

Canadian Radio Yachting

Summer 2013

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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).

On the Cover:

Fang the Multihull built on the West Coast. The hulls are 1.5 metres long and an overall beam of 1 metre.

The wing is 2 metres tall. The whole boat weighs 2.6 Kg ready to sail. The wing weighs 750 gm. It is controlled with 3 channels,

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 Lawrie Neish, President CRYA

In the intervening months since the last newsletter, I have continued working on the Association's database. This tends to limit further my already limited social life. However, it does have some fringe benefits when my wife takes pity on me and allows me to attend funerals and paint her boat and even occasionally to excuse me from washing dishes. Seriously, while the basic information contained within the database is accurate, it does have problems which revolve around skipped or missing member ID numbers and boat registration and sail numbers which in some classes range into the thousands while the actual number of boats registered in the class is in the low hundreds. Unfortunately this gives computers indigestion and if we are to continue in the direction of registrations and membership being handled by our website the problems will have to be dealt with - sooner rather than later.

Presently the Soling and IOM class secretaries are using new boat registrations to fill in skipped registration numbers. I am also following the same procedure with other classes, mainly Victoria, before turning the registration of boats over to the appropriate class secretary. However there will inevitably be a day of reckoning when some boats will require re-registering to complete the consolidation of the register in each individual class. Memberships numbers may have to suffer the same fate. The major problem if this is necessary will be re-linking members with their boats.

Our web site is basically working and it is possible to renew memberships, etc. via the site. However, blank pages indicate areas where information and action are required. I am very interested in developing the region pages.

The West Region presently is the only one with anything approaching what I think a regional page should do. What is offered to clubs and associations in each region is a free page to promote themselves. I would be really grateful if club representative would contact me regarding this. In this day and age, I think we should not just depend on potential member happening to stumble upon one of our sailing days - Google is liable to produce better results.

Another reason why I would like club and association representatives to contact me is the matter of insurance. We have a problem in that the CRYA has been individual based and not club based in its thinking. I happen to think that it needs both and this has come to the fore in my research into insurance to meet the requirements of municipalities when clubs wish to make use of ponds, lakes and reservoirs within a municipality's jurisdiction.

A number of clubs already have met this insurance requirement. Those clubs which are large enough can probably cope with the premiums. There are groups which because of their size cannot - there are some clubs which are still born because of the requirement I have reached the stage in my dealings with an insurance brokers where it is thought that the CRYA undertaking insurance on behalf of members may be possible. At the moment the guidelines I have with the brokerage are -

That - the CRYA would hold the insurance policy

- member clubs would be issued a certificate of insurance for their sailing locations.
- the coverage amount would be \$2 million.

What the premium might be is not available but the amount the brokers think it would be is quite reasonable and effectively the same as an individual club. This then would be within our budget without an annual fee increase - hold your breath and do not sail your boat through some one's dining room window!

One item which comes from this is that the CRYA would have to be a registered society. I did some searching and asking at the beginning of this year on whether or not the CRYA was a registered society, and if it was registered, where? I met with no success and at present I have been unable to ascertain whether, or not, the CRYA is in fact a registered society. It has a constitution! If we have any legal types or would be in our association, I would be pleased to here from them on the subject of constitutions and bylaws.

One requirement of a registered society is that it files annual reports and a financial statement. As we have not been doing either, we are either not registered, or we are in default. The end result is the same.

In ending this report, I would like to express my appreciation and thank our past treasurer, Larry Miskie, for his years of service to the CRYA. Over this past six months, or so, I have developed an appreciation of just how much work he did for the Association. His help in going along with registering the SE project boats went a long way in expediting the regeneration of model yachting here in the west. Thanks, Larry.

Maritime Report

By Jim Goddard

The biggest news so far this year is what we do not have to report. So far our usual sailing site at Sullivan's Pond in Dartmouth has remained weed free! I can't account for this development, but it is welcome.

Our main fleet of Soling 1 Metres continues to thrive with ten to twelve boats on the line each Sunday. The Thursday evening series has been down in numbers this year with work keeping several people away.

My own Soling is showing it's age with cracks appearing in the deck after the heavy air in Hudson at the Canadian's. Looks like this is the year I will be building a successor to the red boat that I have sailed for 10 years. I will have to decide what go fast innovations to include or just go stock again.

One thing is for sure, I will be hard pressed to build a boat that is better than the current #544.

One feature of the local fleet I find puzzling is the waiting between races for people to adjust their boats. It seems it is the same people all the time, and it does not seem to help—so why do they do it? Does this happen in other fleets? Does anyone finish 8th, make an adjustment and finish 1st?

Like I say, it is a puzzle. If you know the answer, let me know.

The EC-12 fleet here has reached five boats this spring with Mike Waller bringing a pretty old 12 back from Florida this Spring.

There are some great deals to be had on some older EC-12's and while they may not win a National title, they are beautiful boats to sail.

With handling characteristics unlike the Soling's we all sail, the EC-12 can be a challenging boat to learn. Like any sailboat, tuning the rig for balance is key. I find the pre

start daunting in the 12, as my Soling antics just do not translate to the EC-12.

The schedule for the EC-12's has changed a couple of times. We have now settled on EC-12's sailing Sunday Morning's before the Soling's start at 1PM. Our attempt at a mixed fleet day was a disaster, nuff said.

For those of us sailing both classes, it makes for a longer day on Sunday. Sailing both on the same day makes for a real contrast in sailing style and tactics. You just can't make the same short tacks that characterize a Soling approach to a buoy with an EC-12.

With the summer yielding to fall, club championships will be held in late fall. Before that, we will be sending the intrepid road warriors to Stowe for the CanAm.

Any Soling 1M sailor that wishes to have a great time sailing for your country should make Stowe a stop on their schedule.

Halifax Area Model Yacht EC-12 Opening Regatta June 16-13 Sullivan's Pond, Dartmouth, NS

Rank	SailNo	HelmName	R1	R2	R3	R4	R5	R6	R7	Total	Nett
1st	04	Jim Goddard	1.00	1.00	1.00	1.00	1.00	(2.00)	2.00	9.00	7.00
2nd	958	Bob Boutilier	(2.00)	2.00	2.00	2.00	2.00	1.00	1.00	12.00	10.00
3rd	80	Henry Ng	(3.00)	3.00	3.00	3.00	3.00	3.00	3.00	21.00	18.00
4th	136	Mike Waller	(4.00)	4.00	4.00	4.00	4.00	4.00	4.00	28.00	24.00



Western Report

By Graham Herbert

I have just taken on this job and haven't yet been in contact with all the different clubs in BC so for this newsletter I will write what I know and get on top of the situation for the next one.

The Nanaimo IOM group have been very active on Long Lake sailing most weeks and pushing each other with noticeable improvement in sailing skill. Don Case has been very active designing and building many new boats in the last year and his boats seem really fast. He also makes his own sails and has developed some really nice sail shapes. John Ball has been helping them with the rules and the racing there is very clean with great sportsmanship and camaraderie. John has also been very helpful in making bulk orders of masts for the whole Vancouver Island and Gulf Island group. I believe there is some Soling sailing on Long Lake on Sundays.

The Nanaimo Laser group are very active and have a big racing calendar. They put on the Great Ocean race which is one of the most fun events of the year. This

group deserves a lot of credit and a much bigger write up than this so I will give them their due next time.

The Victoria IOM group are active sailing at Beaver Lake twice a month. Barry Fox does amazing job keeping this group sailing and is always willing to lend a hand helping the other sailors out. David Cook is a keen designer there and has come up with some fast boats. He has traveled to many events both near and far.

Saltspring Island have the big event of the area each June and it is always a fantastic event attracting sailors from far and wide and this year I think it was the best one yet. The rest of the year they have a small group of sailors that get out fairly often. Martin Herbert designs and builds his own boats and also makes sails. He has some pretty radical designs that are very fast and his sails are very good as well. He usually gets the other Saltspringers out sailing and recently got a new young guy into it so that helps to keep the energy young.

