night. Awards are presented at a banquet held at the end of the fall series.

Newmarket skippers continue to hold racing at Fairy Lake on Thursday evenings and Sunday afternoons.

During the winter months there are plans to continue with builds and rebuilds. If anyone is interested in joining this group or wants to learn more about Victoria racing in an around the area you can contact Charlie Mann at [c.e.mann@sympatico.ca](mailto:c.e.mann@sympatico.ca).

## Victoria One Design

### Sailmaker's Cup—September 22-2007

1 - Charlie Mann	22 points
2 - Judy Preston	46 points
3 - Bill Shorney	58 points
4- Alex Heim	69 points
5- Christian Heim	70 points
6- Larry Connor	72 points
7- Dawn Gardham	108 points
8- Karl Janzer	113 points

This was the 4<sup>th</sup> Annual Sailmaker's Cup held at Lakeshore Yacht Club in Toronto Ontario. Eight skippers from the area sailed fifteen races in good winds and fair weather.

Charlie Mann continues to hold the trophy, for the third time he has taken this award home.

## US One Meter News

Dave Bowes has indicated that due to his relocation, he is unable to give proper attention to the affairs of the class going forward. We thank Dave for his contribution to radio sailing and in particular to the US One Meter Class.

If anyone would like to step up and take on the tasks of class secretary please get in touch with Lana Butler.

## Election News

Are you the Rudy Clinton, Barak McCain or Stephen Dion of model yachting in Canada? Do you hunger for the unspoken gratitude of your fellow RC sailors?

Well even if you just want to help out with building a bigger, better more vigorous CRYA and class associations then make your voice heard.

This is an election year in the CRYA and if you are interested in any aspect of the organization, get in touch with Lana to find out how to get involved.



At the Sailmaker's Cup Left to right Alex Heim, Christian Heim, Bill Shorney, Judy Preston, Karl Janzer, Charlie Mann, Larry Connor, Dawn Gardham



# Soling One Metre News

By Paul Switzer Class Secretary

2007 was another busy year in the Soling One Meter Class. On the racing front the Canadian Championship was hosted by the Windsor Model Yacht Club and a Regional Regatta was hosted by the Hudson Yacht Club in Quebec. I attended both and can report that the racing was fair and keenly competitive and the fellowship and sportsmanship were first class. Thank you to those fleets for their hospitality. Although a Western Championship was planned in British Columbia, it failed to materialize. Maybe this year. The East coast was active in the Halifax area and three of their members traveled to Stowe Vermont for the US Nationals. There was also representation in Stowe from Hudson Quebec. If there are other fleets across Canada who are planning events or are simply club racing or pleasure sailing, let me know about your activities or write an article for the CRYA newsletter and let us all know what you are doing. The 2008 Canadians will be hosted by the Halifax Model Yacht Club. Keep an eye on their website [www.hamyc.ca](http://www.hamyc.ca) for information. Hudson Yacht Club is indicating interest in hosting a Quebec Championship. If your Soling fleet is considering hosting a regional championship and would like CRYA endorsement, contact me and I will help you with that process. Watch the CRYA website events section for more information on regattas as the year develops.

The class continues to grow. Leading Edge Hobbies, for example, tell me that they have sold a number of kits again this winter. If you know of people building boats, encourage them to join the CRYA and join the local fleet. My experience is that fellowship in model yachting is as good or better than anywhere in yachting and the level of experience and skill in model yacht fleets is first class. Newcomers are encouraged, supported and readily accepted into the hobby. Visitors such as those of you who go south for the winter and take your boats along are accepted into the local fleets there.

Becoming a member of your local fleet is always a rewarding experience even if racing is not your primary goal.

As Lana Butler mentioned in her President's Report in the last issue, this year will be a CRYA Executive election year. I have been the Soling Class Secretary since the summer of 2004 and, although I enjoy the role, I want to provide the opportunity for others who may be interested to express their willingness to participate in the CRYA and contribute to the class. I believe change is a good thing and new ideas always result in progress. If you are interested in taking over from me, the Class Secretary is an appointed position not an elected one and I will facilitate that process so that I may seek another role within the CRYA through the election process. If no one is interested at this time, I am more than willing to carry on with enthusiasm. I welcome your input either critical or supportive.

We sail what continues to be the most popular model yacht class in North America. We have a vast range of interests and skills from beginners and recreational sailors to very experienced racing skippers who race

Solings in addition to other more sophisticated classes. I find our boat with its simplicity and 'limitations' to be every bit as challenging to race and just as much fun as many of the more complicated boats I have sailed. We need to continue to focus on the One Design aspect of our class and to improve the wording of the rules in some areas to ensure a level playing field for the expert as well as the beginner who just assembled the kit. I continue to communicate with Paul Fixx, the American Model Yachting Association Class Secretary who governs the class, about the rules and I try to represent the interests of CRYA Soling owners as I understand them. I welcome any input you have on issues that need to be addressed at the AMYA governance level. I believe we need to support the AMYA in governing the class and to avoid any local variations which could weaken the One Design spirit of the class.

