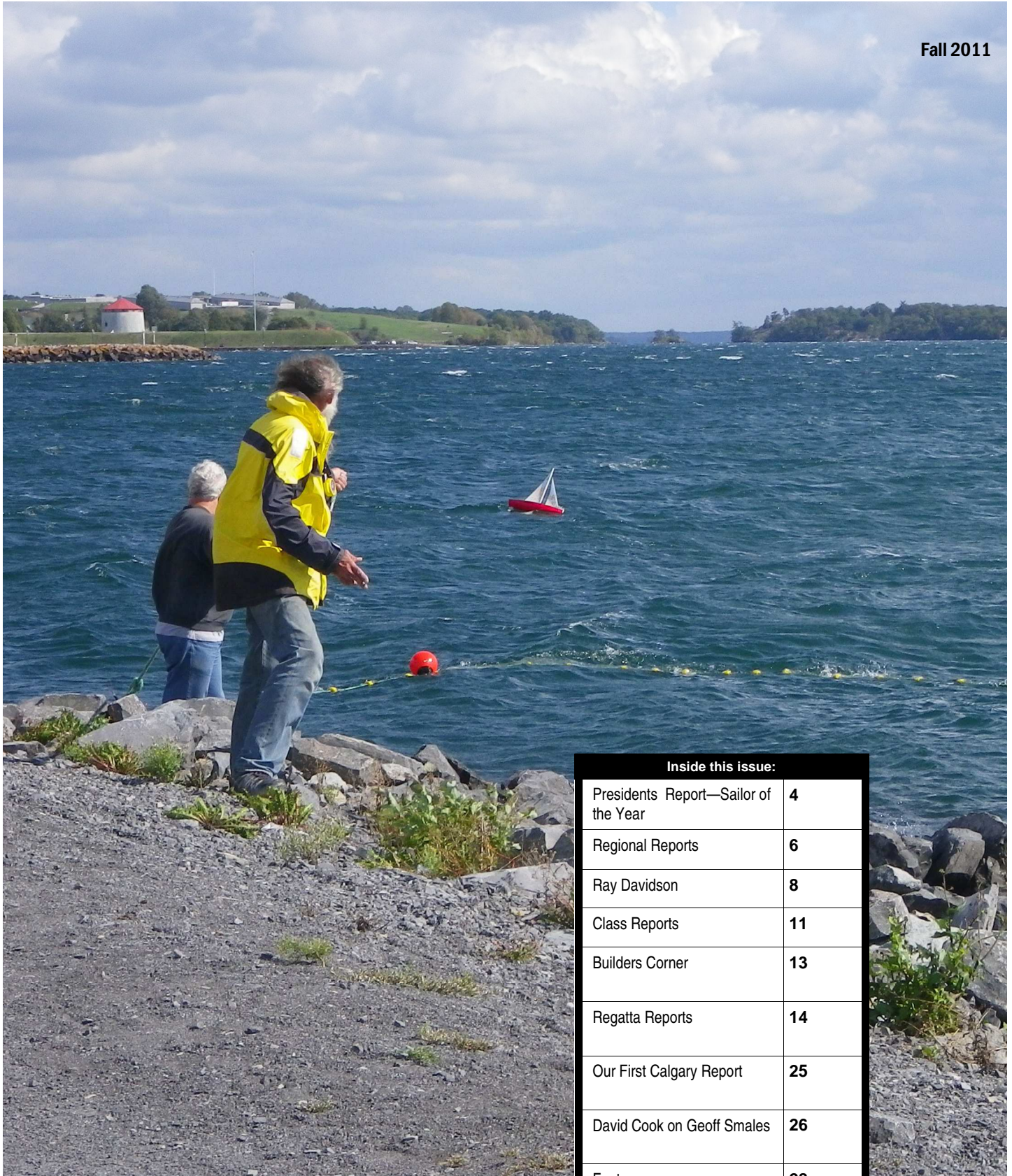




Canadian Radio Yachting

Fall 2011



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CRYA: Canada's Radio Control Sailing Authority

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

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

Canadian Radio Yachting Newsletter

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

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

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

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

CRYA Business Calendar

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

On The Cover:

Heavy wind and sea conditions off the Seawall in Kingston Ontario .

Perfect IOM conditions? Check out the story about the Eastern Canadian ION Regatta and find out.

Photo by Mary Wilson

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 –2011 Sailor of the Year

By Gary Bugden, CRYA President

The 2011 CRYA Sailor of the Year Award goes to **Jim Goddard (CRYA #544)** of the Halifax Area Model Yacht Club (HAMYC).

Jim had a very successful year in 2011, winning both the CRYA and AMYA Soling 1m National Championships. He capped this accomplishment by captaining the winning team in the AMYA Region 1 Soling 1m Interclub Championship and winning both the Opening and Overall Club Championships at HAMYC.

In addition to his competitive success, Jim continued as Communications Director for the CRYA, editing this Newsletter, and Webmaster for HAMYC. Jim's letters of nomination, presented in edited form below, are also indicative of his extensive efforts to help novice sailors and promote Canadian R/C Sailing. One even included a poem!

Congratulations, Jim, on this well-deserved award.



Jim Goddard, 2011 CRYA Sailor of the Year, after accepting the First Place Trophy at the 2010 Soling 1m Can-Am in Stowe Vermont. (Photo by Ben Rusi)

Nominations

I first met Jim during a Wednesday evening bike ride when I saw him and four others racing their boats. For years Jim and a couple of other members had been sailing on the pond and trying to rebuild the local club. I was so impressed with Jim's comments that day that I thought I would look into getting a boat of my own. Before my first race, I shared a booth with Jim at the local model show, something that Jim has done for years. Jim goes out of his way to help us novices. He offers all kinds of encouragement regarding sailing tactics, boat set up, rigging and the like. Jim has also helped by running hands-on tutorials on starting, first leg strategies, mark roundings and the rules. Jim has offered or given gear, sails and so much encouragement while supporting a keen interest in winning. When we beat Jim in a race we have earned it, as he has taught us what you must do to be on top. We are lucky to have him as he raises the bar for all. Because of Jim's silent leadership, our club is very healthy; eight new Solings were built last winter, and a kick-off "build" meeting was held where Jim and other members shared their knowledge and building skills to move our club forward. It is for these reasons that I nominate Jim for Sailor of the Year.

Bob White CRYA #1089

Jim is well known and respected in the R/C Sailing World both here in Canada and in the USA. He spends countless hours both on and off the water in the pursuit of this hobby and is never reluctant to share his knowledge with novices in HAMYC. He actively promotes R/C Sailing wherever he goes. I believe he is the driving force behind HAMYC and the travel of club members to regattas in Windsor, Toronto, Kingston Ontario, Hudson PQ, and Stowe Vermont for the Can Am Challenge. Jim is out there, with his boat, on the pond, every Thursday and Sunday and most likely more than we know. I take particular pleasure in beating him to the line every occasion I can, which is very seldom indeed, but I continue to hope.

Fred Lindeijer CRYA # 984

Jim's sailing prowess speaks for itself and has been well-documented so I shall add nothing in that direction. When Jim went to his first nationals he came home with no one to race against. Now on our pond we can have 14 boats out on a Sunday. This is all due to Jim's hard work and persistence. He is still a font of information to the novices and a source of consternation to the rest of us. He records results, posts them, controls our web page and scours the ether constantly for new products and ideas that help the members of our club. He will travel anywhere to promote the sport and stop to answer questions from passersby with infinite patience. I can't imagine anyone more deserving than Jim for this award.

Bob Boutilier CRYA # 757

A Man with the Quest,
to be the Best.
A Man with the Mission,
his red Soling
sailing past the rest!

Over the years he's done that many times; be the best. Quiet and modest, but ever so helpful if one needs to get advice, borrow a tool, adjust the rigging or interpret racing rules. HAMYC started as so many other R/C clubs; a couple of buddies get together on the pond, most of them having sailed/raced their "big" boats in the past, but now seeking a bit more comfort, choosing to stay on land and control their boats. The pond and surrounding park attracted a number of people on Sundays and Jim and his fellow sailors were soon joined by a dozen or more enthusiastic "land sailors"! If it weren't for the friendly and helpful attitude of Jim and others, this wouldn't have happened! Jim has kept the HAMYC Website going and is constantly contributing interesting articles to the CRYA newsletter. Always among the first to arrive at the pond, and almost always first to cross the finishing line, he keeps a record of the rest of fleet and controls the starting tape, a race director/racer combination. Active in many ways to promote R/C sailing he's a perfect candidate for Sailor of the Year.

Ben Rusi CRYA #329

One huge benefit of editing the CRYA Newsletter is that I get to respond to this award. I am very honoured to receive this award that has been won by people I respect, who have contributed so much to our hobby. While much appears above about what I have given, I have been the recipient of help and support that has made any success I have enjoyed possible. Members of my Halifax club, CRYA members from Ontario and Quebec have supported and encouraged me at events. As they tell me here at home, without them I am just a lonely guy at the edge of a pond. Thanks !