Up north on Vancouver Island is Robinson Lake where David and Raewyn Cook have a cabin and they put on several low key and very fun events each year which

many of us enjoy. I know there is a group of Victoria sailors in Kelowna and a group on Gabriola Island who have recently sold their fleet of ODOM's and started a fleet of "12 metres". Which variety of 12 metres remains a closely guarded secret. I will attempt to find out more on these groups for the next newsletter.

That brings me to our local group on Hornby Island. We sail twice a week year round except July and August when we sail less as the marina where we sail is very busy. We have tried other venues but not on a regular schedule. We sail IOM's and have 12 boats in our club. I have designed and built most of these boats and I also make my own sails. This year on October 18-20 we will host the Western Canadian Championship which should be a lot of fun. We have a dive lodge right on the sailing site and they give us a great deal on accommodation and meals which help to keep us all together for the weekend. We are hoping for a big turnout this year.

Well that's it for this time. I am looking forward to getting in touch with all the different groups in BC and making a more comprehensive report next time.



Competitors, race committee and boats on display at the Canadian IOM Championships in BC. Our new Western contributor is there, can you spot him?

IOM Report

By Martin Herbert

The 2013 Canadian National Championships was a fully subscribed event this year.

Of the 34 competitors 13 were from the US, with boats from California, Texas, Washington and Oregon. Canadian entrants came from Ontario, Alberta and BC, with a big contingent from the islands, including six from the Big Island, five from Hornby and a home team of three Saltspringers.

Day One — Our fleet has had many talks over the years about what we could do if the wind came over the hill blowing in swirls away from the dock. We never came up with a workable solution. On the first morning our worst case scenario came true, with great black blasts of wind racing across the water. Race officer Lawrie Neish took on an impossible situation and managed to make it work. Philippe Erdmer was kept busy all day resetting marks as the wind shifted. They both worked like dogs yet kept a cheerful attitude and the racers gave them full support. It set the tone for a wonderful event despite the challenges.

I got to watch the first seeding race, which was typical in its excitement. George Pederick won the start, but as the first group of boats rounded a black ball of waves indicating a great gust bore down on them and Graham Herbert came racing out of the group with spray flying as other boats rounded up or buried their bows under the water. More mayhem ensued with Graham, in the lead, doing a spectacular wipe out and knock down. With a shudder his boat righted herself and he sailed on to win with George holding second and Bob Wells taking third.

Then it was my turn to be thrown into the washing machine. I managed to sail the first half of the

race quite well, then picked up a weed on my keel.

Throwing the boat head to wind and

backing away from the weed worked, and I managed to hold on for an 8th place, just enough to keep me in A fleet.

It was hard to get promoted out of B fleet as boats fought for the top six spots and a chance to race with the big dogs. It was easy to get dropped out of A fleet, however. After a few more races, I had managed to climb into the top 10 – leaving only two boats that I hadn't beaten at least once – when a penalty turn landed me down in B fleet. But I finished the day in 10th place, exhausted.

Day Two — The fleet was doing tuning runs in a building morning wind, when suddenly it dropped just before the. There was a scramble to get the boats in and retune before the "one minute hold". Roger Kibble found his tune and sailed his best race to date, breaking into the top ten. I lugged around the course, going very slow, and down I went to B fleet. The good news about this is that I sailed three heats in a row and found my speed, logging a fourth in the next race just one place behind Peter van Rossem, now the only boat I had not beaten. In a long series like this, it is your bad races that determine your overall position. The Hornby team had three in the top 10 at the end of the first day but only two remained as the dust settled. Your local boats moved up, with Roger vaulting six spots into 22nd while I crept into 9th.

Aileen Neish marshalled many volunteers while Roger, with the aid of Patrice Pothier, cooked a lovely meal at the Club that was enjoyed by a very happy group of sailors. Aileen's group also provided lunches each day which kept us going. I have been to many events in this class and I feel that we are lucky to have a venue and the volunteers who set the tone for

a very enjoyable regatta.

Day Three — On Day Three the wind started to cooperate and although we were finishing early the Race Officers still managed five excellent races. Graham Herbert came on strong on the last day winning three races in a row, regaining second place and closing in on Peter van Rossem. The Californian Gary Boell also sailed well and moved into third place. For the SISC sailors it was a good day with Roger sailing well and moving up three places to 19th. It was my most consistent day of sailing, finishing every race in the top 10. In the 17th race I managed a good start and stayed near the top to finish fourth. This combined with Peter catching a weed allowed me to reach my third goal and beat every competitor at least once. I ended up ninth overall and was pleased with that result.

Thus ended three days of the most intense racing to be found in the area. The winners universally thanked our Club for its hospitality and expressed how much they enjoyed coming here. Many of our club members also provided help with Philippe and Gyle Keating doing great work on the mark boats.

A special thanks to Larry Shetzer who opened his slip to Vic Childs of Anacortes, and to Vic himself for opening his yacht for the relief of the fleet. We all had a lot of fun and our IOM fleet has received a shot of adrenalin. The next big race in BC is the Western Canadians on Hornby Island in October. In the meantime we have been racing from the luxury of Ole Anderson's dock on St. Mary Lake.

Fang Multihull

By Graham Herbert

Last year Dale Chase and I were really fascinated with the AC 45 Cats being used for the America's Cup series. We decided to build a radio controlled one and this won the Nanaimo Laser fleet 17's Great Ocean Race last year and again this year

We made the hulls 1.5 metres long and an overall beam of 1 metre. We decided to scale down the wing a bit as it looked way too big to us. The wing is 2 metres tall. The whole boat weighs 2.6 Kg ready to sail. The wing weighs 750 gm. It is controlled with 3 channels, one to steer, one to control the angle of the front element of the wing and one to control the rear elements or flaps.

There are 3 flaps and the amount of twist is controlled by bowsies on the trailing edge of the flaps. The left thumb controls the wing, up and down to control the front element and right and left to control the flaps. It took quite a while to learn to sail it but now we can sail for really long stretches with one hull out of the water by just pulling in or releasing the flaps to control the power.

We have had many capsizes and pitch poles which are no problem because the wing has so

much volume that it can never go right upside down. All the electronics are in a centre pod which stay well clear of the water in a capsize. It has raked back fins and rudders so we can sail over weeds which is an important feature for the ocean race. This year we fitted it with an asymmetrical spinnaker and it really flies off the wind. We have a

12' boat with a 5 HP outboard and in a good breeze we can't keep up with it.

Any one interesting challenging for the "Fang" Cup let us know!

Rules - LOA 1,500 mm, Beam, 1,000 mm, Mast length 2,000 mm



Soling Class Report

By Paul Switzer, Class Secretary

I have been lucky this year to attend both the USA Soling Nationals in Wolfeboro, New Hampshire organized by Mark Whitehead and the Canadian Championships in Hudson, Quebec directed by George Robertson. Both regattas had very interesting weather systems passing through which provided challenging conditions.

Wolfeboro had very light wind and high temperatures and humidity with the odd rain shower throughout the weekend. The light air wizards were in their element and those of us who sail in big lakes with waves and steady winds learned some new skills.

Hudson had a huge cold front with very unusual tornado warnings pass through the area on the Friday evening before the regatta causing power outages. The system resulted in a number of wind direction and strength changes over the weekend as the high pressure settled in.

In both cases the race committees did a masterful job, given the circumstances, of providing fair race courses and getting sufficient races run to ensure good results. A lot of thought went into the planning of these events both for the racing activities and to provide excellent opportunities for social interaction and networking.

Jack Ward of Punta Gorda, Florida won the US Nationals, David Allsebrook from Toronto, Ontario was second and Ronald Lange from New York finished third. I managed an eighth place finish.

Jim Goddard of Dartmouth, Nova Scotia won the Canadians, Bob Boutillier of Bedford, Nova Scotia was second and I finished third. Jim Linville and Herb Dreher from Massachusetts attended. The cross border interaction in the Soling Fleet is a nice aspect of the class.

