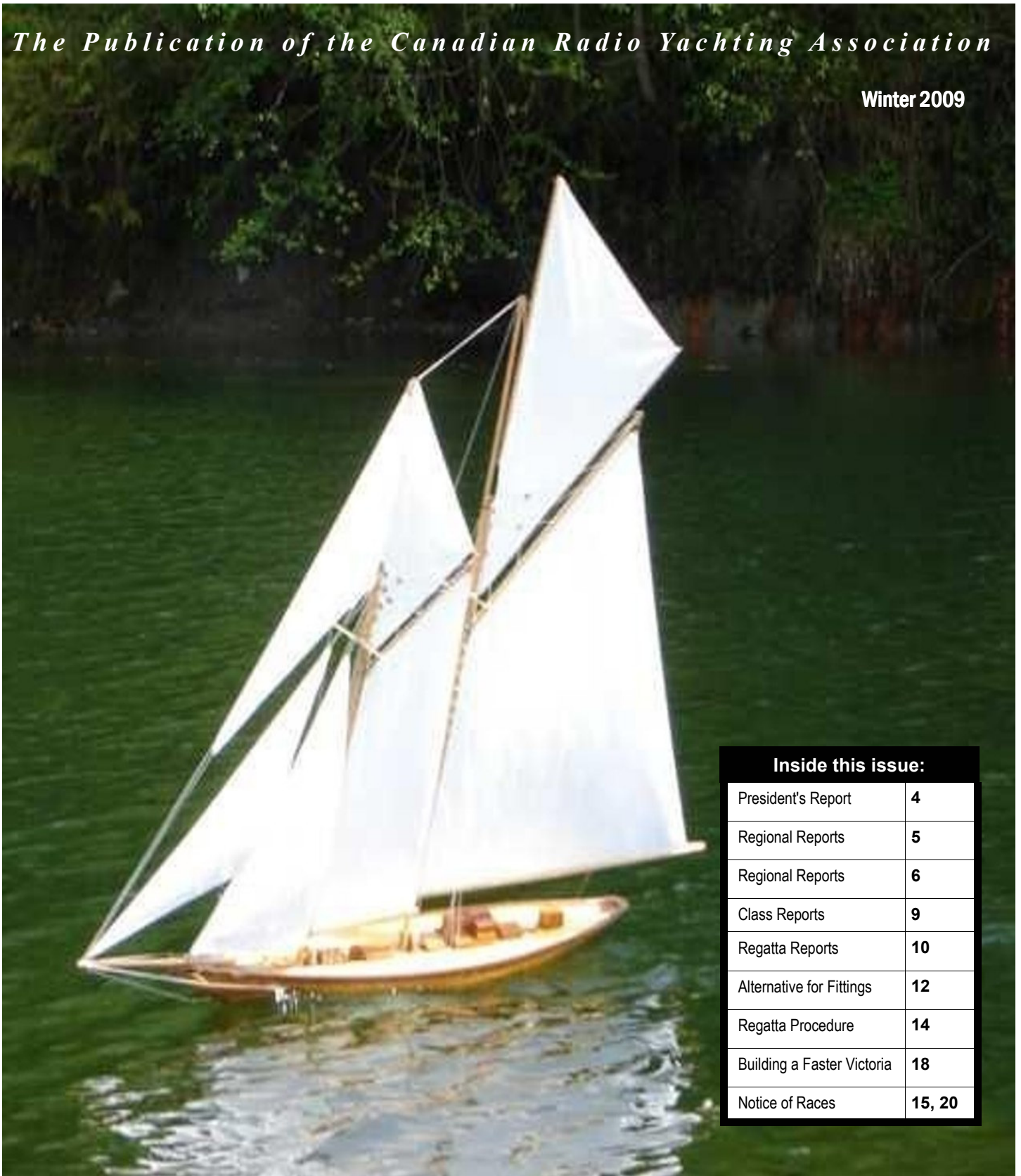




# Canadian Radio Yachting

*The Publication of the Canadian Radio Yachting Association*

Winter 2009



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## CRYA: Canada's Radio Control Sailing Authority

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

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

## Canadian Radio Yachting Newsletter

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

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

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

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

### On The Cover:

The "Cicely" built by Don Case of Campbell River, BC is red cedar with yellow cedar decks. The houses are mahogany and the trim is dark walnut. At 5' from bow sprit to stern, she is the third boat Don has built. Don reports she sails nicely but is too big to fit in the car and difficult to de-rig so he has only sailed her a couple of times. The real Cicely has quite a history. If you Google "Cicely Cecil Quentin" you will find some info. The deck plan came from the Scottish Maritime Museum and the lines from a magazine. Don is currently building an IOM.

## 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.

## 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

By Gary Bugden

I am a bit apprehensive writing my first President's Report given the events south of the border! I hope that I will not be expected to fulfill so many people's dreams in the first '100 days'... On the other hand, I do have some ideas for 'change' and I look forward to hearing your ideas on what you think the CRYA should be. I have a strong team in the incoming executive with Lana as Past President and website manager, Nigel as Executive Secretary and Larry as Treasurer/Registrar and I look forward to working with them over the next two years.

For the present at least, I will continue as Regatta Coordinator and Nigel will continue as Technical Director. This brings me to my first point. The doubling up of executive responsibilities is not a good sign in spite of the talent and dedication of the people involved. For the continued health of the CRYA we need to find a few additional people who are enthusiastic, dedicated to radio yachting and who are driven to communicate their vision and love of this activity on a national level. Otherwise we risk premature burnout of our volunteer executive. I ask all members of the CRYA to think about what they wish the CRYA to be and the contribution needed to make it happen. If you wish to be involved yourself, contact a member of management or failing that, look around at the pond and, if you see others with potential, promote the idea with them. I encourage you to review the CRYA Constitution and By-Laws and think about serving and/or encouraging your fellow radio-yachters to become involved.

As of the writing of this report, I

have not yet called an executive meeting, something I hope to correct in the near future. My initial ideas are to carry on with several initiatives begun by Lana during her term. These include increased use of electronic media for communication, development of a list of CRYA Clubs and, for classes for which it is possible, the promotion of annual Eastern and Western Regional Class Championships with the National Class Championship alternating between regions. Other ideas, which I look forward to discussing further with the executive and membership, encompass a vision of the CRYA as more of a National coordinating body, stronger National Class Associations and an increased role for the CRYA Class secretaries. I would also like to explore the possibility of liability insurance for CRYA Clubs and increased support for Regional and National regattas. As I mentioned before, I look forward to hearing your ideas on what you think the CRYA should be.

Changing hats to become the Regatta Coordinator; As I have indicated before, what I am trying to accomplish through this position is provide you with better value for your CRYA membership dues. There are several things that the CRYA can do to facilitate and improve your upcoming regatta. Some of these are:

1) Provide coordination on a national/international level for event date selection to minimize conflicts between major events.

2) Provide sanction for your event if it is intended as a National or Regional Class Championship.

3) Announce your event nationally, both through the Newsletter and the CRYA Web Page.

4) Provide a banner for display during your event to help promote the sport of R/C Yachting in Canada.

5) Provide CYA Medals for Sanctioned National Championships.

6) Publish event summaries and results nationally, again both through the Newsletter and the CRYA Web Page.

Making use of these services can only enhance your event and you will notice that they are all free of charge for CRYA members.

At present, I have National Championships scheduled for the IOM's, the Soling 1m's and the Mini-12's. The IOM's also have an Eastern Regional Championship in the works. I look forward to hearing from the other classes in the near future.

Again, I look forward to hearing your suggestions for the CRYA and to serving as your president during the next two years.