Spring should be in the offing when you read this. If you have not made those changes and improvements you intended to do over the winter, now is the time to get at it before the season begins.

Wishing you a happy and successful 2008 sailing season.—Paul Switzer



Competitors at the 2007 Canadian Championships won by Paul Fixx and hosted by the Windsor Model Yacht Club in Windsor Ontario.



## Special Announcement—Bob Sterne

Bob Sterne of Bob's Boatyard in B.C. has retired.

Bob has spent more than 25 years promoting, building and sailing RC yachts. He has been a source of great support to the CRYA, serving on the executive and pitching in when asked.

Bob's designs and sails have been successful on the water and his tuning tips a valuable resource for sailors.

Thank you to Bob for his years of dedication to the sport.

- Lana Butler on behalf of the executive and members of the CRYA



Early season action from Halifax



The Elephants vs the Mice (aka A class vs the Footys) at the Windsor Model Yacht Club, it was not really a race, they just didn't get out of the water. Photo submitted by Doug Diet



A Class yachts in action at the Windsor Model Yacht Club. Photo submitted by Doug Diet



Soling 1M Championship start at the Windsor Model Yacht Club. Photo submitted by Doug Diet

# CRYA Financial Update

From Larry Miskie — CRYA Treasurer/Registrar

## Balance Sheet

As of 31/12/2007 (Cash Basis)

Account	31/12/2007 Balance
<b>ASSETS</b>	
Cash and Bank Accounts	
CRYA Chequing	7,850.13
CRYA Petty Cash	119.65
TOTAL Cash and Bank Accounts	7,969.78
<b>TOTAL ASSETS</b>	7,969.78
<b>LIABILITIES &amp; EQUITY</b>	
<b>LIABILITIES</b>	0.00
<b>EQUITY</b>	7,969.78
<b>TOTAL LIABILITIES &amp; EQUITY</b>	7,969.78

## Cash Flow Comparison

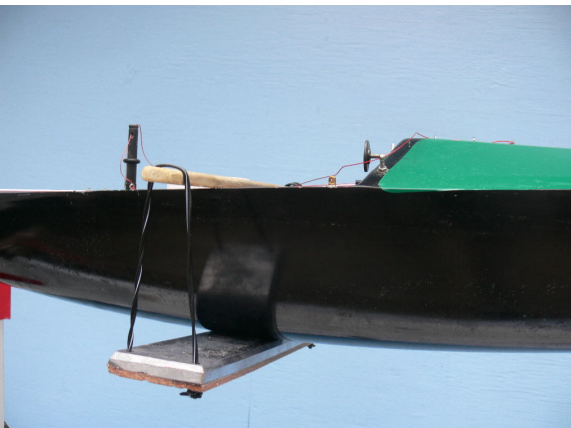
01/01/2006 Through 31/12/2007

Category Description	01/01/2006- 31/12/2006	01/01/2007- 31/12/2007	Amount Difference
<b>INFLOWS</b>			
Advertising Income	585.00	270.00	-315.00
Donations	23.87	0.50	-23.37
Dues			
Boat	509.00	570.00	61.00
Member	4,087.00	3,960.00	-127.00
TOTAL Dues	4,596.00	4,530.00	-66.00
Misc Income			
Interest Inc	3.39	3.50	0.11
Other Inc	1.66	7.82	6.16
Pins	90.00	90.00	0.00
TOTAL Misc Income	95.05	101.32	6.27
<b>TOTAL INFLOWS</b>	5,299.92	4,901.82	-398.10
<b>OUTFLOWS</b>			
Bank Charge	5.00	0.00	5.00
Misc	288.97	40.00	248.97
Printing	1,420.74	1,416.60	4.14
Subscriptions	297.55	75.00	222.55
Supplies			
CRYA Pins	632.80	0.00	632.80
Postage Fees	1,298.84	1,374.32	-75.48
Stationery	310.05	474.80	-164.75
TOTAL Supplies	2,241.69	1,849.12	392.57
Web Site			
Annual Fees	283.55	280.90	2.65
TOTAL Web Site	283.55	280.90	2.65
<b>TOTAL OUTFLOWS</b>	4,537.50	3,661.62	875.88
<b>OVERALL TOTAL</b>	762.42	1,240.20	477.78

# The Sweat Equity IOM All Purpose Fin Jig

By Lawrie Neish

One of the joys of building an IOM comes near the end of the process when it all comes together and the fin is fitted and, along with the ballast bulb, depthed. All of this presents a problem for the builder striving to achieve the maximum draught and an accurate angle of inclination of the ballast bulb and still stay within the limits set by the class rule. With the Western Sweat Equity IOM fleet approaching thirty boats, this exercise has been faced more than a few times by the finishers, and the results are the subject of waterside conversations - "I see you are trying a forward raked fin" and "Well it may be vertical but it sure does not look it." or "If they are both vertical then why don't they line up" During one session fin and bulb setting up session, while helping and using jerry rigged props and shims and reluctant tape measures, I thought there just had to be a better way of approaching the job. I sketched out what I thought would work and the following week Bevan Wrate, whose IOM was being worked on, brought back the device. Using it for the first time produced a series of minor changes and additions and a further modification allowing it to fold for transporting. Barry Fox in Victoria has produced another one with some variations which suit his approach to the problem.



