



Canadian Radio Yachting

The Publication of the Canadian Radio Yachting Association

Winter 2007

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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

As there is not much sailing happening in the east during the winter months, it's a reminder of what was, and what we can look forward to as spring approaches and our water starts to soften up.

This is one of those colourful shots taken by Bernie Skinner last year at the IOM Canadian National Championship in Kingston Ont.and surprise, Surprise, that #11 boat out in front of the fleet at the weather mark just happens to be Peter VanRossem's.

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
President	Lana Butler	1429 Sydenham Road, Kingston, ON K7L 4V4	613-634-1140 (day) 613-546-9777 (night) 613-634-1109 (fax)	president@crya.ca
Past President	Don Martin	#302 2350 West 1st Ave. Vancouver, BC V6K 1G2	604-731-7338 604-773-6052 (fax)	pastpresident@crya.ca
Executive Secretary	Gary Bugden	63 Union Street Bedford, N.S. B4A 2B6	902 835 5006 902 835 4963 (Fax)	gbugden@accesswave.ca
Treasurer / Registrar	Larry Miskie	46 Henderson Drive Aurora, ON L4G 3L2	905-727-4050	treasurer@crya.ca
Technical Director	Nigel Ashman	Vancouver	604 684 6560	nigel@attessa3.com
Communications Director	Ray Davidson	2853 Rosewood Lane Oakville, ON L6J 7M5	905 829 2820	communications@crya.ca
Editor	Ray Davidson	2853 Rosewood Lane Oakville, ON, L6J 7M5	905-829-2820	newsletter@crya.ca
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British Columbia & Prairies	James Anderson	1640 Gillard Drive Kelowna, BC V1Y 4K1	205-537-6012	jimander@shaw.ca
	Lawrie Neish		250-537-2053	wlneish@saltspring.com
Maritimes	Jim Goddard	108 Thistle Street, Dartmouth NS B3A 2V9	902-433 0356 902-488 1601 (cel)	jwgaccesscable.net
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Quebec	Dennis Edge	566 Essex Road Beaconsfield, PQ H9W 3V9	514-630-3777	authentica@sympatico.ca
Class Secretaries				
A Class	Doug Diet	461 Belle Isle View, Windsor, ON N8S 3G2	519- 974-6101	ddiet@wincom.net
Marblehead	Eddy Waddel	1105 Beechnut Road Oakville, Ont.	905- 829-9315	Ewaddel@cogeco.ca
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US 1 M	Dave Bowes	1095 Afton Rd., Peterborough, ON K9J 8L1	905-745-1088	dbowes12@cogeco.ca
Victoria	Charlie Mann	80, Newbury Drive, Newmarket, ON L3Y 4R3	905-868-9329	c.e.mann@sympatico.ca
Soling	Paul Switzer	2510 Conning Drive, Kingston, ON K7L 5H6	613-541-0704	switzerp@cogeco.ca
Mini 12	Bernie Reid	192 Kehoe Street, Ottawa, ON K2B 6A5	613-596-4595	avalanche-reid@rogers.com
CRYA Measurers				
British Columbia & Prairies	Nigel Ashman	Vancouver	604 684 6560	nigel@attessa3.com
	Lawrie Neish		250 537 2053	wlneish@saltspring.com
Quebec	Dennis Edge	Beaconsfield PQ	514 630 3777	Authentica@sympatico.ca
Ontario	Hugh Kidd Peter VanRossem	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.

Happy New Year to all CRYA members.

Congratulations go out to the 2007-2008 CRYA Executive Board Members. Elected Members; Gary Bugden, Executive Secretary, Larry Miskie, Treasure-Registrar, and myself, Lana Butler, President, and our Appointed Members; Ray Davidson, Communications Director, and Nigel Ashman, Technical Director. Thanks for your time, effort and willingness to keep this organization functioning and running smoothly.

Gary has passed his post of East Coast Regional Directorship over to Jim Goddard. Thank you Gary for your contributions as our Regional Director this past term; and thank you Jim for offering to come aboard and take on this very important task. Gary has offered to continue as our Regatta Coordination for this year, so help him out by getting your regatta dates to him asap.

I wish to call on our Class Secretaries to become involved in the growth of your yacht class. If you have a webpage, or class web-letter already, well done. If you don't and would like

to get one set up, let us know and we will try to match you up with someone who can help.

The CRYA banner will fly across Canada again this year as our sanctioned regattas get sailed. If your class has no Nationals organized yet, get your applications into your class secretary for hosting your 2007 Nationals now as we are already booking this year's events. Your general regatta notices should be directed to our regatta coordinator, Gary Bugden, but if you intend or wish to host a CRYA Sanctioned Canadian National Championship, direct your intentions to your class secretary for redirection to the CRYA Executive for sanction, this can be cc'd to Gary too.

The CRYA Website "ad hoc" committee is looking for someone interested in collecting data to set up a "regional club" page, let us know if you are available to assist. All you Class Secretaries and Regional Directors can assist by compiling a list of local and regional clubs and their affiliates. Suggestions and "constructive" criticism is always welcome from any CRYA member.

Keep sending your news to your Regional Directors for contributions to the NL, or directly to the Editor of the newsletter. The "slow sailing" season is starting to heat up, but while you are building your new boats for the season, jot down some tips to pass along to you fellow skippers. Get your pens out and tell us about some sailing/tuning/or building tips that we can share with membership.

As you get your calendars out and plan this year's regatta road trips, remember to bring your cameras and notebooks so you can come back and share your experiences with the CRYA membership.

Thank you, as always, for your viewpoints and keep your articles coming.

Regards,
Lana Butler

CRYA R/C Sailor of the Year Award

The CRYA R/C Sailor of the Year Award was initiated in 1999 in order to recognize outstanding service by an individual to the sport in general or the organization in particular.

Candidates for the RC Sailor of the Year Award are nominated by the membership. All members of CRYA are eligible for nomination. Nominations may be made at any time during the year by forwarding a nomination letter (e-mail or post) to the President and Board of Directors. The nomination should include a profile of the nominee and the reasons why he/she should be considered.

The nominations are reviewed by the Board of directors and the annual recipient announced in the Winter issue of Canadian Radio Yachting the associations quarterly publication.

With all this in mind, nominations for 2007 season are now being accepted and encouraged. Get your nominations in today.

Fees Reminder

..... And while you're thinking of the Sailor of the Year, think too of CRYA Fees. They are due now!

Put another way—if you have not yet paid then please do soon.

Call for Applications for the 2007 IOM World Championships – Marseille, France

<http://www.iomclass.org/2006/12/01/2007-iom-world-championships-marseille-france/>

Congratulations to all the IOM Skippers who competed in 2006's IOM Regattas posted as Canadian qualifiers for the 2007 World Championships. A special Congratulations to our 2006 Canadian IOM Champion, Peter Van Rossem. Best of luck in Marseille.

I have reposted below, the qualifying positions from these regattas.

Please send intent to apply and request for application to Lana Butler, (lane@lalift.ca or 613-634-1140) your Canadian IOM NCA Representative if you are interested in applying for a spot in the 2007 World Championship. We are advised at present that we (Canada) may only qualify for 2 positions in this Regatta. The first place automatically goes to the Canadian IOM Champion if they should decide to attend and represent Canada. The second and any subsequent positions are awarded to any other interested skippers in ranking order of qualification listed below. Please do not be discouraged if you are not at the top of the list. If you are interested in competing in the Worlds, we will forward your application and advise positions as we find out about them. We do not have to forward our applications until later in the spring, but we are asking for applications by April 1st for first round pick to forward to France for selection.