Jim Goddard

Ontario Report

By Paul Switzer—Regional Director

This has been another busy summer for RC sailing in Ontario. After a wetter than normal spring, Ontario produced a hotter than normal July and a more normal August and September making the main summer months excellent for model yachting. Canadian Championship regattas were hosted by Kingston Yacht Club for the Soling One Meter in June and the Mini 12 by the Quinte Model Yacht Club in Belleville in September. The Eastern Region Championship for IOMs was held the last weekend in September in Kingston in a real blow which challenged even the best skippers using #2 and #3 rigs.

Again this year during the Canadian Shark Class Championships, Soling One Meters were used to conduct a sail off amongst nominees from each of the Sharks participating in the event. This event always generates a lot of interest and a significant crowd of onlookers who cheer on their team members. It is an excellent way to increase the

profile of model yachting in the big boat space and generate a lot of fun. Each year, the inexperienced skippers comment on how much more demanding it is than they expected. The boats have proven to be very durable in the hands of newcomers who often struggle with which way to turn and there are always a number of collisions. This is the third consecutive year this has been done at a major Shark regatta and I expect it has now become an integral part of the regatta schedule. This is just an enhancement of the already prevalent practice in RC sailing of handing the transmitter to interested onlookers that occurs all over the hobby.

I am aware of a couple of individuals who are trying to promote radio sailing in the northern part of Southern Ontario. I published some material in the Spring newsletter from Bill Monahan who is trying to promote a model boat festival in Meaford in the 2012 season. I have recently been made aware of Derrick Young

who is trying to promote model boat sailing in Collingwood. He has talked to the Blue Mountain Resort about the possibility of using their pond for some type of multi-class event. There are, apparently, about 10 RC Lasers in the Collingwood area now who meet regularly throughout the summer. The idea of both of these initiatives is to expose the local communities to model boating. I will keep an eye on how these initiatives are developing and try to assist Bill and Derrick if I can. It would be great if some of us from the established fleets along the Highway 401 corridor could go there and put on a display of our great hobby. Let me know if you are interested in participating in these events and I will maintain contact with Bill and Derrick.

Ontario has lost a major contributor to the hobby and a real gentleman with the October passing of Ray Davidson of Metro Marine Modelers in Toronto. He will be sadly missed by all of us who knew him. Take a look at his article on the history of Metro Marine Modellers on the MMM website home page.

Maritime Report

By Jim Goddard

A busy summer of more than ten local, national and international regattas is wrapping up. An unusually mild fall has allowed some wonderful conditions into November, but it cannot last much longer.

The Halifax Area Model Yacht Club became the first Canadian club to win the Region 1 Club Championship Soling 1 M regatta. Jim Goddard, Bob Boutilier and Gary Bugden drove 30 hours for a days sailing and it paid off with a win in some challenging conditions.

We have enjoyed some encouraging results at home with new members like George Inglis and Victor Lovitt improving steadily. Sophomore sailors like Henry Ng and Bob White became regular contenders when the starting tape began.

Building is underway on several new Solings and we have a three boat EC-12 fleet coming together.

Planning for the 2012 Soling One Metre Canadian Championship's is well underway

with HAMYC Commodore Bob White leading the way. Heckman's Island near historic Lunenburg, NS is the planned site, with sailing on September 7-9, 2012.

Make your plans for 2012 and come and join us for East Coast fun and some sailing too! Check out the details as they develop on our website at www.hamyc.ca.

Western Report

By Lawrie Neish—Regional Director

Since the last issue of this newsletter we have seen considerable activity here in the West ranging from a championship event, regular sailing days, sailing schools and workshops, new boats being launched and some interesting developments. For those of us on the coast, we have had a much better late summer and fall than the chilly Spring we suffered this year. Some are apt to regard what passed for Spring as an extended Winter. However, I am happy to say that the ponds and lakes remained ice free despite the chill - even in Calgary, though Andre tells me there is ice forming.

In September the IOM Canadian Championship was held over the weekend 8th to 11th was hosted by WCMYA and Saltspring Island Sailing Club. Twenty five entries were received but on the day twenty three showed. This is down from our best entry of thirty six at our 2009 hosting of the Nationals. Why this should be so is perhaps attributable to the economic times with our dollar being near its peak reducing the USA entries. Despite the reduced entry the racing was keen and very close with George Pedrick taking a well deserved win. The second, third and fourth places became an event long tussle between Graham Herbert, Peter van Rossem and Jan Schmitd with Graham pulling

away in the final races and Peter winning a tie break over Jan. A report from a participants point of view and the results appear in the newsletter.

With the Nationals held this completed the Western CanAm Series of four events - the Cow Cup, the Western Canadian Championship, the AMYA Region 6 Championship (the Carnage) and the Nationals. The winner was



Oliver Cannon, our weed catcher and out of control boat saver without equal.

Hornby Island's Graham Herbert with two wins a second and a using a sixth as a throw out in the best three of four series. Graham sailed his LEO very consistently throughout series. Second place was taken by Saltspring's Martin Herbert. With third to sixth places being closely vied for by Morgan DeWees (Oregon), Jo Damico and Bob Wells (Washington) and Chris Brundege (Oregon). A report and results are included in this newsletter. Next years series will be without the Nationals and will

consist of three events unless we find a suitable fourth event.

As a result of family commitments and a broken crankshaft I was unfortunately unable to attend the either of the next two events, but reports are included in the newsletter.

A sailing camp was organised by Graham Herbert and the Hornby IOM fleet and held at Lake Cowichan which has a floating board walk. This was in some way to compensate for having to miss the Hornby weekend which was very good last year.

Unfortunately BC ferries decided to rebuild the ferry dock on Hornby during the month of October making it very difficult to get there with our boats. The "camp" was very successful with twenty four skippers attending and the emphasis was on improving sailing skills rather than counting points.

Not to be out done, a second "school" was held in Victoria attracting a dozen, or so, skippers from the deep south of Vancouver Island to a

class on sailing skills. Barry Fox put the show and his report is in this newsletter.

Three weeks prior to writing this, I had the opportunity to travel the 2,000 Km round trip to Calgary to meet some of the skippers. On my way I stopped for a short time at Kamloops to meet with Gerry Hartley and other members of the Kamloops group. Kamloops city are proposing to spend over \$2,000,000 re-developing a golf course into a public park. Gerry and friends were to make a

(Continued on page 8)

(Continued from page 7)

presentation to the City promoting the idea of a model yacht pond as part of this development. That the pond would double as an outdoor hockey rink in the winter may help their proposal. The park to be is adjacent to the Highway 5 approach to Kamloops at the crest of the hill above the city, and the site allows the orientation of a pond with the prevailing thermal winds. It presently has an irrigation pond. Kamloops markets itself as the "City of Tournaments" so who knows we might have Kamloops week in the manner of San Diego!

After a night in Revelstoke, I made it to Calgary in time for rush hour - in Calgary they rush all the time unlike Salt Spring where we rush only to make it to the pond before the wind dies. I was delivering a load of boats, SE's and other model yachting related items to Andrew Baak and Ken Harkness. I think it safe to say that there will be a few more IOM's in Calgary when the coming period of forced abstinence is over with the softening of water in the Spring. I spent some time at Glenmore sailing and loaning boats to skippers to try their thumbs with. The fleet in Calgary is a mixture of boats and the skippers were making the most of the good weather while it lasted. A brief report by Andrew on progress in the Calgary area is included in this newsletter.

Throughout the past three months the skippers at our various sailing locations have been holding their regular days with perhaps Nanaimo fleet along with the marooned Hornby fleet being the most active with regular weekly sailing days. Hopefully life will settle down and the rest of us will start to catch up. New boats continue to appear at all our locations.

Ray Davidson

By Peter Levette and Bob Allan - Metro Marine Modellers

It is with deep sadness that we announce the passing of Ray in the early hours of Sunday, October 16, 2011, after a courageous battle with cancer. Ray will be greatly missed by his devoted wife Myra, his step-daughter Tracey and his step-son Jamie. He was a wonderfully kind and loving husband and step-father. Ray was a very accomplished man, with a career in Art, Graphic Design and Advertising. He is also known for his wonderful talent as a Watercolour artist, with a special interest toward Seascapes and Sailing boats of all kinds. He was a long time member of the Canadian Remote Yachting Association, the American Model Yachting Association and was also a lifetime member of Metro Marine Modellers. Ray's expertise and knowledge of Remote Model boat sailing, especially in Competition sailing, was well known and respected in the North American model boating community, and he will be greatly missed by his many sailing friends, who always found him to be most generous with his time, assistance and advice.

Ray Davidson had been sailing and racing Radio Controlled Sail Boats from the 'Vane' sailing of the 1960's, through the 'build your own winch and fittings era' of the 1970's, to today's sophisticated boats, radios and R.C. systems.

He had built and sailed 10 Raters, Marbleheads, Santa

Barbaras, America's Cup class and International One Metres, winning National and International trophies in all those classes. Most recently, Ray had become involved in sailing the popular Soling One Meter.

