



# Canadian Radio Yachting

Spring 2012



## Inside this issue:

Regional Reports	4
Financial Reports	7
Regatta Reports	9
Thoughts on a New Class	15
Builders Corner	16
NOR	25

## 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).

## CRYA Business Calendar

- JANUARY 1st. Membership fees are due, mail cheques to Treasurer-Registrar.
- JANUARY 31st. Last date the Editor will accept material for the Winter issue of Canadian Radio Yachting including all articles, notices of regattas and changes to regatta schedules, and advertisements.
- MARCH 1st. Expected date to receive the winter issue of Canadian Radio Yachting.
- APRIL 30th. Deadline to receive material for the Spring issue.
- JUNE 1st. Expected date for members to receive the Spring issue.
- JULY 31st. Deadline to receive material for the Summer issue.
- SEPTEMBER 1st. Expected date for members to receive the Summer issue.
- OCTOBER 30th. Deadline to receive material for the Autumn issue.
- OCTOBER 30th. (in even numbered years) Last day for receipt by Exec. Secretary of nominations (with seconder and candidate's letter of consent) for posts of President, Exec. Secretary and Treasurer/Registrar. Also last date for receipt by Exec. Secretary of motions (with seconds) affecting the constitution or by-laws.
- DECEMBER 1st. Expected date to receive Autumn issue. In even numbered years this issue will include ballots for the election of officers.
- DECEMBER 31st. In even years. Ballots due to be received by the Exec. Secretary.

## On The Cover:

IOM's and skippers at the Hornby Regatta.

## 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

Position	Name	Address	Phone / Fax	Email
President	Gary Bugden	63 Union Street, Bedford, NS B4A 2B6	Tel: 902-835-5006 Fax: 902-835-4963	president@crya.ca
Past President	Lana Butler	1429 Sydenham Road, Kingston, ON K7L 4V4	613-634-1140 (day) 613-546-9777 (night) 613-634-1109 (fax)	pastpresident@crya.ca
Executive Secretary	Nigel Ashman	416-580 Raven Woods Dr. North Vancouver, BC V7G2T2	604-929-7730	secretary@crya.ca
Treasurer /Registrar	Larry Miskie	848 25th A Street East, Owen Sound, ON N4K 6W6	519-370-0352	treasurer@crya.ca
Technical Director	Nigel Ashman	416-580 Raven Woods Dr. North Vancouver, BC V7G2T2	604-929-4711	technicaldirector@crya.ca
Communications Newsletter	Jim Goddard	108 Thistle Street Dartmouth, NS B3A 2V9	902-433-0356 902-488-1601 (cell)	communications@crya.ca
<b>Regional Directors</b>				
British Columbia & Prairies	James Anderson	1640 Gillard Drive Kelowna, BC V1Y 4K1	250-763-6012	jimander@shaw.ca
	Lawrie Neish	461 Walker Hook Road, Saltspring Island, B.C. V8K 1N7	250-537-2053	wlneish@shaw.ca
Maritimes	Jim Goddard	108 Thistle Street Dartmouth, NS B3A 2V9	902-433-0356 902-488-1601 (cell)	jwg@accesswave.ca
Ontario	Paul Switzer	2510 Conning Drive, Kingston, ON K7L 5H6	613-541-0704	switzerp@cogeco.ca
Quebec	Dennis Edge	566 Essex Road Beaconsfield, PQ H9W 3V9	514-630-3777	authentica@videotron.ca
<b>Class Secretaries</b>				
A Class	Doug Diet	461 Belle Isle View, Windsor, ON N8S 3G2	519- 974-6101	ddiet@wincom.net
Marblehead				
ISAF 1M	Barry Fox	210, 1521 Church Ave. Victoria, BC V8P 5T7	250-294-0350	iomsecy@crya.ca
US 1 M	John Helmer	13188 Salich Crt Tecumseh, ON	519-735-8522	john_helmer@sympatico.ca
Victoria	Charlie Mann	80, Newbury Drive, Newmarket, ON L3Y 4R3	905-868-9329	c.e.mann@rogers.com
Soling	Paul Switzer	2510 Conning Drive, Kingston, ON K7L 5H6	613-541-0704	switzerp@cogeco.ca
Mini 12	Bernie Reid	192 Kehoe Street, Ottawa, ON K2B 6A5	613-596-4595	avalanche-reid@rogers.com
<b>CRYA Measurers</b>				
British Columbia & Prairies	Nigel Ashman	Vancouver	604-929-7730	technicaldirector@crya.ca
	Lawrie Neish	Saltspring Island, BC	250 537 2053	wlneish@shaw.ca
Quebec	Dennis Edge	Beaconsfield PQ	514 630 3777	authentica@videotron.ca
Ontario	Hugh Kidd PeteVanRossem Peter Sly	Toronto Kingston Picton	416-488-8466 613-546-9777 613-476-8124	hugh.kidd@lewisbuilds.com peter@lalift.ca Pslly@kos.net



## Maritime Report

By Jim Goddard

The season got off to a very early start with regular sailing and racing starting in March this year. We had very warm weather and so the ice left and out came the Soling 1M's. This year we will sailing our fleet of three ancient EC-12's twice a month and just maybe we will nip south for a try at racing them.

We have a number of new skippers and new boats on hand this year. One notable new HAMYC sailor is Mike Kennedy who has caught the RC bug after J24 upkeep and scheduling lost it's appeal. Michael has the dubious distinction of having taught me to sail at BBYC when we were both much younger.

One event we are all looking forward to is the CanAm Regatta scheduled for Stowe, VT. Of course the highlight of the sailing year will be the 2012 Canadian National Soling 1 Metre Class Championship in Lunenburg, NS September 7 - 9, 2012

Our full schedule as always is available on our site [www.hamyc.ca](http://www.hamyc.ca).



In fact Bob Boutilier and I made it to Stowe, VT for an EC-12 Regatta. We had some good results and a great time, next time we will be competitive.

## Western Report

By Lawrie Neish—Regional Director

With Spring, activity on the West Coast has progressed from the usual round of regular sailing days at various locations on Vancouver Island and the Gulf Islands to the beginning s of the regatta circuit. This despite the weather which seems, to this aged person, to be colder and damper than we have been led to expect in these days of global warming!

Several events have been held during the past two months or so. Following Beaver fever reported upon in the last issue of the newsletter, IOM skippers ventured to Hornby Island for the second Hornby weekend. I was unable to take in the regatta because of family commitments ((changing an engine in a big boat!). The weekend I hope is reported on elsewhere in the

newsletter so I will restrict my reporting of it to say it was very successful and enjoyed by all. In case it is not I want to draw attention to MARTIN HERBERT BEING THE WINNER! As with the first Hornby Weekend visiting skippers experienced what Graham Herbert and his fellow skippers have to go through to attend any event.

This report is being typed on a BC Ferry on the way home from the third annual COW cup in Renton, Seattle. Previously this was part of the Western CanAm series but it Regatta Chair, Bob Wells, waived its inclusion in the series in favour of the Anacortes Fleet's "Cranberry Caper" later in the year. The change of status did nothing to diminish the event and the weekend saw twenty seven skippers on the

dock. Day one suffered a little from light winds which faded away in the late afternoon. This day saw four points covering the first four places with Kelly Martin in the lead followed by local long time skipper Jerry Brower hotly pursued by Canadian=s Jan Schmidt and Graham Herbert. At dawn, day two looked at first to be heading to a repeat of day one winds but by the time racing was scheduled to start a northwest came in and allowed good racing in mid to upper number one rigs. Throughout the day racing was tense - at least to the score keeper following it - with Jan and Graham gradually pulling out a lead with only a point or two covering the leaders. At the end of racing Jan was first with Graham three points behind in second. Third was taken by event organiser Bob Wells who sailed steadily and consistently dropping Kelly and Jerry to fourth and fifth respectively. A number of skippers in the event ware



comparatively new to IOM racing but all acquitted themselves well. One notable feature of the event was the good humoured banter and sportsmanship of the skippers.

The Great Ocean Race around Protection Island at Nanaimo saw the Hornby Cat demolish the course record by taking half an hour of the record set last year by Ole Anderson who in his turn knocked half an hour off the previous record. Graham reports that the chase boat had some difficulty in

keeping up with the cat recording 7 knots according to the GPS. In a conversation with Graham he indicated that he would like to see an open class of cats. Further thoughts on this appear in this newsletter.

As I finish writing this Martin Herbert is playing a long haul trucker delivering big and small boats to Calgary. The small boat is an IOM which David Cook is donating to the growing Calgary IOM fleet. I understand that in another week another IOM is likely to be

making its way to Calgary. In this latter case, Steve Kibble may finally have succeeded in wresting his boat from his father's clutches. It looks like by summer there will be quite a fleet and Andrew Baak deserves praise in re-establishing sailing in the Calgary area. Now if we can only do the same in Edmonton! I would appreciate if anyone reading this can give me any contact information on model yachting for or in Edmonton.

## Calgary Report

By Ken Harkness

Over the past 3 years a few us sailors and wanabees have been casually sailing on various waters in the City, primarily on the Glenmore Reservoir. I had built my first boat that I appropriately named, "Missfit", as it was a questionable kit with lousy instructions.

