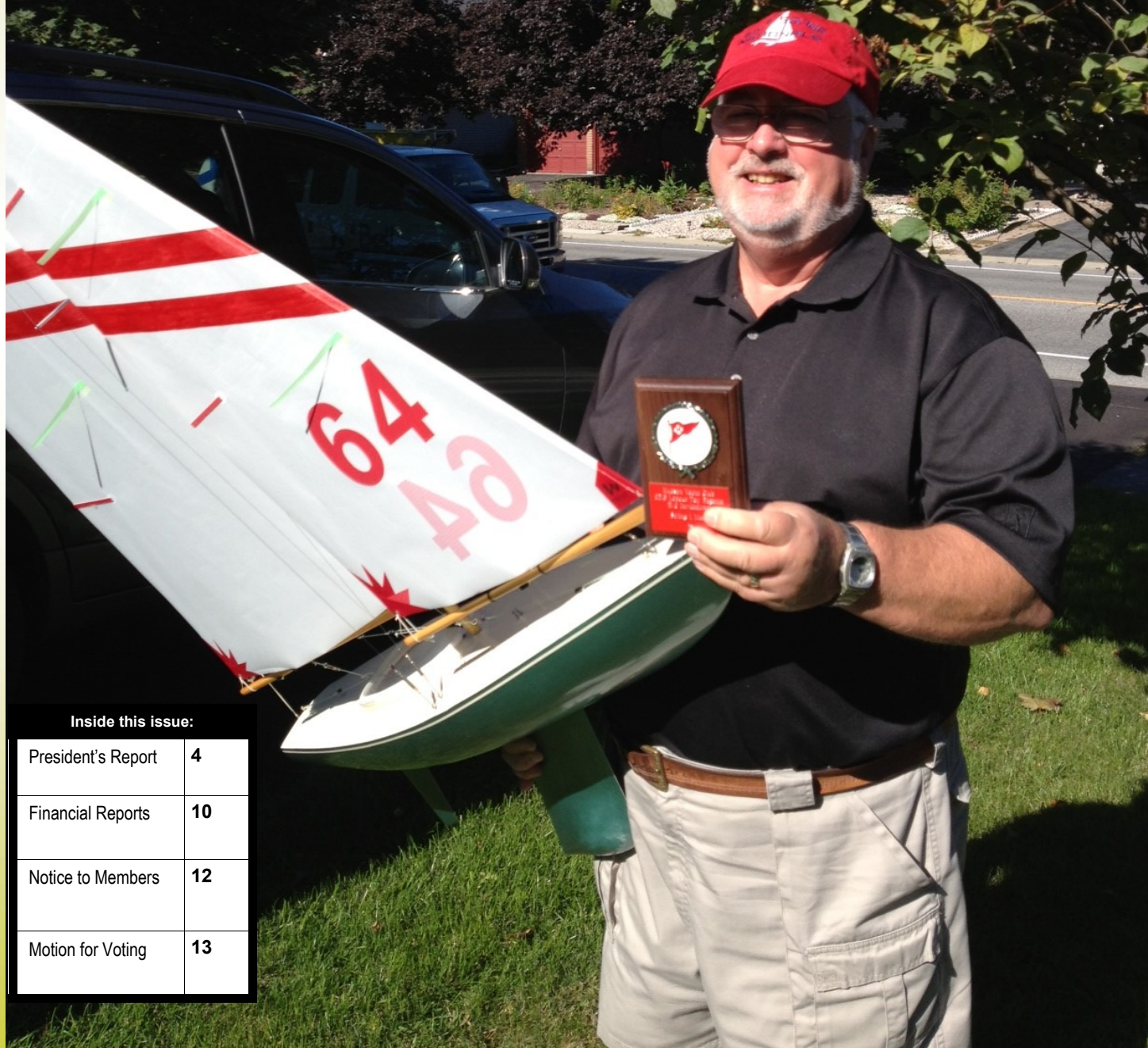


# Canadian Radio Yachting

Fall 2013



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## CRYA: Canada's Radio Control Sailing Authority

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

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

## Canadian Radio Yachting Newsletter

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

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

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

## On the Cover:

Bill Croft, winner of the Hudson Yacht Club Annual Regatta also includes the Radio Control Boat Invitational Regatta for Soling 1m, Mini 12s and US 12s.