Canadian Qualification Listing

2007 IOM World Qualifiers			MMM Jun-06	Kingston Sep-06	Vancouver Oct-06
1	Peter Van Rossem	250	1 st 100	1 st 150	
2	Hugh Kidd	227.9	3 86.7	2 141.2	
3	Ray Davidson	225.7	2 93.3	3 132.4	
4	Marko Majic	203.5	4 80	4 123.5	
5	Bob Seitz	174.7	7 60	5 114.7	
6	Ian Dobson	154.9	6 66.7	8 88.2	
7	Ken Dorlandt	105.9		6 105.9	
8	Dave Allsebrook	101.8	10 40	11 61.8	
9	Alan Gardner	100			1 st 100
10	Greg Van Rossem	97.1		7 97.1	
11	Alan Ford	82.1	5 73.3	17 8.8	
12	Paul Switzer	79.4		9 79.4	
13	Nigel Ashman	75			2 75
14	John Lowther	70.6		10 70.6	
15	Dick Stanford	66.2	14 13.3	12 52.9	
16	Francisco Caamano	55.3	13 20	14 35.3	
17	Jamie Kidd	53.3	8 53.3		
18	Mark Gilbert	50			3 50
19	Claudiu Tomescu	46.7	9 46.7		
20	Conrad Watters	44.1		13 44.1	
21	Eddy Waddel	33.3	11 33.3		
22	Keith Rodgers	26.7	12 26.7		
23	Bernie Skinner	26.5		15 26.5	
24	Baird McLean	25			4 25
25	Henry Fierz	17.6		16 17.6	
26	Brian Chadwick	6.7	15 6.7		

CRYA Financial Report

Figures compiled by Larry Miskie
Treasurer/ Registrar CRYA

The following table shows the financial position of the Canadian Radio Yachting Association as of December 31st. 2006 in comparison with the status as of December 31st 2005

Cash Flow Comparison

Jan 1.05 through Dec 31/06

<u>Category Description</u>	<u>Jan 1/05-Dec31/05</u>	<u>Jan 1/06-Dec 31/06</u>	<u>Amount Difference</u>
INCOME			
Advertising Income	\$405.00	\$585.00	\$180.00
Donations	\$19.26	\$23.87	\$4.61
Dues			
Boat	\$609.00	\$509.00	-\$100.00
Member	\$3,575.00	\$4,087.00	\$512.00
TOTAL Dues	\$4,184.00	\$4,596.00	\$412.00
Miscellaneous Income			
Interest Inc	\$3.56	\$3.39	-\$0.17
Other Inc	\$17.33	\$1.66	-\$15.67
Pins	\$160.00	\$90.00	-\$70.00
TOTAL Misc Inc	\$180.89	\$95.05	-\$85.84
TOTAL INCOME	\$4,789.15	\$5,299.92	\$510.77
EXPENSES			
Bank Charge	\$5.00	\$5.00	\$0.00
Marketing	\$220.00	\$0.00	\$220.00
Misc	\$0.00	\$288.97	-\$288.97
Printing	\$1,439.45	\$1,420.74	\$18.71
Subscriptions	\$322.36	\$297.55	\$24.81
Supplies			
CRYA Pins	\$0.00	\$632.87	-\$632.87
Postage Fees	\$1,443.09	\$1,298.84	\$144.25
Stationery	\$289.45	\$310.05	-\$20.60
TOTAL Supplies	\$1,732.54	\$2,241.69	-\$509.15
Website			
Annual Fees	\$240.00	\$283.55	-\$43.55
Development Fees	\$1,003.34	\$0.00	\$1,003.34
TOTAL Website	\$1,243.34	\$283.55	\$959.19
TOTAL EXPENSES	\$4,962.69	\$4,537.50	\$425.19
OVERALL TOTAL	-\$173.54	\$762.42	\$935.96



These pictures came in a day or so too late to have been in the Fall edition, however it's always good to see some sailing at this time of the year here in the east, especially now that **all** our sailing sites are still frozen solid. On November 12th. the Annual Polar

Bear Regatta was held in Windsor Ont. Above:- Rod Harle #782 of the Thames Valley MYC in London Ont. leads Dave Balston #339 and Dick Reder #572 both from the Windsor MYC. Below:- The Soling fleet making to windward with Rod Harle #782 sailing

in third spot here, just behind the leader #58 and in a good position to pass #682 to windward.



Ontario Report

By Terry Doble

Ontario Regional Director

One day during the summer as we were assembling our boats for racing at the Quinte YC in Belleville I was approached by a young man and woman who asked if they may take some photos of us and our boats. Turns out they were students from the Loyalist College photo journalism course out on an assignment. All the while they were looking around as our sailors, limped, staggered and tottered their way to the sailing area. With a frown creasing his forehead the young man asked me if it was just old folks involved in this hobby, "No" says I, "We have one chap who's only 62". After I thought about my spontaneous reply it dawned on me that we had no really young members in our group, of course some of the ladies will disagree, but it is a fact. In the early days of pond boats and vane sailing teachers at secondary schools ran classes on how to build model pond boats and later some went on to radio control. This produced a ready made nucleus for the model clubs. In this computer age young people are more inclined to play with their computers than with model boats. Are there any teachers out there prepared to try to get some students into our hobby, ? I have asked a few but all say it's a lost cause. Sometimes I wonder.

While on the subject of pond boats I have a book on my bookshelf titled "Sunday Sailors, a beginners guide to pond boats and model yachting until the 1950s" written by Donald F Kihlstrom an antique dealer in New Jersey. You might ask what is an antique dealer doing writing about model yachts. It appears that he started collecting old pond boats and got interested enough to write a book about them. The book includes a lot of old time photos of various classes of pond boats and a colour section with photos of some of the models he has collected. A pull out section called a value guide tells you how much you could get for one of these old boats. There is also a section listing Canadian model Yacht Clubs, at that time in the 1930s and post WW 2 period there were 12 clubs from BC to Montreal. The Mimico MYC in Toronto was very active, a gent called Clare Johnson appears in some of the photos and seems to be one of the prime movers in the sport. What they called skiff sailing was very popular, the skipper rowed around in a

small skiff redirecting his boat as required to sail the next leg of the course. It must have been a bit confusing with two or more boats competing. There are photos of boats called the 22 square metre class, they look to be 4 or 5 feet long with a deep keel and skeg rudder design. These boats were very popular in Mimico in the 1930s. There were no details on the 22 square metre rule but it could be very interesting to explore the rule concept and may lead to some unique designs. Maybe some long time sailors in the Toronto area know more about this class.. I believe that Clare Johnson lived in Port Credit. There must be a pile of archival documents and drawings hidden in someone's attic or basement.

The Quinte Model YC and the Quinte Model Shipwrights were allocated 6 tables to exhibit their boats at the Model train show in Belleville in early December. The QMYC members had a Mini 12, an F 32, a Footy and a Mirror dinghy on display. Although the visitors had come to see model trains, we had a lot of interest in our model boats. Leaflets were handed out to advertise both our clubs, some of us in the QMYC are also members of the QMS. John Hutchings is the President of the QMS and though he builds some excellent electrically driven boats he also sails a Mini 12 and is currently building an F 32. He is also building a scale RC electric motor driven model of the Glenora ferry, so far he has not been persuaded to put sails on it.