I followed the Victoria step-by-step plans on the, OMSA site and the, "Monteleone Blue Moon", turned into a very decent sailing craft, in spite of its naming! The following winter I built a, "Victoria", using the same excellent instructions. I rapidly became a strong proponent of the, "Vic", encouraging others to consider this class, for all the

published and experienced reasons.

That was until I met a sailor that has become a great friend and confidante in life as well as in building and sailing. I eventually found that Andrew Baak had at least three IOMs and that his belief, passion, and promotion, of the IOM class was more than I could compete with. My lonely, Vic, along with two others in the city, which I have never seen on the water didn't stand a chance.

Was I dejected....not a chance – my IOM is nearing completion!

Last fall, Lawrie Neish, arrived in Calgary with some of his hulls and

decks, and the frenzy was on to relieve of him of hulls and decks and to provide sleeping room in his van. Thank you, Lawrie .

We are in the process of formalizing an association and look forward to having at least 10 IOMs in the fleet this summer.

I am still a strong promoter of the Victoria for the newcomer or a seasoned sailor and I secretly hope to see a fleet of Vics on the water before I start pushing up daisies.

## Ontario Report

By Paul Switzer—Regional Director

Maybe I am getting old and cranky (I am getting old!) or maybe it is just the local fleets I sail in or maybe it is just me but it seems to me there is a lot of unnecessary contact amongst boats in model yacht racing these days. Back when started racing sailboats, if you touched another boat you packed it in and when home. It seems to be mostly boats trying to get inside at the mark when the boat ahead rounds wide or over stands, or misjudging crossings on the beat or when boats are approaching the downwind mark as the leaders of the fleet split tacks and head back upwind.

There is definitely a depth perception challenge in model yachting and situations do develop very quickly compared to big boats. It is also challenging to look around at approaching boats and their tactics while keeping an eye on your own boat to make sure she is sailing as fast as possible. Look away briefly in a busy fleet and often we find ourselves in a situation that requires an immediate decision and action.

Here is the thing. The rules are pretty clear on who has right of way and about avoiding collisions. RRS Part 2 Rule 14 says boats must avoid

contact "if reasonably possible". The fact that Rule 14 gives the right of way boat the freedom to wait until it is clear that the other boat is not keeping clear or giving room puts the onus squarely on the burdened boat to ensure action is taken early enough to avoid contact. Appendix Q of the RRS (Excerpts from the International Regulations for Preventing Collisions at Sea) Rule 16, says the vessel "which is directed to keep out of the way" (the burdened boat in our terminology) must take "early and substantial action to keep well clear". I find some people are not paying attention to the intent of these

rules and are sailing far too close to the right of way boat to be able to avoid a collision if a situation quickly develops.

I will give you that the consequences of a collision between model yachts are usually not serious compared to full size boats. The consequence, in fact, of the one turn penalty override of Rule 44 (Appendix E Rule E4.4) sometimes does not seriously disadvantage an offending yacht if the circumstances are right for her to make a quick 360-degree turn. So it may not be that big a disadvantage to touch the other boat especially if the fleet is spread out. This situation has been recognized by some fleets and I know of at least one fleet which has implemented a local 720 degree rule in an attempt to reduce the number of collisions taking place and encourage people to give more room.

Bottom line, if you are the burdened boat the onus is on you to

do everything "reasonably possible" to avoid contacting the right of way boat.

I still think back fondly to an experience I had in Irvine California one winter a few years ago when we were spending Christmas in Palm Springs. I was invited by the local IOM fleet to join them for a day of racing in Woodbridge Lake. They brought me a boat, we met at about 10:00 and sailed race after race from then until 16:00 with a short break for lunch. There were 10 – 12 boats throughout the day as people came and went. My point is that during that day, not one boat touched another. These folks were so good that I felt even more responsibility to ensure I did not get into a collision of any kind. A very enjoyable experience.

There are always inexperienced people racing and they make mistakes. I would urge those of you who are more experienced to take the learners under your wing and help them learn to follow the rules and

avoid collisions.

The Ontario RC schedule looks busy again this summer. Mini 12s are in Ottawa June 16, and Solings are invited to the Woodstock Soling Regatta the same day. IOMs will have the first annual Ray Davidson Memorial Regatta August 18/19 in Mississauga and the Canadian National Regatta September 7 – 9 in Kingston. Those are only the ones in the CRYA schedule or that I know about.

If would like me to publicize your event, contact me at [p\\_switzer@yahoo.com](mailto:p_switzer@yahoo.com) or better still after your event has taken place, write a short article for the newsletter.

Good Sailing!

## 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**



Photo by Wally Schwenger

**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](http://www.leadingedgehobbies.com)**

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

# CRYA Financial Reports

By Larry Miskie—Treasurer

## Cash Flow Comparison - Last year:4

01-Jan-10 through 31-Dec-11

Category Description	01-Jan-10- 31-Dec-10	01-Jan-11- 31-Dec-11	Amount Difference
<b>INFLOWS</b>			
Donations	7.50	4.50	-3.00
<b>Dues</b>			
Boat	463.00	323.00	-140.00
Member	4,072.50	2,541.95	-1,530.55
TOTAL Dues	4,535.50	2,864.95	-1,670.55
<b>Misc Income</b>			
Interest Inc	1.24	1.52	0.28
Pins	90.00	65.00	-25.00
TOTAL Misc Income	91.24	66.52	-24.72
<b>TOTAL INFLOWS</b>	<b>4,634.24</b>	<b>2,935.97</b>	<b>-1,698.27</b>
<b>OUTFLOWS</b>			
Bank Charge	1.72	0.00	1.72
Misc	0.00	453.64	-453.64
<b>Printing</b>			
Other Printing	209.97	277.28	-67.31
TOTAL Printing	209.97	277.28	-67.31
<b>Supplies</b>			
Postage Fees	642.53	258.91	383.62
Stationery	497.70	120.21	377.49
TOTAL Supplies	1,140.23	379.12	761.11
<b>Web Site</b>			
Annual Fees	278.25	271.20	7.05
TOTAL Web Site	278.25	271.20	7.05
<b>TOTAL OUTFLOWS</b>	<b>1,630.17</b>	<b>1,381.24</b>	<b>248.93</b>
<b>OVERALL TOTAL</b>	<b>3,004.07</b>	<b>1,554.73</b>	<b>-1,449.34</b>



# Balance Sheet - As of 31-Dec-11:2

As of 31-Dec-11

Account	31-Dec-10 Balance	30-Jun-11 Balance	31-Dec-11 Balance
<b>ASSETS</b>			
<b>Cash and Bank Accounts</b>			
CRYA Chequing	11,706.92	13,186.01	13,244.65
CRYA Petty Cash	152.33	169.33	169.33
<b>TOTAL Cash and Bank Accounts</b>	<b>11,859.25</b>	<b>13,355.34</b>	<b>13,413.98</b>
<b>TOTAL ASSETS</b>	<b>11,859.25</b>	<b>13,355.34</b>	<b>13,413.98</b>
<b>LIABILITIES &amp; EQUITY</b>			
<b>LIABILITIES</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
<b>EQUITY</b>	<b>11,859.25</b>	<b>13,355.34</b>	<b>13,413.98</b>
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>11,859.25</b>	<b>13,355.34</b>	<b>13,413.98</b>

# Regatta Report—COW Cup

By Ron Blackledge

I would like to express how delighted I was sailing this weekend in the Seattle Model Yacht Club's annual COW (Canada Oregon Washington) regatta. It is the warm up event for the Western CanAm IOM Series consisting of the Canadian Westerns on Salt Spring Island, BC in May, Hood River Oregon in July and Anacortes

Washington in October. Bob Wells' brief comments about the event and results understated how well it came off for all of us. The regatta was intended to be a casual non ranked event with great company cast in a fun yet competitive environment. Bob and his group hit a home run. Fortunately the event will carry the same

format going forward with the only change being no lunch. Too much time was wasted filling our stomachs. So next year bring your lunch bags and energy bars because we are going to power race non-stop.

There were 27 skippers, a remarkable turn out for a non ranked event, and highlights how popular IOMs have become in the Pacific Northwest the last couple years. Although we missed our brain surgeon friend Bruce Anderson from Boise, just about everybody who was anybody related to IOMs in the Northwest was in attendance. The intrepid and noisy Portland squadron brought five of their

best. The colourful Canadians rolled in with six skippers, "Ay, ay, ay, ay, and ay. ". The Washington Staters, including some new faces with lots of smiles and talent, filled the remaining roster.

It wasn't all about the racing as the skippers came with some friends,

and he gets smarter each year. He didn't bring his left ear hearing aid. You knew he didn't want to listen to your whining when he turned his head to starboard. Lawrie was ably assisted by Bill Dye. Joe D'Amico brought his new chase boat, Honda engine and marks. They are great and he has offered to take them to Hood River - very good news. Also Jerry Brower and Ron Hornung were in the mix of things helping Bob Wells and Lawrie run things smoothly.