## 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.

## 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	Lawrie Neish	461 Walker Hook Road Saltspring Island, BC V8K 1N7	250-537-2053	president@crya.ca
Past President	Gary Bugden	63 Union Street Bedford, NS B4A 2B6	902-835-5006 902-430-9385 (cell)	pastpresident@crya.ca
Executive Secretary	Steve Kibble	Calgary, AB	403-437-1982	secretary@crya.ca
Treasurer/		Vacant		
Technical Director	John Ball	Vancouver Island, BC	928-304-6202 (cell)	technicaldirector@crya.ca
Communications Director	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	Graham Herbert	Hornby Island, BC	250 335-2828	gghornby@telus.net
Prairies	Andrew Baak	Calgary, AB	-	sailorbaak@yahoo.com
Ontario	Rob Meakins	8853 Wellington Rd 16 RR #4 Kenilworth, ON N0G 2E0	519-848-5749	rmeakins@live.ca
Quebec	George Robertson	554 Forestview Hudson, QC J0P 1H0	450 458 4845	georgeroberton@videotron.ca
Maritimes	Jim Goddard	108 Thistle Street Dartmouth, NS B3A 2V9	902-488-1601	jwgoddard@gmail.com
<b>Class Secretaries</b>				
A Class and EC-12	Doug Diet	461 Belle Isle View Windsor, ON N8S 3G2	519- 974-6101	ddiet@wincom.net
Marblehead	VACANT			
IOM	John Ball	Vancouver Island, BC	928-304-6202 (cell)	iomsecy@crya.ca
US1m	John Helmer	13188 Salich Court Tecumseh, ON N8N 4J7	519-735-8522	john_helmer@sympatico.ca
Victoria	John McKinney	94 Sioux Cr., Woodstock, ON N4T 1G1	226-785-0749	mckinneyja@gmail.com
Soling 1M	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 Official Measurers</b>				
British Columbia	Lawrie Neish	461 Walker Hook Road Saltspring Island, BC V8K 1N7	250-537-2053	wlneish@shaw.ca
Quebec	Dennis Edge	566 Essex Road Beaconsfield, PQ H9W 3V9	514-630-3777	authentica@videotron.ca
Ontario	Pete VanRossem	682 Fortune Crescent Kingston, ON K7P 2T3	613-634-1140	peter@lalift.ca
Ontario	Marko Majic	1596 Otterby Road, Mississauga, Ontario L4X 1W7	905-625-2301	Marko@factavera.com

## President's Report

By Lawrie Neish, President CRYA

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

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

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

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

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

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

That - the CRYA would hold the insurance policy

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

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

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

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

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



## Maritime Report

By Jim Goddard

Our season wound down with great Fall weather and some challenging sailing.

Bob White won the HAMYC Club Championship for the Borgal Tub, ending a nine year hold on the trophy by Jim. It was a well sailed

two day regatta, with Jim Goddard serving as RD on the second day.

HAMYC held it's second EC-12 Club Championship in October with Jim Goddard scoring his second win in this event. The final event of the year was the Frostbite Regatta won again by Jim Goddard in some changing conditions, with some of the closest racing we have had in years.

Our task in the frozen season will be to put the club back on track after a small retreat in participation this year. On a positive note, we managed to sail the full year on Sullivan's Pond. That has not been possible for a few years and hopefully the weed will continue to die off.

## Ontario Report

By Rob Meakins, Ontario Director

Leaves are falling, Leafs are winning, the model sailing continues as the big boats are hauled out and nestled away in their compounds, what a great year it has been!

How many are in the process of building super fast model trimarans on the heels of what will probably be the fastest racing in an Americas cup series for years to come. If you do a search on the web, Doug Lord in Florida has been building hydro-foiling RC Trimaran's for years, even spinnaker equipped!

Oh to have more thumbs, the things you could control....anyway the point is that model boats aren't always scale replicas but often scale prototypes of new designs to come, so keep experimenting and you never know.

Now back to earth, our Ontario sailors had many successes locally and over the border, at national and regional championships this year, this is an indication our local clubs are flourishing with new sailors

and good competition, great to see and congratulations to those that traveled and represented your clubs, province and country.