On Saturday January 13 2007 the first of a series Fantasy 32 builders workshops sponsored by the Quinte Model Y. C. was held in Belleville. Nine of us got together at Chris Wyvills house to swap ideas and to show off our boats in various stages of construction. Two finished boats Terry Doble's #4 and sailor of the year Charlie Mann's beautifully finished #10 with it's clear mylar sails drew a lot of attention. There were four other boats in various stages of construction. Most were planned around a Futaba 3801 sail winch, #4 however sported a Hitec drum winch to facilitate getting the sheet travel required.

John Hutchings has a computer design program and was able to present us with an accurate set of deck beam shapes, this has been a problem for some of us early

builders when trying to get a fair curve along the deck king plank. Cameras clicked and flashes flashed as photos were taken. Judy Preston, Charlie Mann, Bill Shorney and Ashley Marshall drove up from Toronto for the session. Brian Credico, John Hutchings, Rob Michaels, Terry Doble, and our host Chris Wyvill were the home port sailors. Chris served coffee and doughnuts. Six of us had a substantial lunch at a local Chinese Buffet. We bade farewell to the Toronto sailors with promises to repeat this kind of event, maybe in Toronto next time.

We will soon have a fleet of land yachts in the Kingston / Picton area. There are, at time of writing, three in Kingston and one in Picton. Tony Daicar at Leading Edge Hobbies in Kingston is importing Stealth S1 and S2 models from the supplier in California. Call Tony at Leading Edge for more information.

We now have a Canadian supplier for the carbon fibre masts used on our Fantasy 32 yachts. Grant Fitz at Canadian Wind Rider Inc. (www.CanadianWindRider.com) can supply a one meter long 10mm dia. Carbon fibre tube, longer lengths are available. A photo of a Fantasy 32 is on the October page of his 2007 calendar. This is a very colorful calendar with photos of the many (mostly kites) uses for carbon fibre tubes.

Winter has finally arrived in southern Ontario after a long spell of above average temperatures and little snow. With the ponds and bays frozen it's time to get on with the winter building projects and dream of warm sailing days and sunny skies..



At the Fantasy 32 builder's meeting in Belleville Ont. From left to right are :- Ashley Marshall, Charlie Mann, Brian Credico, John Hutchings and seated is Judy Preston.



Fantasy 32's under construction at the Belleville meeting.
Of interest is the web address for the F32 builders forum which is part of the QYMC Soling website. Brian Credico our webmaster keeps it right up to date.

West Coast Report

By Lawrie Neish

Between dodging snow storms and falling trees, sailing has continued throughout the winter with the need to change venues now and again because of hard water. The wet winter has resulted in over flowing ponds and lakes. However, there has been some gain to sailors on the coast in that the water level is now so high at most locations, that even long finned Marbleheads float well above the weeds.

In early January, Victoria M.S.S. skippers participated in a "Monster Garage" event. The garage was provided by Ken Lockley and the session led by Barry Fox. A great deal of useful information and techniques were presented and discussed. At one point a casual onlooker might be excused for thinking he had dropped into a "weight watchers anonymous" group as the IOM types wrestled with overweight hulls and keels. Barry deserves our thanks for his efforts in organising the session. All participants were keen to do it again.

The "Sweat Equity" IOM project continues to develop in the South and Mid Vancouver Island areas with eight hulls out of the moulds. These are equally divided between Kites and Tick Tocks. Five more Kites are scheduled to be produced for skippers in the Nanaimo area. A third design, Graham Bantock's Vektor, is about to come on line with the first hulls being produced from molds in early February.

We are to receive molds for a fourth design in the near future. The project provides a competitive IOM hull and ballast bulb at a nominal cost with little

more than preparing for painting and hole drilling in addition to installing the electrics required. Jenny Taylor's husband Dave is performing a penance in building her SE Kite in retribution for sailing her boat under, and I mean under. Dave's own SE Tick Tock is also close to completion. Barry Fox is describing his building of a SE Kite in the VIRCB Yahoo group. Barry's intention is to produce a competitive IOM at minimum cost. Someone who should know better has christened the boat "el Cheapo"

The Vancouver / Gulf Island inter-club open series for metre sized boats is due to kick-off with the first event scheduled for Beaver Lake on 11th February. We are looking forward to this series and hope for a good turn out of IOM's, Solings and hopefully boats of other classes. One of the main problems in setting up the series has been communication with individual groups, but by dint of perseverance this has been overcome in all but one area. We hope this can be overcome in the future as the group concerned is perhaps the strongest in competitive performance. There is even a very good chance of Lower Mainland boats also coming across for the series. We hope this signals a revival of competition sailing in the Vancouver area. The following events in the series are to be held at Lake Cowichan in March, Long Lake in Nanaimo in April and Sunset "Loch" on Saltspring in Mid-May. The location of the latter event may be shifted to Saltspring Island Sailing Club. It is hoped that the interest generated will see the series extended to the Fall.

The above mid-May event on Saltspring will provide the Saltspring Island Sailing Club members and other participants in the series with practice for the Canadian National IOM Championships which follows two weeks later on the first week-end in June. We are hoping for a good participation of "hot" skippers with "hot" boats to come and show us how far we have to go. At the time of writing the Notice of Regatta is not up on the CRYA web site but it is on the USA and International IOM sites and has generated a strong response from the Western States with several entrants already booked into accommodation on Saltspring Island and more "in the mail". For information on the 2007 IOM Nationals check out - <http://groups.yahoo.com/group/07IOMCDN/>

Finally, I have been experiencing considerable trouble with our ISP - saltspring.com If anyone is experiencing bounced emails please retry and if the trouble continues please copy them to wlnesh@gmail.com

A Voyage to Remember

This true account comes from "Boater's Bowditch" The Small-Craft American Practical Navigator, by Richard K Hubbard

On December 30th. 1899 the ship *Warrimoo* was en route from Vancouver, British Columbia to Australia. Her clever and seasoned skipper, Captain John D.S. Phillips, was advised by his navigator that at about midnight the ship would be crossing the international date line and

the equator. Captain Phillips decided to change course and speed to ensure that at exactly midnight the ship would lie at that precise point.

So it happened. At 0000 hours the ship's bow was in the Southern Hemisphere at the height of summer and the stern was in the Northern Hemisphere winter. At the bow it was January 1st. 1900; while at the stern it was still December 30th 1899. The *Warrimoo* thus

lay in two different days, two different months, two different seasons, two different years, and two different centuries.

The passengers were disappointed though, because a full day was added and New Year's Eve, December 31st. 1899, never occurred for them.—They probably celebrated anyway.



These photos were sent in by Lawrie Neish showing all of us that some pretty good winter sailing can and is being done in beautiful B.C.

Above is a great shot off the port quarter of IOM #62 owned by Barry Fox and in this case being sailed by Lawrie.

At left is #03 belonging to Dave Taylor sailing well on a beat to windward

Bottom left is Gord Sirop's #23 doing well in 2nd. Suit and sailing with a little less heel against #62 in top suit.

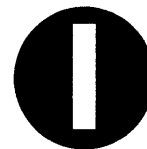
....and at bottom, Barry is testing that his boat is watertight, or is it that sometimes there is just a bit too much wind.