Ray was an important member of the team that worked with the City of Toronto to develop the sailing pond at Humber Bay. The City of Toronto was building a landfill park on the shore of Lake Ontario at Humber Bay and asked Metro Marine Modellers to submit

a plan for a model boat pond which would be included in the project. On completion of the park in 1982 the Club was given exclusive use of the pond for sailing.

Ray was the CRYA Sailor of the Year in 2000, see more information at the CRYA website. Ray gave back so much to the sport; as a long time editor of the CRYA

newsletter, in fact his article on "the Race Director" is featured on the home page of the CRYA web site; as both Sail Captain and President of Metro Marine Modellers; and through his many articles, pamphlets, speeches, presentations and pond side tutorials. He will long be remembered for his quiet thoughtful words of encouragement to all.

Ray was one of Nature's Gentlemen.



Ray Davidson.

Ray Davidson

By Marko Majic

I think that, as I sit here with my laptop and a glass of red wine, perhaps for the first time in my life I came to understand what great William S. meant when, in one of his immortal plays, he had Marcus Anthony pronounce in front of the crowd of Romans "...I come to bury Caesar, not to praise him!". I always thought it was a strange statement, but as I sit in front of the word processor with a cursor blinking at me prompting me incessantly to gather my thoughts and write something about my recently deceased friend Ray Davidson, like Marcus Anthony, I do not wish to write a eulogy about Ray's illustrious life and his many accomplishments (for which I am patently unsuited - as many of his greatest triumphs from the time when he was dominating Marblehead and 10 Raters scene in North America came before I knew him) but rather draw a brief sketch of my friendship with Ray, with his little quirks and many virtues and some of the reasons my life is richer for the experience and why I (and many of you) will miss him so much.

I first met Ray some 11 or 12 years ago as I was beginning to re-kindle my interest and involvement in model boat sailing/racing. At

that time, I was building my first IOM boat and Ray was something of a "big (little) boat" snob - holding fast to his own private dogma that any boat shorter than 4 feet (LOA) is really just a toy. When I was introduced to the group, Ray was very pleasant and (doubtless seeing me as a potential recruit), with his trademark smile and

chance of making a semi-competitive boat). Having realized that I would not be joining ranks of his beloved Marblehead and AC classes and (worse still) be further fractioning the sailing group by introducing yet another class (an exasperated "Why do we need so many classes?" was Ray's often uttered phrase many will remember from those days) our early relationship settled into something of him tolerating me and patiently answering my (many) questions (like "How did you make that?" or "Why did you tack there?", ...). This was all to change soon.

Now, one of the things that I always loved and admired about Ray was that, despite the fact that he honestly could not understand why anybody would waste their time with a sub-4' boat and (perish the thought) even more so if your boat happened to be made of ABS plastic (though I can't say that I ever blamed him for THAT part <joke>) - that would never stop him from taking his Saturday or Sunday and spending the whole day getting



Ray Davidson adjusting the rig on an IOM.

honeyed tongue, explained it all to me in vivid detail. I very quickly recognized a sales pitch (and it was a good one!) but managed to withstand it and to hold my ground (my interest in model boats was always tied to designing and building my own boats and I had, by then, already decided that, with my limited building skills and resources, IOM class with its weight restrictions was really the only class where I may stand a

the gear, setting the marks, scoring, acting as an impromptu Protest Committee and tuning boats (he didn't like or sailed) for whomever appeared to need it. Some people do these chores because they enjoy being a Race Director - but Ray was not one of those people. Ray was a racer! He did it because he knew that that is how you bring and keep the group together - by volunteering your time and effort into creating a

good experience for them. And, without a doubt, those club races that Ray ran were always the best club races (for any class) during the season. My introduction to this article was not accidental (though, perhaps, subconsciously inspired) – as Ray truly was the

Caesar of our little group, a magnet around whose tireless effort and strong personality everything revolved. Eventually, with shrinking of his beloved “big boat” fleets and beginning of growth of our “upstart” IOM fleet, Ray got tired of my incessant “why don’t you give it a try?”, and broke down and got himself an IOM. This was a watershed moment in our relationship (and, in retrospect, for the IOM class in Toronto) as what ensued was 6-7 years of excellent times – fleet growth, hosting regattas here with people from all over North America coming to sail with us, travelling together to various IOM regattas – and all around fun for all involved and, of course, time during which our friendship grew.

One of my favourite Ray memories was of us sailing at Port Credit. He had, earlier in the year, torn his Achilles tendon and had lost some sailing time but was back with us as soon as his rigid cast was replaced by a plastic boot that gave him some semblance of (limited) mobility. After one of the races in which he had underperformed (by finishing, like, 4th or 5th) – he decided that he absolutely had to make a backstay adjustment. So, there he went, from the break-wall all the way along and down to the marina bridge to retrieve his boat –



Ray was honoured with a sail past by Metro marine Modellers

practically hopping on one foot all the way. Of course, we couldn’t resist it so as soon as he got down there, for a joke, we started the tape... “Two minutes to mark...” and everybody’s laughing knowing that Ray’s competitive nature will make him hop on one foot as fast as he can back to where we were in what was sure to be a hilariously comical display. Instead, Ray proceeded to calmly race his boat from his position on the little bridge and won the race going away. If I remember correctly, most of us made backstay adjustments and sailed the following race from the bridge.

My second most favourite sailing-related quote of all times is from Uffa Fox and it goes to say that “The art of racing is not in winning, but in winning in such a way that the rest of the fleet are pleased you have won, and the only way they can be pleased is for you to have shown better helmsmanship than they and also shown perfect sportsmanship”. My own, somewhat competitive, nature serves to insure that the number of people that belong to that group (for whom I can be happy to be beaten) is very select and small – but Ray was, without a doubt, a lifetime member of it.

To put things in perspective, Ray was roughly 40 years my senior – putting him somewhere

between my father’s and my grand-father’s generation (and closer to the latter by some years). Even as a youngster, I had always enjoyed spending time with my grand-father and his friends and listening with rapt attention to their stories of the “old days” of the Second War (and before). But my friendship with Ray bore nothing in common with those memories as, despite our age difference, it was a friendship

between equals, two adults sharing many things in common. In this story so far, I have not even begun to scratch the surface of the complex, diverse individual that Ray was – accomplished businessman, incredibly talented painter, gifted musician and avid music lover, skilled craftsman and, of course, supremely gifted model boat skipper whom I was proud to call my friend. Being asked by his wonderful wife Myra to be a pallbearer at his funeral was an honour I will cherish for the rest of my life.

As we are left to reflect on best ways to honour Ray’s memory, I cannot help but think that restarting the IOM fleet (the class which, I firmly believe, he had come to love in his later years at least as much as the “big boats” of his earlier days) and to always maintain the tradition of helping out other skippers and fleets with their races (even when they sail boats that we don’t) is one excellent way to go about it.

One comforting thought in this sad time is that, with Ray up there now, Heaven will, almost certainly, have an active, well organized IOM fleet before the end of the year. I can practically hear him complaining to St. Peter: “I think that weather mark should be moved a little to the left”.

Farewell skipper...

International One Meter Report

By Barry Fox Class Secretary

A short column this time.

The first order of business is to make sure you all give Lana a big thanks for her years of effort representing our class to the world. What you maybe didn't see if you don't get out to our more major regattas (and not just the Canadian ones either) is how much she has travelled to be at those events and then invariably jumped in to help make those events run smoothly and be successes.

I have to say that I am still pretty early into this new (to me) position so I don't have too much to say – just yet.

I doubt that our class is unique but our numbers are off a bit this year. Some of that is from some areas experiencing a downturn in

activity. The good news from that side is that I have had some communication that indicates some renewed interest and some “new blood” intent on getting the class active again in their area. Hopefully by next issue we'll have some good feedback to deliver.

As I write this we are in the voting stage for class rule changes this year. In the next newsletter issue I hope to be able to report that we had a decent return of ballots. We see a lot of countries have pretty weak showing at voting time. It is sometimes hard to get too cranked up over the proposed changes as they are simple word changes to try to clear up vague wording. If they are simple things then you would think it would be

simple to send in a quick vote. Let's do that.

I haven't figured out what the form or format will be yet I want to get some method of communicating with all of the owners in Canada. This newsletter is very good for a lot of things but we sometimes need a more real time way of getting news to you and gathering feedback. That is the direction I am heading. More news on that later.

As I read back over what I have written it strikes me that I have said “soon” or “next time” quite a bit. I guess that means I have things to do.

I'll end now with the parting words of, Thanks Lana for all you have done. Now maybe you can get back out and actually sail with us some of the time.

Soling One Meter Report

By Paul Switzer—Soling Class Secretary

Congratulations to Jim Goddard of Dartmouth, Nova Scotia for his sailing accomplishments this summer. I believe Jim is the first Canadian to ever win the USA National Soling One Meter Championship. I checked with Jim Linville who has been to all of the USA championships (minus one) since the class began and he verified my findings. In addition this year Jim also won the Canadian Championship making him the first person to win both the USA and Canadians in the same year.

Jim, I think you can now call yourself the North American Champion.