The annual Can/Am Cup in Stowe Vt. September 6/7 is another upcoming fun event which brings great camaraderie between our groups. (If you go, pack red and white clothing.) Information about the regatta is on the CRYA website, www.crya.ca.

If you are travelling in New England, Wolfeboro is a very interesting town of about 3,000 people and is the home of the New Hampshire Boat Museum which is well worth a visit. The Soling fleet is associated with the museum and has run Soling building classes over the past 3 winters resulting in over 70 boats being built. The Boat Museum website at www.nhbm.org has information about the museum and the Soling Fleet who are called the "Back Bay Skippers". Daily sight seeing trips are available on Lake Winnepesaukee on several different vessels including a

1920's wooden runabout.

In Hudson, the 35-year-old Saturday Finnegan's antique and craft market is fun to visit. The Hudson Yacht Club has a sandy beach, pool, canteen and open barbeques. One of the highlights of the Saturday social evening was been called out to the deck for their 5-minute count down to sunset. It was absolutely spectacular to witness and well worth the trip to Hudson.

I am now looking after Soling boat registrations. If you need a sail number for a new boat or you have bought an existing boat whose number needs to be reassigned from its previous owner to yourself, contact me at the email address on the CRYA website or use the online registration feature which is now working. Since I took over this function in the spring, I have registered 6 new boats and processed 6 transfers so the class in Canada is slowly moving forward.

Please let me know if you hear of any paid up CRYA Soling sailors who are not receiving this newsletter. A couple of people have mentioned this to me at sailing events and I will follow up on their behalf if there is a problem. I would also appreciate your brief feedback as to whether you have received our newsletter. Email me through the website or regular mail at 2510 Conning Drive, Kingston, Ontario, K7L 0C2.



CAN 569 may be in trouble! Paul Switzer of Kingston, ON sailed to a good finish despite some tough conditions.



Congratulations to David Allsebrook of Toronto Ontario for his strong second place at the US Soling 1M National Championship regatta held in Wolfeboro NH.



Some more pictures from the US Nationals in Wolfboro, NH. The close proximity allowed for a number of Canadians to take part, including Dave Allsebrook pictured above.



CRYA Profile of Roy Folland

By Paul Switzer

Roy Folland, a Soling One Meter sailor at the Hudson Yacht Club in Quebec has a fascinating background.

In his early years Roy owned and operated a combustion engineering firm and had a successful auto racing career. He progressed through sports cars, karts and a series of Formula Ford, Formula B and Formula 2 cars that culminated in 1973 with a win at the Players Quebec Championship and a second at the Players International.

Roy began his passion for racing sailing on a Laser. He was often asked how he could move from racing cars to sailing. His answer was that the technicalities and focus needed to perform were quite similar.

Roy moved to Hudson in 1981 and began racing his Laser at the HYC. He eventually bought and raced a J24, later racing Lightnings. In the last few years he and his wife Barbara enjoy sailing Barb's Tanzer 22 and Roy has satisfied his passion for racing, participating and excelling in the Soling one meter fleet.

In 1996 Roy began building wooden kayaks. After building two kayaks for himself and Barb, his work was so beautiful that he was encouraged to help others build their kayak kits. He set up a wooden kayak building school, where each participant after eight full days was able to take a fully built kayak home with them. At this point Roy decided to design his own kits. He started a business producing kits for the home builder. Another successful business, Roy Folland Wooden Kayaks, was born. Eventually selling the business, Absolute Wooden Kayaks in Quebec still offers the Roy Folland Sea Wolf and Sea Lion kayak kits.

Roy joined the Hudson Soling One Meter Fleet in 2003 and immediately took a leadership role, his passion for the sport helping to increase the number of participants at the HYC. I met Roy in 2006 when the Hudson YC and Kingston YC, began an annual Soling One Meter interclub regatta. He became the Fleet Captain in 2005 and shortly thereafter hosted Hudson YC's first Soling Canadian Championship

regatta.

Under Roy's leadership the Hudson fleet agreed to implement a local 720 rule for violations in an

effort to improve the quality of their racing. The fleet's interest in maintaining the one design nature of the class resulted in the development of a measurement form and the boats were all measured and documented. Roy began making sails in an attempt to ensure equality of the boats. The



sail making was so successful locally it turned into Spider Sails which continues to produce high quality Soling sails.

The measurement process resulted in Roy taking an interest in the class rules. The somewhat questionable sailcloth rule, which specified "approximately 3 oz. per sailmaker's yard", was virtually impossible to measure once the sails had been manufactured. This rule peaked his interest. With his typical meticulous attention to detail and problem solving, Roy researched every sailcloth manufacturer offering woven polyester fabric in the 3 oz range and he developed a proposal to change the rule to specify a range of thicknesses which could be measured with a micrometer. This proposal was eventually passed by a vote of the AMYA governing body membership and is now the sailcloth rule.

Roy is a fine craftsman and the quality and attention to detail of everything he produces is second to none. He has the ability to logically research situations in detail and the determination to find innovative solutions. His Soling's are skillfully made. He fondly restored a large, classic wooden pond yacht which was built by his father and is now on display in his living room.

A keen competitor and fair sportsman, Roy races his Soling at Hudson Yacht Club where he has won the Fleet Championship for several years and attends various regional and national events such as the Canadian Championships. Roy also won two prestigious awards for his significant contribution to sailing. His tireless promotion of the Soling One Meter has resulted in positive changes in the Hudson Fleet and has improved the class as a whole.

Roy was diagnosed with Parkinson's disease at the beginning of his Soling One Meter days. His wife Barbara is convinced that the focus and eye hand coordination required to build and sail a Soling One Meter has helped stave off the effects of this difficult disease. Roy, 83 years young, is admired for his determination and is loved by all those who know him.

I continue to be intrigued by the diversity of the people like Roy who are attracted to our hobby. Becoming aware of our sailors' fascinating backgrounds and getting to know them beyond simply the competitive sailing aspects is a way to facilitate networking and broaden the enjoyment of our experience. I encourage you to submit an article about someone you know.



Soling 1m Canadian Championship Regatta

By George Robertson

Jim Goddard wins at Hudson with perfect score - Six Firsts

July 20th: Saturday at 9.30, the 22 sailors gathered on the terrace at the Hudson Yacht Club for the Skipper's Meeting prior to the scheduled 10 am start of racing.

The fleet was split into "Evens and Odds" and everyone headed to the water,

The weather was ideal. Sunny, warm with a good steady breeze from the west. The club had borrowed a large ferry barge which provided a perfect platform for all the skipper and the race crew.

Race Director Ross Tellier kept everything moving smoothly as the "even and odd" fleets alternated on the water. The course

windward/ leeward with a leeward gate. Two races were completed prior to lunch break with 2 more in the afternoon before the winds picked up too much to continue sailing safely.

More time for "Social Hour" prior to an excellent dinner provided by HYC. Everyone enjoyed the slide show produced by May's Studio from shots taken the day (thanks Ken #288)

July 21st: Another good day. The front had passed and the winds were much lighter, making for trickier sailing. Three more races were completed before time ran out. That added up to 7, which allowed for one drop.

was twice around

Results: There was no doubt who the winner was. Jim Goddard had managed to come up with 6 firsts. He was followed by "Boots" Boutillier, also from Halifax, with 13 points.