Yes the wind wasn't perfect on Saturday and we had chop on Sunday, but all in all it was great sailing. The wind diminished as Saturday progressed. It resulted in one of the lighter moments of the regatta. In the afternoon the A fleet came to a complete stop. The skippers at the rear began pleading, "It's over, no pressure, call it, ABANDON ABANDON " (what a surprise). At the front they were yelling, "It's OK, no sense quitting, there's pressure, IT'S FILLING IN " (what a surprise). One of the skippers turned off his transmitter and left for the restroom. When he returned he had gained



Competitors and boats at the COW Cup.

spouses, sons, daughters and grandchildren. Joe D' Amico brought two little cuties he was seen teaching how to walk with both hands in their pockets like Grandpa. Everyone enjoyed Gene Coulon Memorial Marine Park at the edge of Lake Washington bordering Seattle. The backdrop was breathtaking with the greenery, clear sunny skies and a large brilliant blue lake with the snow capped Olympics looming in the distance. The Sun, after a long wet dreary winter emphasised it is so special a place.

The event was well run and organized. Lawrie Neish was an excellent RD

two places. After this, Lawrie abandoned the race and the boats after being motionless turned and sailed in for the day! But unabated, the normally mild mannered Jan Schmidt who was well in the lead refused to bring his boat in yelling, "IT'S FILLING IN, THERE'S PRESSURE, IT'S FILLING IN." After about thirty minutes of drifting backwards, forwards and sideways, Jan finally gave up. Probably, the thought of missing dinner was a factor. But it all ended well, he won the restart the next morning.

On Sunday we had wind and it was choppy. The Park is on the lee shore

of the Lake and chop can get tricky. It is especially a challenge for the B fleet guys. Your boat feels like it is slower than a jelly fish rocking every which way. Kelly Martin and Jerry Brower had led after the first day but both had several unfortunate mishaps including floating timber. At the beginning of the final race Jan was leading Graham Herbert (defending Champion) by only two points. They were closely followed by Kelly and Bob. Kelly is new to IOMs, having recently purchased a Topico. Kelly has won more EC12 national championships then you can count and after a long hiatus is R/C sailing again with his Seattle friends. In addition to being event founder/coordinator, Bob Wells is an accomplished skipper. He is also the author of the popular "IOM Northwest Newsletter". The next edition should come out in June. The Newsletter's Playmate of the Month will be an especially interesting read. Bob has chosen one of the hot new chined

higher prismatic coefficient designs that are currently flooding the marketplace. Supposedly they are faster than a speeding bullet and quicker than a crazy bat. I can't disclose the design but here is a hint. It comes from the land of Hobbits. It is also where a Kiwi drop is the most popular adult cold beverage. Well to get back to the final race, Jan beat Graham, Kelly and Bob by a small margin and took the championship. Congratulations Jan. Also Congrats go out to Steve Young, Chris Brundege and Martin Herbert for strong finishes.

At the awards ceremony four cow bells were given to the podium winners. We hope these four guys along with the other top finishers represent us in San Diego this August at the Nationals. We are getting better up here. They will do well. Two new perpetual trophies were revealed. One for the champion and another, with a Guernsey cow atop, for "Corinthian Skipper Award". David

Cook (Cookie) was given the award. As well as being a good sport it is amazing how he sails with one hand on his turbo wheelchair and only one hand on the transmitter. Good job David.

Then the Canadians quickly packed their cars and raced home to catch the last ferries. They all live on islands; Salt Spring, Hornby, and Vancouver (Victoria). The Portland squadron did the same and drove the I5 south to catch a perfect view of snow covered Mt Rainer. Then a little further South just over the Skookumchuck River there was Mt Saint Helens staring us in the face. Soon the mighty Columbia was at our side and we were home sweet home in Portland to close a perfect weekend.

## Regatta Report—Hornby Regatta

By Graham Herbert

The Hornby Regatta was a great success despite the light wind, weeds and strong tidal currents. By setting short courses most boats were able to get around without snagging weeds and for those that did the agony was soon over. Also we were able to get 27 races in so that seemed to average out the luck factor. Everyone seemed to have a good time and were very happy with the food and accommodation right on the sailing site. It was a great social event. Martin Herbert won it by one point, Jerry Brower was second by one point ahead of Gary Boell so it couldn't have been any closer. Gloria Herbert did an excellent job as race director, it was her first time and she really liked it and wants to do it again. Next year we will do it in the fall when there is more wind and less weeds.



14 keen competitors at the Hornby Regatta





Martin Herbert with his first place trophy from the Hornby Regatta -  
a hand painted paddle by Gloria Herbert



# VICTORIA CLASS

10 Skippers helped open the Metro Marine Victoria Class Season Opener



Photo: Steve Penney



Photo: Steve Penney

The Winners (L-R)  
Bob Allan (2nd), Shaun Berrington  
(1st), Ian Bynoe (3rd), Rob Meakins  
(4th)

## Berrington Wins Metro Marine Victoria Season Opener

Metro Marine Modellers officially opened the 2012 sailing season with the Victoria One Design class taking to the Sailing Pond at Humber Bay. Despite the absence of few local skippers, 10 competitors crossed the start line at 9:30 am in gray but breezy conditions.

Race 1 was won by Bob Allan with Rob Meakins 2nd and Shaun Berrington in 3rd and Dale Sutherland following in 4th. Many

skippers experienced trouble on the downwind leg as large gusts either porpoised or spun their boats out of contention near the weather mark. It was clear who had been on the water already this season and which skippers were still blowing out the cobwebs after the winter hiatus.

Race two featured lots of lead changes as the downwind run required plenty of

concentration to get through the heavier blows. Rob Meakins suffered terribly after putting together a perfect start and windward rounding before being shuffled from the lead all the way back to 5th place in a single puff on the downwind. Allan held it steady and sailed past to take another win followed by Berrington in 2nd and Class Secretary Charlie Mann showing his experience in 3rd place.



CLOSE RACING AT THE WEATHER MARK

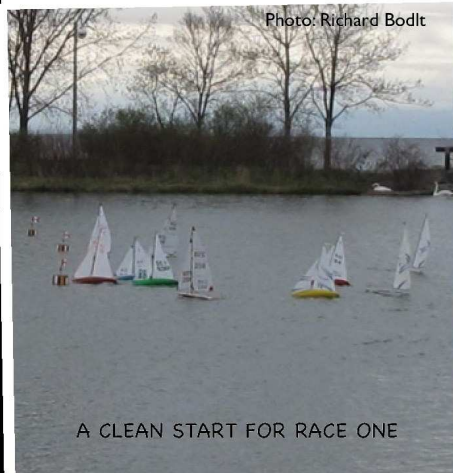


Photo: Richard Bodle

A CLEAN START FOR RACE ONE

COLD AND GRAY CONDITIONS FOR THE SKIPPERS MEETING



Photo: Richard Bodle



As skippers tuned their boats to the wind conditions and got back into the swing of racing after a long winter, the racing at the sharp end tightened up. The wind was changing and both port and starboard starts were proving successful - should I use the word luck ?

Carrying over from his success at the 2011 season ending Soling race, Ian Bynoe got his Vicky to the top of the heap with a dominate win in race three with Charlie Mann following in second and Shaun Berrington just pipping Rob Meakins to the line for third place.

The wind which had been very unkind early on, but began to settle down and some very tight racing around the course commenced. It was a pleasure to spectate and made for some very close finishes.

Paul Charles, Vern Cantlon and Peter DeVries were all racing stock Victoria's and found the milder conditions much easier going with kit sails. All three skippers sail with a growing group which competes at the Fifty Point Conservation Area in Grimsby every Monday night at 6:30. These stock Victoria's have done a great job at getting many sailors on the water quickly by only needing to assemble the stock kit.

In race 4 Bob Allan again topped the field and began to establish a mid-race lead bringing with him Ian Bynoe who kept up his consistent pace with a 2nd place followed by Shaun Berrington in 3rd.

Ron Jeroy had trouble in race one with a wonky receiver and returned home to collect another. Due to his home's close proximity to the pond he was back on the water to start race 5 and thus began an impressive run of

top three finishes from race 6 through to race 10 with two wins and three 2nds. Ron's Vicky sporting his usual # 124 was tuned well and it's superior boat speed was evident as he was able to break from the pack on the start. Ron could have been a real contender for the overall win had he not had radio problems. Ron's boat came from Florida and has an interesting history. The boat was originally owned by a skipper in Florida who raced the boat for many years before passing away in 2011. The boat eventually found its way to the Indian River Model Boat Club and it's sail captain Jim Robertson - or more specifically in the back of his shed in a garbage bag. Ron offered his service to get a few club boats up to speed and during some searching through Jim's shed for available fittings came across the broken hull. Ron has since rebuild this boat ( see On the Dock feature ) and his time spent tuning it was paying off.

By the end of Race 9 Berrington had firmly claimed the lead as the other contenders had got caught up in the pack and slipped out of the top three with Allan and Meakins posting a 6th place finish each and Bynoe with a succession of 5th placings.

Final positions after 10 races put Berrington 1st followed by Bob Allan, Ian Bynoe and Rob Meakins. After ribbons and prizes were given out, Rob Meakins took home the winnings from the 50/50 draw.