## Past Pres. Report

By Lana Butler

Greetings, CRYA members. I am pleased to be a part of the association from a different chair this year. I am going to be focusing on the website updating and modifications. I know we have been working for some time on a club listing page and also a links page for ease of access for members to sites of interest. I would invite members to send me their favorite links to their favorite web pages so I can include them on my links page. Thanks for your help.

I will be working with Gary on his projects and will be focusing on the IOM Class Boat. If there is anything that members feel I can help with, please do not hesitate to bring it to my attention.

Have a great year!



## Ontario Report

By Paul Switzer—Acting Ontario Regional Director

Although Ontario is in the grips of the January deep freeze as I write this, model boaters are in their shops working on projects. John Helmer from Windsor tells me a number of folks there are building RG65s. The following is his description of the project.

The RG65 Sailboat Class gets a modest start in Ontario.

This is a development class of boat with large fleets in Argentina, Brazil, Chile, France, Spain and Germany. Recent expansion of the class has seen activity in the US, Canada, & the UK. Relatively unknown in North America, this class has been around for more than 30 years. AMYA class sanction is pending. In Canada we are a long way away from the required 20 skippers to form a class. This is not

an issue as the Class is controlled by an International Class Association (RG65-ICA).

Basic parameters are a maximum hull length of 65 cm (roughly 25 inches), mast height 110cm (43 inches), sail area of 2250 sq cm (350 sq in) and no restriction on keel depth. They were originally designed as half Marbleheads. Any material can be used -including glass, wood or carbon. Surprisingly, wood hulls are common and are quite competitive. This makes the boat

ideal for home builders. These boats are light with an all up weight of 2 lbs, with 1 lb in the bulb.

These boats are good in light air which fits well with the type of mid summer sailing we see here in the Windsor area. So far we have five boats in various stages of completion at the Windsor Model Yacht Club. Three Windsor skippers are the first Canadians registered with the RG65-ICA. There are extensive plans and



John Lowther of Kingston, ON scratch built this ZigZag IOM from plans by Graham Bantock

information available on the internet.

The following links are helpful.

[www.rg65.org](http://www.rg65.org)

RG65 -International Class Association (class rules, etc)

<http://rg65.free.fr/start.php> - Choose "JIF 65" then "alljif65". Extensive plans with full size templates, rig, etc for a simple hard chine design. In Spanish, but easily understood.

[www.rg65.org/marine-modelling-international/](http://www.rg65.org/marine-modelling-international/) -Choose

May 2007, an excellent JIF 65

construction manual originally published in the May 2007 Marine Modelling International magazine.

<http://picasaweb.google.com/johnhelmer01/Jif65#> - Jif65 build photos including a very short sailing video.

<http://groups.yahoo.com/group/RG65SailboatsUS/> -Yahoo group well worth joining.

For further information about the RG65 class in Canada contact John at [john\\_helmer@sympatico.ca](mailto:john_helmer@sympatico.ca)

We have a new scratch built IOM here in Kingston. John Lowther did a superb job of building a Bantock Zig Zag design from a set of plans I bought a couple of years ago and never got around to building. I was looking for a narrow boat at the time having started out in IOMs with a beamy V3 but Terry Doble sold me his Little Wing and I put the plans aside. I am sure John's boat would qualify as a "Sweat Equity IOM", as defined by our friends in British Columbia, since he has been very innovative in the use of materials and in his building techniques and has

produced a very professional looking minimum weight hull. In addition to the hull, he is also building rig parts at a fraction of the cost. We are looking forward to May to see how she sails. The picture says it all.

**The Ottawa Scene**—from Bob Shea

Despite the often times bizarre behavior of the politicians there are still some sane people in Ottawa. Without doubt the sanest ones build and sail model

*(Continued on page 6)*

(Continued from page 5)

sailboats and this is a review of some of their activities in 2008.

Our sailing season ended rather abruptly in the first week of November with both snow on the ground and ice on the pond. It was a good season and even with the wet weather very few of our regular sailing days passed without some of the group sailing. During the season we hosted the Mini 12 Nationals and treated our guest to some typical Ottawa winds. In September we had a crew from CBC (Radio Canada) spend an afternoon with us filming our boats and interviewing some of the sailors. The star of the show was Doug Monroe's beautiful working model of the Bluenose. Other scale boats by Lou Beaudoin and Paul Williams also garnered a lot of attention from the film crew. The show is part of a series on various hobbies that is to be aired on the CBC sometime this spring. Fortunately some of the crew had done some sailing so that discussing sailing with them was easy.

The Mini 12 racing fleet is likely to grow next year with 3 new boats under construction. The fleet races every Tuesday and Friday

starting at 10:30 o'clock in Andrew Haydon Park. Anyone who may be in Ottawa is welcome to come and join in the fun. The Mini 12 racing fleet has decided to adopt a larger sail plan in order to better to adapt to the light air conditions that we all too often experience. The ranks of the scale sailors is unfortunately shrinking due to untimely deaths and illnesses but we still have some very active members in the group and again everyone is invited to join in sailing any type of boat on Tuesday and Friday afternoons. Along with the building of Mini 12's a couple of Fantasy 32's are being built as well as a 45 inch version of the same design.

At the end of the season it was decided that a more formal organization would be formed and is to be known as the OTTAWA AREA MODEL YACHT CLUB. It is hoped that this will attract more people to join us in building and sailing. It was felt that interested people would feel more welcome in joining a club than they would be in joining what could be perceived as an exclusive group.

## Maritimes Report

By Jim Goddard

Maritimes Regional Director

I would love to be able to tell you all that the weather here in Nova Scotia is great, but it is not true. Our annual sail on New Years Day had to be cancelled due to bad weather which has persisted through January. Our pond is frozen and buried under snow.

Elections for the Halifax Area Model yacht Club were held at the annual club meeting. New officers are Commodore - Brian Wilmshurst; Rear Commodore - Gary Bugden; Webmaster and Communications - Jim Goddard; Secretary & Treasurer - Fred Lindeijer. Plans for the 2009 sailing season are mostly in place and the new schedule is on the website at [www.hamyc.ca](http://www.hamyc.ca). We plan an expanded sailing schedule this year with twice a week sailing more often.

Promotions this year will include the Hobby Show at the Shearwater Aviation Museum in April and hopefully the Natal Day Events in August. These events help to raise the awareness of the club in the public, however they do not seem to produce the new members we hope for. We would welcome the input from other clubs about what is effective in bringing new people to our hobby.

On a personal note, I am restoring an old EC12 this winter and looking forward to completing the work for the first day of sailing this spring. Right now I am torn on colour. Red is clearly fast but I am tempted to go with a local colour known as "Snelly Vert" - also fast.



Ottawa Mini 12's at Andrew Haydon Park



## Western Report

By Lawrie Neish

The first warning of what was to come caused the cancellation of the planned season wind up for the Okanagan and Lower Mainland Victorias at Harrison Lake. This was unfortunate as there has not been much action in the class in the lower mainland of late. A week or so later the harsh reality of what it might be like to live over the mountains hit the Pacific Coast just before Christmas when a Hawaiian Pineapple Express collided with the Siberian variety over the British Columbia coast and we had snow. Do I hear quiet laughing emanating from Calgary? In fact while the saltchuck was possible to sail upon, the fresh water ponds and lakes did not so much freeze as slush over. For the following two weeks or so we had a snowfall every second day just to reinforce the message. While wiser souls who had not already gone south, headed off to New Zealand, or at least booked their flights, the rest of the skippers consoled themselves with the thought of catching up with maintenance and actually participating in their family celebrations.