Lead slab suspended athwartships—Photo 1

There are two basic steps in the process as we do it - establishing the bulb position to give the desired water line and the setting up of the bulb and fin with the hull.

It should be noted that few IOM's finish up being built precisely as the designer intended and so it is important to find the "as built" waterline. This is important with the IOM as everything is referenced back to the waterline and of course it is also important to know where the bulb has to be positioned to achieve the desired waterline. How to achieve this presents a problem and the first thought is that the house bathtub would be convenient to use, but unfortunately, with a fin and bulb in place and the overflow stopped up, there is more than a little danger of a flood and holes in the ceiling.

A second problem is to accommodate the flotation of the lead bulb and fin which is included in the buoyancy of the finished boat. As a solution to this second problem we cast a lead slab approximately 320 x 75 mm. This, along with a piece of wood epoxied to it to simulate the fin, weighs 2.5 Kg. The thickness of the lead is arrived

slightly over weight and planed down with an ordinary hand plane or filed to the precise weight. A dreadnought file works best as a file but these are not common. Allowance has to be made for epoxy and fairing etc. The use of this device compensates for the "flotation" of the fin and bulb. Its use is simple - it is suspended athwartships under the hull as shown in photo #1. With the mast and rig, together with batteries and radio etc in place and the total weight brought to

at least the minimum sailing weight of 4 Kg., the fin/bulb simulator can be slid along the hull to achieve the desired waterline. The centre of the fin simulator gives the COG of the bulb relative to the hull used in the next step. It should be noted that the rudder, being normally at the extreme stern end of the waterline, has a significant effect and it should either be in place, or taped under the hull, at its normal location.

Using this method requires comparatively little water in the bath tub, and unless the ceiling is unusually low, the mast can be carried in its normal position. Having the simulator suspended under the hull keeps the boat upright. The operation can also be conducted in a Measuring Tank and it is easier to see what you are doing with it. If all else fails, a simple wooden trough, lined with polythene, can be fabricated to serve, though, unless it is on saw horses, it is hard on the knees!



The Setup Jig—Photo 2

## The Setup Jig

The actual jig is quite simple. (See photo #2) It consists of two folding uprights at either end of a base board. The base board must be straight and flat or capable of being brought to this state. The uprights when in use are each held by a stay to prevent unplanned folding. One of the uprights has a 100 mm diameter sighting hole. The uprights have an extension block on the outside surface

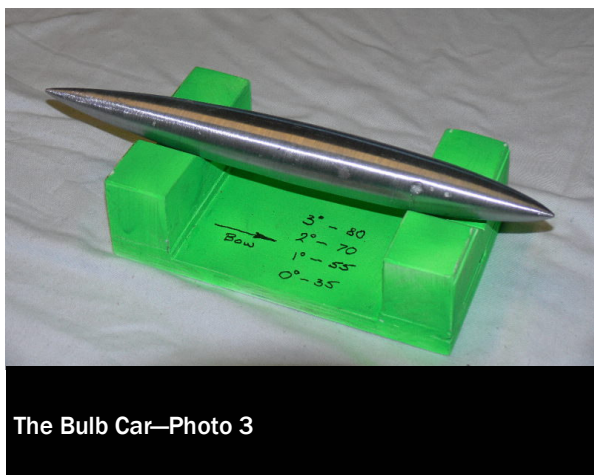


at the top. Two 10 mm gauge blocks are used in conjunction with the extension blocks. Each upright has a shaped support which slides on the upright and is used to steady and level the hull.

The height of the extension blocks above the base, plus the gauge blocks, minus the height the bulb car presents the bulb (see below) and should be slightly less than 420 mm.

The base and uprights have a dadoed 3 mm groove along the centre of the base and the inner surface of the uprights. The groove in the base is to guide the bulb "car" allowing it to stay in alignment as it is slid along the base. The grooves in the uprights allow the vertical alignment of the fin to be checked visually and are a convenient indicator of centre.

The bulb car (See photo #3) is a



The Bulb Car—Photo 3

rectangle of plywood with two same size V-blocks at the ends and two guide pins to locate it in the groove in the base of the stand. The two V-blocks are carefully aligned with the groove and, in conjunction with the supports, give the 420 mm depth

The ballast bulb tapers along its length and, by placing the bulb in the V of the blocks, its angle of inclination can be altered depending how it is positioned. As all of the SE IOM's use a standard bulb, it is simple to find the position to give any angle and relate it to the overhang at either end. I use the front end. As the bulb is slid back and forth in the V-blocks, the bulb describes an arc and its angle changes. The bottom

of the bulb changes very little in height in doing this, but this should be checked.