The Official Soling Class website has records of the USA Nationals winners going back to

1994. The regatta has been held every year since 1994 with the exceptions of 1995 and 2004. Jim won this year at Dundee, Michigan in September after winning the Canadian Championships for the third time in Kingston, Ontario in June.

Next year's Canadians will be in the Maritimes at Jim's home pond so anyone hoping to win needs to be well prepared.

The class has a new AMYA Class Secretary. The AMYA Bulletin of October 20, 2011 announced that Frank Vella of Detroit, Michigan was elected replacing Tim Willings of Orlando, Florida who has held the post since the last election. I am looking forward to working with Frank on

class matters and aligning our efforts to grow and improve the class. Unless of course anyone thinks I have played this role long enough and wants to take over as CRYA Class Secretary. I am always open to offers.

After the death of George Dornis, the founder of Victor Model Products, in the fall of 2010, it was decided that the company would be moved from California to Louisiana. This was accomplished in the late summer this year with a short outage in production and Soling kits are now being shipped again as of early October 2011. Leading Edge Hobbies here in Kingston, one of the largest Soling kit providers in North America, was out of stock for a couple of weeks but is now has a supply of kits. The class has been lucky to have one builder throughout its history since 1970 and it appears the Dornis family intends to continue in that role.

There has been some interesting discussion on the Yahoo Soling Forum recently about measuring sail shapes. This topic comes up every so often as sailors compare sails from different sailmakers and of course make their own sails. I encourage anyone who is thinking about this subject seriously to pay very close attention to what the class rules say and in fact do not say. For instance, the rules do not specify the parameters of the curves between the measurement points on the sail control drawing. Sailmakers have to decide how to draw those curves, of course, and I believe most of them assume the drawing implies the curves are fair curves. Some may not, however, so I would caution that the only points on the sail curves that can actually be measured are those which have specific dimensions in

the class rules. The shape of the curve between those points is not defined in the rules.

Our Soling Fleet here in Kingston completed its annual 24 race Wednesday night schedule as of October 19 so formal racing has stopped and our season-end pub night was enjoyed by all. One of our snowbird couples has already gone to Florida in mid October, one couple will be on their way in early November and one to South Carolina early December leaving the rest of us to enjoy the odd sunny, cool day before the water freezes and then to retire to the shop to work on continuous improvement of our boats. Those of you with ponds probably have more flexibility this time of year than we do sailing in the open in Kingston harbour where the waves caused by the fall winds can be an issue. I know many of you continue to sail

well into the fall.

The Soling was my first RC boat in 2003 and is still my favourite despite also enjoying the Mini 12, the IOM and the Marblehead. It is so simple yet flexible and capable in a wide range of wind strengths that it is just pure fun to sail.

I hear regularly from some fleets across Canada such as Woodstock, Ontario, Hudson, Quebec and Halifax, Nova Scotia and I watch the websites of others that I know about. I am always interested in hearing about activities in the local fleets so feel free to send me information particularly if you would like it published in this newsletter or even if you just think I should be aware of what you are doing.



Soling 1 Metre Canadian Championship's under sunny skies in Kingston, ON

Builders Corner

With John Lowther



A few years ago, Paul Switzer gave me an old Orbit Marblehead hull designed by Bob Sterne. The boat previously belonged to both Dave Bowes and Charlie Mann before Paul owned it. Paul had never sailed it, preferring his Logic instead and was kind enough to give the boat to me.

I shortened it to around 42" after I had installed a new bow and a reverse transom, I had the plans for a Bluenose Schooner and I tried to follow them as closely as I could.

For sail and steering operations I have installed three servos. One for the rudder, one for the two mains, and one for the headsails. This headsail settings have proved to be the most difficult to get right, and I am still not 100% satisfied.

I initially installed a 12" keel with a 4 kilo bulb and it sailed really well but I am now in the throws of making a scale keel. I am having difficulty getting the correct amount of weight as weight does not scale under water.

The name of the boat is the AMY SUE in honour of my late granddaughter, she would have loved it.

The schooner Amy Sue is a rebuilt Marblehead hull, built and sailed by John Lowther of Kingston Ontario.

John is also active with the Soling 1M and IOM fleets.

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Regatta Report— Mini 12 National Championship

By Graham Sly

Frank Scott of Newington, Ontario, designed and built the first Mini 12 in 2000 and it did not take long for several model boat clubs in eastern Ontario and Montreal to see the advantages of this design. By 2002, the Quinte Model Yacht Club (QMYC) had spent at least three seasons sailing in just about every location within 30 km of Belleville trying to find a good site for it's fleet of 1M Solings. But no one place was found suitable for a full season! Terry Doble was a tireless promoter of the new class and it was quickly realized that with a full keel and attached rudder and a minimum weight of 16 lbs, it just might be the answer to the problems of sailing in weedy conditions. The Club spent another year racing both Solings and Mini 12s, often together, and by the end of 2003 it was clear that the Mini 12, while slower to helm, kept better way in light winds. Best of all, problems with weeds were greatly reduced. There was little difference in the overall performance of the two boats; Mini 12s beat Solings and Solings beat Mini 12s, racing together on the same course. The first time the class raced in a "national" regatta was in Belleville in 2004, and in the following year the class became large enough to receive full status as a National Class. Belleville hosted it again in 2006 when the regatta was tagged as the "Belleville Enduro"! The weather conditions could only be described as atrocious it was cold, wet and extremely windy. Conditions the following year were quite a bit better but, again deteriorating weather cut short the full program.

It's a while since QMYC hosted the last Mini 12 National Regatta

but this year it seems we'd paid our dues to the weather gods although rain was forecast, we had what can only be described as really great sailing conditions, a light to moderate NW wind held steady from mid morning until mid afternoon (after which, the wind died), the direction held steady within a few degrees and we didn't have to change the course: it was generally sunny, dry and not too hot and we had a really great time with some very close racing. It was especially good to see not just the high quality of sailing but also good adherence to most of the rules (or as many as we could remember) and sportsmanship on the water. Apart from a few "over early" recalls, the race committee had a pretty easy life and "escaped" without having to make a protest decision. A significant factor was the pre-race decision not to call infractions for touching the windward or jibe marks during turns. This made it much easier for the mark judge to spot boat to boat or non-roundings infractions, and it made life much easier for the ageing eyes of competitors to concentrate on "the boat"!

The course was set off the southern tip of the Bay of Quinte Yacht Club and we are most grateful to

BQYC for the use of their facilities and for enabling QMYC to host the regatta at this site. Four markers were used to set a combined "triangle and sausage course" and all participants were able to complete the full 16 race schedule, starting at about 10.30 in the morning. We had expected more participants but unfortunately many of our friends from Kingston had a priority event that was on at the same time, and regrettably there were no representatives from Montreal. C' est La Vie, we got the weather right even if the date didn't work for everyone.

Eight races were sailed in the morning. Bill and Gwen won three each. Eight more were sailed in the afternoon, and Bill won four of them. Congratulations Bill for a day well sailed, and congratulations to Gwen for solid second place. The Ottawa folks certainly had their boats well tuned!

Regatta Results

Mini 12 Nationals

Position	Points	Sail#	Skipper
1.	17.5	27	Bill Croft
2.	20	38	Gwen Reid
3.	31.75	127	Scot Harrison
4.	45	29	Brian Credico
5.	48.75	84	Peter Savidge
6.	51	171	Frank Scott
7.	67	26	Don Demeza
8.	81	17	Lee Scott
9.	91	98	John Hutchings
10.	93.75	11	Bernie Reid



Mini 12 National Regatta, Belleville, 2011 (clockwise from centre-left): Bill Croft (winner), Gwen Reid (second), Scot Harrison (third), Mini 12 trophy, scorers (Peter and Anthea Savidge, and Jill Cox), skippers: Peter Savidge, Bernie and Gwen Reid, Brian Credico, Bill Croft, Lee Scott, Don Demeza, Frank Scott, Scot Harrison, and John Hutchings.

Regatta Report— 2011 IOM Canadian Nationals & Western CanAm Series #4: By Bob Wells

My expectations are pretty high whenever sailing at the friendly Saltspring Island Sailing Club. Traveling there from Seattle is picturesque and mostly relaxing on the ferry. Once on the island everything is picturesque and seriously relaxing, including the artsy town of Ganges (where my wife likes to hang) and our B & B (Blackberry Glen, which I'll recommend).

The regatta is always well hosted and managed by SISC, and we are very well fed. What was unexpected was all the sun and high temps on the dock. Also this time the September weed crop was a significant sailing issue to where success required regular tactical visits to shore to clear weed. Nobody was spared. But only Martin Herbert speared a jellyfish on his keel. They have some big ones, and if you have jellyfish on then your yacht hardly moves.

This is the fourth time in the past six years that the Canadian IOM National

Championship has been held on Saltspring Island. It is also a USA ranking event, which brings some more keen competition, and this year added a strong contingent from California.