#### UPCOMING MMM REGATTA'S

**May 20:** Fun Event - Rotate Boat Race

**May 27:** Soling IM Regatta

**June 3:** Victoria Class Harbour Day

Skippers Meeting 9:15 am - Racing 9:30 am

Place	Skipper	Sail #	Club	Points
1	Shaun Berrington	174	Metro Marine	23
2	Bob Allan	208	Metro Marine	34
3	Ian Bynoe	94	Metro Marine	35
4	Rob Meakins	130	Metro Marine	39
5	Charlie Mann	404	Metro Marine	45
6	Ron Jeroy	124	Metro Marine	57
7	Dale Sutherland	17	Metro Marine	72
8	Paul Charles	224	Metro Marine	79
9	Vern Cantlon	11	Metro Marine	93
10	Peter DeVries	01	Metro Marine	110

## ON THE DOCK



Ron Jeroy's first look at his current Vicky was in a green garbage bag at the back of a garden shed. Inside that bag was what he describes as the "saddest looking Vicky I have ever seen". It had CA dripped all over the hull, a split keel, a hole in the bow, a missing rubber and some major damaged to the rear of the hull.

Ron's initial thought was to use the boats for parts but after successfully repairing the hole in the bow he decided to bring it back to life. The boat now has new hardware, a new rudder and proper spars and rigging. Ron's says his next step is to prep and paint the completed hull to finish the project.



Rob Meakins (130) started the season with his Vicky now converted from a single arm to dual arm sail control. Rob is trying this setup to avoid any fouling of the main and jib sheets as they previously ran to the back of the boat through a pulley system. Rob also feels he has balanced the load that the sail servo is under in heavier wind conditions.



## Regatta Report

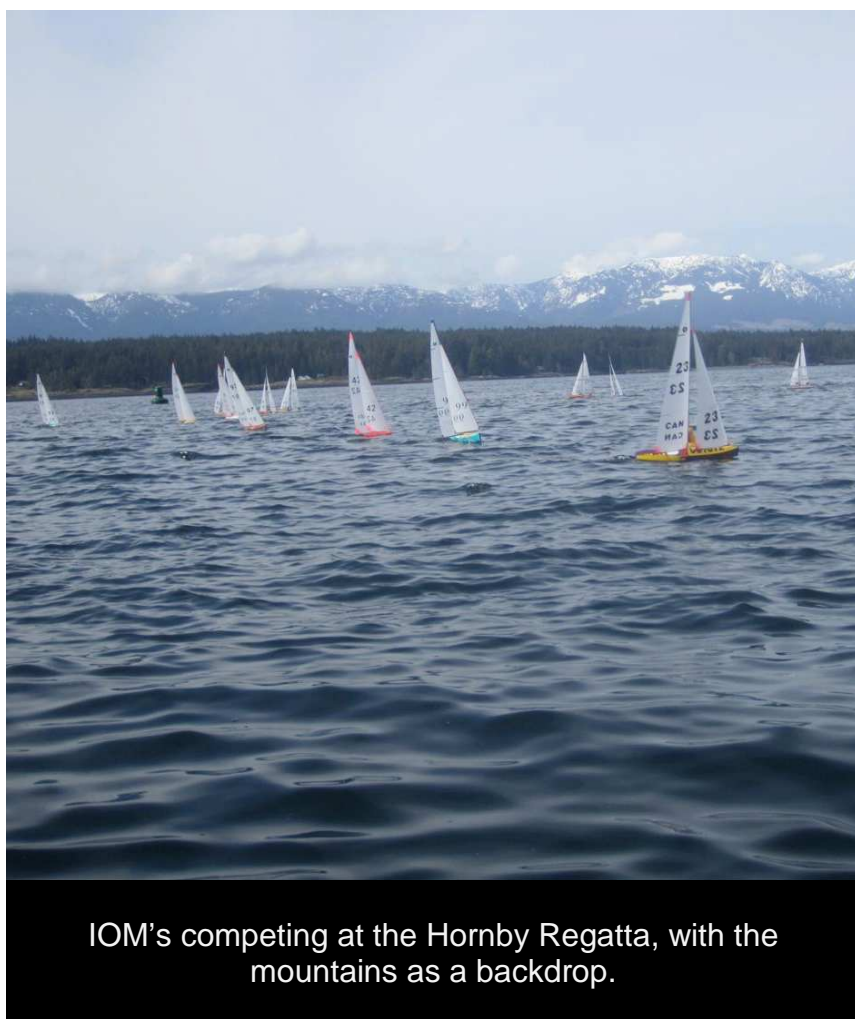
### HAMYC Opening Regatta

By Jim Goddard

The Halifax Area Model Yacht Club held it's opening regatta on May 13, 2012. Ten races were held with each skipper's top eight finishes counting toward their final score. The eventual winner was Commodore Bob White followed by Brian Wilmshurst and Henry Ng.

The weather was great and fun was the order of the day.

Rank	SailNo	HelmName
1st	333	Bob White
2nd	175	Brian Wilmshurst
3rd	141	Henry Ng
4th	202	Victor Lovitt
5th	887	Warren Tobey
6th	132	Don McDermaid
7th	109	Bob Boutilier
8th	136	Mike Waller
9th	000	Mike Kennedy



IOM's competing at the Hornby Regatta, with the mountains as a backdrop.

## CRYA Needs New Blood

By Jim Goddard

Like every organization, the CRYA must constantly renew itself to keep new ideas coming to the fore, and keep the energy and enthusiasm at a high level.

We have been blessed with the great commitment of the volunteers we have, but we need more. Several classes have long serving secretaries that may just want a break. The editor of the newsletter could easily be talked into stepping aside if you want the job. The newsletter has moved to electronic distribution, maybe we need to go to an electronic newsletter!

Have you ever thought of ways we can improve if only the people at the top would do it your way. Well become the person at the top and guide is a new direction.

This is an election year, think about what you can bring the CRYA, how it can improve and put your name in the mix.

Please visit our new website

Lots of info & tips

**www.spidersails.com**

Sails for Soling One Meter

**Spider Sails.** Hudson QC. Tel 450 458 0152

## A New Class—The Hornby Cat?

By Lawrie Neish and Graham Herbert

On the way home from the COW Cup in Seattle I arrived at Tsawwassen ferry terminal with a couple of hours to wait for the late ferry home and decided to check out the possibility of food. In the terminal building I caught up with Graham Herbert – he drives faster than I do. Over a pizza which I later regretted and after rehashing the COW, Graham recounted his experience with the Cat. Some information was included in the last issue of the news letter and its performance in the Great Ocean Race. We both thought the concept had possibilities as the basis of an exciting class in our area and possibly further afield.

After I got semi straightened out at home I emailed Graham for some information and detail and what he would suggest in the way of a rule. His reply follows-

*Hi Lawrie,*

*More on the Cat. Watching the America's Cup World series is very exciting, they have really jazzed up the cup. We envisioned having similar style racing in RC CATS so we decided to make a prototype. We made many major modifications to our original design to get it to work properly. Obviously we can't control as many variables as on the real boats so we had to*

*work out how to control the wing with only 2 channels and it took a bit of trial and error but now we have a very controllable set up. The main wing is controlled with the left stick up and down as in most RC sailing. The flaps are*

*has no adjustments controlled by the radio. All the sheets go to the centre line so the wing self tacks from side to side like other RC sailboats. It is quite challenging to sail and capsizes are inevitable so a crash boat is a necessity. The pod with all the electronics in it stays out of the water when capsized as the wing has loads of floatation so it never turns turtle. It is also super exciting to sail. We have been doing speed trials with FANG and we can get around a windward-leeward course averaging 4 knots and we can get over 7 knots on reaching courses. In the race around Protection Island we averaged just under 4 knots. We have been sailing it a lot in open water and it is really amazing in the big waves and goes to weather like a demon, pointing high and slicing through the waves with very little hobby horsing. She is a truly amazing little sailing machine.*

*Here are some photos of our cat, "FANG" with her latest configuration. The wing weighs 510 gm and the all up weight is 2600 gm. Yes we want to get a class going and we plan to build at least one more this winter. The class rules will be simple as follows: maximum overall length 1.5 M - Maximum beam 1 M - Maximum rig height above main cross beam 2.2 M. Cheers, Graham*

*So how about it, anyone interested?*



*controlled with the left stick side to side. Left releases the flap, right sheets it in. The twist is controlled with bowsies on the leach. The jib is on a swing rig set up with a bow sprit attached to the main wing and*



# When you think too much

By Barry Fox

I have an older IOM that is a bit of an unknown but it sails pretty well. (Figure 1)

Its only downfall (along with a lot of other older boats) is that it was designed without very much freeboard in the forward end of the boat and so it dives a bit easier than some of the newer boats when it gets pressed a bit hard down wind or if it gets hit from behind with a good gust.

I was going to re-do the foredeck anyway so then I got to thinking. What if I raised the sides of the hull from the bulkhead forward so that the foredeck was considerably higher at the bumper. That should give me a bunch more volume before any water would start to get over the bow and that should prolong the time before it would dive. (Figure 2)

So, off came the foredeck (I had already moulded a new one) and started to raise the sides of the hull. (Figure 3)

I put in some cross braces to hold the hull shape so that when I took off the sheer line strips it would hold its shape.