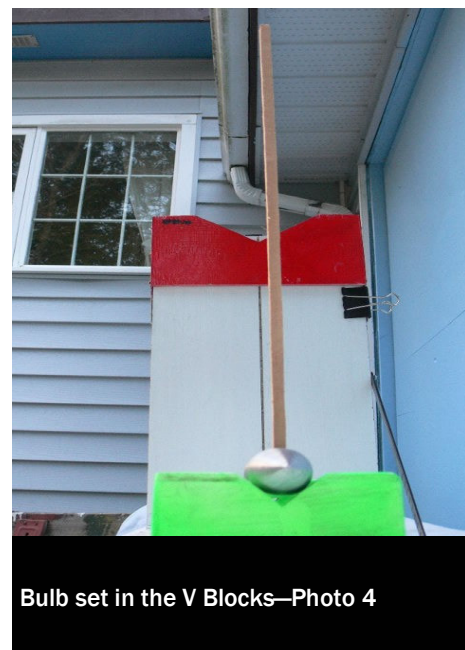
### Use

Having established the water line and the required position of the bulb centre of gravity (marking this on the bottom of the fin), and having decided the inclination of the bulb, and knowing the centre of gravity of the bulb, you can proceed.

Set the car with its guide pins in the groove. Place the bulb in the V-blocks with the appropriate overhang to give the desired inclination with the fin slot up. Place the sighting bar in the slot and, viewing through the hole in the stand, sight this for vertical against the groove in the other upright. This places the bulb symmetrically in the V-blocks. (See photo 4). When set up, slide the car and bulb to one side while the hull is set level.

Place the hull on the supports and, using the sliding supports in conjunction with the 10 mm gauge pieces on the extension blocks, set the water line level, using the top of the groove in the supports, or the marked centre line on the extension blocks to centre the hull at each end. Sometimes the rudder may have to be removed from its bush do achieve this.

Lift the hull off the stand and fit the fin in its box and replace on the stand sliding the bulb car into position to receive the fin into the slot. Check that the hull is centred and at the gauge height, and the bulb has the correct over hang with its centre of gravity at the mark on the fin. Check through the sight hole in the stand and make certain the fin is aligned with the groove in the other support. (See photo #4) If all the checks are satisfactory then just add the epoxy and stand back and



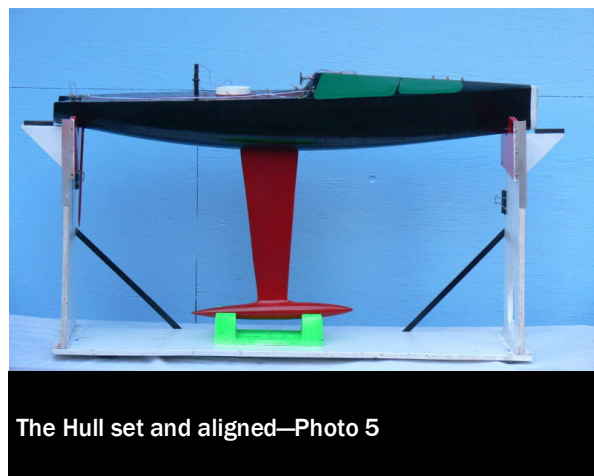
Bulb set in the V Blocks—Photo 4

admire your work. (See photo 5) The sexy model is Black Agnes. On Saltspring at this stage, we retire for Aileen's cookies and a cup of Earl Grey tea.

### Other uses of the stand

The stand can be used as an aid to fitting the fin. With the hull set up to its waterline, squares or protractors can be used to achieve the desired fin position relative to the water line by using the base as a reference.

With all of the above, the stand does not have to be level as it is self contained, but by levelling the stand and supporting the hull on it at its water line, a plumb bob can be used to set the mast vertical or to what ever rake desired.



The Hull set and aligned—Photo 5

**IOM All Purpose Fin Jig—Parts list**

There is nothing magical about most of the dimensions and there is considerable flexibility with all with the exception of the height of the supports the height of the gauge blocks and the height at which the bulb car supports the bulb above the base. The original was made totally out of scrap and recycled plywood.