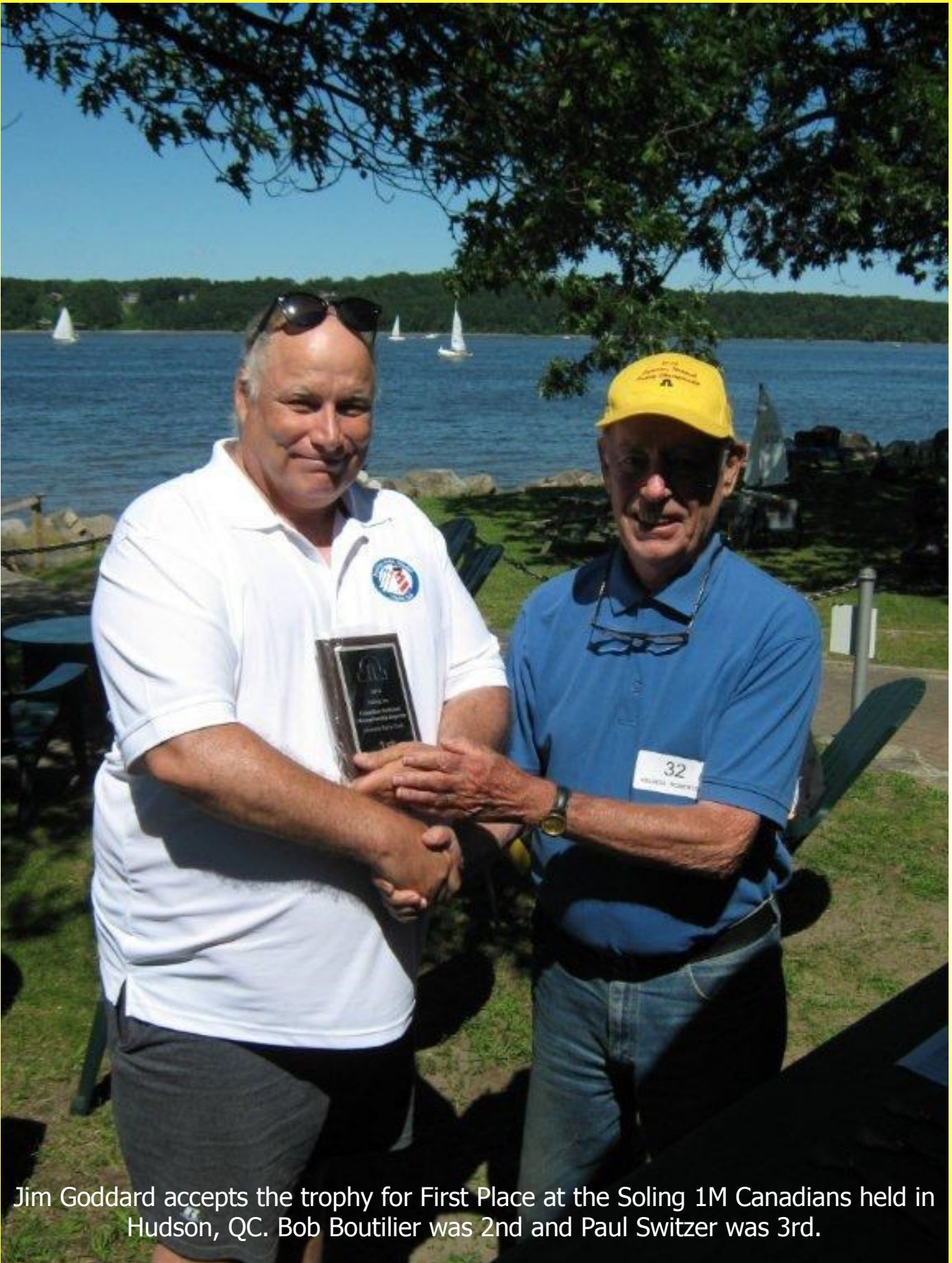
3rd place went to Paul Switzer with 14. Next HYC's Ed Cowell scoring 17 and Robert Meakins with 18 to round out the top five.

Awards were presented consisting of Sail Canada (CYA) medals, HYC Soling 1m Plaques and club flags. Jim Goddard also gets to keep the Soling 1m Championship Trophy for another year Well done Jim !

Many thanks to the gang at HYC for putting on a great regatta. And thanks to all who traveled to Hudson from NS, Que, Ottawa, Kingston, Toronto and Mass, USA to take part in the fun and fellowship



Organizers secured the use of a ferry for the sailing site in Hudson, QC. What a great platform for model sailing!



Jim Goddard accepts the trophy for First Place at the Soling 1M Canadians held in Hudson, QC. Bob Boutilier was 2nd and Paul Switzer was 3rd.



Roy Folland awards a set of Spider Sails to draw winner Jim Linville of Hull, Ma.

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Sails for Soling One Meter

Spider Sails. Hudson QC. Tel 450 458 0152

**2013 Soling 1M Canadian Nationals
Hudson Yacht Club, Hudson, QC Final Results**

Rank	SailNo	HelmName	R1	R2	R3	R4	R5	R6	R7	Total	Drop	Nett
1	544	Jim Goddard	1	1	2	1	1	1	1	8	2	6
2	109	Bob Boutilier	2	1	1	3	3	7	3	20	7	13
3	569	Paul Switzer	1	3	6	4	1	2	3	20	6	14
4	92	Ed Cowell	3	4	1	4	4	1	4	21	4	17
5	30	Rob Meakins	4	5	4	8	2	2	1	26	8	18
6	377	Nick Frohloff	7	2	12	2	4	5	2	34	12	22
7	734	Herb Dreher	10	2	2	3	10	6	4	37	10	27
8	90	Jim Linville	6	3	10	12	3	4	2	40	12	28
9	664	Bill Croft	2	9	5	1	2	12	12	43	12	31
10	36	Bob Shea	5	5	3	6	5	8	12	44	12	32
11	202	Victor Lovitt	6	7	8	6	12	3	5	47	12	35
12	214	Gary Bugden	8	4	4	5	8	7	7	43	8	35
13	173	John McKinney	7	7	7	3	12	5	9	50	12	38
14	32	George Robertson	8	6	6	7	6	8	12	53	12	41
15	288	Ken May	11	9	5	2	12	4	12	55	12	43
16	31	Jack Folkins	5	12	12	12	7	3	6	57	12	45
17	28	David Allsebrook	3	12	3	5	12	12	12	59	12	47
18	29	Roy Folland	9	6	7	12	9	11	8	62	12	50
19	284	Ken Walker	9	8	8	9	11	9	10	64	11	53
20	180	Bud Cluett	4	12	9	12	12	6	12	67	12	55
21	46	Graeme Welch	10	8	12	12	12	10	12	76	12	64
22	252	Maurice Jefferies	12	11	9	12	12	12	11	79	12	67

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Sailing with the Rules

By John Ball—CRYA Technical Director

Downwind Mark Roundings and Proper Course.

The rules for who has to give room and who is entitled to room at a mark, is contained in R 18 of the Racing Rules of Sailing (The RRS). When you read the rule, you will notice that a number of words, like *overlap* and *room* and *mark-room* appear in italics.

In the RRS, when a word appears in *italics*, it has a definition in the Definition section of the rule book. In the prior versions of the Rule book, the definitions were stuck away at the back – sort of an afterthought. But in the 2013 – 2016 version, the Definitions have been moved up to the front of the book! Here is an extract of the new definitions of *Mark-room* and *Room*. Note that the use of the word *room* within the definition of *Mark-room* is also in italics and refers to the definition of *room*.

Definitions

Mark-Room - *Room* for a boat to leave a mark on the required side. Also,

- (a) *room* to sail to the mark when her proper course is to sail close to it, and
- (b) *room* to round the mark as necessary to sail the course.

However, *mark-room* for a boat does not include *room* to tack unless she is overlapped inside and to windward of the boat required to give *mark-room* and she would be fetching the mark after her tack.

Room -The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while manoeuvring promptly in a seamanlike way.

There is a subtle but important change in the definition of Mark Room in the new 2013 – 2016 rules compared to the prior version. The RRS 2009 - 2012 version said in essence that with Mark Room, you had the right to sail to the mark, and right to sail your proper course while at the mark. The new version says that with Mark Room, you have the right to sail to the mark when your

proper course is to sail close to the mark.