Then I took some very thin model airplane plywood, covered it with clear packing tape (epoxy does not stick to clear packing tape) and then taped that plywood onto the side of the hull leaving about 35 or 40 mm sticking above the existing hull line. (Figure 4)

Laying the boat on its side, I laid up the first (outside) layer of fibreglass using some ¾ oz material that would blend into the step between the existing hull and the "mould" (the plywood taped to the hull) and then a couple of layers of 4 oz material to get a little bulk.

After the epoxy had gone off I pulled the plywood off to find a very nice smooth transition and a nicely finished surface. Repeat the other side.

Then an extension to the block forming the bumper bulkhead, determining the final actual amount that I would raise the bumper (25 mm

looked good), glue that in and then glue in new sheer strips to attach the deck to. (Figure 5)

A trim along the new sheer line and it was time to get brave and glue the new deck on. That turned out to be easy and the "new boat" was born. (Figure 6)

It took just a little fairing to make it all look like it was always the new shape, a squirt of paint and now back to reassembling the boat. That should go quite quickly and it will be sailing by the time you read this. The only anticipated re-work from here is that the forestay length will have changed so I will have a half dozen or so knots to tie to make that all happen. (Figure 7)

I'll let you know how the finished product works and hopefully find a day with winds strong enough to prove (or disprove) my theory.



Figure 1, the original appearance.



Figure 2, the foredeck is removed.





Figure 3, the first re-decking.



Figure 4, wood to raise the sheer line is inside.



Figure 5, wood is trimmed to new deckline.

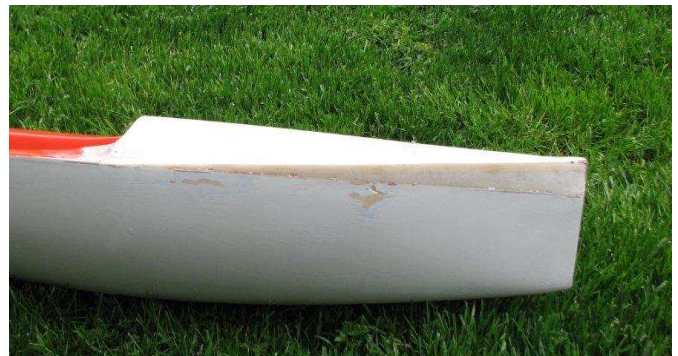


Figure 6, the deck is on, glued and rough sanded. The new shape takes form.



Figure 7, Painted and ready to go back together.



## Building a one off boat—Part Deux

By Marin Herbert



With the foredeck on the mould, aft deck on bench and hull getting gunwales, (various IOM bits lurking on the bench and wall) painted and ready to go back together.

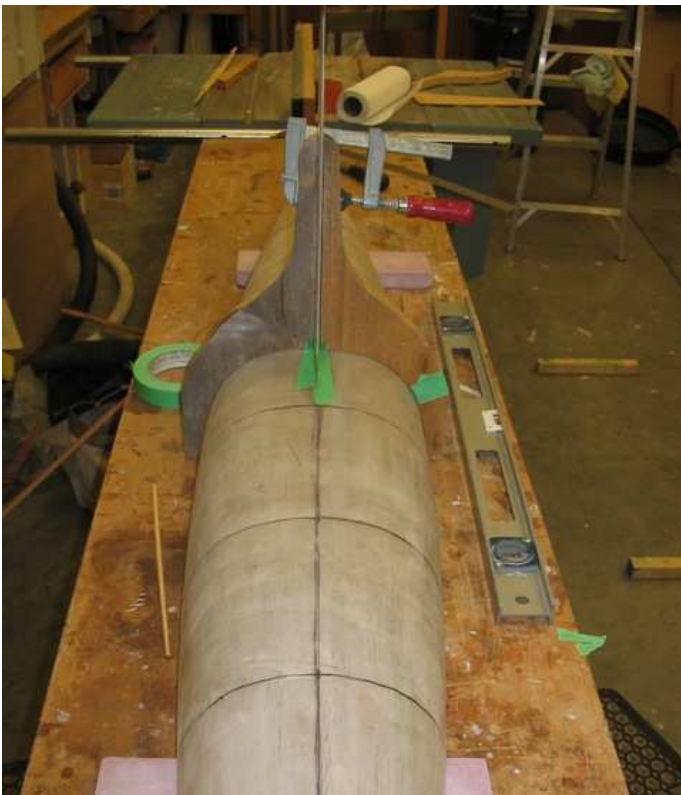


Shaping the gunwales with a long sanding block.

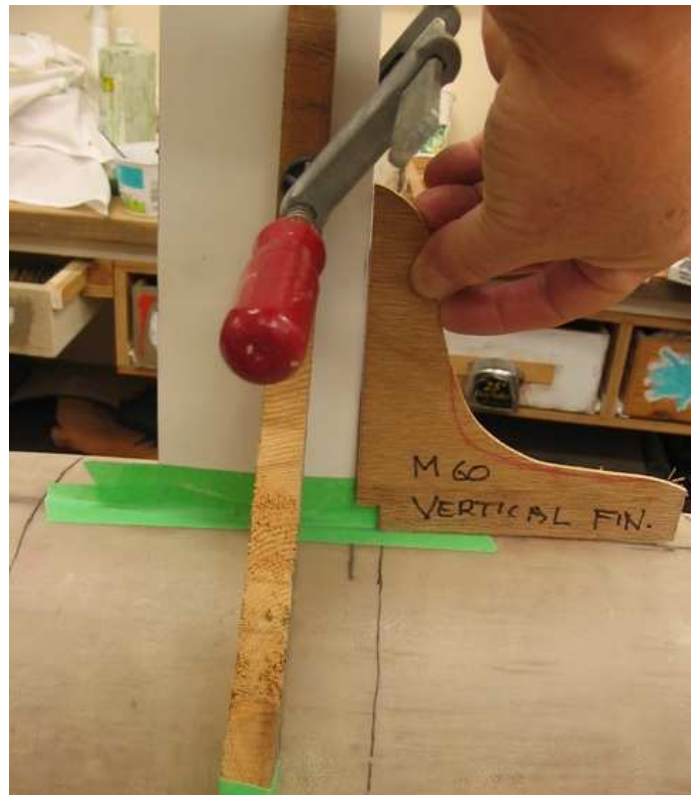




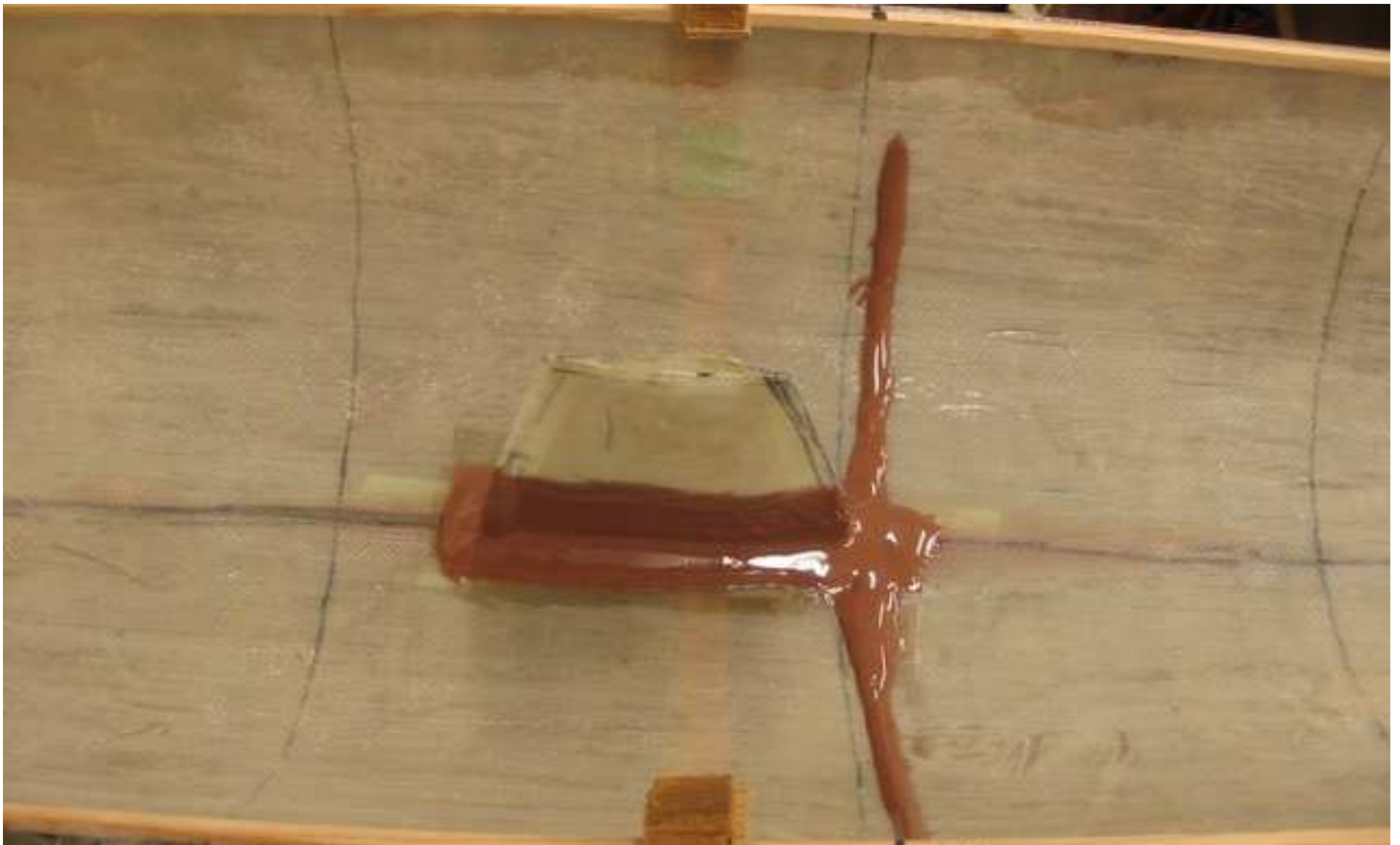
Cutting the hole for the fin box.