**Stand**

Base - Plywood	1 @ 19 x 300 x 1000
Supports - Plywood	2 @ 12 x 300 x 450
Bow and stern shaped supports	2 @ 12 x 300 x 125
Extension blocks	2 @ 40 x 50 x 100 (ex)
Gauge blocks	2 @ 10 x 20 x 50
Braces (steel)	2 @ 3 x 12 x 350
Shaped support guides	4 ex 1" aluminium angle
Piano hinge	2 @ 300 x 36 hinge
Sundry screws and machine screws	

**Bulb car**

Base - Plywood	1 @ 12 x 125 x 220
V-blocks	2 @ 50 x 40 x 125
The V's are 90 degrees and 45 mm on the hypotenuse (the open top)	
2 nails for guide pins	
Sighting bar	1 @ 8 x 20 x 400 The 8 dimension will have to be varied to give a snug fit in the fin slot

**Devil is in the Details**

By Barry Fox

Spring is coming and the Devil is in the details. I know that some of you will think that this is just normal but for some of the newer skippers among us maybe it will be a good reminder.

I had been busy with some other boats and projects and had not sailed my "good" boat for some time. When I first put it back on the water I was immediately reminded why I like it. It went quite well compared to the boats I had been sailing.

After a couple of outings, I had become used to its handling again and I thought there was something not quite right. I made a few small adjustments and it did respond but somehow it wasn't quite as crisp as it had been.

So I spent a whole afternoon just going through all the systems. Checked and re-oiled all the turning blocks, checked

the winch travel, checked each rig (on the boat) and discovered lots of things that were out, just a little. My winch travel was just a few mm shy of full travel. The masts were just a degree or so off centre. The shroud tension was almost right. The sails had just a few mm too much draught in them. The jib downhaul was a bit too tight. And somewhere along the line the rudder must have taken a bump and was a few degrees off line with the keel fin. So I tightened here, loosened there, straightened this and that and presto the boat sprung to life again.

Now I've done all this before but it seems that I surprise myself every time I do it. If you have the boat going well one day, finish, pull the rig off to travel and then put it back the next day without making any changes, well, it will have changed. Maybe not much but it will have changed.

Unless you keep on top of the boat all the time it just starts to get a bit more out of tune until you all of a sudden (or so it seems) find that the boat has become a dog. My boat is seldom a

dog but it can be less than brilliant. So the point of the message is to keep after your settings and actually get back to measuring them (your eye lies by the way) as frequently as you can and then the boat is just terrific.

- Barry Fox

**The 2nd Annual All Island RC Sailing Series**

By Barry Fox

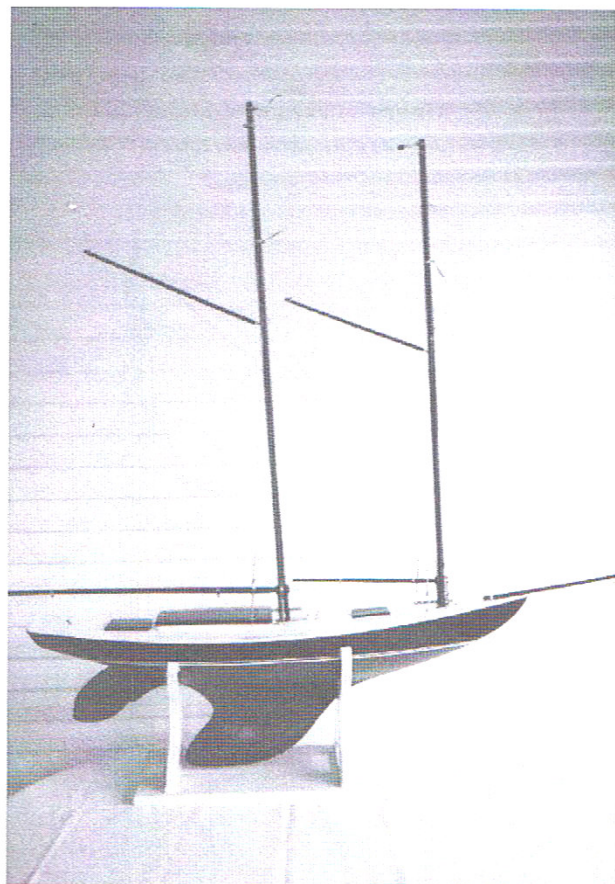
A year ago we put the final touches on a 4 regatta series covering Vancouver Island and surrounding areas. All four events were well attended by the IOM community and also enjoyed some support from the Soling skippers. Following that successful event it is nice to make the series enduring by announcing the 2nd Annual edition.

This year we are able to return to all the previous locations and add one more so we have 5 events scheduled now.

The premise of the series is that they are one day events and cause skippers spread out all around the area to get together at each other's venues to compete. In addition we enjoy some good competition from a few mainland skippers who come over to take in the events as well. We were going to try to include one event in the Vancouver area this year but just couldn't quite make it happen. It sounds like we may have awoken some interest though and hope to have something take place outside of the Series later this year and then maybe grow the Series next year to include one or more events in those areas.

Each event is scored so that everyone gets points for being there and then each competitor receives points for finishing ahead of how ever many boats they beat out. We allow one event to be dropped so if you can't make all of the events you aren't automatically out of the running. It seemed equitable enough last year as it rewards both attendance as well as performance.—Barry Fox





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## 2008 Regatta Reports

### All Island RC Sailing Series Round 1

It was a dark and stormy night.