2007 IOM Canadian Championship

June 1-2-3, 2007 – Saltspring Island, British Columbia



- 1. Event:** The Saltspring Island Sailing Club (SISC) invites International One Metre (I.O.M.) sailors to the 2007 I.O.M. Canadian Championship Regatta at SISC on Saltspring Island, British Columbia, Canada.
- 2. Eligibility:** Entrants must current members of the CRYA or their National Authority. Yachts must comply with the ISAF-RSD International One Metre Class Rules and have a valid measurement certificate and present it at check-in
- 3. Entry:** **Entry fee is \$50**, which includes lunch on the 1st, 2nd, 3rd of June and a salmon barbeque 2nd June. Please make cheques payable to W.L. Neish.
- Entries must be received no later than **May. 1st, 2007**. Late entries may be accepted at the discretion of the Regatta Chairman. **Late Entry fee will be \$60.**
- Frequencies will be allocated based on the date of receipt of paid entries including those accepted after the entry deadline.
- 4. Accommodation** Competitors have a range of accommodation from which to choose. There are a limited number of billets. For more information, contact Lawrie Neish, Regatta Chair at (250) 537-2053 or by e-mail wneish@saltspring.com Saltspring Island has a variety of hotel, motel and Bed 'n Breakfast accommodation. It should be noted that the Island is a popular destination and accommodation should be booked well ahead. Limited camping, tent or camper, is allowed in the grounds and docking is available for those who may arrive by boat.
- 5. Contact:** Lawrie Neish, Regatta Chair, (250) 537 - 2053 or by e-mail wneish@saltspring.com or by mail to W.L. Neish, 461 Walker Hook Road, Saltspring Island, B.C. V8K 1N7

Confirmation of entry and a full information package containing Sailing Instructions, event timetable, social schedule, maps and accommodation information will be sent to all registrants. All event documents will also be available and downloadable from <http://groups.yahoo.com/group/07IOMCDN>. To gain access to this site you will have to join the group and identify yourself by name a boat number.

ENTRY FORM

2007 IOM Canadian Championship

June 1-2-13, 2007 – Saltspring Island, British Columbia

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	

All Island Sailing Series

By Barry Fox

Round One, Beaver Lake

The purpose of this series is to encourage RC skippers from as wide an area as possible to get together to sail competitively. For this event we had 9 entrants, all with IOM class boats, involved and the long distance group included skippers from Chemainus, Lake Cowichan, and SaltSpring Island. For many of the entrants this was their first experience in a formal regatta and for most all of the rest it was a refresher course.

Conditions for the day were a bit variable but for most of the day there was enough wind to keep the boats moving and we were able to have all 11 races as full two lap competitions. This event was hosted by the Victoria Model Shipbuilders Society at their normal sailing venue at Beaver Lake. In the same vein, as were many of the competitors, our Race Committee consisted of people experiencing running one of these events for the first time.

Mike Woodley acted as Race Director for the day and did a great job keeping everyone on track and got us 11 races with a few course changes along the way to adapt to new winds and to make the course more of a challenge.

Ron Hillsden was our Scorekeeper. Good accurate counts and a few line calls later we had our results complete and ready for the awards ceremony at the end of the event.

Bill Andrews was Captain Rescue Boat. He didn't have to rescue anyone all day but did a first rate job of getting the course set up and then making a few changes throughout the day.

With good help like this it allows all the competitors to stay focused on

their racing and makes the whole event an enjoyable experience. And then, when you get an additional person to step in and help with some of the background details, as Lois Lockley did for us this time, it just adds to the way the event flows.

The day started with very good winds, a bit of a chill and a bit of re-learning about starts. After a few line barges and figuring out who was port and who was starboard it all got sorted and we were off. We started short a couple of boats as BC Ferries messed up Roger Kibble's travel from SaltSpring and Scott Ringrose had some alarming issues after a hard day of work on Saturday. Scott said he sacrificed a couple of races for his "beauty sleep". The beauty part didn't work but it was clear that it helped his sailing as he had a number of 1sts throughout the day.

From the beginning it was obvious that the boat to beat for the day was Dave Seager's Flatout. He started the event with a win and then sailed all day near the front of the fleet, ending the day in first place with 3 wins on the day.

As mentioned above, Scott Ringrose had a great sailing day except for the missed races at the beginning and sailed his Flatout to a strong second place with 5 wins on the day.

Third place went to newcomer Gord Sirop and his Kite. Gord managed to sail to a convincing win in one race and generally sailed well all day except for one little interlude when he had some on board battery issues and had to stop half-way through one race to make a change. Gord also helped spread the awards out to our traveling sailors as he made the trip in from Lake Cowichan.

I was the other race winner with my Kite taking two wins and had a few for-

gettable starts that helped keep me humble as well as forgetting to obey the basics of my setup and had the boat sailing terribly for a couple of races. But that's what you sail for, to learn and get better.

Dave Taylor had a good day with his new Tick Tock. He couldn't squeeze out a win on the day but sailed consistently near the front except for a couple of races that he would like to be able to have another go at.

Ken Lockley's sailing day went well with what is likely the oldest boat in the fleet and the only wooden one. Ken is working on a new version of his design and it looks very good. Hopefully we will see it on the water soon and my guess is that his position in the fleet is going to move forward.

As the day wore on the wind must have gotten tired as it eased quite a bit. At about 2:30pm. the lake was quite flat, boats were still able to move though, and it was decided to call the day at 11 races.

Awards were given to the top three, pictures were taken and the circus folded its tent and headed home. The next event is in one month at Lake Cowichan with 3rd place Gord Sirop acting as the organizer. Word has it that we will see more boats from more places and more classes represented. Stay tuned for the next installment.

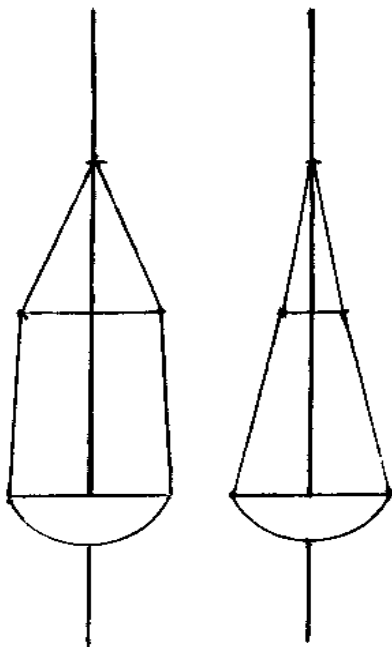
	Pos	Skipper	Sail #	Club/City	Hull	CRYA#	Score
Results of the Beaver Lake IOM Class All Island Series Feb. 11th 2007 Hosted by VMSS	1	David Seager	2	VMSS/Victoria	Flatout		15.0
	2	Scott Ringrose	49	VMSS/Victoria	Flatout		19.0
	3	Gord Sirop	23	Lake Chowichan	Kite	958	28.0
	4	Barry Fox	62	VMSS/Cobble Hill	Kite	876	29.0
	5	David Taylor	03	VMSS/Saanichton	Tick Tock	972	29.0
	6	Ken Lockley	K	VMSS/ Victoria	Cadet		52.0
	7	Roger Kibble	209	Saltspring	IKON		56.0
	8	Jenny Taylor	105	VMSS/Saanichton	Kite	973	61.0
	9	Glen Newmeyer	05	MIMM/Chemainus	Chinook	89	86.0

Lester Gilbert's Radio Sailing...Short Spreaders

By Lester Gilbert

Reprinted with permission

Almost all the IOM's I've seen have spreaders whose length is around 66% of beam, like the boat on the left side of the diagrams. The boat on the right of the diagrams shows a rather different idea, spreaders whose length is around 45% of beam. The diagram exaggerates



this for illustrative effect, as they say.

The conventional spreaders do an excellent job of triangulating the mast and stiffening it up, so when the boat is heeled the mast stays reasonably upright. Conventionally, the spreaders are wider than 50% of beam, so that they make a larger angle between shroud and mast at the hounds. This larger angle allows the shrouds to run with somewhat less tension than would otherwise be needed to keep the mast upright, and is important for full-sized yachts and dinghies, where people's safety is an issue.