To see the effect of this change, take a

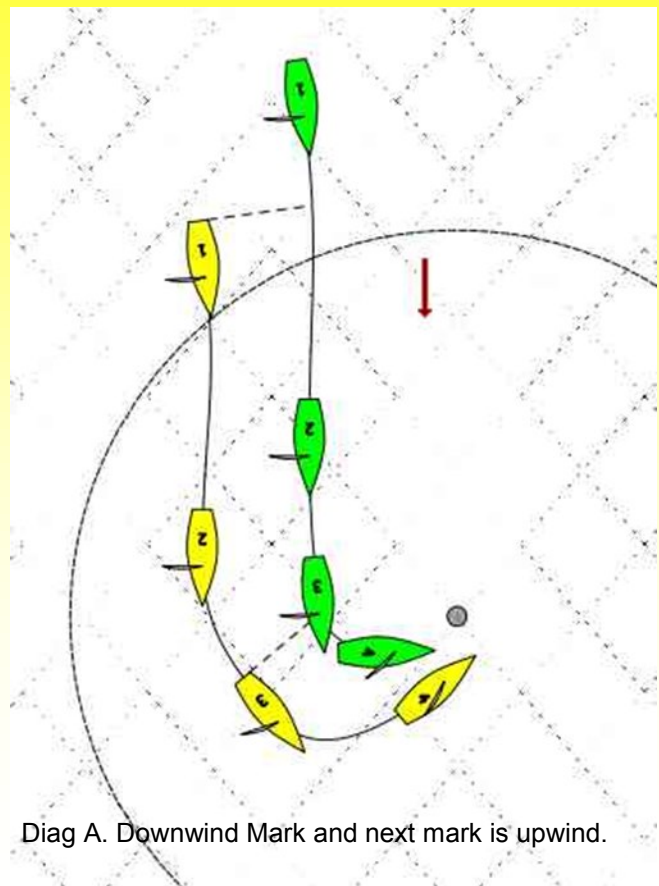
look at the two diagrams below. Diagram A shows two boats sailing to a downwind mark, and the next mark is back up to windward. In Diagram B the same two boats are sailing to a downwind mark and then to an offset mark, before sailing back up wind.

In both diagrams, Yellow is clear ahead when she reaches the zone (Position 1). Yellow sails a bit deep, past the mark and turns at position three, creating an overlap with Green. Yellow luffs up to close hauled towards the mark, 'closing the door' on Green – Position 4.

Question 1 – In diagram A, under the new RRS 2013-2016, who has right of way and who should keep clear? Which boat would be DSQ in a protest hearing and under which rule(s)?

clear? Which boat would be DSQ in a protest hearing and under which rule(s)?

Question 2 – In diagram B, under the new RRS 2013-2016, who has right of way and who should keep



Diag A. Downwind Mark and next mark is upwind.

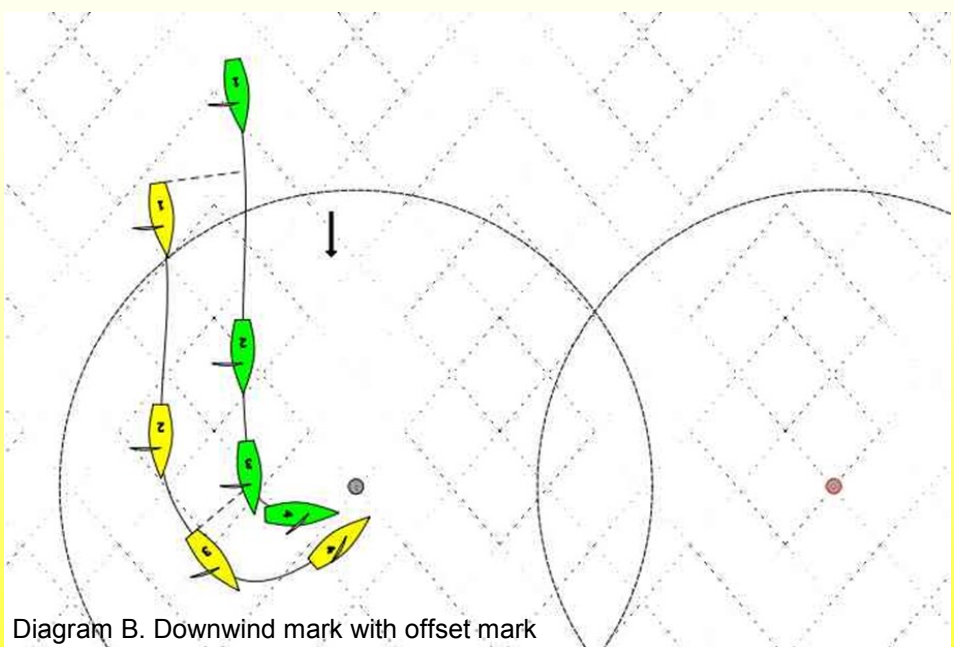


Diagram B. Downwind mark with offset mark

SPOILER –

Both diagrams involve questions relating to RRS R 18.2 and the definition of *Mark-room*.

In Diagram A, the boats have to sail around a downwind mark and then sail back up wind to the weather mark. Under both the old rulebook and the new version, Yellow has mark room under R 18.2.b. and Green risks DSQ for getting between Yellow and the mark. This is because it is clear that a 'proper course' for Yellow is to sail close hauled and as close to the mark as possible. When Yellow turns up at position 3, an overlap is created inside the zone and Green is obligated to keep clear of Yellow under R 18.2.c.2. So if Green prevents Yellow from sailing close to the mark, then Green will be DSQ under R 18.2.c.2. If there

were contact then Yellow would be exonerated under (the new) R 21 (That replaced the old R 18.5)

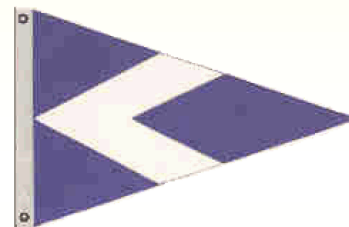
However, now look at Diagram B. In this diagram, there is a downwind offset mark. As Yellow is clear ahead at the zone, she is entitled to *Mark-room* from Green under R 18.2.b. When Yellow turns up at position 3, an overlap is created inside the zone and Green is obligated to keep clear of Yellow under R 18.2.c.2.

Now for the difference - Under the old rules, Yellow would have the right to sail up to the downwind mark (closing the door on Green), and then sail to the offset mark. However under the new rules, the proper course for Yellow at position 3 now is to sail to the offset mark. Once Yellow no longer has the protection of proper course

and R 18, Yellow is still right of way boat under R 11. But if she wants to luff up, above proper course, she is subject to R 16. (Changing course). When Yellow luffs up, she has to give Green room to keep clear. So, why not penalize Green under rule 11? Well, rule 16.1 says, "When a right-of-way boat changes course, she shall give the other boat *room* to keep clear." The new Definition *Room* says that room includes "space to comply with her obligations under the rules of Part 2 and rule 31 ...". Because Yellow's change of course forces Green to hit the mark, Yellow did not give Green room to comply with her obligations under rule 31. Therefore Yellow breaks rule 16.1 and is DSQ and Green is exonerated for breaking rules 11 and 31 because Yellow's illegal change of course caused her to do so.



Windsor Model Yacht Club



EC12 Class - June 13, 2013 Results								
PLACE			Race 1	Race 2	Race 3	Race 4	Race 5	Total
1	Pepin	CAN 33	1	1	1	2	1	6
2	Miller	CAN 64	2	2	3	3	2	12
3	Pare	CAN 27	4	3	2	1	4	14
4	Peltier	CAN 713	3	4	4	4	3	18
5	Diet	CAN 88	5	5	5	5	5	25
10	Hale	US 56						DNC
10	Gragtmans	CAN 59						DNC
10	Balsdon	CAN 158						DNC
10	Lancaster	443						DNC

Water, Water everywhere !!! Many thanks to the pond committee for their hard work. It must have took a lot of rain dancing to get our pond expanded like this, but you did it. For those that did not make it out June 13, you would have been surprised at the water levels. The water rose 10-15 ft. Both peninsulas were 6 ft under and the pond doubled its size.