OK, it wasn't night but it was a dark and stormy day, mostly. After delays for our unusually cold last few weeks it was finally a day when there was clear water on Beaver Lake and wind. Oh yes, there was wind!!!

On arriving at the lake we noted real good winds but likely still #1 conditions for the IOM crowd. With 15 boats entered the prospect of some great sailing was looking real good.

By the time everyone arrived and we had the marks set, the wind was coming on stronger and stronger. Some delays with technology issues, we got the boats on the water for the first start and decided to hold off as everyone was being blown over by the gusts and barely surviving the rest of the time as it had clearly gotten to, or beyond, the limitations of #1 rigs. During that time those that had the alternate rigs with them switched down to #2 rigs. With about half the fleet on #2 rigs and a few brave folks trying to persevere with their #1 rigs, we started the first race.

The boats on #1 rigs struggled to even get up to the start line to take the start while the rest worked their way into the race. Depending where you were on the course and the power of the squall you were encountering, it was even difficult to get your tack completed sometimes.

After that race, we decided that we should take out lunch break and see if the wind would decide to treat us better.

Following lunch it seemed to settle down a bit and become manageable for the #2 rigged boats so we continued on and sailed another 10

races in the afternoon.

Conditions were variable but always windy. We had heavy rain for a while, an occasional rainbow and some great races.

Jan Schmidt had his KF II sailing well and consistently at the front of the pack, handily taking the win for the day with a meager 12 points. Peter Brosch managed a good consistent day as well with his SE Kite to finish in second with 25 points. Barry Fox had some good finishes his Kite toward the end of the day to just pull off a third place finish with 29 points, only one point ahead of Martin Herbert with his Nell designed by his brother Graham.

Events like this only happen because of the great efforts and work of the people who volunteer to operate them.

A great deal of thanks and appreciation goes to Mike Woodley and Ken Lockley for acting as joint RDs for the event, keeping us on our toes and getting races run off as quickly as possible.

Ken Ensor assumed the position as Rescue Boat Captain and was pressed into service a few times to retrieve a few runaways and disabled boats. Ken also did a great job at getting the course set up and taken down.

Mercedes Schmidt took on the Score Keeping and event administrator roles to make sure everyone had signed in properly, collected everyone's entry and then kept score during driving rain and driving wind.

That we can find people who will come and endure the weather we had so that the rest of us can focus on our boats and racing is a great testament to our hobby and the people who are involved at all levels. We appreciate these folks on any day that we sail but

in these conditions it is even more special. Thanks for all the help!!!

So, Round 1 is in the books and we move on to the next event in only a couple of weeks. If we can continue to draw the size of field it will be a great set of races this year. These first races of the year always seem to bring out some things that we all need to do to make our boats more reliable, or faster. I'm sure there is a flurry of activity up and down our area getting those details taken care of.

The series bids farewell to Beaver Lake for another year, although there is plenty of Club sailing to come there, and heads north. It looks like even for the mild climes of Vancouver Island it is a little presumptuous to declare a Spring Series starting in January so next year we will likely push it back a month or so.

On to SaltSpring Island and Round 2.  
-Barry Fox

#### Round One Results

Pos	Skipper	Score
1	Jan Schmidt	12
2	Peter Brosch	25
3	Barry Fox	29
4	Martin Herbert	30
5	Dave Taylor	41
6	Ray Kretchmar	45
7	Jenny Taylor	61
8	Eric Paul	100
9	Gord Sirop	130
10	Bevan Wrate	144
10	Todd Blumel	144
10	Dave Seager	144
10	Mike Glover	144
10	Scott Ringrose	144
10	Lawrie Neish	144

# Membership News

From Larry Miskie — CRYA Treasurer/Registrar

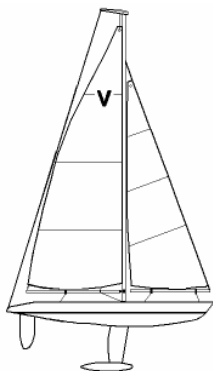
Breakdown of CRYA Members by Province	
Province/State	Total CRYA#
British Columbia	66
Connecticut	1
Manitoba	1
New York	2
Nova Scotia.	8
Ontario	149
Quebec	31
Total	258

The CRYA is an organization of and for it's members. Our Registrar has provided some data which shows the current state of the membership and tells us a little about the local clubs that we belong to and the boats that we all sail.

To save space, just a summary of all Larry's work is presented here for you. I am sure Larry would love to hear from you if you have questions about the data.