Last years champion and perennial favorite, Peter Van Rossem, traveled from Ontario to

defend. The rest of the fleet was from the Pacific Northwest, including skippers from Washington and Oregon for this three-day regatta. Unusually persistent light wind prevailed all three days and combined with the weed, it was a difficult regatta to find consistent finishes. Everybody visited the B-fleet. Finishes were close top to bottom. But nothing deterred the clear winner, George Pedrick, and his Picanto design on the way to becoming the 2011 Canadian National Champion.

all day. He finished the day tied for 4th place with Jan Schmidt and Morgan Dewees. I had a run-in with weeds in one race and a jellyfish in another and made two trips to B fleet, finishing the day in 7th. Ole Anderson found that not sailing much through the year, and then changing practically everything on your boat the week before the regatta, creates a steep learning curve. He rode the bubble between A and B fleet and sailed a lot. At the top of the fleet George Pedrick from Point Richmond, California, was up with a new

Pikanto design boat and was considerably faster than 2009 when he finished 11th. With three firsts, he held the lead even with one trip to B fleet. Close behind and about to become locked into a most exciting duel were Graham Herbert and the defending champion Peter Van Rossem.

DAY 2 – The weed net was out and working hard, but still some of the nasties got through. Oliver Cannon was doing excellent work on the Club powerboats managing the marks and the 2 nets and errant boats. Roger

made five trips to B fleet (yikes!) but then he redeemed himself by cooking the whole fleet a fantastic dinner. What a feast! Many of the sailors' wives waded in as well and a great party was had. My day was made when I won the 10th race with George, Jan and Gary Boell hard on my heels the whole way. Ole was on his steep learning

Regatta Results

2011 IOM Canadian Nationals

Position	Skipper	Sail #	Club/City	Hull	Score
1	George Pedrick	99	Pt. Richmond, CA	Pikanto	45.0
2	Graham Herbert	97	Hornby Is, BC	LEO	71.0
3	Peter Van Rossem	66	Kingston, ON	Topiko	78.0
4	Jan Schmidt	74	Victoria, BC	Topiko	78.0
5	Morgan Dewees	98	Portland, OR	Widget	106.0
6	Martin Herbert	199	Saltspring Is, BC	AERO	109.9
7	Julian Laffin	82	Hornby Is, BC	Zoom	117.0
8	Chris Brundage	19	Portland, OR	Widget	133.0
9	Roger Kibble	68	Saltspring Is, BC	Ikon	150.0
10	Bob Wells	05	Mercer Is, WA	V6	168.0
11	Gary Boell	31	Pt. Richmond, CA	Pikanto	173.0
12	Gene Harris	50	Pt. Richmond, CA	Vapour	183.0
13	Bob Lewis	95	Vancouver, BC	Scorpio	232.0
14	Larry Stiles	109	Sedro Wooley, WA	Topiko	232.0
15	Joe Damico	180	Sequim, WA	V6-Damico	256.0
16	Ole Andersen	281	Saltspring Is, BC	Zoom	283.0
17	Steve Young	73	Tacoma, WA	Arrival	283.0
18	David Cloud	92	Hornby Is, BC	Scorpio	290.0
19	David Cook	03	Victoria, BC	Porky Pig	301.0
20	Bill Langjahr	88	Anacortes, WA	Cockatoo	310.0
21	Dale Chase	83	Hornby Is, BC	Zoom	323.0
22	David Taylor	30	Saanichton, BC	Trinity	364.0
23	Gordon Nash	22	Saltspring Is, BC	Possum	402.0

Martin Hebert's CAN84 Daily Report

DAY 1 – Roger Kibble found the tune for the day and sailed hot at the top end of A fleet with six of eight finishes in the top five, and only an electrical malfunction keeping him from being in A fleet

curve all day and then, bingo, 4th in the last race of the day as a reward. George, Peter and Jan all took a trip to the B fleet leaving Graham Herbert the sole survivor with a solid string of A fleet races. Graham and Peter had been trading places all day when they weren't tied and it could not have been closer or more exciting.

DAY 3 – Roger, Ole and I were completely out of gas on the morning of the last day and spent three races in B fleet saved only by lunch. I threw myself in the shade and tried to regroup. Then I got an extra rest when Ole and I tangled up and I missed a race. Roger got out of B and raced in A for the rest of the regatta. I clawed my way back to A for the last two races and in the last race got a great lee end start and had a terrific battle with George, finishing the last race with a very satisfying second place result.



The skipper and boats at the 2011 Canada Nationals in the IOM Class



A crowded weather buoy at the 2011 Canadian IOM Nationals - Maggie Argiro photo.



George Pedrick USA 99 was the winner at the 2011 Canadian IOM Nationals



The Cranberry pond, site of the HAMYC Commodores Regatta and the 2012 Soling 1M Canadian Nationals.

Regatta Report— 2011 Commodores Regatta

By Bob White

involved and clearly enjoyed himself. Don, sporting a new magenta hull under # 132 looks

The sun shone brightly and the waters sparkled as we launched fourteen 1 Meter Solings at Heckman's Island. We had a practice race, followed by a skippers meeting at 10:45am. The winds were light out of the northwest, and oscillating from the southwest on occasions which proved to be both interesting and challenging. Around 12:30pm, having completed 5 races, all were hotly contested and especially exciting at the start as each in the fleet vied for the best position at the windward pin.

Lunch consisted of an assortment of mini ciabatta sandwiches (deviled curry egg / chicken salad / tuna & cheese Dijon), along with grape tomatoes, dill pickles, Canadian cheddar, turkey Kobassa turkey roll and baked potato chips. We enjoyed a chilled fruit punch (laced with Tera Beata Cranberry juice) as well as a handsomely decorated celebration "Commodore's Regatta" double layer cake.

After lunch, the wind steadied from the southwest and freshened to 20kms, with puffs to 30kms Doc made a brilliant charge, finishing with three bullets; however Ben grabbed two firsts to go with his two in the morning. Boots had 5 races where he finished in the top three, including one win; however experienced a number of "setbacks" with other yachts especially at the approach of the leeward buoys. Bob.comm also had 5 finishes in the top 3, including a win; however faded during the last 2 races – clearly he was under the influence of cake!. A total of 10 races were completed, and each of us dropped the two lowest, hence our best 8 races registered.

At the prize ceremonies, all were presented with race ribbons and special "offerings" for various levels of yachting prowess. Bob Wade, aka X-Bob, now displays on his mantle-piece the south portion of a north bound horse, mounted on a lovely base and engraved (with club logo) proudly "*Fan Favourite*". It is also noted Bob's placing continued to improve as the day progressed, including a hard fought fifth in one of the later races.. It is clear he is headed in the right direction and has the "touch" In addition "Rookie" Paul Morris was in the front mix most of the day, racing one of the oldest yachts (# 848), formerly owned by Danny Borgal. He will be a force going forward. Honourable mention goes to Warren who placed 5th, despite having missed most of the season and mentioned he had a rusty trigger finger. Vick succumbed to a few faults and resultant 360's which left the crowd dizzy. Sporting new Windjammin sails, we have not heard the last from Vick! The most Spirited / Never Quit" award went to past Commodore Brian. He brought # 175 only to find the electronics were broken, after missing 3 races, switched over to Boot's ol' (Bismarck Grey) boat with 175 rigging. That lasted a couple races and yet more breakdowns. Undaunted, Brian appeared after the lunch break with Bill T's back up # 137 and away he went! Mike jockeyed in the middle of the fleet; however did enjoy a 2nd and a 3rd. Henry (never give an inch) was well

forward to the future; while George needs some beach stone for ballast when the wind comes up.

The first 3 places received lovely engraved wall plaques, again with club logo. Congratulations go to all the skippers, each of you contributed to an amazing regatta, perhaps one of the largest in the club's history. Special thanks go to Barb and Dorothy and the race committee who graciously looked after us and recorded the results. Very special thanks and appreciation go out to Ben and Bill (as well as pond owner Dave) for all the prep work in getting the pond regatta ready – they did an amazing job!

Regatta Results

2011 HAMYC Commodores Regatta

Pos.	Score	Sail #	Name
1	15	71	Ben Rusi
2	18	214	Gary Bugen (Doc)
3	21	109	Bob Boutilier (Boots)
4	22	333	Bob White (.comm)
5	42	887	Warren Tobey
6	3	848	Paul Morris
7	44	136	Mike Waller
8	61	185	Victor Lovitt
9	71	149	Bill Traill
10	72	141	Henry Ng
11	73	50	Bob Wade (X-Bob)
12	94	multi	Brian Wilmshurst
13	96	182	George Inglis
14	98	132	Don

Regatta Report— 2011 Sailmaker's Cup

By Michael Steele

October 16th saw the return of the Sailmaker's Cup Regatta for the Victoria class, held this year at the Metro Marine Modelers' popular Humber Bay Pond site.

Leading up the event, the metro marine

yahoo message board was abuzz with predictions and advice on how to prepare your boat as the weather report was for extreme wind conditions.

An overcast day greeted 13 boats who registered and hit the start line at 9:45 to blowing but sailable conditions. The fleet was a pleasant mix of regular Vic sailors, freshly build boats and a few from the past who dusted off their boats to come out and have some fun.