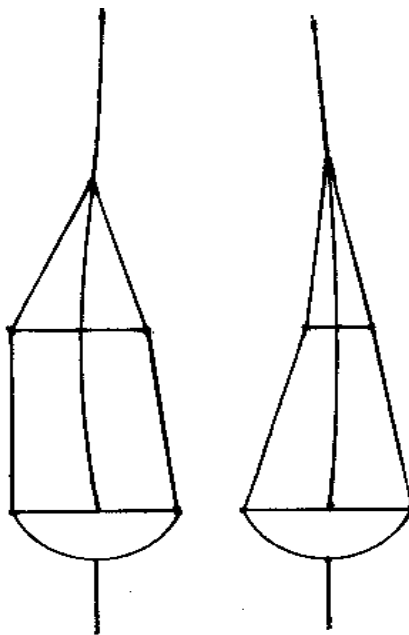
The "short" spreader idea has little going for it when the boat is sailing in light airs, but the picture changes when the wind gets up, as illustrated in the diagram on the right.

With conventional spreaders, as the boat heels and the wind fills the main, the weather shroud tightens up and the

leeward shroud slackens. The tighter weather shroud pushes the spreader, and hence the mast, to leeward, which is what the mainsail wants to do anyway. The end result is that, as the old salts tell us, "the slot closes", and we might say that the angle of attack of the main increases and its twist decreases. None of these things is what we really want when the wind gets up.

With the "short" spreader we have the opposite effect when the wind increases. The weather shroud tightens up, but instead of pushing the mast to leeward, it stabilizes the mast or even pulls it to weather slightly, depending on spreader length chosen. In any case, the slot opens, the centre of the mainsail reduces its angle of attack to the wind and it twists off. In theory, this is all good news, the right response to a rising wind or a gust.

I'm trying this theory at the moment, and so is Trevor Bamforth. His experience, he tells me, is very promising. I saw his "Stealth" sailing at Poole



in top-of-the-B-rig conditions, and he won most races by half a leg of the course against very respectable opposition. My experience in top-of-the-A-rig conditions is also promising. There are a couple of things to watch. The most important is that the mast is no longer so

well stabilized against a twisting force, and a really strong gust could pop a pre-bent mast into a reverse bend. Ouch! It might be worth fitting a longer than normal backstay crane to help out here, and then positively fixing the crane to the head fitting with a screw. Oh, and keep an eye on the IOM class rules when you fit the spreader. It may need a different method of attachment to the mast from the conventional, and we don't want anything that won't pass measurement.

Gary Cameron has made these suggestions in a post on the Wind Power discussion forum on or around 6/7 Oct 2001:

I think it is worth thinking about the rigs and what happens in the gusts, as our group has found that more improvements have been made in boat speed via rig development than hull development. Jib pivot position as well as forestay tension (provided via the backstay and mast) have a large effect on when the jib leach opens under wind pressure alone (e.g. Takes over from the jib leach line, topper, whatever you want to call it). If this opens too early you get weather helm. But you do want it to open. As the wind builds you need it to open in concert with the main leach opening. If you look at an IOM rig there are two types I normally see. One is the style you see on many UK boats with the shrouds attaching to the mast at the same height as the forestay, long spreaders, a lot of mast pre-bend and then a lot of backstay tension. The GBR rigs frequently have a jib pivot a long way aft along the jib boom. This style of rig is quite "bound up", as the forestay tension in combination with the aft position of the jib pivot minimizes the ability of the headsail to twist open in the gusts. The long spreaders with high shroud attachment, limit the middle of the mast moving to windward, preventing the middle of the main leach opening. The top portion of the mast does move to leeward in the larger gusts helping to de-power these rigs. The other rig is the type you see on a TS2 or one of Trevor Bamforth's or Geoff Smale's boats. These rigs have shrouds attaching to the mast well below the forestay attachment

point, they are shorter spreaders with less forward mast pre-bend, and usually have a jib pivot forward of the UK rigs position. Craig Smith, Geoff, Trevor and myself also use this style of rig to encourage the mast to move to windward in the middle (only slightly) and to get the tip to law off to leeward. The trick is to get this happening at the same time the headsail leach is starting to open. Too much mast bend too early means a loss of power and height and maybe even some lee helm creeping in. Too little and you will get weather helm. Get it right and you go fast with a boat that is easy to sail. If you have a TS2, follow

the rigging guide. If you don't, the principles still apply, just persist and ask for help from other good sailors using that type of rig. Mind you, Craig and I are still learning about the rig even after 8 years of using it. Geoff and Trevor are both good to talk to if you get a chance.

To go with the idea of short spreaders, I've come up with some crude adjustable spreaders to allow the "V" angle to be changed relatively easily.

Note from Editor:

These construction notes are taken from Lester Gilbert's website which you can

access at:- www.onemetre.net

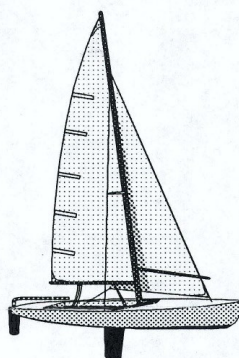
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Regatta Scheduling

As you read this, 2007 is well under way and any early spring regatta NOR's could have been listed in this issue, however, as I am the proverbial optimist, now is a good time to get in touch with Gary Bugden and work with him to schedule any regattas you have for later in the year

Remember too that our next newsletter is not due to members until June,

which is not a great deal of lead time unless you are planning regattas for later on in the year.

Also, any NOR appearing in the N/L is a FREE service which reaches the entire membership. So if you want your regatta to appear in the next issue of the N/L, along with your Notice of Race, then you will see that there is a need to get going very soon.

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

al Regattas are cleared through Gary.



“Odin” Revisited

By Paul Switzer

When I was a kid in the 1940s, my father and his crew who had been racing International 14' dinghies decided they wanted to build a keelboat. They chose the 1937 C. D. Mower designed 24' Viking Class which already had a growing fleet on Lake Ontario in Toronto and Oshawa as well as in Montreal. After 3 winters of part time work, “Odin” was launched in June 1950. Our family owned her until 1980 and she has had a series of caring owners since and still remains in sound condition, a tribute to the builder's careful, if somewhat amateur efforts. I was seven years old when she was launched and I learned my love for sailing aboard that fine little vessel sailing in Lake Ontario and cruising to the 1000 Islands almost every summer.

Although I had thought about building a model or half model of “Odin” over the years the idea really took hold when I began sailing R/C boats in 2003. I still have the 1” = 1' drawings and table of offsets from which my father had lofted full size sections. I decided on 36” in length as a reasonable size, based on my experience sailing IOMs and Soling One Meters. I began during the Christmas break in 2004/2005 setting up the jig and planking her with 1/8” spruce edge glued with Elmer's Probond Polyurethane Glue in a similar fashion to that illustrated in Chris Jackson's book, 'Radio Controlled Model Sailboats.' Planking was a slow

process because, just like my father, I had never built a carvel planked hull before and shaping the planks especially around the turn of the bilge took considerable thought and a number of retries. May 2005 saw the planking completed and the beginning of R/C racing in Kingston so, just like my father, building stopped and sailing took over until December 2005 when the IOM Frostbite series was finally frozen out and I resumed work

The hull was built accurately to scale but of course a scale keel would not have enough righting moment to do the job. I test floated the bare hull and loaded her up with some wrenches to try to find how much weight would be required to float her on her lines. About 6 lbs seemed to be right just about the same as my Soling. I considered a solid deadwood and a lead casting similar to but deeper than the full sized boat. I gave up on that idea while building the mold in favour of a hollow keel to which I could add the required amount of lead shot once the rest of the hull and rig were completed keeping the centre of gravity in the same relative location as the full sized boat. Since the rig was approximately the same size as the Soling and the ballast was the same but the hull had more beam and with a harder turn of the bilge I guessed that 8 1/2 inches of draft rather than the Soling's 10 inches would

still preserve the proportions of the design and hopefully give her enough stability. Luckily, this worked very well, allowed me to add the ballast after the boat was almost completed, and thereby ensure she floated on her lines..