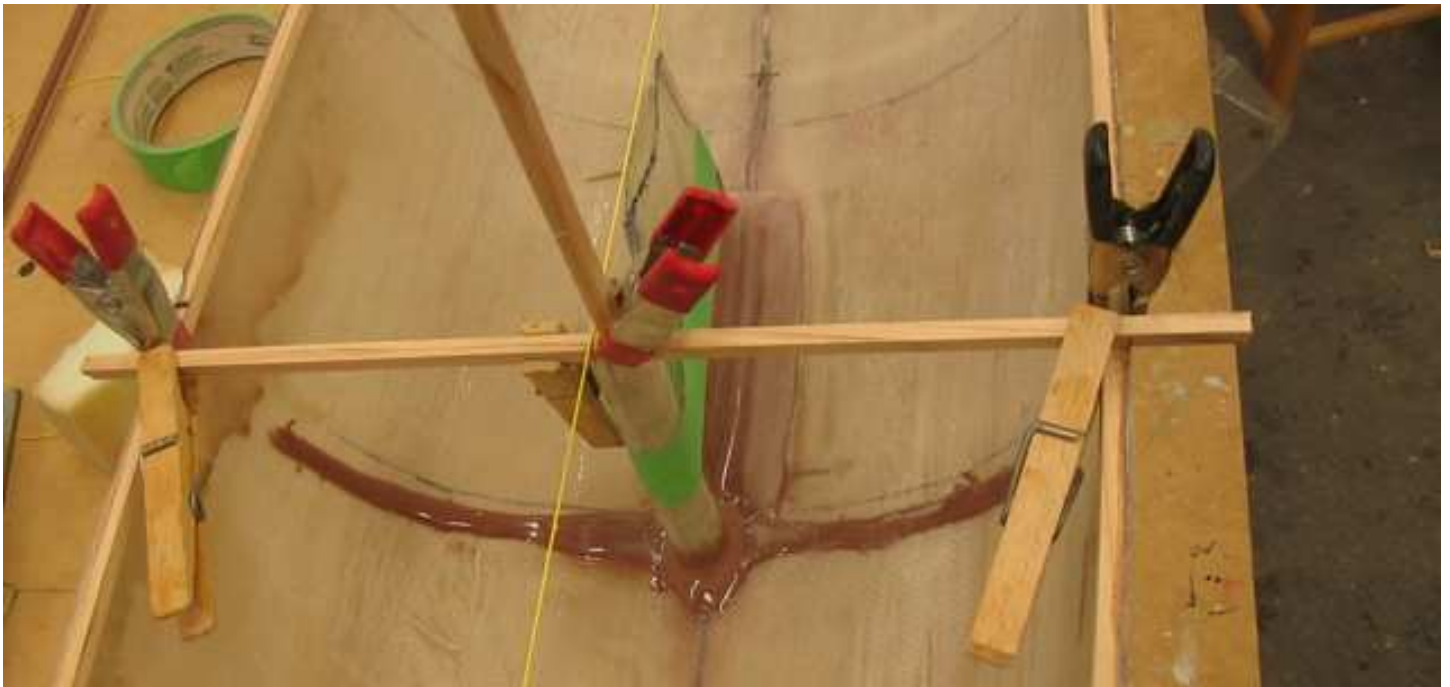
Jig for fitting the fin box.



Checking fin for vertical, note tape damn around fin box/hull joint.



Fin box glued in with micro balloon ribs up to the bottom of the future chainplate blocks.



Aligning and gluing the mast tube.





Transom with deck supports.



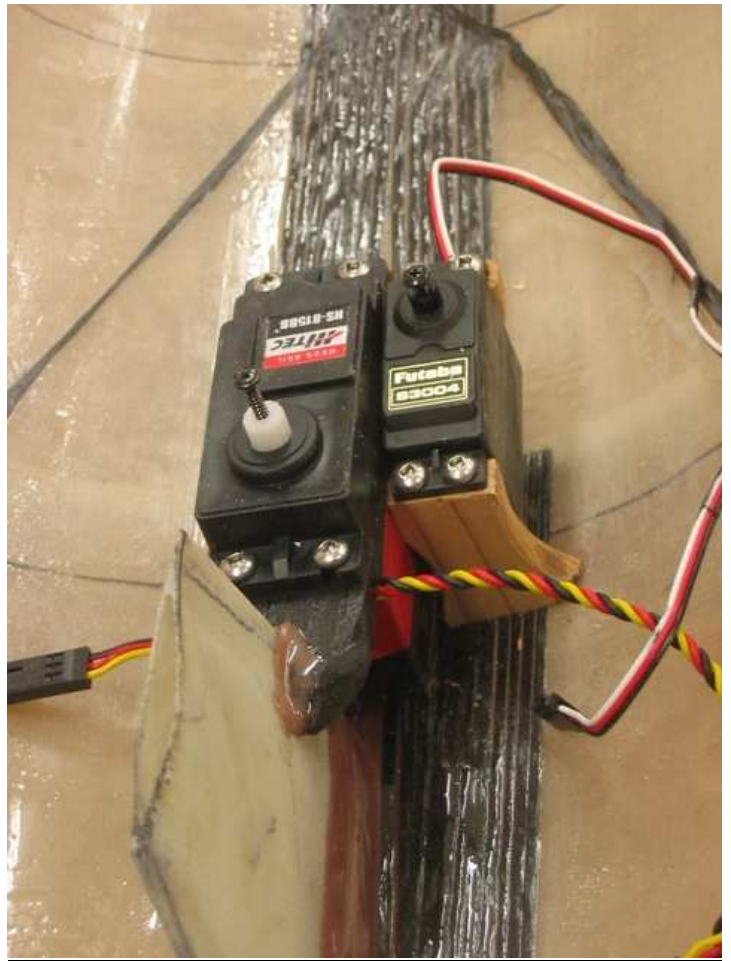
Plane a 45 degree bevel on the underside of gunwales to reduce weight but keep the gluing surface.



Hollowing the bow fillet will reduce weight but keep the gluing surface.



Unidirectional carbon runs from where the jib tubes attach to the hull to where the backstay attaches. Strands radiate diagonally from the chain plates forward and aft.



Servo's screwed to mounts then mount glued into boat.



The aft deck is glued in place.





The deckbeam and jib tack posts glued in.



Sheet pulleys and crane installed in bow.



The aft deck is painted and the sheets are rigged.



Above, the jig used to lay out the planking for the foredeck.  
To the right, the planked foredeck, using contrasting banding at the edges and centre of the deck.



Scout is all painted and finished, ready for rigging and sails.





## 2012 IOM Canadian National/Region #1 Championship Regatta

### NOTICE OF RACE

September 7-8-9, 2012 - 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 2012 I.O.M. Canadian National/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; Regalia, 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](mailto:lanahb@bellnet.ca)

**7. CONTACT:** Lana Butler, Regatta Chair, (613) 634-1140 or by e-mail at [lanahb@bellnet.ca](mailto:lanahb@bellnet.ca)  
Kingston Yacht Club, 1 Maitland Street, Kingston, ON, K7L 2V3 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 Digt code: \_\_\_\_\_

### Disclaimer

Please accept this Entry Application for the 2012 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

If the entrant is under 19 years of age as of the opening of registration a parent/guardian must also sign: (This section can be presented at registration)

**MINI 12 Annual Regatta**  
**Saturday June 16<sup>th</sup> 2012 - a one day regatta**  
**OTTAWA ONTARIO**

**ORGANIZING AUTHORITY:** Ottawa Area Model Yacht Club

- Location;** Andrew Haydon Park (Carling Ave and Holly Acres Rd), Ottawa
- When:** Saturday June 16<sup>th</sup> 2012  
End of check in: 9:00am; Skippers meeting: 9:30am, First Race: 10:00am
- Entry Fee:** \$15 CAD  
Fee will be collected at check in on Saturday Morning
- Lunch;** Lunch will not be supplied and participants should bring their own. In the event that a heat system is used there will be no lunch break. It is expected that participants will eat when they are not racing.
- Eligibility:** All entrants must be members in good standing of the CRYA or other National model yacht associations. Boats must comply with the class rules. Only "Soling size" non-paneled sails can be used. Main and Jibs must have numbers as per RRS E6. All boats will be weighed and may be checked for key measurements at any time during the regatta. Only one suit of sails can be used in the regatta unless a change is authorized by the Race Committee. 75 mHz radios must be narrow band.
- Entrants:** There is a limit of 20 boats. If there are 14 or more boats, races will be conducted using the even and odd heat system. Entries will be accepted up to mid night June 12<sup>th</sup> 2012 in the order in which they are received.
- Sailing Rules:** The regatta will be conducted using the International RRS (2009-20012) including CYA prescriptions and the Sailing Instructions which will govern in the event of conflict . Note that rule E1.5 must be complied with, except that 2.4 gHz radios with the standard short antennas are exempt. Sailing Instructions will be given out at check in.
- Series Format:** As many races as possible to a maximum of 15. No starting sequence, for a race, will commence after 4:00 p.m.
- Scoring:** Low Point Scoring System (RRS Appendix A) will be used.. One drop race will be given with six races completed; two drops with twelve races completed. One completed race will constitute a regatta.
- Prizes:** There will be awards for the top three finishers
- Disclaimer;** All competitors will be required to acknowledge the following by signing this disclaimer at check in.