For newcomer Derrick Young it was not only the second time he sailed his Vic but his first regatta. Derrick finished every race he started and gained valuable experience in tricky conditions.

Race 1 saw Bill Shorney lay down a solid win with Shaun Berrington and Charlie Mann proving their experience in 2nd and 3rd, while the rest of the fleet attempted to acclimatize to the very shifty conditions.

In Race 2, things really livened up as skippers began to figure out the wind and the best way round the course. A nice lineup of boats

all on starboard approaching the first mark is a lovely sight Until !Until that is, you throw in a few strong lifts and headers, a few boats pinching hard to make the mark, and the final ingredient - hard charging port takers looking

move into the overall lead with 4 - 1st places and made him the man to catch. Berrington was next with a slew of 2nd places while Meakins and Allsebrook had trouble in the traffic and had to be content with midpack finishes which dropped

them down the score sheet. Regatta racing is about consistency as much as it is about winning and Mississauga's Bob Allan proved this. Without a race win by Race 9, Bob had been quietly piling up top 5 results and found himself comfortably sailing in 3rd place overall. Victoria Class Secretary Charlie Mann was in the mix early on but Race 7 was his last and he retired to the comfort of his chair next to the control tent to

watch the rest of the action unfold.

For those who felt that it was windy before, the breeze really began to pick up by Race 8 with gusts of up to 50km battering the fleet. At this point, the experience level of the leaders showed and they sailed steady, while a slew of DNF's caught those lower down the ranks. Race 8 saw DNF's for almost half the fleet as boats began to need repair or became

tangled together. The downwind run for many was a hairy ride and required a steady hand on the transmitter to maintain stability.

Atop the leader board, Shorney seemed to get faster as the wind increased and by Race 10 was sitting on a 22 point total. Rounding out the final 3 races with a 2nd



Charlie Mann helping Derrick Young at the 2011 Sailmakers Cup Regatta hosted in Toronto by the Metro Marine Modellers Club—Photo by Stephen Penney

for a hole in the line. The inevitable protests ensued and the order from 5th down the line was shuffled in a flurry of penalty turns. Race winner David Allsebrook made a fantastic start and managed to miss all the "argy bargy" at the first mark, followed by Shorney in 2nd and Rob Meakins from Kenilworth, Ont in 3rd.

After Race 2 it was apparent that the competition was going to be as strong as the wind and Ron Jeroy who was racing a borrowed boat graciously withdrew to help with RD duties - hats off and many thanks Ron!

Rob Meakins took the Race 3 win with Berrington in 2nd and Allsebrook in 3rd. The leader board now had 4 main contenders in

place and two 1st's capped off a consistent performance for the experienced Shorney. Berrington was well on pace as well and applied huge pressure with a 1st, 3rd, and 3rd in the final 3 races to come within 2 points of Shorney. With solid consistency, Bob Allan finished out the day in 3rd place with 49 points, 2 ahead of 4th place Rob Meakins with 51 points. A successful 12 rounds of sailing were completed by noon and award metals donated by class secretary Charlie Mann were presented to the top 4 sailors just in time as the rain came. Leading Edge Hobbies in Kingston graciously provided a Victoria Kit to be given away and the lucky winner was Burlington, Ontario's Shaun Berrington.

Special thanks to Ron Jeroy for the Race direction and long time MMM member Peter Levette for scoring the event.

The Victoria Class in Toronto appears to be going through a resurgence with new boats and skippers - the 2012 season looks bright.

Place	Skipper	Sail #	Points
1	Bill Shorney	53	24
2	Shaun Berrington	174	26
3	Bob Allan	208	49
4	Rob Meakins	130	51
5	David Allesbrook	78	66
6	Ian Bynoe	97	72
7	Michael Steel	140	94
8	Victor Wong	808	98
9	Charlie Mann	404	102
10	Derrick Young	24	129
11	Ken Davlin	114	135
12	Steve Penney	107	137
13	Ron Jeroy	484	RD



Thirteen Vic's make a clean start —Photo by Stephen Penney



L-R Bill Shorney, Shaun Berrington, Bob Allan and Rob Meakins —Photo by Stephen Penney

Regatta Report— 2011 IOM Eastern Canadian Region #1

By Lana Butler

Last weekend we hosted our annual model boat regatta here at KYC. We had 13 boats from as far away as California and Florida. The racing was great, with winds pushing the boats into their smallest rigs on day 1. They got a chance to use all three rigs over the course of the weekend and banked a total of 44 races!

Congratulations to Peter Van Rossem for cleaning house on this regatta. Finishing with a total of 77 points, the second place boat was far behind at 147 points. Wow, well done.

We had a wonderful group of volunteers who came together and made this event fun, exciting and without a hitch. Thanks to the following people for always being there and for working so hard.

Ross Cameron – Race Director

Niilo Avarmaa, Mary Wilson, Sheila Murphy, Lori Majic, Rob Colwell Ted Baker – Race Committee; Sue Baker, with Ted help – Food Committee; John Lowther, Paul Switzer, Peter Van Rossem, and Greg van Rossem – Measurement, marks and weed net Committee; Glenn Singleton, Brett

Thompson, and KYC staff for being such gracious hosts.

Our sponsors this year were Leading Edge Hobbies, and Mount Gay Rum.

I would also like to say a special thank you to our Commodore, Megeara Fitzpatrick, who came out of her way to be with us for our awards ceremony to congratulate our skippers.

We look forward to having another great event next year. Congratulations to all the participants.



International One Meters starting action in Kingston, ON —Photo by Mary Wilson

Regatta Results

2011 IOM Eastern Canadian Region #1

Place	Name	Sail#	Points
1	Peter Van Rossem	66	77.0
2	Peter Huttemeier	14	147.0
3	Hugh Kidd	17	171.0
4	Jon Elmaleh	02	179.0
5	Bob Dunlap	37	214.0
6	Greg van Rossem	133	228.0
7	Stan Wallace	39	235.0
8	Iain Dobson	115	240.0
9	Jake Leo	22	246.0
10	Marko Majic	36	265.0
11	Francisco Caamano	11	327.0
12	Paul Switzer	55	364.0
13	John Lowther	44	473.0

Regatta Results

Mini 12 Regatta June 11-2011

Place	Skipper	Sail #	Points
1	Paul Switzer	25	11
2	John Lowther	44	25
3	Nigel Swttenham	97	25
4	Andrew Livadaras	82	30
5	Kevin Groom	104	38
6	Peter Jankowski	75	48
7	Tony Whitworth	80	53
8	Gawad Mahmoud	80	
9	Dave Mealey	7	104
10	Joe Kopec	90	104
11	Harvey Ducourneau	130	104



L-R John Lowther 2nd, Paul Switzer 1st, and Nigel Swttenham 3rd



Action and competitors from the June 11 Mini 12 regatta won by Paul Switzer

2011 IOM Western CanAm Series Wrap-up

By Bob Wells

Lawrie Neish is an active IOM advocate who has wanted a CanAm event for some time. He tried years earlier with California, but the response was "you just come on down". Lawrie also wanted some reciprocity and that wasn't going to happen. So in 2010 Lawrie and his BC mates travelled and promoted IOM sailing in Washington. With this kick-start Washington quickly formed an IOM fleet in 2010. Lawrie's tour also helped Oregon reaffirm their passion for IOM class sailing too. This all directly led to our 2011 Western CanAm Series that was wonderful to be a part of because: All the sailing venues are compelling. Our Race Officer's are excellent. Thank you Lawrie and Freddy. We somehow find many volunteers that allow us to enjoy our events.

The competition gets better by the regatta. Note that IOM sailing is relatively new in the Pacific NW and a majority of our skippers are in their 1st or 2nd year.

The social aspect always caps off a fun weekend. This follows the trend set in our 1st promotional regatta called the COW, for Canada-Oregon-Washington.

The 2011 race results are on the following page, and you will see that we had 48 different competitors compete. Congratulations to Graham Herbert in winning two of our four regattas on the way to becoming our first CanAm series Champion. Graham's other finish was a 2nd, and no one approached his low overall scores. His brother Martin

Herbert followed in second place, and it is notable that they both designed and built their own boats and sails. Morgan Dewees was the highest placing Yank in third, although he did finish higher than Martin in 3 of our 4 regattas. This just proves once again how important consistency is in a low-point scoring system. Of the six top finishers there was two each from Canada, Oregon, and Washington, for a reasonably even distribution. Our scoring system greatly rewards participation and if you don't sail in at least three regattas your scores suffer. Peter Van Rossem in 13th is our highest finisher who only participated in two regattas. Despite his two excellent results his lack of having a third regatta pulled him down. Peter did win the "farthest travelled" award coming from Kingston, Ontario; near the right coast.

What about next year? Yes, of course there will be a 2012 Western CanAm Series. This series is too much fun to stop now. The preliminary details for next year:

Regatta #1 in Washington: It will all begin on May 4th-6th when Seattle MYC hosts their COW regatta at Coulon Park. Like last year Friday afternoon is measure-

in and a dinner party, and we sail two days. This time of year is a good for wind with little weed. This is big lake sailing in deep water on a dock away from shore in a beautiful mature park with all the amenities.