Sailing had continued up to the snow with regularly scheduled events in most locations and a considerable number of impromptu gatherings. One of the latter has developed into a regular weekly meet at the Royal Victoria Yacht Club. Thanks to their "missionary" work and the efforts of David Cook

fleet of IOM's is developing centred on the club and the coming months will see some frantic building. While the Royal Victoria Y. C. does provide a focal point and ready access the preferred location for sailing is at Beaver Lake when its surface is liquid. David rejoined the IOM fleet with his beautifully finished MIOMIV "Pop" this past season and is a force with which to be reckoned. David has also taken over the organising of the VMSS boats. In theory this is supposed to give Barry Fox more time to actually sail but in practice what it does is give him more time to help others. He will probably have

a brothers, Graham and Martin, whose mission in life is - "We are going to get those damned Easterners this year". On Hornby a small fleet is developing around Graham. This fleet I suspect is going to be very competitive and all are sailing variations of Graham's latest design, Zoom. On Saltspring, Martin conducts regular coaching and tuning sessions at the site of this year's IOM Nationals. When the present building session ends the Saltspring fleet will have eight boats.

In the far west we all sail under the banner, apart from the CRYA, of the West Coast MYA. I think it safe to say that although we may not be quite the best, we now have the largest active fleet of IOM's in

Canada. Less than four years ago we could field five boats - sorry four, one sank - this winter we passed forty and are likely to reach the half century by the summer. Not all of these are active but all do show at some point.

With the passing of the snow and the lakes turning liquid again

sailing has resumed in all locations with skippers reading their boats for the first of the monthly Spring Travelling Series at the end of February on Beaver Lake. Subsequent events will be held on Saltspring, Long Lake and Lake Cowichan. These lead up to the IOM Canadian Nationals to be held over the first week end in June at Saltspring Island Sailing Club. It is



First sail on Beaver Lake 2009 -some of the Victoria group out celebrating ice free water during January

plenty of opportunity as there are quite a number of new skippers in addition to others converting to IOM's in the Victoria area.

Hornby and Saltspring Islands have been able to continue sailing outside of the worst of the snow, both having the benefit of saltwater locations. Both islands benefit from the presence of the Herbert



early yet but we already have an entry from the UK together with our friends from California who have already booked their accommodation. Skippers coming to the event should register early for although we intend to billet all who wish, accommodation is limited both for billets and also in resorts, motel etc.

Finally on the building front by the time this goes to print the SE Project will be offering a choice of seven designs. In its way this causes a problem in that prospective skippers have trouble deciding which design. This past week has seen the delivery of another eighteen mast sets and there are several other developments to report. Up to the present all of our ballast bulbs have been produced using sand moulds. In this I have been fortunate to have the help of Bevan Wrate. While sailing on chilly days can be fun, pounding sand by yourself tends to be tedious, but Bevan's company and help make the job go a little better. Thanks to a connection made by David Cook with a student at Camosun College we are in the process of acquiring an aluminium die. To say I am looking forward to its arrival would be an understatement as it will speed up the casting of bulbs no end. This is not the only good news for we will be getting a fin mould from the same source.

Postscript – perhaps I spoke to soon as we have snow again in the forecast and today I received an email from Barry Fox in Victoria who relates that three hardy types were sailing at Beaver Lake yesterday with the boats going well. After sailing for a little time the boats seemed to lose their edge and after some head scratching Jan Schmitd brought his boat in to find that it was covered by a skin of ice on the foredeck and headsail and also the rigging.



Graham and Pete - part of the Hornby Island fleet, both boats are "Zooms" and feature the fittings described in this issue of the newsletter

I was also sailing yesterday, but on salt water. However, I have to admit that after launching the boat I retired to the house and sailed it from the comfort of an armchair and warmth of our living room. How decadent can one get.



David Cook shows off his new MIOIMV pop—so new, the bow bumper is still showing off the tape as it cures



## Soling One Meter Report

By Paul Switzer—Soling One Meter Class Secretary

Things are quiet with Canadian Soling One Meters this winter. I am not hearing of activities although I expect we have several snowbirds racing with their friends in the southern USA. There must be some good stories which would make interesting news in the CRYA Newsletter, please submit one. I also expect new boats are being built this winter. I know of at least one in Oakville whose owner contacted me about registration and I am sure there are several more.

I have more news on class governance. Over the past year Roy Folland, David Allsebrook and I have been collaborating on a proposal to change the sail rule to address the constant confusion over what is meant by the part of the rule that specifies that sails must be of woven polyester fibre with a weight of "approximately 3 ounces per sailmaker's yard". Roy has done a lot of work on all of the sailcloth available in that weight range and has found that a method that can actually be utilized with the sails on the spars is to measure the thickness of the cloth. It is a fact that many class members make their own sails, and purchase sails from commercial sail makers other than the kit supplier. Unfortunately the current rule defining legal sailcloth is impossible to apply, causing confusion, frustration, sometimes hard feelings and alienation among class members and prospective class members. The proposed replacement rule is intended to provide certainty and clarity while making no change to current legal boats and practices. Thanks to David's efforts as the Canadian representative on the Soling Class Advisory Committee of the American Model Yachting Association, the governing body for

the Soling, our motion has been submitted for publication in a future AMYA newsletter and subsequent voting by the Soling members.

It will be moved that the first sentence of Rule 6.0 which reads:

*"Sails shall be single-panel made from woven cloth of polyester fiber only, with a weight of approximately 3 ounces per sailmaker's yard.", be deleted and replaced with:*

*"Sails shall be single-panel, made only from woven polyester fiber cloth, having a thickness of 0.004 to 0.007 inches (0.1016 to 0.1778 millimeters)."*

The remainder of Rule 6.0 will remain in force unchanged. If approved, this will give builders, sailmakers and regatta organizers a set of measures that can be performed with a simple micrometer to ensure sails conform to the rule. This approval process will take six months to a year since the motion must be published in one edition of the quarterly "Model Yachting" magazine and then voted on in a subsequent edition. I am telling you about it in advance now so that anyone who would like to understand the background of this motion can contact me now.

It has been a pleasure for me to work with Roy and David on this project. Our goal is to keep the Soling Class rules current and viable as changes take place with sailcloth technology and to encourage fair competition within a set of guidelines which uphold the spirit of the class.

Looking forward to next year? Remember the 2009 Canadian Championships will be hosted by the Hudson Yacht Club in Hudson Quebec June 19 - 21, and keep an eye on the events section of the CRYA website for other Soling events.

## IOM Report

By Lana Butler IOM Class Secretary

The 2009 IOM Worlds is being hosted this year in late June by the Barbados Sailing Association. We have 6 skippers wanting to represent Canada. Canada gets two places in phase I of the registration process. We hope to get more spaces in further phases of the registration. Please extend your best wishes to the following skippers attending or hoping to attend the regatta.

Hugh Kidd (1 space) Current Canadian Champion

Peter Van Rossem (1 space)

Marko Majic (1st on waiting list for Phase II)

Iain Dobson (2nd on waiting list for Phase II)

Ray Davidson (3rd on waiting list for Phase II)

Jan Schmidt (4th on waiting list for Phase II)

The final list of Canadian representatives will be posted in the next NL and on the website. We hope to have a link to the world event page from the CRYA page.

2009 will show a number of Canadian and US Regattas. We will have the IOM Canadian's hosted by the Salt Spring Sailing Club, the beginning of June. This will be a great warm up for the worlds. Toronto will host a Region 4 Regatta with the Detroit sailors, in August. Kingston will host the Eastern Canadian's in September, and also a Team Racing event the end of September. Dallas will host the annual "Blow Out" in March and their National Regatta will be in San Diego in August.

As I find myself back in the seat of the IOM secretarial position, I would like to welcome all class members to forward to me any ideas, issues or concerns that you may have and I will attempt to address these issues. A special thank you to Marko Majic for staying on board to help out.

I hope to see you at various regattas in the coming year.