I also built the rig to scale with varnished wooden spars and hand made mast tangs to look like the original boat. The Viking had the old Marconi knockabout rig much like the Star Class still has with a 200 square foot main and only a 50 square foot working jib. I decided I would have sails made by someone who knew what they were doing since it might be a challenge to cut such a small jib and make it set properly. Paul Davis made me a beautiful suit of paneled, Mylar sails.

Work continued well into the spring of 2006 by which time my wife Cindy was beginning to wonder if I could have built the full sized boat with about the same time and effort. I used a Futaba S3801 winch and Futaba S3004 rudder servo similar to those that power my Soling. One challenging design issue was to route controls from the rudder servo under the cockpit and to the rudder bell crank but that was accomplished with wire cable and some blocks.

Once John Lowther saw the almost finished product, he began to insist that



she needed a formal christening. He and several members of the local Soling Fleet organized a ceremony at a Soling gathering at one of the member's houses beside the water. I read an article my father had written for the Oshawa Yacht Club Newsletter at the time explaining why it had been necessary to christen "Odin" with a fermented jar of preserved peaches ... but that is another story! Cynthia Ormsby, our Race Director, christened her with the Peach Schnapps I had appropriately provided and John presented me with a parchment document signed by the Soling Fleet members and a Canadian flag to officially assign her the national colours. Once we had all toasted her with the remainder of

the Schnapps, I lowered her into Lake Ontario and away she sailed. She sails well, can be nicely balanced with sail and rig adjustments and is just slightly more tender than a Soling One Meter.

I must say that I was surprised how rewarding it was to see her come together. It is also fun to take a break from racing and just sail this boat around. She exhibits the same characteristics as the full sized boat did in several ways developing weather helm if heeled too much and rolling her rails under downwind in a blow. This has also sparked my interest in finding other people who have built scale models and possibly joining or organizing a day to get together to do some sailing

and compare notes.

If anyone is interested I can be contacted by e-mail at switzerp@cogeco.ca or at (613) 541-0704.



The picture on page 16 shows "Odin" on the building board in the process of being planked.

The picture above shows the finished hull, nicely planked and ready for fitting and painting.

At left is Odin finished and under way, looking, not only quite seaworthy, but very comfortable in a fair blow with a bit of a chop.

Canadian Footy Class Association Presents The New Zealand Footy Classic Regatta

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Results from races held in
New Zealand, United Kingdom, United States and Canada
Will be compiled to determine the overall winner.

Local trophies will be awarded to the top finishers.
The box rule will be used to Tech all boats and competitors
may enter more than one boat.
But a limit to the total number of boats be set
prior to the Regatta.

Time is of the essence so start designing and building your boat
now for this event.

Further information is available from the Class Secretary:
Bill Shorney at billshorney@rogers.com

Let's make the Canadian Regatta the biggest and best



The above shot shows a couple of Footy's
underway at the hobby show.

The Newsletter and publishing Notice of Races in 2007

From the Editors, penned by Mike Gibbon

We have noticed that there had been a tendency for the Notice of Races (NORs) that we published to grow to two pages. A few years ago all NORs seemed to be simple "1 pagers" but no longer. And Ray and I have been part of that spread so in writing this we are talking to ourselves as well!

We want to get back to the 1-page format. NORs should not be thought of as the only piece of paper that will pass from organiser to entrant and thus has to cover every last thing about the event. NORs need to tell an entrant the essentials but should not cover Sailing Instructions, camping advice, details of where the evening get together will occur and its entire menu. What you do put on that 1-page we leave to you, but please think of the essentials and keep to

one page.

And if that is thought of as cramping your literary desires may we encourage a channelling of that pent up energy into a Report on the Race because at the moment it is not unusual to get a NOR that is longer, has had more thought put into it and is far more informative than the subsequent Race Report!

Finally some other "requests" for the new style NORs

1. Please do not use fonts smaller than 10 point in an effort to get more on the page. It's tempting to put long legal disclaimers in small print but it is also important that potential entrants can read them without being CSI trained and equipped. Get the lawyers to write short not small. And

we do need margins left on the page!

2. For NORs we know that the "look" of the page is important to the event organiser. So we do not ask that you keep to a specific type style or font size (other than not smaller than 10).
3. Please remember we print in black and white so colour images will not look as good when reduced to two shades of grey—you need to check that out.

2007 Marblehead National Championship

July 20th, 21st. and 22nd. 2007

- Event.** Metro Marine Modellers in concert with
The Buffalo Model Boat Club invites all Marblehead skippers to attend the AMYA National Marblehead Championship at,
Lake front Promenade Park, Mississauga, Ont. (Port Credit Marina)
- This lake front venue offers deep water, no weeds and the ability to set long courses.
The park has washrooms, splash pool for the kids and a snack bar complete
With liquid refreshments.
- Eligibility** Entrants must be fully paid up members of CRYA, AMYA or their National Authority
All yachts must comply with ISAF-RSD International Marblehead rules, and have a valid measurement certificate.
Applications will be considered on a first come first served basis with a maximum of three conflicts. Sail numbers must meet the requirements of the skipper's national authority, and display registration country letters. (Transmitters on 75 MHz must be narrow-banded certified)
By entering this event, skippers agree to be bound by the ISAF Racing Rules of Sailing (RSS) this notice and the sailing instructions.
- Entry** The entry fee for this regatta is \$40 which includes lunch for the three sailing days.
Additional lunches may be ordered for \$5.00
Entry deadline is July 1st. 2007.
Please make cheque payable to Bill Shorney
- Awards** Awards will be given to 1st. 2nd. And 3rd. place finishers.
- Contact** For further information, contact Bill Shorney at billshorney@rogers.com on
John Tracy at jtracy@adelphia.net
- Accommodation** Competitors have a range of accommodation from which to choose and are close to the sailing site. Downtown Toronto is just a short drive away.

Confirmation of entry and a full information package containing sailing instructions, event timetable, social schedule, venue maps, and a list of accommodation will be sent to all registrants.

Entry Form

2007 Marblehead Championship

Skipper/Entrant Name					
Address				City	
Prov/State		Postal/ZIP Code		Country	
Telephone:Home		Work		Other	
CRYA Member #		AMYA Member#			
eMail Address:					
Hull #		Sail #			
Freq. #Pref 1		Pref 2		Pref 3	
Hull Design		Sailmaker		Radio Mfg	

Skipper Tales

Memories of Sailing recalled

by Jim Zufeld

There are only a few of us in the CRYA today who will remember the name Jim Zufeld. I first met Jim at a regatta in 1970 in Ottawa Ont. and I am really pleased not only that he is still sailing but is the first to tell some of his memories, adventures and misadventures over the years in this great hobby and sport that we all enjoy.This is how he told it to me.