Now is the time, as the iron is still hot, to plan regattas for next year, it would be fabulous to get some provincial regattas going that will get our local clubs racing together, along with the base plans for hosting national regattas, get firing those emails around skippers!



## Prairie Report

By Andrew Baak, Regional Director

When you live and sail in a province that only has soft water for an average of 6 months you need to make the most out of every available day and that is what has happened starting late April and continued over the summer of 2013.

The Calgary sailors met on Friday nights, this coordinated with the family fun nights run by the

Glenmore sailing club and Sunday afternoons, with an average of 5 boats quite consistently. Some sailors would also meet during the week when their schedules aligned.

We have had three new boats added to our fleet; two Widgets and a Vector arriving recently from the coast and interior of BC. One of the widgets went to a current IOM owner who has recently sold his first boat to a local sailor this allowing our fleet of IOM's to continue to grow. There was also one IOM 2012 winter build

completed by the beginning of the season with two at various stages of construction. If all our IOMs were to show up at once we would have 20. Additionally I am currently aware of 5 Vela's, 7 Victoria's, 3 Odom's, 2 Phantom's, 1 soling and 2 Seawind's in the Calgary area, the recent focus has been to try to stay connected with these sailors and encourage them to join us on a regular basis. Outside the Calgary area there are rumours of some RC lasers sailing just south of Calgary as well a variety of boats north of

*(Continued on page 6)*







SOME IOM ACTION FROM THE SAILORS IN CALGARY ALBERTA





## Quebec Report

By George Robertson

As 2013 comes to a close, we look back at an active sailing season and a few changes in the region. I have been asked to take over as Regional Director and Ken Walker will act as Measurer. We are both members of the Hudson Yacht Club's Soling 1m fleet where I also act as Fleet Captain.

We race twice a week (six races per day) from May 'till October. That adds up to a lot of sailing.

Our fleet consists of a dozen Soling 1m boats with most of the skippers having years of racing experience in big boats so the competition is always exciting and keen.

At the end of the season, the four winners of the various series

race-off to determine the Soling 1m Fleet Champion. This year's winner was Ed Cowell.

Last July, HYC hosted the Soling 1m Canadian National Championship Regatta. From all reports it was a great success with Jim Goddard taking top prize with a perfect score, six bullets!

On Labour Day weekend, HYC Annual Regatta also includes the R/C Boat Invitational Regatta for Soling 1m, Mini 12s and US 12s.

This year, only one Mini 12 turned up so we lent him a Soling so he could race with the other 10 boats. The weather was perfect for most of the day and we managed to get 9 races completed. The winner was Bill Croft with Bob Shea, second (both from Ottawa) and John Lowther from Kingston in third place.

Next year we hope to have more Mini 12/US 12 entries for this event, as it gives these boats a

local regatta to attend.

Reports from the West Island indicate that they had very quiet season with a much reduced schedule of local racing.

In order to increase awareness of, and interest in, R/C sailing at HYC, each year we invite the Directors of the Club to come out and try their hand at Soling 1m racing.

Most are big boat sailors and find the afternoon both enlightening and enjoy the friendly competition. We hope to gain several new members for our fleet as a result of these and other efforts. Most had no idea of how different it is to sail when you're not on the boat.

We are now busy planning for the 2014 sailing season and will keep everyone informed through the next issue of the CRYA Newsletter.



IN HUDSON, THE  
SOLING 1M'S ARE  
DWARFED BY THE  
ETCHELLS IN THE  
BACKGROUND.  
I WOULD STACK OUR  
FUN AGAINST THEIRS  
ANY DAY OF THE WEEK





IN HUDSON THE FOUR  
WINNERS OF THE  
VARIOUS SERIES RACE-  
OFF TO DETERMINE THE  
SOLING 1M FLEET  
CHAMPION. THIS  
YEAR'S WINNER WAS ED  
COWELL.