2013 Hood River Carnage & COW CanAm Series # 3

By Bob Wells

Oregon MYC pulled off another great regatta in the best IOM venue in the Pacific Northwest, where this year we sailed in solid #2 or #3 rig conditions for all but the very last race. Hood River Gorge provides generous wind as all windsurfers and kite boarders know worldwide. The Hood River Marina venue offers long courses; the control area is on an elevated spit nearly parallel to the course, easy launch area, convenient parking, and a gorgeous hip little tourist town to hang in. You just have to accept a little sand during the day – well more accurately a lot of dirty sand and volcanic grit in everything.

The regatta lived up to its 'Carnage' moniker, as I've never seen so many repairs in one regatta. Pounding through the short waves loosened everything on my rigs to where bowsies and boom rings wouldn't stay put. I finally added enough string and tape to keep things in place and gave up the idea of adjusting anything but the vang. I certainly wasn't the only one. I saw shrouds, forestays, and backstays break as well as hooks straighten. My 3-rig metal jib swivel separated while I had a nice lead for another DNF – this one I was stuck with. Joe Damico

finally acknowledged that his big HiTec servos with his preferred fast swing arm action couldn't take this wind after burning up two. Joe is switching to an RMG winch on his new boat (a used BritPOP just received). Also most everybody had to drain their so-called dry boats after each race – the decks spent a lot of time under water.

For a number of us the racing day starts at Egg River restaurant for three years now. The real social highlight was again dinner at Divots, the restaurant at the Indian Creek Golf Course with Mount Hood looming in the background. It is such a pleasant break from the dust to this luscious green setting with not a sand trap in sight. Food was terrific again and most of us cleaned up pretty well.

The venue is a sailor's course in that you have to pick the shifts as well as be fast, and first place was shared among many skippers. After 29 single-heat races Eric Arndt was easily the best and most consistent sailor in conditions perfect for his trusty Intel. Gary Boell was the next most consistent, and is looking solid for Worlds later this year despite a peculiar dangle in his bulb. My shop buddy Bruce Andersen had his best

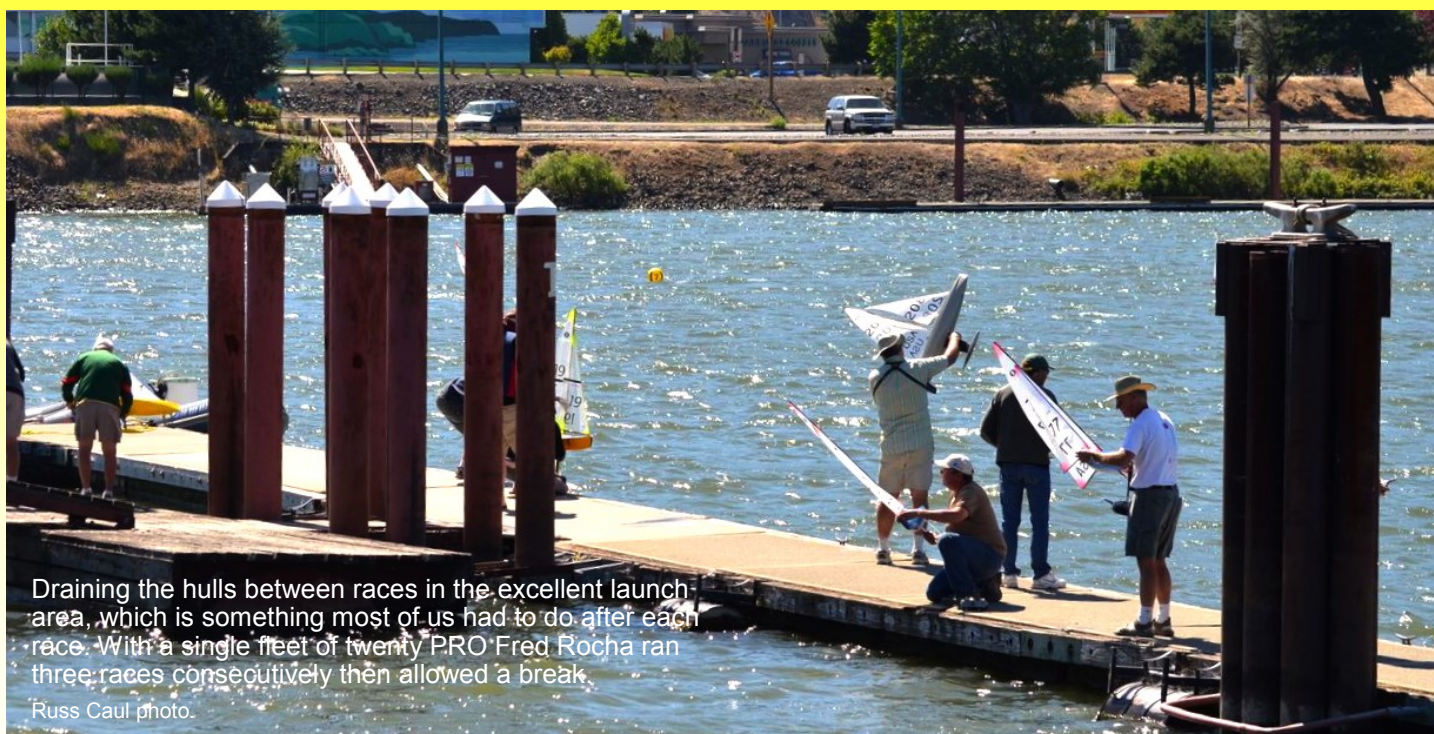
regatta performance I've seen, and was all smiles. Kelly Martin is still figuring out his recently received V8 yet already he is posting good results. For example Kelly changed to a smaller 32mm drum on his RMG winch after a few days where the larger one proved to be over-powered. On day 2 it was heating up and refusing to gybe, and the smaller drum seems to resolve it. Kelly was certainly happy to not sail his Topiko here again.

Thank you to OMYC organizers Morgan Dewees and George Georgiadis for this memorable regatta. George is credited with most of the pre-race 'heavy-lifting', and then he missed all of the actual racing to meet more important 'Dad' obligations. A hallmark of IOM USA is quality race management. Once again our PRO, Fred Rocha, traveled from San Diego and ran a great ranking regatta. Again Lawrie Neish made the long trek from Saltspring Island in BC to provide the scoring and measuring. I want to give special acknowledgement to Joe Damico for towing his back-up buoy boat for 7+ hours each way. Joe even brought our boat operators JC and Geoff, which required two family cars make the trip. Joe was prescient in proactively doing this as we got in nine races on Friday thanks to having his back-up boat!



Hood River Marina as seen from the elevated control area. The inside boats (bottom of page) take full advantage of a righty on the first leg not too far from the start. Mostly we went out seeking lefties, but when you can catch that occasional righty to come off the shore lift you make out big-time.

Russ Caul photo.



Draining the hulls between races in the excellent launch area, which is something most of us had to do after each race. With a single fleet of twenty PRO Fred Rocha ran three races consecutively then allowed a break.

Russ Caul photo.