Regatta #2 in British Columbia:

On June 1st-3rd our 2nd event is combined with the Western CAN Regional. Again this is at laid back Saltspring Island, where Saltspring Island Sailing Club has all the facilities and manpower to put on a memorable event. Just look at the pictures in this newsletter. Ganges is such a mellow and lovely town too! Plus a number of skippers and family camp next to the clubhouse for a great little private camp ground with a view.

Regatta #3 in Oregon: July 13th-15th is the Hood River Carnage, which is hosted by our friends at Oregon MYC. We sail inside the Hood River Marina on a long narrow spit right along the mighty Columbia River in The Gorge. This is a great sailing venue as well as a wonderful town to visit. July is selected for the biggest thermals – of course!

Regatta #4: Hopefully Canada will host another regatta, but there are no specific plans at this writing.

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

Regatta Results

2011 Western CanAm Series

Position	Skipper	Sail #	Club/City	Hull	Freq	Score	1	2	3	4
48			48	0	0	48	22	49	49	49
1	Graham Herbert	97	CAN			4.0	1.0	1.0	6.0	2.0
2	Martin Herbert	99	CAN			13.0	3.0	4.0	12.0	6.0
3	Morgan Dewees	98	USA			17.0	9.0	3.0	10.0	5.0
4	Joe Damico	180	USA			19.0	2.0	2.0	17.0	15.0
5	Bob Wells	05	USA			20.0	4.0	6.0	20.0	10.0
6	Chris Brundage	19	USA			25.0	7.0	10.0	18.0	8.0
7	Bill Langjahr	88	USA			35.0	11.0	5.0	19.0	20.0
8	Roger Kibble	68	CAN			40.0	49.0	9.0	22.0	9.0
9	Larry Stiles	109	USA			40.0	14.0	12.0	49.0	14.0
10	Steve Young	63	USA			45.0	12.0	16.0	25.0	17.0
11	David Cook	03	CAN			51.0	49.0	11.0	21.0	19.0
12	George Georgiadis	04	USA			55.0	20.0	7.0	28.0	49.0
13	Peter Van Rossem	66	CAN			56.0	49.0	49.0	4.0	3.0
14	David Taylor	30	CAN			59.0	18.0	19.0	49.0	22.0
15	Julian Laffin	82	CAN			62.0	6.0	49.0	49.0	7.0
16	Dale Chase	83	CAN			63.0	49.0	18.0	24.0	21.0
17	Bruce Andersen	16	USA			71.0	8.0	49.0	14.0	49.0
18	Andy Slow	183	CAN			72.0	10.0	13.0	49.0	49.0
19	Ole Anderson	281	CAN			73.0	49.0	8.0	49.0	16.0
20	Gary Boell	143	USA			75.0	49.0	49.0	15.0	11.0
21	Julian Lee	103	USA			78.0	15.0	14.0	49.0	49.0
22	David Cloud	95	CAN			82.0	49.0	15.0	49.0	18.0
23	David Glassow	38	USA			92.0	17.0	49.0	26.0	49.0
24	Gordon Nash	22	CAN			93.0	49.0	21.0	49.0	23.0
25	George Pedrick	199	USA			99.0	49.0	49.0	49.0	1.0
26	Denis Rogers	42	USA			99.0	49.0	49.0	1.0	49.0
27	Eric Arndt	13	USA			100.0	49.0	49.0	2.0	49.0
28	John Ebey	93	USA			101.0	49.0	49.0	3.0	49.0
29	Jan Schmidt	174	CAN			102.0	49.0	49.0	49.0	4.0
30	John Castelli	71	USA			103.0	49.0	49.0	5.0	49.0
31	Jerry Brower	142	USA			103.0	5.0	49.0	49.0	49.0
32	Craig Mackey	29	USA			105.0	49.0	49.0	7.0	49.0
33	Stephan Cohen	28	USA			106.0	49.0	49.0	8.0	49.0

Calgary Report

By Andrew Baak

In Calgary we are currently organizing a formal radio sailing club. It has been a good year for the Calgary sailing scene with up to nine boats sailing at our meetings. The "fleet consists of mainly of IOM's, Victoria's, Seawind's, and an ODOM, Legend and an Odyssey but all boats are welcome to join us.

We try to meet at least every two weeks at one of three ponds in different areas of the city. The

ponds are located in the north at Tuscany, middle at Glenmore and in the south at Evergreen. The meetings are informal with what we call race / chase around marks.

This Winter it looks like the activity will centre on building our fleet of IOM's from four to seven with the possibility of a further two boats. This in addition to a member prying his IOM from his father's hands. This latter boat, dating from the days of the 2003

Worlds in Vancouver has had a make over. We have the potential of ten boats in the water in 2012 when the water softens in April.

Any one in the Calgary area who wants to know more of our activities, the boats we sail or wishes to discuss building and boats in general please email Andrew Baak at sailorbaak@yahoo.com

Learning From a Lost Legend - Geoff Smale

By David Cook

On April 11, 2011 I found out that my new friend Geoff Smale of New Zealand passed away in a tragic ultra-light airplane crash. His plane went down on Mt Duppa, near Nelson on his flight to Ashburton in the lower half of the South Island from his home in Auckland on the North Island.

I wanted to share a few stories and photos of the highlights of my recent winter vacation to New Zealand with my fellow IOM sailors. With my health declining (I have Spinal Muscular Atrophy), I wanted this trip, which will probably be my last one to NZL, to be one I would cherish for the rest of my life. With the passing of Geoff, my memories are now very dear to me.

About a week before I left in late January I got an offer from a friend of mine who just so happens to be the famous yacht designer Bruce Kirby. He emailed me and asked me would I like to meet his friends Keith Taylor and Geoff Smale while visiting Auckland. Keith's name wasn't familiar but I had heard of Geoff's name through researching top level IOM designs and international results. The only 'heads up' Bruce would give me was that Geoff is a 'legend'.

Also before I left I asked famous Kiwi sailor Russell Coutts if he would approve a tour of the facility where they are building the new America's Cup 45 ft and 72ft

catamarans. Russell got back to me with a name and phone number and told me just tell them "I said it was alright."

My trip started in Christchurch which fortunately for my wife Raewyn and me, was at the start of our holiday and not later when they

with Raewyn meeting up with a couple of old university friends and me meeting and hanging around with Keith, Geoff and his friend Bob Atkinson, who just so happens to own a wheelchair accessible van. The boys picked me up outside our downtown hotel, drove to the North

Shore for lunch and stopped by Cookson Boats to get a quick peek of the new Team New Zealand/Camper Volvo 70 close to completion.

During the one hour ride north of Auckland to Core Builders Composites in Warkworth, I asked Keith and Geoff 'what are your sailing claims to fame'. It was like pulling teeth, both being very modest about their accomplishment. Keith says he's a sailing journalist and was the Editor of SAIL Magazine



David at Core Builders Composites in Warkworth NZ

had the devastating earthquake. At that time we were in Dunedin, 400 km away and still felt the quake enough to go for cover.

For the next three weeks we stayed at my sister-in-law and husband's horse ranch where they breed, train and race trotters. They have owned and trained the top two-year-old trotter in their country twice now. Living on a very busy horse ranch with over 20 horses is a million miles away from my previous life of messing around with 'toy boats' in Victoria. I read, ate and drank lots and went for long country road wheels, passing herds of dairy cows, cattle deer and sheep.

Our last week was in Auckland,

for 15 years and covered many of the America's Cups. Geoff mentioned he won the Prince of Wales Cup, the World Championships for the International 14 in 1958, which was the year I was born. He was 86 years young when he passed away. Geoff was also very proud of creating the load stress mapping technology that lead to North Sails 3DL despite having his patent annulled after-the-fact.

We then arrived at a very fancy and large building with no signage whatsoever and a fish pond in the lobby. From there we had a guided tour of probably the most sophisticated boat building facility in the world. Seeing all the high-

tech CNC machines and about 60 men busy building and assembling the different parts that make up the wings of the AC 45 was impressive to say the least. I was in awe about how quiet and clean the operation was. Bob later told me later we were very fortunate as not many people get to see this high-tech and secure facility. See attached pictures.

We then went back to Auckland and Geoff invited us over for afternoon tea (a requirement in New Zealand) when I asked Geoff if I could see his workshop and IOMs. He then asked his son to pull down from the garage rafters his different IOMs which total 10, nine of his own design and one Widget, and lined them up outside the front of his home for me to check out. See attached picture of Geoff and his IOM fleet. I felt like a kid in a candy store and in total awe. One of Geoff's goals was to design an IOM that would plane. He said he accomplished this but the boat wasn't good in other conditions.

Geoff then opened the dog fence and told me to go check out his backyard. Well I wheeled around to his backyard and there in front of me is a bird's-eye view of the volcano Mount Rangitoto, North Head and the Hauraki Gulf where they sailed the

America's Cups while in New Zealand in 2003 and 2000.