## Financial Review 2012 (1<sup>st</sup> Nov 2011 to 31<sup>st</sup> October 2012)

We received no financial report for 2012. This is a summary arrived at from BMO transaction records for the period. It is not an audited report

Opening balance	\$13, 430.51
Income	2,135.90
Expenses	1,162.46
Closing balance	\$14,403.95

Income—This was derived from three sources

Membership dues at \$15.00

Boat registrations at \$5.00

Boat transfers at \$2.00

Plus a small amount of interest (\$1.40)

There were three deposits during the year

25<sup>th</sup> January \$743.50

8<sup>th</sup> May \$804.00

10<sup>th</sup> May \$587.00

We have no indication of the number of membership or boats registered or transferred during the year without resorting to sorting through incomplete paper files but if no boats were registered or transferred it would indicate a membership of less than 140 or so. In fact it probably is about this number as the mail I collected at Easter of this year, 2013, contained some membership applications and boat transfers which were not recorded from August onwards until April 2013. It means that no memberships or boat registrations were recorded after 10<sup>th</sup> May.

Expenses—We have no means of verifying what some of these were for. Some payments were made by a CRYA bank card (BMO) and some (2) by cheque

Staples	\$702.78 7 Transactions
Shoppers Drug Mart	\$48.16
7 Theories	\$271.00 Cheque #224 (Previous web site cost I assume as it matches their billing for one year
Canada Post	\$124.32 Possibly stamps and other mailing costs
Unknown	\$10.00 Cheque #223

CRYA dues were not paid.

Submitted by: Lawrie and Aileen Neish



## Financial Review 2013 (1<sup>st</sup> November 2012 to 31<sup>st</sup> October 2013)

This year proved for me, in the catch phrase from Rowan and Martin's Laugh In, - "Very Interesting , but!" Amongst other things It took some time to find the second signer on the CRYA account. Here I have to thank Mike Gibbon for his help. It then took a further five months to get complete access to the CRYA account. I could deposit but not look for part of this time, but was able to issue cheques by mid-April and remove the previous signers on the CRYA account. Eventually I was able to cancel the existing bank card. We found a treasurer for whom I agreed to carry the position until a house was sold and who has since resigned. I am now back looking after the position temporarily until a new treasurer is found.

Having worked out that something was amiss towards the end of 2012 members were asked to send there membership dues to me. I started receiving these in mid- February. During the period between 1<sup>st</sup> November 2012 and March 2013, two cheques were drawn on the account. One on December 24<sup>th</sup> for \$187.40 at Staples and a further one on March 6<sup>th</sup> for \$152.96. I have no indication what these were for.

On my return from Ontario in mid-April I started processing the recovered mail. This amounted to around 140 memberships and boat registrations. Four cheques were returned as having payment stopped on them (at a cost of \$20 each to the Association). I thanked the members who issued new checks for the stale dated ones.

A PayPal account has been set up to work with the payment of dues and registrations via the website. We pay a fee on each transaction. However the saving in mailing costs allows the Association and the member to come out ahead. A further benefit will result from the CRYA becoming a registered not for profit society in a reduced fee rate per transaction.

### Simplified statement

Opening Balance	\$14,403.95
Income	2,797.44
Expense	2,966.82
Closing Balance	\$14,234.57

#### Income

Derived from 169 memberships \$ 2,625 (there were 175 members but 6 were prepaid). Balance from boat registration and transfers, plus bank adjustments and interest.

#### Expenses

Two cheques	\$187.40	Cheques cashed prior to April 1 <sup>st</sup>
	153.96	Cheques cashed prior to April 1 <sup>st</sup>
Cheque #1	200.00	2 x \$100CYA dues for this year and last years not paid
Cheque # 2	179.00	Website hosting for 3 years this is approximately \$100 less than for one year with the previous provider
Cheque #3	120.00	Expenses for two days travel in Ontario recovering CRYA files and records
Cheque #4	750.00	Mobius website 1 <sup>st</sup> payment
Cheque #5	825.00	Mobius website 2 <sup>nd</sup> payment, plus tax
Cheque #6	144.43	Staples MS Access + data Cartridge
Cheque #7	177.23	Staples 2 printer cartridge.