Hood River Carnage Final Results—July 19-21, 2013

29 races and four throw-outs:

Position	Skipper	Sail #	Club/City	Hull	Score
1	Eric Arndt	13	Fairfax, CA	Lintel	54.0
2	Gary Boell	71	Richmond, CA	Cheinz	82.7
3	Bruce Anderson	16	Boise, ID	BritPop!	110.0
4	Kelly Martin	77	Gig Harbor, WA	V-8	116.0
5	John Ebey	93	San Francisco, CA	BritPop!	132.0
6	Bob Wells	7	Mercer Island, WA	BritPop!	137.0
7	Morgan Dewees	98	Portland, OR	Lintel MMX	182.0
8	Bob Dunlap	37	San Jose, CA	V-8	190.0
9	Steve Young	87	Tacoma, WA	Lintel	194.0
10	Peter Sternberg	18	Redmond, WA	Arrival	212.0
11	Chris Brundege	83	Portland, OR	Lintel	249.0
12	Bill Langjahr	88	Anacortes, WA	Cheinz	257.0
13	J. Warren Brower	42	Lake Stevens, WA	Widget	265.0
14	Dave Glassow	00	Portland, OR	Lintel	335.0
15	Kurt Wells	25	Seattle, WA	Topiko	336.0
16	David Cook	19	Victoria, BC	Widget	395.0
17	Drew Austin	90	Sequim, WA	One Off	437.0
18	Ron Blackledge	208	Portland, OR	Fraktal	443.0
18	Joe D'Amico	86	Sequim, WA	Coyote	443.0
20	Stacy Wilson	198	Bainbridge Island, WA	Widget	450.0



The Columbia River is in the background in our group photo after prizes were passed out. Women once again surround PRO Fred Rocha. Scorekeeper Lawrie Neish (left) would win the 'farthest drive' award if we had one. Eric Arndt jumped in front for the photo, pretty much how he jumped in front of the fleet all weekend long.

2013 Canadian IOM Championships & COW CanAM Series #2

By Barry Fox

My view of the event might vary a little from the participants, as I enjoyed the luxury of watching every heat and making mental notes about what went on. This is my view from Scorekeeper's perch:

Our normal practice is that the Canadian Nationals come to the west in odd number years and coordinates well with our early June date when we try to have (and have had since 2007) an annual IOM event at the wonderful Salt Spring Island Sailing Club (SISC) facility. This year was no exception. Thursday travelers from near and far trickled in all day long. We were very fortunate to have boats from all over North America here this year. Our long distance travelers came from Dallas, TX; Kingston, and Toronto. We had a few from California and our neighbours from Washington and Oregon, plus a small group from our newest growing fleet in Calgary, AB. And our "local" group spread out all over Vancouver Island and the surrounding Gulf Islands, plus even one entry from the west coast of that big island called Mainland Canada.

Every boat was measured and checked in on Thursday, which left Friday morning to just get set up for racing. Not a lot of surprises at measurement. Now more of the competitors have now been through a few sessions and are prepared. This

year we used the US and CAN Ranking classifications to set the seeding races, thanks to Fred Rocha in the US and John Ball here in Canada for providing me with the latest info.

Friday we had offshore winds most all day, which pushed the ability to have a proper start line. The saving grace was that they were strong enough that the boats were all able to get going and we were able to use Lawrie's favorite box style course. It really works quite well at this location as it keeps the boats apart on the legs to reduce the crossing traffic. The blustery wind was a challenge for everyone at one point or another, and a continuing challenge for some of the newer folks. Everyone had their boat pressed hard numerous times throughout the day. A few souls felt the need to drop down to #2 rigs for a while and regained some sense of control of their boats. Most of the fleet stayed on #1 rigs because of the lulls and tried to manage the times when they were distinctly over-powered. It was quite a sight to see boats hit by strong gusts while on a run, dive into and under a wave, get blown right over, and then pop back up pointing toward where they had just come from. A large number of people got a very clear view of their keels. As is usually the case the people who handled the

adverse conditions are those with the most experience and those are the ones

that were at the top of the score sheets all day long. The end of day top 5 looked like this:

Name	Points
Peter Van Rossem	14.0
Graham Herbert	19.0
Brig North	24.0
Jerry Brower	27.0
Julian Laffin	31.0

For some a pattern was developing. A nice night out at the Saltspring Inn for most of the group (followed by some further libation across the street) and we were ready to rest up for the next day. Saturday brought winds from the more "normal" direction and a more proper set of courses (still the box) was used all day. A more conventional day of sailing for everyone and for, those who had been a bit rattled by the Friday blow, a chance to settle into a bit of a rhythm. We did see a bit of weed show up. The fantastic new weed net that was stretched out from one end of the dock mostly did a great job of controlling the big weed but a small flaw (now rectified) with how the net floats were attached allowed some weed to float over top and it caught a few people a few times. At the end of the day the order was now:

(Continued on page 22)

(Continued from page 21

Name	Points
Peter Van Rossem	32.0
Brig North	41.0
Graham Herbert	47.0
Gary Boell	47.3
George Pedrick	52.0

There's that damned pattern again!! But a couple of new folks popped into the top set. If you have seen the results posted previously then you will have seen that there were a lot of places throughout the field where there were some close scores that changed back and forth as the day(s) went by. Saturday night we were treated to the traditional BBQ Salmon and just everything you could ask for to complement it. The crew that handles feeding the sailors does a fabulous job. Never a shortage of food and all presented with a smile and an invitation to take some more. More about this later. And the club perch with elevated views of Ganges

Harbour are a special dining setting.

Sunday was to be a short day to allow everyone to make ferry connections and get home. We were treated with a bit lighter winds but still enough to get a full 5 races in. We were close to pulling off 6 until the winds lightened. The top 6 boats received a terrific, unique trophy in the form of a hand carved and engraved Emu (I think) egg that were crafted by Jenny Taylor for the second year now. These are special keepsakes.

A few observations:

- *Increasingly (not perfect yet) people take their penalties and get on with racing.*
- *There is no use in moaning about being called OCS. I have yet to see one of those calls overturned.*
- *If something is happening that negatively affects your sailing, talk to someone. Often there is too much going on to observe everything and it is usually easy to change a bit to accommodate.*
- *If you are in difficulty (broken parts, no spares, etc.) make sure you get*

the word out. It is sometimes surprising what everyone carries with them to a regatta.

- *Overall the fleets keep getting better and most boats finish most races in a reasonable time. Not that many occasions where somebody sailing needs to be called as finish-in-place to speed things up.*
- *Not many need to call the 5-minute wait. Maybe just once for a B fleet boat to have time to change rigs.*

The Saturday BBQ was outstanding, again overseen by Roger Kibble with a number of good helpers. He had his friend help with most of the cooking this year so that he could concentrate more on his sailing, and mostly that worked for him. All the lunches are the result of Lawrie's better half, Aileen. Aileen has gathered together the supplies needed for our daily lunches for years now. She has some very good volunteer help, but these things need someone strong at the leading edge and I can assure you she is a strong leader. (She also bullies her poor husband Lawrie)



Another close finish!

#94 is yet another distinctive ZOOM designed and built by Graham Herbert, and now owned by Stan Schofield.

Canadian IOM Championship Final Results—June 7-9, 2013

19 races and three throw-outs:

Position	Skipper	Sail #	Club/City	Hull	Score
1	Peter van Rossem	66	Inverary, ON	BritPOP!	45.0
2	Graham Herbert	36	Hornby Island, BC	Coyote	56.0
3	Gary Boell	71	Richmond, CA	Cheinz	59.3
4	Brig North	11	Dallas, TX	BritPOP!	64.0
5	George Pedrick	799	Pt. Richmond, CA	V8	66.0
6	Jerry Brower	42	Lake Stevens, WA	Widget	88.0
7	Julian Laffin	82	Hornby Island, BC	Zoom	101.0
8	Kelly Martin	77	Gig Harbor, WA	Topiko	131.0
9	Martin Herbert	99	Saltspring Island, BC	Aero 3	133.0
10	Marko Majic	136	Mississauga, ON	Hoochie Koo 3	155.0
11	Alan Finley	174	Brentwood, CA	Cockatoo	156.0
12	Andy Slow	123	Hornby Island, BC	Coyote	181.0
13	Bob Wells	7	Mercer Island, WA	BritPOP!	212.0
14	Steve Young	87	Tacoma, WA	Lintel	217.0
15	Adrian Harrison	23	Victoria, BC	Ska	224.0
16	Larry Stiles	131	Sedro Wooley, WA	Pikanto	243.0
17	Bob Lewis	93	Vancouver, BC	Zoom	246.0
18	David Cloud	33	Hornby Island, BC	Cobra	249.0
19	Roger Kibble	68	Saltspring Island, BC	Ikona	252.0
20	Peter Stevens	21	North Saanich, BC	Ska	263.0
21	Joe D'Amico	86	Sequim, WA	Coyote	264.0
22	Chris Brundege	19	Portland, OR	Widget	276.0
23	Gene Harris	199	Pt. Richmond, CA	Pikanto	289.0
24	Dale Chase	97	Hornby Island, BC	Leo	293.0
25	Matt Law	84	Calgary, AB	Zoom	363.0
26	Steve Kibble	168	Calgary, AB	CACA2	384.0
27	Stan Schofield	94	Nanaimo, BC	Zoom	384.0
28	Bob Copley	20	Port Alberni, BC	Ska	397.0
29	Dave Taylor	30	Saanichton, BC	Trinity	413.0
30	Andrew Baak	24	Calgary, AB	Goth	422.0
31	Robert Seline	26	Bowser, BC	DC Five	438.0
32	Vic Childs	118	Anacortes, WA	Vektor	449.0
33	Gordon Nash	198	Saltspring Island, BC	Zoom	463.0
34	David Cook	193	Victoria, BC	PP4	543.0