## 2008 Regatta Reports

Frostbite Regatta: Port Credit Ont. Nov. 23 '08 by Ray Davidson

The seeds were planted on the last day of the U.S. National IOM Championship in Detroit. It was such a good weekend regarding sailing and the weather etc. that the question was posed ....why not have one last event in Ontario to close out the year.

Seems that most of us in Southern Ontario just don't want to give up on the sailing season and Marko, in his own inimitable way, sweet talked my wife Myra into organizing a one day Regatta in the not too distant future, or at least before the snow flies.

It looked like there would be at least a dozen sailors that were willing to brave whatever the day would bring, so Sunday Nov. 23 would be the day, and actually, it

wasn't a bad day considering the weather patterns that were all around the Great Lakes

All week there were snow flurries around the area, but on Sunday at Port Credit the sky was clear, even though it was just below 0 degrees with about a 10knot breeze from the west.

Peter set the marks for a windward leeward course in a part of the bay where there was no ice.

An awning was set up to break the wind and Myra got the event under way at about 12:30 pm. With 9 skippers eventually answering the starting gun . We raced, with the wind shifting a little to the NW, ( and getting colder) until about 3:30pm. When some welcome hot soup and fresh baked bread

appeared for all.

Some of us that could, spent a happy 1/2 hour or so warming up in the Port Credit Yacht Club compliments of Marko, who now owns a big boat and belongs to the Yacht Club. But... vows he will still sail IOM's

The 9 of us finished this way:-

Iain Dobson.....	1st.
Peter VanRossem.....	2nd
Marko Majic.....	3rd
Ray Davidson.....	4th
Eddy Waddel.....	5th
Andrew Callum.....	6th
David Alsebrook.....	7th
Francesco Caamano....	8th
Ken Dorlandt.....	9th

Thanks again Myra for getting it all together and running the event especially the soup.



The survivors: L to R Marko, Francesco, Peter Iain, Ken, Eddy, Ray and Andrew. David had to leave early



# A Cautionary Tale

By Jim Goddard

New technology emerges regularly in all aspects of our lives. The rotary phone with the ringing bells is unknown to my teenage kids and that is just one tiny example. In the few years I have been involved in radio control sailing, three rechargeable battery technologies have been utilized.

The first set of rechargeable batteries I bought were Ni-Cad batteries and they have now been eclipsed by Lipo. I do not have any of these new batteries but I know many people are using them, so at the suggestion of a reader I bring you this cautionary tale from US IOM Sailor Steve Landeau.

"Hi, guys. I just thought I'd pass along some photos of my little fire today. I didn't get pics of the flames... I figured I'd get rid of them asap, but they were a good foot tall.

Yes, one of my Lipo's caught fire today while charging. I was lucky in a few ways..

- 1) to have been home,
- 2) I was not sleeping
- 3) I was not standing anywhere near it (I usually am right in front of it, facing the other way).

When it blew up, it spit burning, sticky debris all over the countertop.

The goo landed on a new 8103

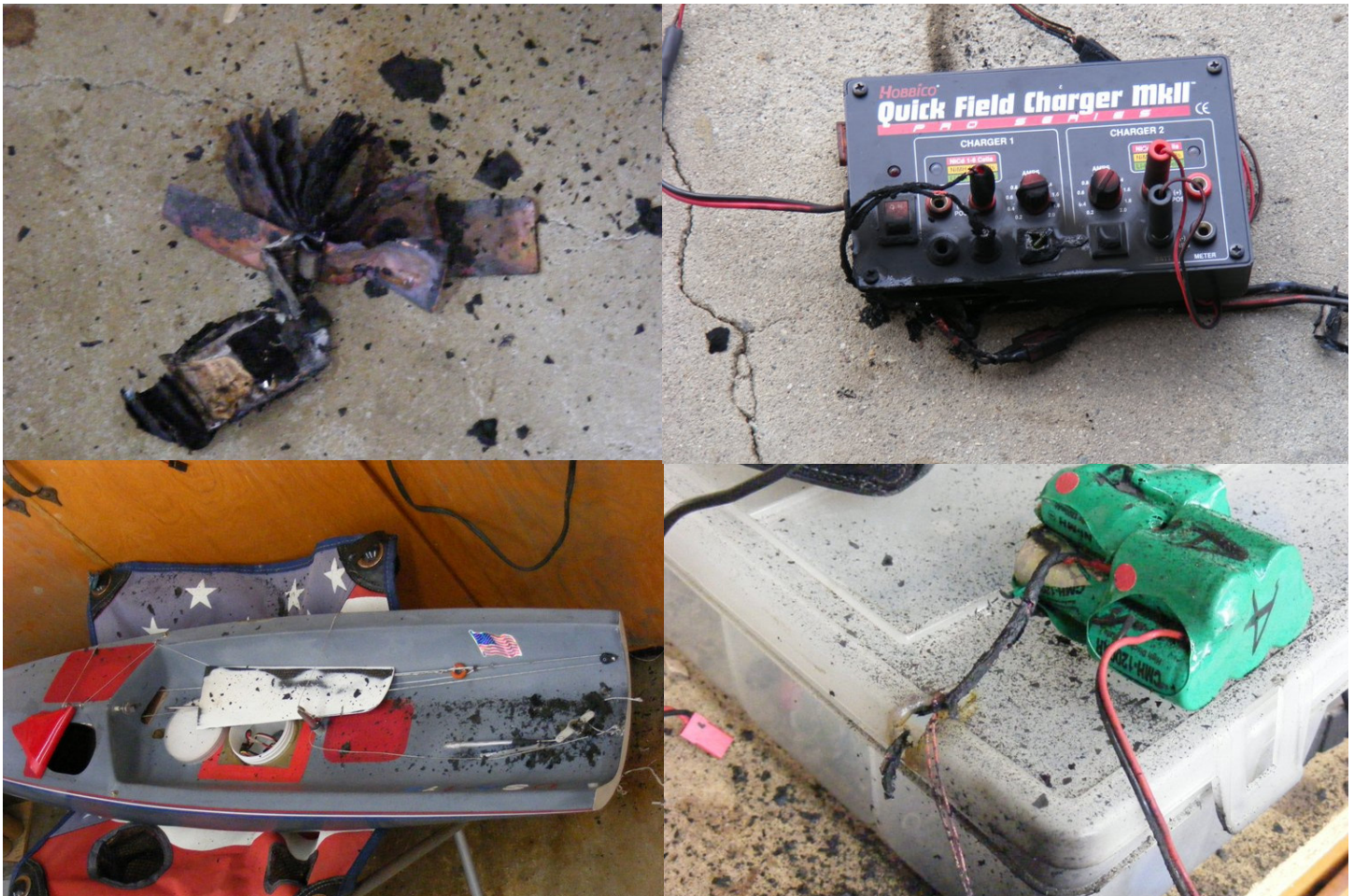
which also caught fire, a couple other Lipos sitting next to the charger, the charger (caught fire), a Nicad battery, which shorted and burned too when the goo melted the wire insulation, all over the top of the Patriot that I just bought back yesterday, and a couple sails hanging up next to the countertop.

The message.... NEVER, EVER charge Lipos unattended, and I'll never charge them indoors again either.

It simply is not worth losing your house or your car for a toy boat battery...

In fact, I'm not using them at all if I can get nicads or nimh's to do the job.

What a smelly mess!"



No doubt safe practice for Lipo batteries is essential and they need to be treated with respect.



## Alternative Fittings

By Graham Herbert and Lawrie

In 2007 about three weeks prior to the IOM National Championship, due to be hosted by Saltspring Island Sailing Club, Graham Herbert contacted me regarding the event. Graham was interested in participating but it seemed he did not have a boat. I offered to find him one. "Oh no" he said, "I will make one"

Three weeks later Graham appeared with his IOM having designed, and other than the bulb, had made the entire boat from scratch and that included the sails. Other than very minor details which were corrected, it measured and sailed very well finishing in the top half of the fleet.