Financials continued from previous page:

- Balance in bank charges for stopped cheques and bank adjustments.
- Expenses not claimed in this year - 200 stamps and mailing and printing cost for twenty one newsletters plus paper supplies.
- Cheques 4 and 5 account for a considerable amount of our expenses and presumably would not repeat.
- Cheque #3 represents fuel costs for two days driving in Ontario. Ottawa - Owen Sound - Toronto - Ottawa which I hope not to repeat. Loved the snow storm north of Barrie on the way home
- Cheque #6 is also a one-time charge. As these are either installed on to my hard drive or plugged into my computer for register purposes, I would be happy to trade these for the unclaimed expenses (to the CRYA's gain).
- With the three cheques discounted and only one CYA dues payment we have a substantial reduction in operating costs against 2012 which did not include a CYA dues payment
- In 2014 we will have one time incorporation costs of around \$500. Future reporting costs of \$45. We should then be able to proceed with liability insurance within the present dues and registration structure - unless the Association wishes to initiate any other benefits to members.

Submitted by: Lawrie Neish

## Notice to Members Incorporation

There is now in existence, as of November 4th, an incorporated not for profit society - Canadian Radio Yachting Association.

An email "straw vote" was held prior to the society incorporating to test the opinion of members with a result two votes short of unanimous for incorporation. Continuing with the process, there is a notice of motion in this Newsletter to effect the transfer of assets and records of our unregistered society to the new incorporated CRYA. The vote will be held approximately four weeks after this newsletter is posted on the website. The motion requires a 2/3 approval of those active members voting to take effect.

Given my email inbox is busy during the vote, I would very much appreciate members renewing to hold off doing so until January whether renewing via our website or by regular mail. Except for a few members whose membership continues into 2014 and beyond memberships expire at the 1<sup>st</sup> March at which point CRYA 1976 will also expire. No dues increase is expected

## Insurance

With incorporation insurance becomes possible. At the time of writing, I await the broker sending me the proposed policy. If this is satisfactory and the directors approve I would hope this to be in effect early in the new year. The insurance is intended to meet municipal and other sailing location owner's requirement of \$2 million coverage.

As this insurance is primarily based on clubs and groups who will likely be named on the policy, it is essential that I hear from an official representative as soon as possible - even if you have already had some correspondence on the subject with me already.



## Notice of Motion

Moved that - On the successful incorporation of the Canadian Radio Yachting Association that this unregistered association known as the Canadian Radio Yachting Association transfers its assets and records to the incorporated Canadian Radio Yachting Association.

Moved by Steve Kibble

Seconded by Lawrie Neish

## Soling Class Report

By Paul Switzer, Class Secretary

After a wonderful Indian Summer September here in Eastern Ontario with warm, sunny days and soft breezes, Fall is here in Kingston. The temperature is down and the wind is up. The Kingston Yacht Club Soling Fleet wrapped up its 2013 racing schedule on October 16 with lunch at the Kingston Brewing Company. Unfortunately it was gusting to 50 kilometers per hour making it too rough to sail off the KYC breakwater. The beer helped with the disappointment.

I am beginning to look for a fleet to host the 2014 Soling Canadians next summer. These

regattas are always well attended and fun with a mix of serious racing (not too serious) good sportsmanship and camaraderie. Ontario, Nova Scotia and Quebec have all hosted it in recent years but I am open to considering other sites if there are Soling Fleets with the interest and a suitable site to do it. Please contact me and I will negotiate the CRYA approvals process for you and supply the Sail Canada medals for 1st, 2nd and 3rd place finishers.

Soling boat registrations continue to trickle in. Surprisingly people are building new boats during the summer months. If you need a sail number for a new boat or you have bought an existing boat whose number needs to be reassigned from its previous owner

to yourself, contact me at the email address on the CRYA website or use the online registration feature which is now working. Just be sure to put your CRYA membership number, not your sail number in the Registration Number field on the website registration process.

Please let me know if you hear of any Soling sailors who do not know how to access this newsletter. It is a prominent feature on the front page of the CRYA website, [www.crya.ca](http://www.crya.ca), and can be viewed online or printed from there. A couple of people have mentioned to me at sailing events that they no longer receive it by paper mail and do not know where to get it. We are no longer sending it out by paper mail because of the cost or email so you have to access it through the CRYA website.