*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 Ottawa, the Ottawa Area Model Yacht Club, 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 Ottawa, Ontario and that Ontario Law will govern any arbitration or litigation.*

Send entries by email, and MUST include CRYA or other membership number, sail number, frequencies, telephone number and email address to the following address: [bob.shea@sympatico.ca](mailto:bob.shea@sympatico.ca)



# Notice of Race

## Ray Davidson Memorial Cup Challenge - August 18th-19th, 2012

Hosted by Metro Marine Modellers - Regatta Chair: Myra Davidson

- Event:** Metro Marine Modellers cordially invites all CRYA and AMYA IOM skippers to the first Annual **Ray Davidson Memorial Cup Challenge** to be held at Port Credit Marina, Port Credit, Ont. The Regatta will take place over 2 days. Registration, measuring and practice will take place on Friday afternoon and evening. First Race to begin at 9:00AM on Saturday and Sunday. Awards will be presented to the top 5 places.
- Eligibility:** Entrants must be current members of their National Authority in good standing. Yachts must comply with the IOM Class Rules 2011. Skippers will be required to present their National Authority membership cards and a valid measurement certificate at check-in.
- Entry:** **Entry Fee is \$55.00 CDN or US which includes lunch/drinks on two sailing days**  
Saturday night **BBQ** at the "Davidson" house is extra for \$15.00 per person which includes dinner, (steak or chicken and the trimmings) and wine, beer or soft drinks. More info on the BBQ later. (Also, additional lunches can be ordered for \$6.00 each on sailing days)
- Accommodation:** There are several hotels and motels near the sailing site a full information package will be sent to all registrants, also some billeting may be available on a first come first served basis.
- Contact:** Please make check of M/O payable to Myra Davidson, and send to:-  
2853 Rosewood Lane, Oakville, Ont. L6J 7M5 [mrdavidson@cogeco.ca](mailto:mrdavidson@cogeco.ca)  
Tel 905-829-2820

**Please Register Early – entry deadline is July 15<sup>th</sup>, 2012**

### Entry Form

**Ray Davidson Memorial Cup Challenge - August 18-19<sup>th</sup>, 2012**

<b>Skipper/Entrant Name</b>			
<b>Address</b>			<b>City</b>
<b>Prov/State</b>		<b>Postal/Zip code</b>	<b>Country</b>
<b>Tele: Home</b>		<b>Work</b>	<b>Other</b>
<b>AMYA #</b>	<b>CRYA #</b>	<b>E-mail address</b>	
<b>Hull #</b>	<b>Sail #</b>	<b>Freq #</b>	<b>Alt.</b>
<b>Hull Design</b>	<b>Sailmaker</b>	<b>Radio Mfg</b>	

### Disclaimer

With this entry application, I agree to comply with the Racing Rules of Sailing, (RRS) Class Rules, and sailing instructions. I acknowledge that I am entering this Regatta at my own risk and do hereby release and hold harmless Metro Marine Modellers 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.



## NOTICE OF RACE

### **The 2012 S1M "CanAm Challenge" Regatta**

#### **"A Friendly Cross-Border Rivalry Continues"**

Organized by the **STOWE YACHT CLUB (AMYA # 159)**

**Regatta Site:** The regatta will be sailed on **Commodore's Pond** behind the **Commodore's Inn, Stowe, Vermont, Saturday, Aug. 4 & Sunday, Aug. 5.**

**Objective:** To promote a friendly, yet competitive, regatta - in the true Corinthian spirit - that will be scored on two levels: (1) Individual performance, and (2) Team performance (Canada vs. U.S). The emphasis is on the individual sailor; team racing is specifically prohibited. It is anticipated that the top five individual positions for each country, for each race, will determine the Can Am Challenge team winner. This number may be adjusted based on lowest number of entries from one country.

**Rules:** This regatta will be governed by the rules as defined in the current version of *The Racing Rules of Sailing, Appendix E of the RRS, the AMYA By-laws, the Soling One Meter Class Rules, the Regatta's Sailing Instructions ("SI's") and any amendments to the SI's.*

**Eligibility:** Any owner/skipper of a duly registered S1M Class boat, who is a current member of the AMYA or the CRYA, may participate in this regatta. The number of competitors will be limited to 30. Entries will be assigned in the order the Entry Forms are received.

**Entry:** Any eligible owner/skipper, as defined above, may enter the regatta by completing and returning the Regatta Entry Form, together with an appropriate check, payable in USD, to the address indicated. To be eligible for frequency assignment, the Entry Form **MUST** indicate at least three (3) available frequencies for each boat entered, unless you are using a Spektrum or equivalent 2.4 GHz system.

**Housing - Transportation:** A map with general directions to the regatta site will be provided along with a list of area attractions. Each competitor is expected to make arrangements for their own housing and transportation for the duration of the event. A **special regatta rate** will apply to a limited number of rooms at the Commodore's Inn. Call the Inn directly at (800) 447-8693, or email to: [reservations@commodoresinn.com](mailto:reservations@commodoresinn.com), and request this special regatta rate.





P.O. Box 970, Stowe, Vermont 05672  
802-259-7121

## **The 2012 S1M "CanAm Challenge" Regatta**

**"A Friendly Cross-Border Rivalry Continues"**

**Saturday Aug. 4 & Sunday Aug. 5, 2012**

Location: Commodores Pond, Commodores Inn, Stowe VT 05672  
 Registration Fee: \$65 USD – includes Coffee, Sodas, Lunches, Saturday Dinner & Awards  
 For Information: Charlie Berry – E-mail: [cberry@shadowpondvt.net](mailto:cberry@shadowpondvt.net)  
 Bruce Nourjian – E-mail: [bruce@commodoresinn.com](mailto:bruce@commodoresinn.com)  
 Lodging: Special Regatta rates; Call 1-800-447-8693. *Limited room availability.*

### **2012 CanAm Regatta Entry Form**

Name: \_\_\_\_\_ AMYA/CRYA # \_\_\_\_\_ Club Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State/Prov: \_\_\_\_\_ ZIP: \_\_\_\_\_ Phone: \_\_\_\_\_

email: \_\_\_\_\_

Registered Sail Number: \_\_\_\_\_ Actual Number on Main: \_\_\_\_\_

Frequency Preferred: \_\_\_\_\_ Alt#1 \_\_\_\_\_ Alt#2 \_\_\_\_\_ OR: Ck here if 2.4 GHz: \_\_\_\_\_

Registration Fee: \$65 USD – Checks Payable to "Stowe Yacht Club"  
 Sat Dinner: \$25 per guest ("Prime Rib Buffet" - included for Skippers)  
 Sat Lunch: \$10 per guest (included for Skippers)  
 Sun Lunch: \$10 per guest (included for Skippers)

Registration	\$ 65.00
Dinner for Guest	\$ _____
Sat Lunch Guest	\$ _____
Sun Lunch Guest	\$ _____

Mailing Address: Commodores Inn, PO Box 970, Stowe VT 05672

Website: [www.commodoresinn.com](http://www.commodoresinn.com)

Total \$ \_\_\_\_\_

In consideration of accepting this entry, I hereby for myself, heirs, executors and administrators, waive and release any and all rights to claim damages that I or my family may have acquired against Stowe Yacht Club or it's members, or the sailing site, owners, employees, agents, representatives or assign, or the American Model Yacht Association and it's members during this regatta and related events.

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

If you require lodging for the Regatta, please call the Inn @ 800-44STOWE (78693) or email: [reservations@commodoresinn.com](mailto:reservations@commodoresinn.com).  
 Mention the Green Mountain Regatta for a special room rate.



# Cranberry Caper Regatta

## Notice of Race

1.Event: ARCS – Anacortes Radio Control Sailors invites International One Metre sailors to participate in the 2<sup>nd</sup> “International Cranberry Caper Regatta.” We are pleased to announce that this event is Regatta #3 of the 2012 Western Can Am Series.