One of the very noticeable features of his boat was its fitting and rig. In a hobby / sport where quite a considerable sum of money can be expended fitting out a boat, Graham's was a paean to alternative thinking, adaptation of ideas and economy. Not only that but they work! Not only that but they can be produced entirely with simple hand tools and even the drill and band saw mentioned can be replaced by entirely hand processes.

So without more ado I turn you over to Graham



Gooseneck- vang

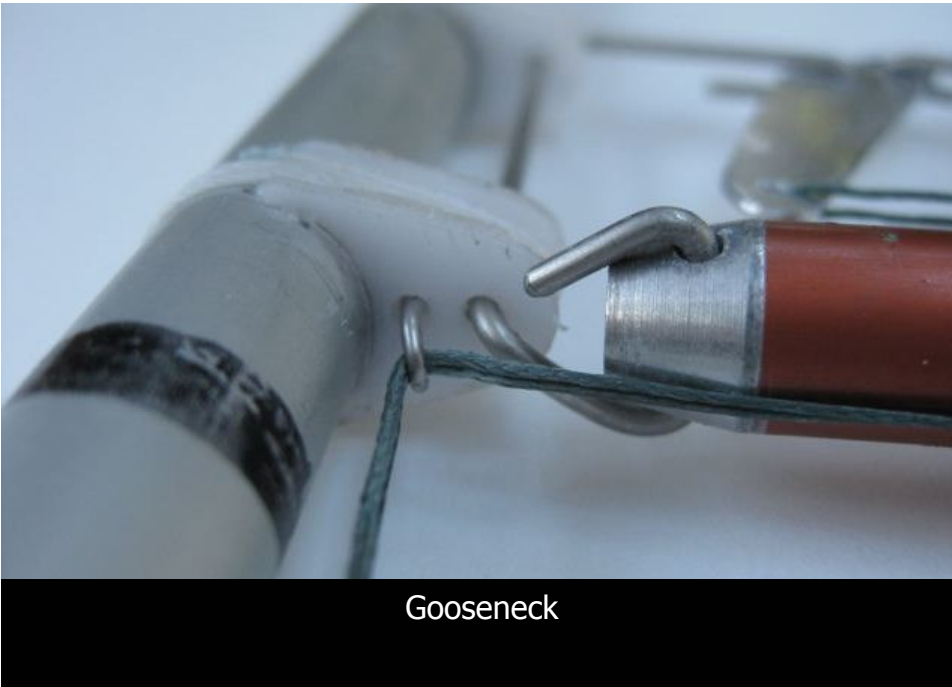
This gooseneck-vang is made with nylon blocks which are cut using a drill the same diameter as the mast and a band saw. The groove for the lashing is filed in by hand. File the anodizing off the mast before gluing the blocks on with CA. Saturate the lashing with CA after it is tied in place. It is very important to get the holes lined up parallel with the mast axis. Put a short length of wire through the holes when gluing the blocks on so

you can check the alignment. The lever is made from a thin scrap of aluminium and must be wide enough so that it can't work its way around the curve in the bent wire. The wire is 1/16" S.S. welding rod. The string is fishing Spectra which has no stretch and is very strong and abrasion resistant. Lashing the wire to the boom prevents the hook on the end of it from falling out of the boom and reduces wear on the hole in the boom.



Vang Lever

This detail shows the bottom of the lever. It is important to bend the wire away from whatever side your sheets are rigged on to prevent possible snagging. Note how the width of the lever keeps it aligned with the wire.



Gooseneck

This shows the top of the gooseneck. You can see how the wire is attached to the boom. The small eye for the downhaul is made from 19 gauge S.S. wire. Having the downhaul eye in front of the pivot point means the downhaul will ease when the boom goes out and the foot of the sail will also be given more draft. This gooseneck is very easy to make and costs next to nothing. It works very well and the adjustments to the vang are repeatable and reliable.



Jib Swivel

This is a very simple jib swivel made from 1/16" S.S. welding rod. The swivel is a loop of Dyneema downrigger line inside a fiberglass tube that goes right to the bottom of the boat. The loop is only 3/16" above the deck to keep the boom as low as possible. The hook is a snug fit around the boom and is lashed closed for extra strength. It is lashed to the boom and glued with CA. The jib swivel and shroud hooks work very well and make it very easy and fast to rig up or change rigs.



Chain Plate / Shroud Adjuster

This is a very simple and effective shroud adjuster. The chainplate is made from brass and has a large hole drilled through it below deck level for the glue to fill when gluing them in. Stack the two sides together and hold with a small clamp for drilling the holes so that they are exactly the same on both sides. Make sure you get them the same height above the deck when gluing them in using epoxy. The hook is made from 1/16" S.S. welding rod. The shroud is wrapped around the hook then wound around its own standing part then covered with a lashing and CA.

# Basic Regatta Procedure

By Ray Davidson

Over the course of a sailing season I have been asked, from time to time, about the procedures and practices of running a regatta. The questions seem to suggest that the whole procedure is much too complicated for the average person to tackle. For some reason the somewhat simple organizational procedures appear to baffle some people to the extent that they never want to get involved. We've all seen it, skippers come to race week after week throughout the season, win a race or two, maybe even win the day, pack up their boat and go home happy with the day's sailing quite oblivious of the fact that the marks appeared on the water mysteriously, the start sequence and chase boat were at the site and someone was keeping scores and making sure that the day ran smoothly.

Certainly at the National and International levels we all know there is a great deal of organization that goes into insuring the event runs smoothly over the two or more days of the regatta. But, even at the local or club level, there are still a few basic activities that should be done to run even a fairly informal one day regatta.

Believe me, there is nothing complicated about being the Regatta Director (R.D.) for a day, it's even fun most of the time, plus you get to know your fellow skippers a bit better.....especially the one who always comes late and then needs to borrow your tools because he left his at home. So, if it is the fear of the unknown that prevents those who have so far not offered their services as designated R.D. try this short guide to running a one day regatta.

Let's say your club usually starts sailing at 10am. The first thing of course, is to be at the sailing site before everyone else arrives, about 9am along with a few bits of personal equipment, e.g. clipboard, pad, pen or pencil, (for marking down finishes) rain gear etc. A copy of the Rules of Racing is a good idea, though, hopefully you won't need it. Some clubs keep the marks, regatta scheduling sheets, chase boat and starting tape etc. conveniently all in one place, but if not, make sure that they get to the site on the scheduled day. Getting there a bit early gives you a chance to look over everything and write down the skippers' sail numbers and frequencies on the regatta sheet as they arrive.

Note the wind direction, if there is any at 9.00 ..and where the start and control area will be. It's also a chance to start setting the marks.

Some people have difficulty with this, but the first thing to figure out is "where is the wind coming from". Simply, a piece of ribbon, about 14-16" long on a stick held up is as good as anything for the local wind and flags in the area are a good general marker. Once you have figured out the wind direction, the windward mark should be placed at a predetermined distance up the course in the direction that the wind is coming from. The start line should be as close as possible to being at right angles to the wind and preferably adjacent to the onshore control area for convenience. A good rule of thumb for the length of the start line is one boat length for every boat in the regatta. These three marks, the windward and start marks should loosely form an equilateral triangle. Then set the

leeward mark directly down wind from the windward mark. You now have a simple windward / leeward course. If you are planning on setting a reaching or wing mark for a triangular course, the simplest way is to place it directly out from and in line with the start line. If there are a lot of boats, you may need an 'Offset' mark at the windward end and a 'gate' at the leeward end. Usually, the offset is placed within four boat lengths of the windward mark, this avoids getting an overlap to the offset and helps keep downwind boats clear of those still going to windward, and the gate to leeward allows you to turn at either mark back to windward.