We then went to Smales Quarry (named after Geoff's family) for a casual Thursday evening IOM

Mason sailing Karl's new Tempest 2 and another Team New Zealand sailor, racing V7. In Auckland the level of competition for a casual day sailing is as good as it gets anywhere in the world. I did reasonably well for rounding the top mark in second place, losing a boat on the next leg then made a tactical blunder tacking on a lift. Over my shoulder I heard Geoff say to himself, "Why did you do that?" Bob had to leave so I had to go as well.

Two days later I sailed Geoff's Zest at Wattle Farm pond where the upcoming New Zealand ION National Championships were being held. The site and sailing were great despite the rain and wheeling through tons of crap from the Canadian Geese.

I have thought of Geoff often as I continue to build my own IOM design boat which I call Porky Pig. Geoff, as Bruce Kirby did, stressed the importance of keeping the ends light and the rig as low as possible.

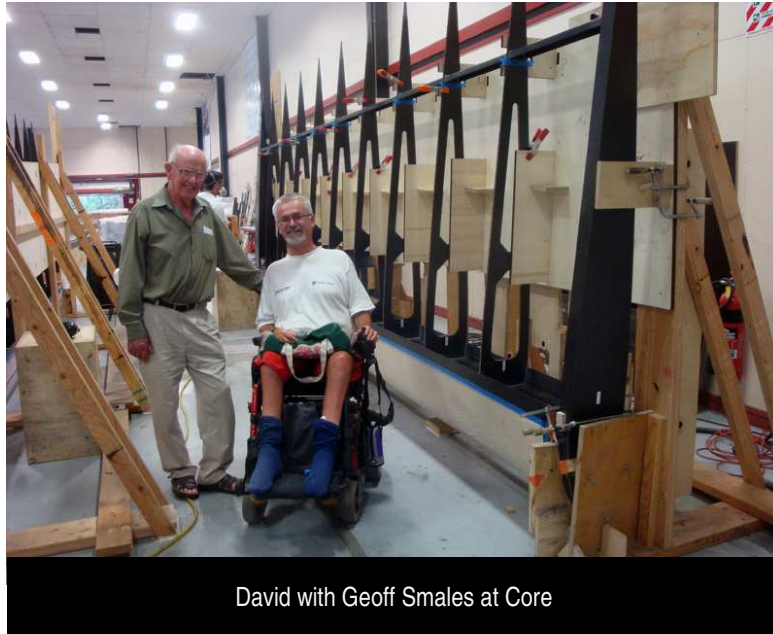
A friend told me that he read in one of the tributes to Geoff that he was the inventor of the jib telltale which has been on probably every sailboat since the time Geoff came up with the idea. Geoff was such a modest and

quiet person, it was like pulling teeth to learn more about this amazing and talented person. I will always cherish the two days I had with Geoff.

Thanks Geoff for sharing a small piece of your life with me!



David with Geoff Smales and his IOM's



David with Geoff Smales at Core

race where we had eight or nine boats out. Geoff introduced me to the guys and let me sail his latest boat called Zest. I met legend IOM boat builder Karl Weatherhill sailing his latest creation and multi-time America's Cup winner Matthew

Hornby Island's Lake Cowichan Sailing Camp

By Graham Herbert

On the way home from the Hood River Carnage Dale and I camped at Cowichan Lake and spent several hours sailing from the fantastic floating boardwalk there. We enjoyed it so much we decided to host a sailing camp there and started inviting other sailors to join us. The idea of a sailing camp must have been waiting to hatch because we got a great response and ended up with 24 boats on the Saturday.

We arrived at noon on Friday to a light drizzle but did not let that deter us and had a fine afternoon of sailing in light to medium wind. In the evening the rain stopped and we set up our camp. Some of us were in tents, some had campers and a few stayed in the lodge.

Most of us went out to the local pub for dinner.

Saturday was a beautiful day with light to medium wind and sunshine. We had many races with a variety of courses and quite a few practice starts which made a noticeable difference to how orderly the starts were thereafter. We did not keep scores as we wanted the event to be as low stress as possible and for everyone to have lots of fun and not have to worry if they wanted to sit out a race or two. During a calm time in the afternoon I went around and helped everyone with tuning. We all went out to the local Italian restaurant for a great meal then we sat around the campfire for several hours sharing tall tales and also answering questions

about rigging, tuning, tactics and other things and consuming a few beers and laughing a lot.

Unfortunately Sunday was raining hard and most people packed up and went home but the Hornby gang stayed and sailed with a couple of the Victoria fleet and had the best wind of the weekend, still A rig but with lots of nose diving. At noon the wind stopped and the rain increased and we all packed up. I think the event was a great success even with the rain, we really lucked out that Saturday was good as that was the only full day and every one was there.

The Hornby Island sailors were thrilled to organize this camp and plan to do it again sometime in the coming year.





Sailing School

By Barry Fox

Over the past few years we have enjoyed a very good increase in the number of people sailing and there has been an equally good increase in the number of place to sail and people to organize regattas. There has been talk over the years about having training sessions but up until now we haven't really done anything to help people learn or share their experience.

Graham Herbert organized a sailing camp at one of the better lakes on the island to get everyone together in a non-regatta situation where we could sail some and also take some time to talk about all the things that make up sailing our boats; tuning, rules, tactics, etc. The result was a very good turnout and some "iffy" weather. We did

get to practice some exercises and there were a few campfire discussions but the weather really interfered with the overall intent so it was maybe not as effective as it could be but the one thing it proved was that there is a lot of interest in getting better. Well done to Graham and the Hornby Island crew for pulling it together.

That weekend seemed to spur interest in learning. The Victoria MSS sailors decided that having a classroom session the day before one of our regular sailing days would be a good idea and would give us a chance to practice any newfound knowledge the very next day.

In mid October we held the first (of hopefully many) classroom ses-

sions. A short agenda was developed for the first session. The idea was to have some organization to it, but to really have more of a roundtable approach to it and go where there was interest. We had a dozen people in attendance and the whole thing was very interactive. I think everyone either asked a question or contributed answers. We consumed almost 3 hours (one more than planned for) and had a very good exchange of thoughts and opinions, and barely scratched the surface - nobody left before we ended the session.

One particularly interesting topic concerned what the 4 boat length "zone" around a mark actually looked like. We had a mark set up near one wall and a boat sitting

4 metres away (we mostly sail one metre long boats so that is our reference) and virtually everyone in attendance was surprised at how far that really is. We left it there all through the session and you could see almost everyone keep looking back at it and taking in that picture of distance.

We discussed some rules, some tactics, a bit about how the weather affected us and in every case there was a good exchange of ideas and a lot of questions that were answered by one or more of the participants. A really healthy exchange.

The proof of the value happened the following day at the lake. In a general sense it was refreshing to see more people watching out for barging at the marks, more penalties being called and more penalties being taken (without being grumpy about it). A lot less contact between boats and just generally better sailing. A true value.

Our second classroom session is scheduled and will be completed before you read this in the newsletter.

Some of the items discussed

during the first session in no particular order -

We discussed ways of remembering what you have learned. We looked at and discussed keeping notes about what we discover and do at each sailing so that we have reminders to go back to.

We spent time discussing how to hail a penalty, make sure others know that you are declaring a right of way, and what the appropriate response to all that is.

Penalties don't just come from contact. Probably more of them need to come from (or should be called) for causing a ROW boat to have to change course to avoid contact. Same penalty without contact.

We set up a mark (taped to a wall) and placed a boat with its bow exactly 4 metres from the mark. Most everyone (even the experienced) were somewhat amazed at how far that is. This led to discussion about overlap, inside room and the rights of boats to make tactical roundings (generally wide in, tight out) and/or seaman-like roundings.

We watched a short video that

involved a discussion about when the rules (and penalties) are in effect.

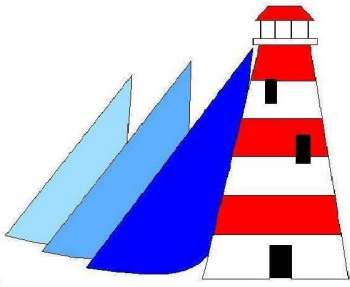
The idea of actually needing to know what the current rules are was discussed. Sources to get a copy of the various rules (class rules, RRS, ERS, etc.) were exchanged. Newer (maybe even some more experienced) sailors were encouraged to pick up one of the versions that include diagrams and explanations of what the situations are and who is in control.

Where does weather come from and local resources that tend to be more accurate were discussed. It helps that we have a meteorologist sailing with us and helped us understand what the forecasters look at when they make their predictions.

We walked through rigging a boat up to get ready to sail. It was just one of the processes that can be used but the point was that you need to follow some standard method of setting your boat up so that you arrive at a workable starting point each sailing day and have a decent baseline to go back to when you can't make your boat go.



Mini 12's rounding the mark at the 2011 Canadian Championship's



2012 Soling 1 Metre Canadian Championship Regatta



September 7 to 9, 2012
Hosted by the Halifax Area Model Yacht Club
Information and entry forms will be available
online in January 2012
Www.hamyc.ca



Mark laying tug at the Sailmaker's Cup



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