Breakdown of Boat Registrations by Class		
ClassID	Class Name	Total CRYA Registered Boats
10R	Ten Rater	68
366	36 / 600	55
6M	Six Meter	1
AC	Americas Cup	14
EC1	East Coast 12 Metre	77
F32	Fantasy 32	12
FTY	Footy	20
IA	Intl A	6
IOM	Intl One Meter	189
KIT	Kit Boat	5
M12	Mini 12	77
MG3	Mount Gay 30	1
MHD	Marblehead	256
OD1	One Design One Meter	1
OPN	Open	18
S/B	Santa Barbara	12
S1M	Soling 1 Metre	272
STR	Star 45	10
US1	US 1 Meter	134
V1D	Victoria One Design	120
V32	Victor V32	2
VIN	Vintage	8

Members Club Affiliations		
PROV	CLUBNAME	Total CRYA#
BC	Mid Vancouver Island Marine Modellers	7
BC	Okanagan Model Sailboat Association	27
BC	Royal Vancouver Yacht Club	3
BC	Saltspring Island Sailing Club	5
BC	Vancouver Model Yacht Club	1
BC	Victoria Model Shipbuilding Society	11
BC	zNot Affiliated	12
CT	American Model Yachting Association	1
MB	zNot Affiliated	1
NS	Halifax Area Model Yacht Club	6
NS	zNot Affiliated	2
NY	zNot Affiliated	2
ON	Bluewater Model Yacht Club	1
ON	Golden Triangle Marine Modellers	3
ON	Kingston Yacht Club Radio Fleet	23
ON	Lakeshore Yacht Club RC Fleet	7
ON	Metro Marine Modellers	35
ON	Ottawa Remote Control (Yacht) Club	14
ON	Quinte Model Yacht Club	12
ON	Royal Canadian Yacht Club	3
ON	Silver Islet Yacht Club	1
ON	Thames Valley Model Boat Club	2
ON	Windsor Model Yacht Club	16
ON	York Region Marine Modellers	7
ON	zNot Affiliated	25
QC	Beaconsfield Yacht Club	1
QC	Hudson Yacht Club	16
QC	West Island Ship Modellers	13
QC	zNot Affiliated	1
Total		258



**VICTORIA ONE DESIGN  
2008 HARBOUR DAY REGATTA  
7 June 2008, TORONTO, ONTARIO**

**INVITATION**

Metro Marine Modellers invites Victoria One Design radio-controlled model boat skippers to the 2008 Harbour Day Regatta in Toronto, Ontario, Canada.

**SITE**

The regatta will be hosted at Humber Bay East Park Toronto, Ontario.

For more info go to [www.metromarine.org](http://www.metromarine.org).

Skipper's meeting at 9:30am with the first race commencing at 10:00am.

Please bring your own lunch. Water and soft drinks will be supplied

**ELIGIBILITY**

All entrants must be paid up members of the CRYA or their National Authority.

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

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

**ENTRY & FEES**

The Entry Fee is \$10.00. Entry deadline is 7 May 2008. Please make cheques or money order payable to

Bill Shorney.

**PRIZES & AWARDS**

Prizes will be awarded to the top three skippers.

**CONTACT**

Bill Shorney – Regatta Chair

1002-100 Alexander St.

Toronto, Ontario

[billshorney@rogers.com](mailto:billshorney@rogers.com)

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

**DISCLAIMER:** Please accept this Entry Application for the 2008 Harbour Day Regatta in Toronto, Ontario.

I hereby agree to comply with the 'rules' as defined in the 2005-2008 Racing Rules of Sailing (RRS). I acknowledge that I am entering this regatta at my own risk and do hereby release and hold harmless Metro Marine Modellers and its Organizing Committee, as well as their officers, members and agents, both jointly and severally, from any liability for any loss, injury or damage to any persons and/or property that might arise from our participation in this event, even if such loss, injury or damage be caused by the negligence of those so released and held harmless.

In the event that court action is undertaken, we agree that the jurisdiction and venue will be Toronto, Ontario, Canada and that Ontario law will govern any arbitration or litigation.

Signature \_\_\_\_\_



**NOTICE OF RACE****All Island Racing Series January through May 2008**

**Where:** At five separate locations, once per month

Beaver Lake; Victoria, BC  
Lake Cowichan Park; Lake Cowichan, BC  
Sunset Pond; Salt Spring Island, BC  
Long Lake; Nanaimo, BC  
Maple Bay, BC

**When:** ***All events will follow this schedule***

10:30 AM	Skipper's Meeting
10:45 AM	First Heat in the water
12:00 PM	Lunch Break
12:30 PM	Racing Resumes
4:00 PM	Last Race begins by this time
5:00 PM	Awards/Wind Up presentation

Jan. 27, 2008	Beaver Lake
Feb. 24, 2008	Lake Cowichan
March 23, 2008	Sunset Pond
April 27, 2008	Long Lake
May 18, 2008	Maple Bay

**Format:** Fleet Racing or Odd/Even heats as defined in individual event NOR

**Series Entry Fee:** \$5.00 per boat one time only to help cover Series costs. Payable at the first series event sailed.