"I first remember hearing about sailboats when Sir Thomas Lipton was challenging for the Americas Cup in 1920 with the yacht Shamrock, that would have been Shamrock IV, it of course lost but I had a picture of the boat and in 1922 I decided to build a model of it. I'll tell you it was a pretty crude attempt as I started with a 2x6 board and cut a V off one end for the bow with a hand saw and shaped it a bit, I used a piece of galvanized iron for the fin and fixed some sheet lead on the bottom for the weight. I made a mast, gaff and sails along with a jib boom and some head sails. It sailed pretty well, at least in those days I thought it did. I spent my summers sailing it back and forth in a wading pool in Victoria Park which was in the south part of Belleville.

One day, on my way home, a gentleman stopped me and said, are you Jimmy Zufeld?, I said yes, and he just said thank you very much. The next thing I remember was my mother asking if I would like to know more about sailing. Naturally I said yes, well it turned out that the gentleman was a retired sea captain. He had worked his way up from ordinary seaman to captain, so I guess that's why he thought I would be interested. So he arranged with my mother to teach me all about sailing. He had a million books and I knew all about Simpson's Law before I even went to high school, which would have been in 1928.

Between 1924 -1928 he taught me all about sail boats and the sea and so on, and I made all kinds of sketches of

boats and rigs. Actually in 1926 I designed a 15 ft. "B" class punt. Myself and my partner Al Murray built this thing and we both joined the Belleville Amateur Yacht Club, the punt became known as the "Imp". I sailed it 'till about 1932 and won a few regattas in Picton and one in Belleville, I actually won the Centennial Cup in Belleville in 1932 for



that class of boat.

Anyway, we sold that boat and with the money in 1933 I designed a 21 ft. day-sailer in High school, I built it in the back yard, named it "Maria" and launched it in 1934.

After joining the RCAF in 1935, I came back to Trenton in 1936 and spent the summers sailing on the Bay of Quinte. I was posted to Ottawa in 1936 and the next spring I took the Maria on a trailer from Belleville to the Britannia Yacht Club, sailed there 'till 1937 when it got so expensive that I 'sold' it to someone but, in a storm one night, it was blown over the wall and wrecked and I never did get paid for it. I built a few boats but I didn't do much after that.....

In 1955 I got interested in radio control, and as this was the coming thing I designed a hull and made a mold but never did finish it because it was too patchy, I guess my design skills were better than my fibre glass skills!, anyway it wasn't a specific class.

In 1973, Rich Wahn, Ottawa club president, contacted Grant Slinn and Roly Hill, to come from Toronto.... (*there's a couple of names from the past*) and we built 18 "Bambi" Marbleheads. The Toronto club had done a similar project the previous year. At that time I had a machine shop in my basement and made the winches for them.

In 1975 I decided to go to a regatta in Gosport, England, fellows from the Toronto had already registered, so I decided to go anyway, so myself and a friend from Ottawa went early to attend the Marblehead regatta in Fleetwood. I had a great time and finished 23rd. tied with Paul Meskill from Rochester.N.Y.

In 1977-1978 under the banner of the CMYA, Canadian Model Yachting Association, as it was then called, the Ottawa club applied for, and got, the Worlds Championship for Marblehead, 10 Rater and East coast 12M. It was a pretty good event, however by the end of "Sail '80," that's what the event was called, the ORCC was so involved with dissension that sailing was something no one wanted to talk about, in fact the club folded after that. But about 1981-82 I got some people interested in sailing again, not as a club but just as individuals. Don Nelson now gets us all together with what little organization is necessary and we now have 25 sailors who sail together as, '*just a bunch of good guys*', it's great sailing and that's the way we like it."

Right now I'm sailing a Mini 12 and I think it's a great boat, as you know, the advantage being, it is not affected by weeds etc. that a lot of ponds

have these days..

"One story I remember going back, was, in '74, there was no club, so a friend, Doug McKenzie and I decided to sail down the Rideau Canal. We'd put up \$5 each, and the winner would take all. From the Dow's Lake Pavilion to the Art Centre is about a mile and we figured it would take about 1 1/2 hrs. Anyway, it seemed fair sailing to start with, but the wind got to be pretty squirrely plus there was all kinds of shrubbery which made it tough to walk and sail. I did win though finally, but only by a couple of lengths. Doug's wife picked us up at the end and the three of us had dinner on the winnings. After that the Canal race became an annual July 1st. event from '76 on with 10-12 boats usually competing. E.C 12's, 10 raters and a mixture of boats. It did change slightly though, in that we'd start from the cafeteria at Dow's lake and break up the day into two races stopping for lunch in between. All went well for a while until "Paul's Tours" boat ran over a couple of E coast 12's and that kind of put an end of this event.

In 1977 some of the Sandusky Ohio skippers came to Ottawa with a new design called "Aquillo", they did

pretty well coming 1st. and 2nd. In the regatta. It was a good boat so I ordered one and went that year to Rochester, met up with Paul Meskill, who had brought it with him, took it home and built it. Racing it the next year in Oshawa at the Atomic power plant bay in one of the races, and coming to the start, Ray, I had you on my starboard side to windward, got you to sail over the line early, I felt pretty good about it, and went on to win that race.

I also learned a lot sailing at Toronto's Haida basin in 76-78 with my 'Bambi'. I was usually last, I was always on port when I should be on starboard, but, one time, I managed to get to the windward mark at the right place, at the right time on the right tack, and yelled **Starboard you b.....s**, rounded the mark, forgot to ease my sheets for the run, and came in last again."

Anyway, that's about it, I hope it's OK.

Thanks Jim, It was really good to hear from you, and I do remember that particular time in Oshawa while sailing your new "Aquillo", I guess we do go back a way

Good luck and Keep sailing. Ed.

In the shot on the previous page, that's Jim at the stern of his Mini 12 with his son

Interestingly, when Jim told me he was going to send some sailing yarns in response to the last N/L, he asked if he could put them on audio tape because he wasn't too comfortable writing. I told him that would be O.K., So, if you want to send your stories of sailing, on tape or however you wish.... as long as I can understand it.....let's hear from you.

Ed.

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Sail the Basics and don't come Last, part 2

By Ray Davidson

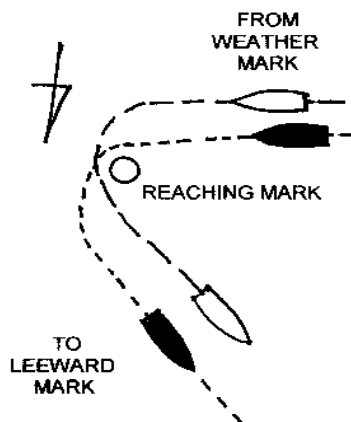
Reaching and the Reaching (Wing) Mark

On the reach your first priority is to choose the right course, and you will need to do this before you round the windward mark. The main determinants of the reaching course are:-

1 Is there going to be another pile-up at the reaching mark? If the boats around the windward mark are bunched up, you can be fairly sure that there will be a crowd at the next mark also. You must, therefore, sail a reaching course which will give you a bit more speed, which is somewhat more to windward and will let you sail around the outside at the mark, (which is not all bad, and safe) if the extra speed was not quite enough to get you clear ahead of a boat to leeward of you.

2 If the boats are rather spread out, you can try going for a closer rounding, but still sail a slightly windward course, to keep your speed up and your wind clear.