The Summer 2014 issue of Model Yachting, the American Model Yachting Association quarterly newsletter #176, will feature the Soling One Meter Class. This is the 3rd time the Soling has been featured, the last being the Summer 2007 issue #148. I have been invited to submit an article about Solings in Canada by the deadline of February 6, 2014. If you have ideas or input please send it to me and possibly we can co-author the piece. Based on the success of issue #148, I expect it to be filled with interesting and useful information about Solings.



SOLING 1M'S SAILING IN HUDSON, QUEBEC

# Western Canadian Championship Report

By Graham Hebert

The Western Canadian Championship was held on Hornby Island this year and it was a really fun event. Friday was practice racing and 9 people participated in very light wind and fog. There were a few weeds so it wasn't the best conditions. Most of the competitors had arrived by supper time and we gathered at the dive lodge for a great meal and a social evening.

Saturday the wind was up, the weeds were gone and the fog was much thinner so we had a great morning of sailing in about 8 knots of wind with a few shifts and a few light spots to shake things up a bit. We were sailing on the outside of the breakwater so it was pretty choppy and quite challenging to keep the boats moving.

In the afternoon the tide started flooding and flowing upwind over the course which made starting tricky. Most sailors got the hang of it and were able to avoid being pushed over early but we did have

one general recall. We tried a couple of races inside the breakwater to get out of the current but it proved to be impossible to set a proper starting line so we moved back out into the tide, which had diminished enough to let us get in a bunch more races.

By the end of the day we had 22 races completed. We raced from the floating breakwater which is not connected to the shore so part of the fun was ferrying everyone out there and back. Saturday evening was spent at the dive lodge eating, drinking and reliving the day's events. Sunday started much like Saturday but after we had a couple of races the wind started dying and moving around from NW to W which made it difficult to set a starting line as the wind was at 90 degrees to the breakwater. We ended up getting only 5 races in before the wind died completely and we decided to quit early and have a nice leisurely

lunch and prize giving.

There were two things that I tried for this event and I think they were a success. First I wanted to eliminate the use of paper so I had people just e-mail their entry to me. This worked very well. I e-mailed everyone back as soon as I got the entry to confirm they were entered. I also e-mailed out the sailing instructions. Next I wanted to keep the entry fee really low so I made the prizes myself and I dispensed with any event memento so we only charged \$5 payable at the event. I felt this was important as the ferries to get here are expensive and I didn't want to add to that.

The races were expertly run by Lawrie Neish with the help of Gloria Herbert and Eleanora Laffin. Rob and Amanda Zielinski provided all the meals and accommodation at their dive lodge and Julian Laffin used his runabout to help ferry everyone back and forth. It was a lot of fun for all the Hornby group to put on this event and have all our friends come over to sail with us. Good Sailing, Graham



PARTICIPANTS AT THE WESTERN CANADIAN CHAMPIONSHIP  
MORE PICTURES ON THE WATER FOLLOW ON THE NEXT PAGES



# Regatta Results

Western IOM Championship, October 19 - 20, 2013

Position	Skipper	Sail#	Club/City	Hull	Score
1	Graham Herbert	37	Hornby Island, BC	Calypso	40.0
2	Jullian Laffin	36	Hornby Island, BC	Jive	60.0
3	Andy Slow	33	Hornby Island, BC	Cobra	70.0
4	Martin Herbert	99	Saltspring Island, BC	Aero 2	97.0
5	Bob Lewis	93	Vancouver, BC	Zoom	137.0
6	Peter Stevens	21	North Saanich, BC	Ska	137.0
7	Ole Anderson	281	Saltspring Island, BC	Zoom	174.0
8	Bill Langjahr	88	Anacortes, WA	Cheinz	180.0
9	David Cloud	92	Hornby Island, BC	Coyote	187.0
10	Dale Chase	97	Hornby Island, BC	Leo	201.0
11	Stan Schoefield	94	Nanaimo, BC	Zoom	206.0
12	Rob Zielinski	67	Hornby Island, BC	Zoom	211.0
13	Don Case	41	Campbell River, BC	DC6	216.0
14	Barry Fox	34	Victoria, BC	Reggae	251.0
15	John West	95	Hornby Island, BC	Scorpio	335.0









## IOM Class Report

By John Ball, Class Secretary

The 2013 season is drawing to a close, with one final ranking regatta, the Canadian Western Regional Championship, to be held October 18/20 on Hornby Island. Once that regatta has completed, I will update the Canadian IOM rankings for the season, and place it on the IOM page on the CRYA.CA web site. The ranking list will also show a provisional list of ranking regattas for 2014, but these are still subject to finalization.