Having set out the marks, and/or had a volunteer help, it's time to check the skippers as they arrive and write down their name, frequency (some skippers still have crystals) and sail number on the race heat sheet. You need their sail number to record the race finishes.

Knowing that you want the first race to start at about 10am, announce that there will be a skippers meeting at about 15 minutes before the first race. It's a good time now to check the sound system and start tape.

9.45am Skippers meeting. This can be as formal or informal as you wish to make it. I look at it as a good way to get to know some of the skippers you don't see too often.

Assuming that they know at least the basic rules, as set down in the Racing Rules of Sailing (RRS) and this is a fun day, remind them that you expect them to abide by them, i.e port / starboard, windward / leeward and room at the mark etc. Outline the course you want them to sail — perhaps just a windward / leeward or once

*(Continued on page 17)*



**THE WEST ISLAND SHIP MODELLERS CLUB**  
**THE MINI-12 NATIONAL REGATTA**  
JUNE 13<sup>TH</sup> 2009  
BEACONSFIELD, QC.

**Organizing**

**Authority:** -The West Island Ship Modellers Club / RC Sail

**Location:** - Centennial Park, Beaconsfield, QC..

**When:** -Saturday June 13th 2009  
-Registration closed at 1200hrs. June 8th 2009  
-Skippers meeting: 0930hrs. Saturday June 13th 2009  
-First race: 1000hrs.

**Entry Fee:** - A \$20.00 CDN Fee should accompany registration. A BBQ (included in the registration) will follow the last race.

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

**Eligibility:** -All entrants must be members in good standing of the CRYA or other National Model Yacht Associations. All yachts must carry numbers on their sails as per class rules. All boats will be weighed at registration. Other measurements may be conducted on a random basis. One suit of "Soling Class" sails will be used for the entire regatta as per the 2007 Class Rules. In case of damage a substitute may be approved by the race committee. Yachts may also be weighed at any time during the regatta.

The Regatta is limited to 18 entries. Entries will be accepted on a first received basis. This applies to radio frequencies as well. All radios must be narrow band and be designated "for surface use" only. To pre-register please send your intent to compete and your available frequencies to the address at the bottom of this NOR.

**Sailing**

**Rules:** -Current RRS (2005-2008) with Radio Controlled Yacht Racing of Appendix E and The Sailing Instructions, which will govern in the event of a conflict. Note that rule E1.5 must be complied with. **Skippers with unprotected aerals will not be permitted to sail. Compliance with rule E1.5 will be waved for transmitters on the 2.4 GHz. wavelength.**  
-All skippers will be required to sail with an isometric bumper attached to the bow of their boat.

THE WEST ISLAND SHIP MODELLERS CLUB  
THE MINI-12 NATIONAL REGATTA  
JUNE 13th 2009  
BEACONSFIELD, QUEBEC

REGISTRATION FORM

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

PHONE# \_\_\_\_\_

E-MAIL \_\_\_\_\_

CRYA # \_\_\_\_\_

HULL # \_\_\_\_\_ COLOR \_\_\_\_\_

SAIL # \_\_\_\_\_

CHANNEL #'s      1ST      2ND      3RD

REGISTRATION FEE \$20.00 includes BBQ / extra BBQ tickets \$10.00

TOTAL WITH  
REGISTRATION \$ \_\_\_\_\_

All skippers will be required to acknowledge the following by signing  
the disclaimer at the time of registration

I hereby agree to comply with the rules as defined in the 2009-2012 Racing Rules of Sailing (RRS) and the prescription of the Canadian Yacht Association. I acknowledge that I am entering this Regatta at my own risk and do hereby release and hold harmless the City of Beaconsfield, the West Island Ship Modellers Club and the Regatta Organizing Committee as well as their members and agents both jointly and severally from liability for any loss, injury or damage to any persons and/or property that might arise from my participation in the regatta even if such loss, injury or damage is caused by the negligence of those released and held harmless. In the event that court action is undertaken I agree that the jurisdiction and venue will be Montreal, Quebec and that Quebec Law will govern any arbitration or litigation.

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

Please complete the above registration form and forward to:  
Dennis Edge at, 566 Essex Road, Beaconsfield, QC. H9W 3V9  
or [authentica@videotron.ca](mailto:authentica@videotron.ca)

# LEADING EDGE HOBBIES

We are a full line hobby store with a great selection of R/C sail and powerboats. We have 13 years of experience selling the best products with the best service and selection. If you don't live in the Kingston area we are happy to send your order to you. Mike, Tony and the Leading Edge staff is looking forward to hearing from you!

**Pe-Ka-Be  
Victor Models  
Sails Etc.  
Thunder Tiger  
Graupner  
Robbe  
Pro-Boats  
Great Planes  
Kyosho**



**Futaba  
Hi-Tec  
Airtronics  
Proctor  
Dumas  
RMG  
Octura  
Aquacraft  
And Much More!**

**699 Gardiners Rd. (Gardiners Rd. & Progress Ave.)  
Tel: 613-389-4878 Toll Free: 866-389-4878  
www.leadingedgehobbies.com**

## Leading Edge Hobbies, Ontario's Largest Hobby Store

*Basic Regatta Procedures (Continued  
from page 14)*

around the triangle, this could be modified as the wind changes. Inform them that they each have one 5 min. hold per day for adjustments, let them know approximately the finishing time as some may have a long way to go, when lunch will be ( if any ), and breaks for course changes etc. plus any other information you feel is pertinent.

After going through all your notes, don't forget to ask if there are any questions, don't be alarmed, there always is.....and a smart answer too.

Announce the first race is at 10am.

At 10am. call for boats in the

water and when they are, start the tape. Watch the line and as the countdown ends, call any boat that is over the line early. ( make sure they go around the end of the line to restart.)

If you have a volunteer to help watch the line it's a plus. As they complete the course, mark down the finishing order on your pad and after the last boat has finished, transfer those numbers to the regatta heat sheet. Writing the sail numbers down on a pad as they finish, first, and then transferring them to the heat sheet is easier than trying to do it as the boats finish.

At your discretion, repeat the process giving skippers a minute or two between races to make those "nervous adjustments".

At the end of the event, get the group together and read out the scores.... which is usually good for a laugh or two and give out the ribbons to the winners if that is a club practice.

All that is needed now is to put the regatta stuff away and go home or go for a cool one, knowing that the whole thing wasn't the monster you thought it was and you helped make the day for everyone.

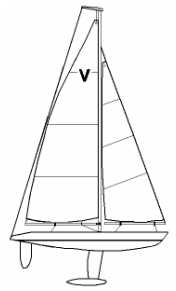
As a footnote... our club used to have regular sail meetings and make out an R.D. "duty roster" at the beginning of the season so that everyone knew that on a particular date they would be the R.D. for that day.



# How to Build a Faster Victoria—Part II

By Allan Gardner

Continued from last issue, this article contains thoughts and suggestion put together by Allan to assist Victoria Sailors, but many could apply equally to any model yacht class.



## The Mast and the Sails

Goals for mast, rig and fittings

- minimum weight
- minimum windage
- easy / repeatable adjustment

Start with the smallest diameter and lightest mast blank available. The mast *blank* shown in the photos weighs approximately 17 grams and has a tip diameter of 213 thou. The 3/8 (375 thou) diameter Easton 2514 aluminum arrow shaft typically used weighs in the neighborhood of 35 to 40 grams with internal joiner.

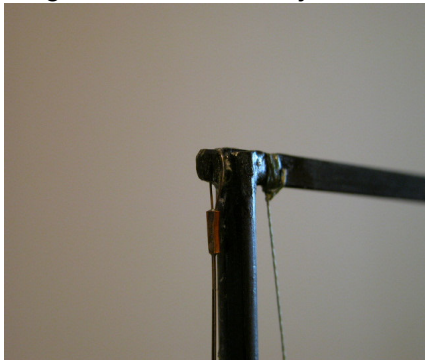


Photo 1

The carbon fiber mast crane is 4.2 x 1.5 mm  
The halyard is glued to the crane.  
The diamonds fit in a notch in the crane top.