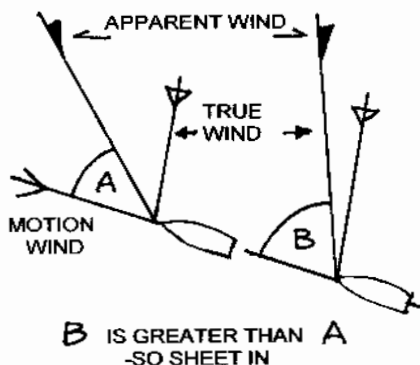
On the second reach, after you gibe, a normal course should put you on the



inside to the leeward mark. However, having done that, don't forget that it also puts you to windward of other boats. If you can overtake someone to windward, don't do it too close to them, because they will have the right to luff you.

3 If there are other boats around, (hopefully you're not still at the back) It's best to sail pretty much directly between the marks. Judge this carefully, though because the course, no doubt, will be somewhat oblique to your line of view and it is very easy to sail off course, losing both distance and time.

In brisk conditions, playing the gusts correctly can buy you a couple of places when you are reaching. The basic



rule here is to bear away in the gusts and luff in the lulls. Don't overdo it though, 5 or 10 degrees course change is ample. The reason is, if you bear off chances are you'll stay with the gust longer, then as your speed increases, luff back up so that you are on course again. Another important point is to sheet in a bit as the boat accelerates and sheet out as it slows down. Once again, don't overdo it, a notch on the transmitter stick is probably plenty....and don't sheet out too soon or your boat will drop off it's howling plane as if you put the brakes on.

The reason for working the sheets is the "Apparent Wind" this is the combination of true wind and the wind created by the boat moving forward. As the boat accelerates, the wind increases and the apparent wind moves forward...so you trim the sheets in, the reverse happens when you slow down.

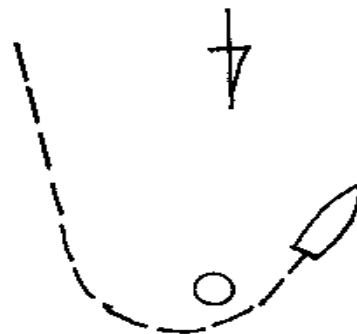
One question which always comes up when reaching or running is whether to luff or not. You certainly have the right to luff a boat which is astern and overtaking you to windward. (and of course, blanketing you as he goes past) until he is clear ahead. But should you exercise your right? What you stand to gain is stopping him from overtaking, yes, but what you stand to lose is that all the other boats in the immediate vicinity could sail past to leeward. If you do decide to luff though, do it decisively. However, if it looks like you're not gaining anything turn back to your course to the mark.

At the leeward mark, if you are going around the outside of the fleet, make

sure you give room to boats inside you and nearer to the mark, but don't be too generous, you don't have to give them half the lake to manoeuvre in. Either way, as you round the mark remember to trim your sheets so as to keep the sails full and drawing for the beat to windward.

If you are not hindered by other boats, the actual path you take around the mark can buy you valuable distance to windward at the start of the beat to windward. The idea here is to start the turn wide of the mark but come up hard on it as you exit.

If you start your rounding too close, your boat will actually slide down to leeward as you go around, and perhaps give the boat behind you room to get to windward of you at the start of the beat. If you are the boat behind it is doubly important for you to round well. However, don't lose sight of the overall need to



stay out of trouble and in this case it means, don't hit the mark.

Your checklist for the reaching legs should, therefore, be something like this:

Course

- ♦ round the outside to avoid pile-ups
- ♦ sail to windward to keep clear wind otherwise..
- ♦ Sail down the middle, and
- ♦ Sail as straight a course as possible

Boat Handling

- ♦ bear away in the luffs
- ♦ Luff up in the lulls
- ♦ Sheet in as you accelerate, and
- ♦ Sheet out as you slow down

Marks

- ♦ Inside overlap gets room to round

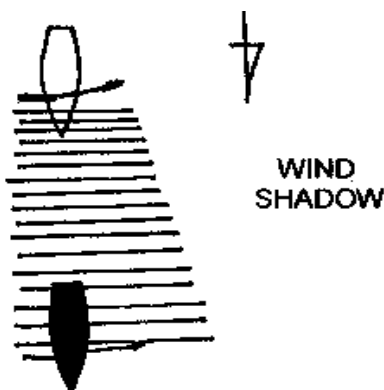
- ◆ Round the outside of any pile-up
- ◆ Start wide, finish close at the leeward mark.
- ◆ Keep sails drawing
- ◆ Look ahead and **concentrate**

The Run

The run is the one leg of the course where even the novice sailor can sometimes be a bit aggressive and get away with it. The reason is that, firstly, by the time you get to the run the fleet is generally well spread out so you can afford to think about boat-to-boat tactics. Secondly, next to beating to windward, running is usually the slowest point of sailing so you get plenty of time to think about your actions, and minor adjustments of the sails won't bring you to a dead stop. But remember that when running, you can't slow down by easing your sails. Altering course will speed you up a little as you come onto the wind, which is certainly better than running into some other boat.

Firstly, consider the course.

If there are no other boats around, the best course is usually a straight line between the marks. Model yachts don't really speed up until they are on a quartering reach, so gybing downwind will probably lose you more than it will gain. If on the other hand, there is an opponent nearby and in front, you can vent all your latent aggression on him by taking his wind. The idea is to position yourself so that your burgee (if you have one) is pointing right at his stern and your sails are on the same side as his. That way you cast a wind shadow right across his sails and take the drive



out of them. Now it's becoming more fun....Right! He will try to move out of your wind shadow and you counter his moves to keep him in it. If this goes on

long enough, you will certainly catch up to him, here, even at low speed, life can get exiting, the closer you get, the more difference in your speeds will be and hence the more likely you are to run into his stern. This is **not** the thing to do, of course, as you just can't yell "Get out of my way" because windward boats, which you are, must keep clear. The thing to do is to keep him pinned in your wind shadow until the last moment then bear away and pass him to leeward, (so that he will not be able to luff you) If you are in front, hopefully you are at this point, you will just have to squirm as best you can and hope the skipper behind is learning something too.

All this changes of course, as if you didn't know it, if there are lots of other boats around. In this case it is much better to steer a reasonably straight or direct course and keep a weather eye to windward for any boat trying to sneak by, luff if he's close enough, but don't press the point too much, allowing other boats to sail by to leeward.

It is often easy to forget that port and starboard still applies on a run, be sure of which tack you are on, Sails out to port means you are on a starboard tack and vice versa, and you can hail if a port tacker gets too close.

Rounding the leeward mark well can also buy you some time and distance to windward on the following beat. Remember?, start wide and cut the mark close, keeping the sails drawing as you round, this way you will be some distance to windward of any boats that didn't round close enough. Also remember that if you get an inside overlap (at or before the 4 boat lengths) you have right of way. Although, the inside overlap and right of way, can be a bit of a liability in that the outside boat could be closer to the mark as you exit thus buying that vital edge to windward and preventing the boat in front from tacking.

The important thing though, is to think ahead. Try to imagine what the situation is going to be after you have rounded. Be prepared to claim your rights at the mark so that you have the advantage on the beat. Of course, if there is a pile-up developing in front of you, think, and manoeuvre to sail around the outside. Staying out of trouble will always buy you more distance.

The checklist for the run then will be like this:-

- ◆ Sailing alone, do so in a straight line
- ◆ Blanket boats ahead
- ◆ Try to avoid blanket of boats astern
- ◆ Pass to leeward: luff boats overtaking to windward
- ◆ Think ahead to the mark, plan a good rounding
- ◆ Look around and **concentrate**

In the next issue:-
The beat to the finish.



Above: #20, Bernie Skinner's IOM making waves Last fall in Kingston Ontario.....Thanks Bernie, we need more great action shots like this one !



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