**When:** October 5<sup>th</sup> 2012, early check-in, practice and no host supper TBA.

*October 6<sup>th</sup>* Check in 9.00 am, skippers meeting 10.00 am, race start at 11.00 am. Until 4.00 pm. 6.00 pm. Buffet party TBD. *October 7<sup>th</sup>* Skippers meeting 9.00 am, race start at 10.00 am. Last start no later than 2.30 pm to accommodate out of state travelers.

**Where:** Deception Pass State Park. Cranberry Lake, Whidbey Island, WA.  
[www.parks.wa.gov](http://www.parks.wa.gov) for maps and camping reservations.

2.Eligibility: Entrants must be current members of their National Authority. Yachts must comply with the ISAF-RSD, International One Metre Class Rules and have a valid IOM measurement certificate together with sails that have been measured and marked with a verification stamp or signature. No provision is being made to measure boats or sails at this event. Boats will be weighed at check-in.

3.Entry Fee: Entry fee is **\$55.00** to cover an event souvenir, lunch both days, Saturday Party/Buffer and awards. Please make checks payable to Julian L Lee. Entries must be post marked no later than August 31<sup>st</sup> 2012. Late entries will likely be accepted, at \$65, but at the discretion of Julian L Lee. Frequencies will be allocated if necessary based on the date of receipt of paid entries including those accepted after the entry deadline.

4.Entry Form: available on line at [www.arcsailors.org](http://www.arcsailors.org)

by mail: PO Box 2009, Anacortes, Wa 98221,USA.

phone enquires: 360 299 2900 email enquires: to [julian@arcsailors.org](mailto:julian@arcsailors.org)



## ENTRY FORM

### 2012 Cranberry Caper Regatta / Western Can Am Series – Regatta #3

Practice/Social Friday October 5th 2012, Sailing Saturday October 6 and Sunday October 7

Cranberry lake Deception Pass State Park Whidbey Island Wa

**LIABILITY:** All those entering or taking part in this Regatta do so at their own risk and responsibility. ISAF-Radio Sailing Division, Anacortes RC Sailors, Washington State Parks, AMYA, regatta staff, and or any other parties involved in the organization of this event disclaim any and all responsibility whatsoever for loss, damage, injury or inconvenience that might occur to persons and goods, both ashore and on the water as a consequence of entering or participating in the event covered by this Notice of Race.

At all times the responsibility for the safety of their boat and themselves including the decision to participate or continue shall rest with the competitors. By entering this event, it is deemed that you accept these conditions. Competitors are encouraged to have adequate insurance that provides coverage for public liability and their possible injury in Island County, Washington, USA.

**CONDUCT:** Poor competitor behavior can reflect negatively on the sport, and will not be tolerated. In the event race officials witness any behavior which they deem to be a breach of good manners or sportsmanship, or which may bring the sport into disrepute, the Race Director assisted by race officials will protest the party in accordance with RRS 2 and 69.1.

**FEE:** \$55.00 per boat. Make check payable to Julian L. Lee. Canadian \$ checks accepted at par

**ENTRY DEADLINE:** August 31<sup>st</sup> 2012 **Mail to:** Julian L. Lee, PO Box 2009, Anacortes, Wa 98221, USA

Enquiries may be e-mailed to [julian@arcsailors.org](mailto:julian@arcsailors.org) Tel: 360 299 2900.

NB Washington State Parks require an entry fee of \$10 per day per vehicle, or \$30 for the year, available from the gate house at entry.

Name: \_\_\_\_\_ AMYA # \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Email Address: \_\_\_\_\_

Sail # \_\_\_\_\_ Country: \_\_\_\_\_ Hull # \_\_\_\_\_

Hull Design: \_\_\_\_\_ Hull Builder: \_\_\_\_\_ Hull Color: \_\_\_\_\_

Channel: Primary \_\_\_\_\_ Secondary \_\_\_\_\_

Emergency Contact Name: \_\_\_\_\_ Emergency phone # \_\_\_\_\_

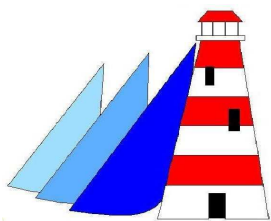
Will you be here on Friday? \_\_\_\_\_ if so, what time \_\_\_\_\_

By signing this entry form I agree to all the terms and conditions set forth in the Notice of Race above:

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

Mail this form with AMYA/CRYA Card, Boat Certificate (copies) and \$55.00

To Julian L Lee, PO Box 2009, Anacortes, Wa 98221, USA.



## Notice of Race

### 2012 Canadian National Soling 1 Metre Class Championship

Lunenburg, Nova Scotia -September 7 - 9, 2012



**Venue:** This regatta will be hosted by the Halifax Area Model Yacht Club <[www.hamyc.ca](http://www.hamyc.ca)> and held at the Terra Beata Cranberry Farm near Lunenburg, Nova Scotia <[www.cranberryfarm.ca](http://www.cranberryfarm.ca)>

**Dates:** Racing will occur on Saturday and Sunday, September 8<sup>th</sup> and 9<sup>th</sup> 2012.

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

**Rules:** This Championship will be governed by the 2009 - 2012 Racing Rules of Sailing, including Appendix E, the rules of the Soling 1 Metre Class, this Notice of Race and the Sailing Instructions.

**Frequencies:** If not using 2.4 GHz spread spectrum, each competitor must have a minimum of 3 available frequencies listed with their entry and be prepared to change during the competition.

**Courses:** Courses will be set, based on the prevailing conditions, and announced prior to the start of each race.

**Race Format:** A heat managed Odd/Even system will apply if the number of competitors warrants it. This will be determined solely by the Race Committee.

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

**Registration and Entry Fee:** The Entry Fee is \$75.00 CAN. All competitors must register using the attached form. Registration will close on August 24<sup>th</sup>, 2012. Organizers may extend the closing date at their discretion. Payment can be made by cheque or money order payable to **Fred Lindeijer**. Credit card payment is unavailable. Entry fee will include lunches for competitors on both days and **one** ticket to the Saturday Evening Banquet. Additional banquet tickets may be purchased at the regatta.

**Contact:** Fred Lindeijer  
993 Hammonds Plains Road  
Bedford, NS B4B 1B2  
(902) 835-1774  
[fred.lindeijer@gmail.com](mailto:fred.lindeijer@gmail.com)



## 2012 Canadian National Soling 1 Metre Class Championship Entry Form

Please complete and return this Entry Form to:

Fred Lindeijer

993 Hammonds Plains Road

Bedford, NS

B4B 1B2

(902) 835-1774

Please include a cheque or money order for \$75 CAN. Credit card payment is unavailable. Cheques should be made payable to Fred Lindeijer . **Fee must be included in order for entry to be processed.**

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

**Address:**

---

---

---

**Email:** \_\_\_\_\_

**Fax / Phone:** \_\_\_\_\_

**Frequencies:**

2.4 GHz \_\_\_\_\_

or (1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> choices)

1) \_\_\_\_\_ 2) \_\_\_\_\_ 3) \_\_\_\_\_

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

**Disclaimer:**

I hereby agree to comply with the 'rules' as defined in the 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 Terra Beata Cranberry Farm, the Halifax Area Model Yacht Club and the Regatta Organizing Committee as well as their officers, members and agents both jointly and severally from liability for any loss injury or damage to any persons and/or property that might arise from my participation in this Regatta even if such loss, injury or damage is caused by the negligence of those so released and held harmless.

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

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

Date \_\_\_\_\_



## CANADIAN RADIO YACHTING ASSOCIATION

MEMBERSHIP APPLICATION / Yacht Registration

Renewal \_\_\_\_\_

Date \_\_\_\_\_

New Member \_\_\_\_\_

Member #: \_\_\_\_\_ (required for Renewal, assigned for New Members )

Name: \_\_\_\_\_ (please print)

Postal Address: \_\_\_\_\_

City: \_\_\_\_\_ Prov: \_\_\_\_\_ Postal Code: \_\_\_\_\_

Telephone: (\_\_\_\_) \_\_\_\_\_ **NEWSLETTER Delivery Options Check One**

Digital Colour Edition via Email \_\_\_\_\_

Black & White Paper Edition via Postal Mail \_\_\_\_\_

**NB** Email address is required for email delivery of Newsletter

E-Mail Address: \_\_\_\_\_

CRYA #: \_\_\_\_\_ 2nd Member Name \_\_\_\_\_

Club Name: \_\_\_\_\_ Club City \_\_\_\_\_

Annual Dues: \$ \_\_\_\_\_ \$15.00 (2nd thru n<sup>th</sup> member-same address \$7.50)

CRYA Pins: \$ \_\_\_\_\_ \$5.00 each, (\$ for \$20.00)

Registration Fee: \$ \_\_\_\_\_ \$5.00 for each new or transferred yacht. \*\*\* see note

Total \$ \_\_\_\_\_ Make cheque or M/O payable to CRYA (CDN Funds Only)

### List New or Transferred Boats

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

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

Larry Miskie, CRYA Membership, 848 25<sup>th</sup> Street A East, Owen Sound, ON, N4K 6W6

\*\*\* **NOTE:** With the return of the previous owners registration card the **Transfer fee is \$2.00**