Photo 2

The headboard acts as a bowsie and is the only adjustment for main luff tension.  
The backstay sits in a notch in the top of the crane

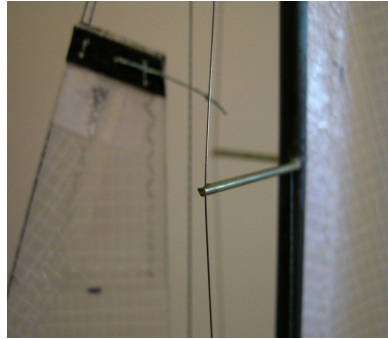


Photo 3

A similar headboard provides for the jib halyard integral bowsie. The diamond struts are brass wire.

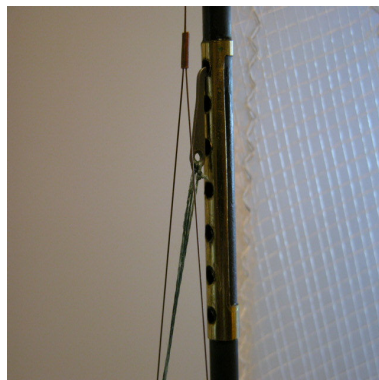


Photo 4

The jib stay is attached to the mast with a hook..  
The height of the hook determines mast rake, higher for heavy winds and lower for light winds.

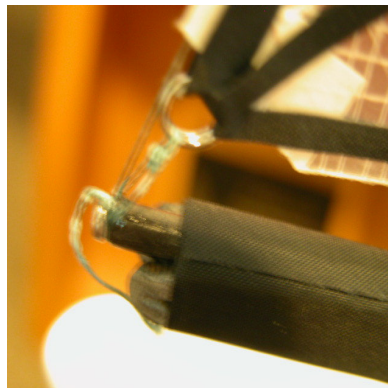


Photo 5

The jib stay and jib leach line are one continuous length of 9 thou Spectra starting at the tack, passing thru the eye of the hook and terminating at the clew. (counter weight below)

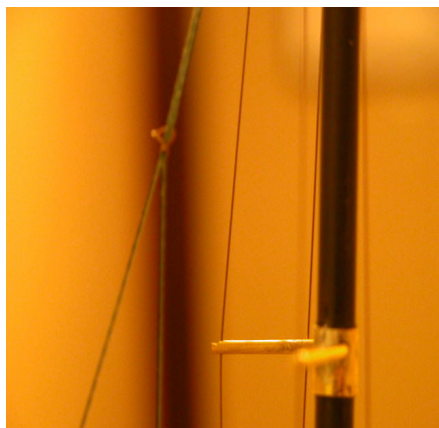


Photo 6

A small "wrap" of wire holds the topping lift to the jib stay and permits the proper gap between the leech of the jib and the leech line.

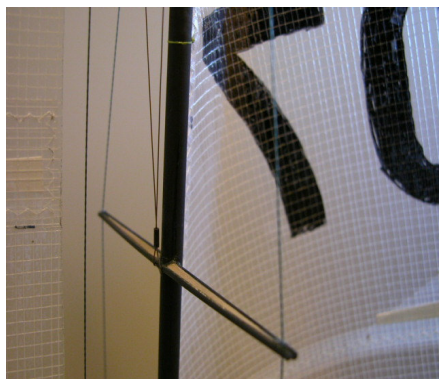


Photo 7

There is only one set of shrouds – 9 thou Spectra  
Left to right – leech line, shrouds and diamonds (passing below spreader and around back of mast – no fitting)

Continued Next Issue

## Victoria Resources Online

The Victoria Class maintains a very comprehensive online resource at:

<http://www.victoriarc.org/>

It contains contact information, building tips, and registration information among it's listings. If you need help, it is a great starting point!

## Spektrum DX5e Review

By James Anderson

Okanagan Model Sailboat Association

A lot of fine technology has been developed since my last review a couple of years ago of the Spektrum DX6 spread-spectrum radio system operating in the 2.4 ghz band. This new technology automatically picked two unused radio channels to communicate to your model without the concern of interference to others in the area.

First it was the release of the Spektrum DX6i radio which dramatically solved the problem of limited run-time of the original DX6. The DX6i seems to run forever on just four AA rechargeable NiMh batteries. Spektrum claims that DX6i dual path radio system is so reliable that you may feel secure in flying even your most valuable and high performance aircraft with it. For the first time, reliable control over a sailboat at extreme ranges was now possible.

This week, I brought in our first sample of the new Spektrum DX5e radio system with the very affordable price tag of \$125 cdn\$. This five function radio still uses the dual channel data path to the receiver giving superb reliability. Although the programmable 10 model memory storage has been dropped on this model, this new system makes up for it in ease of use. The servo reversal function has now been moved to discrete switches on the front of the transmitter instead of being part of a programming function. As the DX5e is shipped out with four standard AA alkaline batteries it does not come with a 6 volt transmitter charger but that is available as an option. The reduction in control channels from six to five is not a concern with our use in r/c sailboats as most of us only have use for two functions; sail and rudder position.

All of the above Spektrum radio systems have the ability to simulate difficult radio-link conditions in order to test the reliability of the radio link prior to launching your boat or aircraft. None of the Spektrum radio systems are shipped with a receiver battery holder or power switch, but these standard items are available by a number of manufacturers from your local hobby store.

It would appear that the new Spektrum DX5e radio system is going to be the r/c radio system of choice for many of our sailors in Canada and the USA.



**Celebrate our Centennial with us!**

**Soling One Meter**

**Canadian National Championship Regatta**

**Hudson, Quebec June 19 – 21, 2009**

**Sponsored by Hudson Yacht Club (AMYA Club No. 251)**

### **Notice of Race**

**Limited Entry:** The closing date for receiving entries to this event will be May 15, 2009. Entries will be limited to the first 30 entries received with payment.

**Rules:** The regatta will be governed by the rules as defined in *The Racing Rules of Sailing 2009 – 2012*, Appendix E, the Soling One Meter class rules and the Sailing instructions, in that order.

**Eligibility:** The regatta is open to all boats of the Soling One Meter Class whose owners are current members of CRYA or AMYA and who are properly registered with the Class.

### **Why not join us for our HYC Friday night dinner?**

#### **Schedule:**

- Friday June 19 Registration: 12:00 pm to 9:00 pm.
- Saturday June 20. Skippers meeting 9:30 am
- Saturday races begin at 10:00 am. No race sequence will start after 3:30 pm
- Sunday races begin at 10:00 am. No race sequence will start after 2:30 pm.

**Location:** Racing will be held at Hudson Yacht Club, 10 Yacht Club Road, Hudson, Quebec. J0P1H0. Canada

**Entry:** Eligible boats may be entered by completing the attached official Entry Form and submitting it **prior to May 15** with the entry fee indicated on the entry form.

**Sailing Instructions:** Sailing instructions and frequency assignments will be sent to all competitors at the conclusion of the entry time period.

**Racing format:** Racing will be conducted under the Odds and Evens system. The race committee will determine the number of races for each day after considering weather, course and equipment conditions. Three races are required to be completed to constitute the regatta.

**Scoring:** The regatta will be scored in accordance with the Low Point Scoring system as set forth in Appendix A of the *Racing Rules of Sailing*. The score for one race per day shall be discarded after completion of five or more races each day.