We scheduled five ranking events in 2013, three western and two eastern, including Beaver Fever in Victoria in March, the Canadian IOM Championship on Salt Spring Island in June, and Westerns on Hornby in October. In the east, we scheduled two events: a ranking event combined with the Ray Davidson Memorial at Port Credit (cancelled due to lack of entries), and the Eastern Regional Championship at Kingston in September. Thank you to all who entered, and a special "Thank you" to those volunteers who gave up a

sailing spot to make the events happen – especially Lawrie Neish, Lana Butler, and Barry Fox.

The plan for 2014 is to hold four CRYA Canadian ranking events: two in the east and two in the west. The eastern events will include the IOM National Championship, planned for Kingston in the fall, plus an Eastern Region Championship event still to be determined – (if you and your club would like to apply to host the event, please contact me by email, asap! [iomsecy@crya.ca](mailto:iomsecy@crya.ca)). In the west, we plan a ranking event as part of Beaver Fever in Victoria in March (NOR should be elsewhere in this issue), and the Canadian Western Regional on Salt Spring in June.

In addition to the Canadian ranking regattas, we also award points for your two best performances in US/AMYA IOM ranking regattas (about six events) scheduled around the country. This encourages Canadian participate at more events and also encourages US sailors to reciprocate by attending our events – and raising the standard of racing for all.

The IOM 2013 World Championship is under way in Israel as I write this. Attendance is down a bit from previous events, as would be expected due to the unrest in the region, and many top names are missing – but the event is progressing well in a spectacular setting – sun, surf, blue water and history all around. See the web site for details, results, videos and pictures.

<http://www.iomwc2013.com/>

On the administrative side, we have tried to speed up processing of boat registration and measurement certificate requests. Now we are turning around applications quickly by email – so you just print off your certificate when it arrives and job done! So far, response has been positive.

For those of you who are able to go south for the winter – take your boat and enjoy some good sailing – for those at home in the frozen north – get building that better mousetrap for next season.

Thank you for your support and participation

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Points are assigned on the following basis.

- Entry in ranking event 10 points
- Finish position 1 point for each boat beaten that started in at least one race
- High place bonus 10 points for 1st, 6 for 2nd, 4 for 3rd, 2 for 4th.
- Running an event 10 points
- US Ranking - best two each year (discards in red)

### Canadian IOM Ranking

First Name	Surname	2012			2013			2014			Totals
		Can Events		US Events	Can Events		US Events	Can Events		US Events - provisional - to be confirmed	
Peter	VanRossem	37	31	51	52	31	48	Beaver Fever	Westerns Salt Spring	Nats Kingston	250
Graham	Herbert	22	45	38	32	47	34	Foster City R 6 Aug			218
Julian	Laffin	19	31	32	37	36	29	Hood River July			201
Martin	Herbert	33	34		26	34	23	Governors Cup San Jose			150
Andy	Slow	18	28		22	31	26	US Nats San Fran			125
Marko	Majic	15	17		33	18	31	BlowDallas out			114
David	Cook	19		16	21	10	18	US Mid-Winter San Deigo			98
David	Cloud	12	22		16	25	16				91
Bob	Lewis	13	20		26	19					78
Adrian	Harrison	15			23	28					66
Dale	Chase	15			13	19	16				63
Peter	Stevens				18	23	20				61
Ole	Andersen	21	21				18				60
Robert	Selene	14	10		15	12					51
Dave	Taylor	16			19	14					49
Barry	Fox	14			10	10	11				45
Roger	Kibble	17			24						41
Iain	Dobson	14	13			14					41
Jan	Schmidt	37									37
Colin	Busanich	10	11		12						33
Rob	Zeilinski	17					13				30
Stan	Schofield				16	14					30
Fred	Herfst				29						29
Bob	Copley				14	15					29





# Regatta Report—Borgal Tub

By Gary Bugden CRYA Past President

The annual Halifax Area Model Yacht Club Soling 1m Club Championship was held recently under sunny October skies at Dartmouth's Sullivan's Pond.