2013 IOM Canadian Eastern Region #1 Championship Regatta

NOTICE OF RACE

September 6-7-8, 2013 - KINGSTON, ONTARIO

- 1. INVITATION:** The Kingston Yacht Club (KYC) and the KYC Radio Controlled Fleet invite International One Metre (I.O.M.) radio-controlled model boat sailors to the 2013 I.O.M. Canadian Eastern Region #1 Championship Regatta at KYC in Kingston, Ontario, Canada.
- 2. SITE:** The regatta will be hosted at Kingston Yacht Club with sailing on the fresh waters of Kingston Harbour.
- 3. ELIGIBILITY:** To complete registration, entrants must be paid up members of the CRYA/AMYA or their National Authority. Yachts must comply with the ISAF-IRSA International One Metre Class Rules.
- 4. ENTRY & FEES:** The Entry Fee is \$70 (including GST), which includes (3) days of sailing; Friday Night light meal; Saturday and Sunday lunches; and prizes. Entry deadline is open. Please make cheques payable to the Kingston Yacht Club (for US cheques, please add a \$5 processing fee). Credit Card payments are available.
- 5. PRIZES & AWARDS:** Prizes will be awarded to the top five skippers.
- 6. ACCOMMODATION:** There are a limited number of billets. For more information, contact Lana Butler, Regatta Chair at (613) 634-1140 or by e-mail at lanahb@bellnet.ca
- 7. CONTACT:** Lana Butler, Regatta Chair, (613) 634-1140 or by e-mail at lanahb@bellnet.ca
Kingston Yacht Club, 1 Maitland Street, Kingston, ON, K7L 2V3 Fax: (613) 634-1109

ENTRY FORM

SKIPPER NAME: _____
 Address: _____ City: _____ Prov/State: _____ Postal/Zip Code: _____
 Country: _____
 Telephone: Home: _____ Work: _____ Fax: _____ e-mail: _____

BOAT INFORMATION:
 Sail Number: _____ CRYA/AMYA Number: _____ Yacht Club: _____ Winch Type: _____
 Hull Make: _____ Channels: Primary: _____ Alt #1: _____ Alt #2: _____

PAYMENT INFORMATION:
 Entry Fee: \$70 (includes HST). Entry deadline is "open".
 Cheque or Money order: (add \$5 for US Cheques) Amount: \$ _____
 Credit Card: Visa _____ Mastercard _____ (circle one) Amount: \$ _____
 Name on Card: _____
 Card Number: _____ Expiry: _____ yyyy/mm 3 Digit code: _____

Disclaimer

Please accept this Entry Application for the 2013 IOM Canadian National Region #1 Championship at Kingston, Ontario. I hereby agree to comply with the Racing Rules of Sailing (RRS), Class Rules, the Notice of Race and the Sailing Instructions. I acknowledge that I am entering this Regatta at my own risk and do hereby release and hold harmless the Kingston Yacht Club and the Organizing Committee, as well as their officers, members and agents, both jointly and severally, from any liability for any loss, injury or damage to any persons and/or property that might arise from my participation in this Regatta, even if such loss, injury or damage be caused by the negligence of those so released and held harmless. I agree that the jurisdiction and venue will be Kingston, Ontario, Canada and that Ontario law will govern any arbitration or litigation.

_____ signature



Entry form

RC Boat Invitational Regatta

- Soling One Meter Class
- Mini 12 & US 12 Class

Sunday. Sept 1, 2013

Entry Fee. \$15.00. Per boat Please complete and return this Entry Form with cheque or money order payable to Hudson Yacht Club.

Completed Entry forms can be mailed or delivered to: Hudson Yacht Club
10 Yacht Club Rd.
Hudson, Quebec. J0P1H0

Tel: 450 458 5326
Email: info@hudsonyachtclub.com

For more information contact: George Robertson
Tel: 450 458 4845
Email: georgeroberton@videotron.ca

Name: _____ Please print

CRYA No. _____ AMYA No. _____ Sail Number _____

Fleet: Please check fleet participation: Soling 1 Meter Mini 12 / US 12

Frequencies: (1st, 2nd and 3rd choices) 1) _____ 2) _____ 3) _____ 2.4 GHz

Address: _____

Email: _____

Fax / Phone _____

Disclaimer:
I hereby agree to comply with the 'rules' as defined in the 2013-2016 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 R/C 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 _____ Date: _____ (Signature and date is required)



Western Canadian IOM Championship Regatta And COW-CANAM Series 4

Hornby Island, BC October 18 -20, 2013



- 1. Event:** The Hornby Island Model Sailors invite International One Metre (IOM) sailors to the 2013 Western Canadian IOM Championship Regatta and COW-CANAM Series 4 at Ford Cove on Hornby Island, British Columbia, Canada.
- 2. Eligibility:** Entrants must be current members of the CRYA or their National Authority. Yachts must comply with the IOMICA rules as approved by the IRSA and have a valid measurement certificate and present it at check-in
- 3. Entry:** **Entry fee is \$5**, which may be paid at the time of entry or at the event. Meals and accommodation are the responsibility of the entrant We prefer to receive entries as soon as possible in order to facilitate planning as far as boat storage, transportation from dockside to the sail location, etc.
- 4. Schedule**

Check-in on Friday afternoon or early Saturday morning.
Skippers Meeting Saturday 9:30am.
Saturday- First race - 10:00am. No races started after 4:00pm.
Sunday- First race - 9:00am. No races started after 1:00pm.
- 5. Accommodation** Hornby Island Diving have offered us a special rate for meals and accommodation.. 2 nights with all meals from Friday dinner through Sunday lunch. 4-6 guests \$268.80 per person, 7-9 guests \$246.40 per person, 10-20 guests \$224 per person. including taxes. The Dive Lodge is right at the sailing site. I am pretty sure it will be the \$224 rate. Please reserve soon using the following e-mail

info@hornbyislanddiving.com
www.hornbyislanddiving.com
- 6. Contact & Entry** To enter, e-mail Graham Herbert, Regatta chairman at gghornby@telus.net or phone (250) 335 2828 providing **your name, boat design, sail number and Prov/State.**



Canadian Radio Yachting Association

Membership Application/Yacht Registration



Renewal:

New Member:

Date:

Member #:

Name:

Address:

City:

Province:

Postal Code:

Telephone:

Email:

Newsletter Delivery Options
Choose One:

Digital Colour Edition via
Email:

Black and White Paper Edition via Postal Mail:

CRYA Member #

Second Member Name:

Club Name:

Annual Dues:

\$

\$15.00 (Additional members at the same address \$7.50)

CRYA Pins

\$

\$5.00 Each or 5 for \$20.00

Registration Fee

\$

\$5.00 for each new or transferred yacht

Total

\$

Make Cheques Payable to CRYA

List New or Transferred Boats

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

Please print, fill out and send this form with your cheque or money order payable to the CRYA to:

W.L. Neish – CRYA

461 Walker Hook Road.

Saltspring Island, BC V8K 1N7