**Entry Fee:** \$ 5.00per boat per event with your completed entry form. Entry deadlines are declared in the event NOR. Pre- approved late entries will be Payable at pond side.

**Frequencies:** No frequency conflicts will be permitted. The Race Committee will attempt to resolve all frequency conflicts. If a frequency conflict cannot be resolved, the frequency will be assigned to the entry with the earliest postmark. It is each competitor's responsibility to carry at least 3 sets of frequency crystals with them to each event to allow for resolution of conflicts.

**Awards:** Top 3 in each recognized class

**Rules:** Races are governed by the current International Sailing Federation (ISAF)  
Racing Rules of Sailing (RRS) as modified by Appendix E, and the Sailing Instructions.

**Registration:** See individual event NOR.

For additional Information on the overall series contact:

Lawrie Neish  
(250) 537-2053  
[wlnish@shaw.ca](mailto:wlnish@shaw.ca)

Barry Fox  
(250) 294-0350  
[bdfox1@gmail.com](mailto:bdfox1@gmail.com)

# Notice of Race

## 2008 Western Canadian IOM Regional Championship

*June 6 – 8, 2008, Saltspring Island, BC*

- 1. Event:** The Western Coast Model Yachting Association and Saltspring Island Sailing Club invite International One Metre (IOM) sailors to the Western Canadian IOM Regional Championship Regatta at Saltspring Island Sailing Club, Saltspring Island, BC. Open practice will be held starting after noon on June 6<sup>th</sup> as well as registration and check in being available. Sailing will take place over two days, June 7<sup>th</sup> and 8<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 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 lunches both sailing days. Please make cheques payable to Lawrie Neish.  
  
Entries must be received no later than **May 19<sup>th</sup>, 2008**. 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** Saltspring Island has a variety of accommodation. 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** – Lawrie Neish, 461 Walker Hook Road, Saltspring Island B.C. V8K 1N7, Canada; (250) 537-2053; wlneish@shaw.ca

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

#### 2008 Western Canadian IOM Regional Championship

*June 6 – 8, 2008, SaltSpring Island, 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 Number</b>	<b>Sail Number</b>	
<b>Frequency: Pref#1</b>	<b>Pref#2</b>	<b>Pref#3</b>
<b>Hull Design</b>	<b>Sailmaker</b>	<b>Radio Mfg.</b>

**Notice of Race**  
**2008 Canadian National Soling 1 Metre Class Championship**  
**Bedford, Nova Scotia ,June 21-22 2008**

**Venue:** This regatta will be hosted by the Halifax Area Model Yacht Club (HAMYC: www.hamyc.ca) and held at the Bedford Basin Yacht Club (BBYC: www.bbyc.ns.ca) in Bedford, Nova Scotia, Canada.

**Dates:** Racing will occur on Saturday and Sunday, June 21<sup>st</sup> and 22<sup>nd</sup> 2008.

**Eligibility:** This Championship is open to all members in good standing of the Canadian Radio Yachting Association or other recognized National Authority. Yachts must comply with the Soling 1 Metre Class Rules. The organizers reserve the right to limit the number of entries if there are too many irresolvable frequency clashes. Entries allowed would then be based on the date of receipt of entry: first come, first served.

**Rules:** This Championship will be governed by the 2005-2008 Racing Rules of Sailing including Appendix E, the rules of the Soling 1 Metre Class, this Notice of Race and the Sailing Instructions.

**Frequencies:** Each competitor must have a minimum of 3 available frequencies listed with their entry and be prepared to change during the competition.

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

**Registration and Entry Fee:** The Entry Fee is \$65.00 CAN. All competitors must register using the attached form. Registration will close on June 7<sup>th</sup>, 2008. Organizers may extend the closing date at their discretion. Payment can be made by cheque or money order payable to **HAMYC**. Credit card payment is unavailable. Entry fee will include lunches for competitors on both days and **one** ticket to the Saturday Nite Banquet. Additional banquet tickets may be purchased at the door.

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**2008 Canadian National Soling 1 Metre Class Championship Entry Form**

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

**Email:** \_\_\_\_\_ **Telephone/Fax:** \_\_\_\_\_

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

**CRYA/AMYA Member Number:** \_\_\_\_\_ **Sail Number:** \_\_\_\_\_

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

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

Signature \_\_\_\_\_ (a signature is required to complete registration)

Date \_\_\_\_\_

Please include a cheque or money order for \$65 CAN. Payable to HAMYC (Credit card payment is unavailable. )

**Fee must be included in order for entry to be processed.**

Please complete and return this Entry Form to:  
**Gary Bugden, Rear Commodore HAMYC**  
63 Union Street  
Bedford, N.S. B4A2B6



# Canadian Radio Yachting Association

## MEMBERSHIP APPLICATION

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

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

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

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

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

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

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

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

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

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

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

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

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

### List New or Transferred Boats:-

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

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