**Prizes:** Prizes will be awarded to the top five finishers in the regatta.

**Measurements:** Measurement, weigh in and class verification will be conducted on site, or as determined by the Regatta Official. The batteries to be used during this regatta must be included for the weigh in. The thickness of sails will be measured to determine the range between 0.004 to 0.007 inches, only for evaluation purposes. Soling One Meter Class Rule 6.0 is not changed.

**Entry Fee: \$65.00 per boat.** Includes Saturday night dinner. Lunches Saturday and Sunday and, hopefully other goodies. Additional meal tickets are available for guests.

**Contact Regatta Chair:** Roy Folland. Tel: 450 458 0152

E-mail: rfolland@videotron.ca





**Canadian National Championship Regatta**  
**Hudson, Quebec** **June 19-21, 2009**

## Entry Form

Entry restricted to the first 30 entries received with payment. Entry closing date May 15 / 09

Please complete and return this Entry Form with your cheque or money order payable to **Hudson Yacht Club** by the entry closing date of May 15 / 09 (See below for costs)

Mail or Fax to: **Hudson Yacht Club**  
**10 Yacht Club Road**  
**Hudson Quebec. J0P1H0**  
**Tel: 450 458 5326 Fax 450 458 5141**

<b>Name</b>	<b>CRYA/AMYA Number</b>	<b>Sail Number</b>
-------------	-------------------------	--------------------

<b>Address</b>		
	<b>E-mail:</b>	<b>Tel: No.</b>

<b>Minimum of three frequencies required.</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>Or check here if 2.4GHz</b>	
---	----------	----------	----------	--------------------------------	--

<b>Make of sails will you be using? This information is required.</b>	
---	--

<b>Entry fee includes one Dinner and two Lunches.</b>	<b>Indicate below, Extra tickets needed.</b>
---	--

All prices are in Canadian Dollars. Taxes included

<b>Entry Fee.</b>		<b>\$65.00</b>
<b>Extra dinner tickets.</b>	<b>Qty.</b>	<b>x \$26.00 = \$</b>
<b>Extra Lunch tickets.</b>	<b>Qty.</b>	<b>x \$7.00 = \$</b>
<b>TOTAL.</b>		<b>\$</b>

**Disclaimer:**

I hereby agree to comply with the 'rules' as defined in the 2009-2012 Racing Rules of Sailing (RRS). I acknowledge that I am entering this Regatta at my own risk and do hereby release and hold harmless the Hudson Yacht Club Soling 1 Meter Fleet, the Hudson Yacht Club and the Regatta Organizing Committee as well as their officers, members and agents both jointly and

severally from liability for any loss injury or damage to any persons and/or property that might arise from my participation in this Regatta even if such loss, injury or damage is caused by the negligence of those so released and held harmless.

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

Signature: \_\_\_\_\_  
 (Signature is required to complete registration)

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

Received: \_\_\_\_\_  
 For HYC use only

## 2009 IOM Canadian Championship

- 1. Event:** The Western Canadian Model Yacht Association and Saltspring Island Sailing Club (SISC) invite International One Metre (I.O.M.) sailors to the 2009 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 \$60**, which includes lunch on the 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup> of June and barbeque on the 6<sup>th</sup> and an event souvenir. Please make cheques payable to W.L. Neish (WCMYA).

Entries must be received no later than **May. 1st, 2009**. Late entries may be accepted at the discretion of the Regatta Chairman. **Late Entry fee will be \$65.**

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 [wlnesh@shaw.ca](mailto:wlnesh@shaw.ca). 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 [wlnesh@shaw.ca](mailto:wlnesh@shaw.ca) 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.

### ENTRY FORM

## 2009 IOM Canadian Championship

*June 5-6-7, 2009 – 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:					

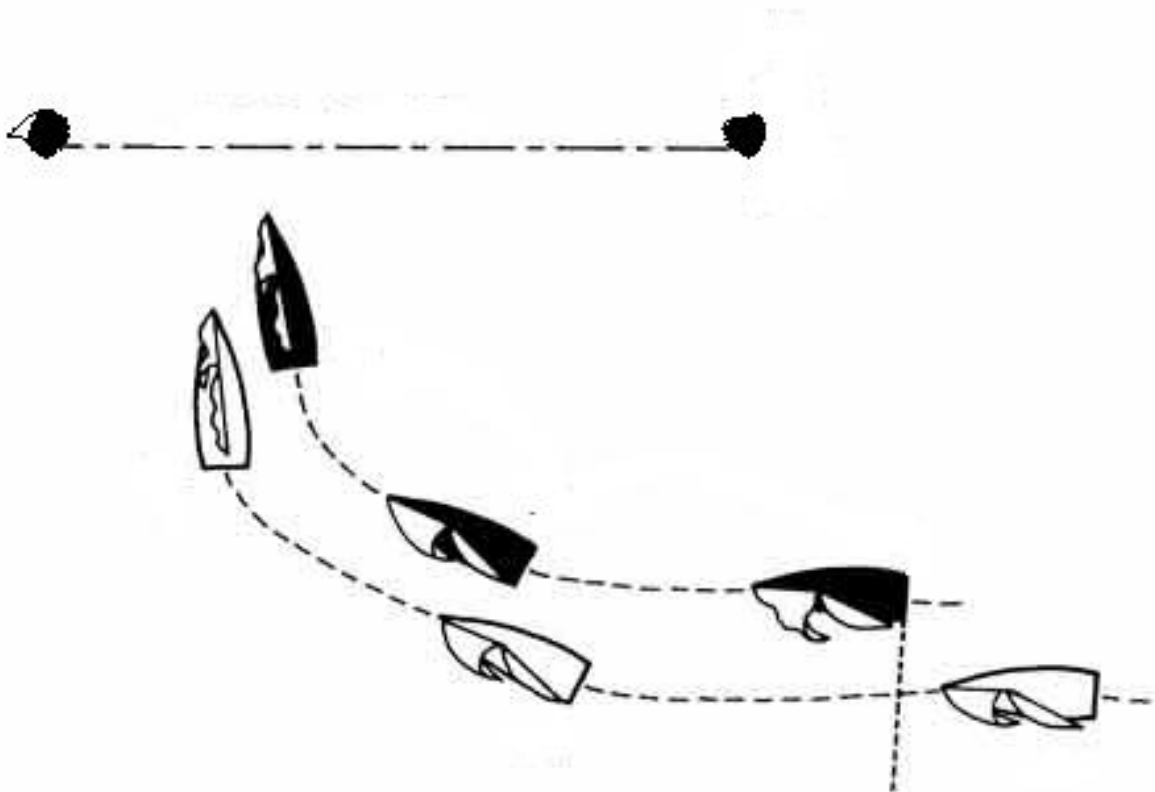
#### BOAT INFORMATION:

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

## Distillation of the Racing Rules of Sailing

- Don't hit other boats. Collisions are slow and arguments are slower.
- Keep out of the way of boats in front of you.
- Port tack boats usually have to stay out of the way of everyone else.
- Windward boats must stay away from leeward boats.
- The inside boat gets to go round the mark first.
- Don't hit marks. Doing circles is slow.
- Don't hit the committee boat. First, it is a mark (see Rule 6) and second, it really makes them mad.
- Nothing good ever happens on a layline.
- The port tack layline is a very ugly place.
- Control your own destiny: stay out of the Protest Room. Protest Committees are uncontrollable: with a 100% solid case, you have a 50% chance of being DSQ.

There are some rule changes in effect with the 2009 version of the rules –best get online and review them for this season.







# Canadian Radio Yachting Association

## MEMBERSHIP APPLICATION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

List New or Transferred Boats:-

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

**Please print.** Complete and send this form with your cheque or money order, **payable to CRYA** to:  
Larry Miskie, CRYA Membership, 848 25th A Street East Owen Sound, ON N4K 6W6 Canada