Perennial national and international champion Jim Goddard was unable to compete this year, as he was preoccupied with duties related to the coincident Nova Scotia Provincial Election. Twelve eager competitors battled it out over two days for possession of the coveted Borgal Cup.

Northwesterly winds made for a lot of frustration as, at this

venue, winds from this direction swirl down from the nearby tall apartment buildings. The first day's ten races saw HAMYC Commodore Bob White

take out a one-point lead over Boots Boutillier. I was in a solid third, followed closely by up-and-comer Mike Kennedy and Victor Lovitt who were tied for fourth.

The northwest winds persisted during the second day. Unfortunately, Boots suffered an unrepairable breakdown halfway through the afternoon, which took him out of the last five of ten races. Commodore Bob continued to sail consistently while Mike Kennedy and I fought it out for second.

Congratulations to HAMYC Commodore Bob White, the winner of the Borgal Cup for 2013, and R/C newcomer Mike Kennedy who had to accept third place because of a couple of bad races the first day. A good time was had by all.

Name	Day_1	Day_2	Total
White	13	10	23
Bugden	25	26	51
Kennedy	32	25	57
Boutillier	14	54	68
Lovitt	32	41	73
Waller	38	48	86
Tobey W.	51	38	89
Ng	48	45	93
McDermai	80	51	131
Tobey D.	61	80	141
Wade	80	65	145



TIGHT SAILING AT THE VICTORIA ONTARIO REGIONAL CHAMPIONSHIP



# Regatta Report—Victoria Ontario Regional Championship

By Michael Steele

Hosted by Metro Marine Modellers, 10 skippers took to Humber Bay East to vie for the Ontario Regional Championship in the Victoria One Design class.

Morning winds were light which delayed the setting of the course slightly by RD David Allesbrock, but the first race managed to be underway promptly at 10am. The schedule called for racing to go from 10am - 3pm with a one hour break for lunch. It was hoped that at least 20 races could be run successfully with two drops.

Heat was the order of the day, and not only in the air. Metro Marine has recently seen a rise in the competitive level of the Victoria fleet and the racing was close.

After 5 races, Glen Barrett was leading with a bullet and a string of top five finishes, followed by Michael Steele and Dieter Vollbrecht. Glen is a regular in the Tuesday night series racing and has really worked hard to understand how to best tune the boat to differing wind conditions.

Weeds have been an issue this year at the Humber Bay pond and some skippers who would otherwise have been at the sharp end found themselves at the mercy of these deadly "floaters", which can stop a Vic dead in it's tracks. Great effort was made to clear the course as best as possible and things did improve once the wind picked up a bit by mid morning.

By lunch, 10 races had been completed and, with a drop of the bottom score, it was Dieter Vollbrecht leading the way followed by Michael Steele, Glenn Barrett and Victor Wong.

Very few points separated the leaders and the system of dropping of a bad score was proving itself popular as it made it possible for skippers to survive a run-in with the dreaded "floating weed" and still

keep themselves in the mix. Despite the weeds, it was very pleasing to see so many skippers putting in such strong performances.

After 10 races, 5 skippers had won races, with veteran Bill Glover and Victor Wong now joining the three current leaders with bullets.

50 Point sailors from Grimsby Paul Charles and Harry Feaver made the trip to Humber Bay to join in the fun. The 50 Point Club specializes in racing stock Vickies, or what is now called a Silver fleet. Harry was sporting a new carbon fiber rig for this event and it was proving successful with a number of visits to the top three over the course of the days racing.

Lunch break gave the skippers time to cool off, do the inevitable "bench racing" and a chance to visit. New club member, Rick Levick, came by in the am to watch the racing action and found himself with a radio in his hand starting race 1 thanks to RD David Allesbrock who brought his boat. Rick is a new member who is currently building his own Victoria and has, so far, enjoyed every minute of his Victoria Class experience.

Racing resumed at 1pm for the final 10 rounds with a much more consistent breeze than in the morning session. By race 17, Barrett, Steele and Wong were posting consistent top 5 finishes and moving farther from the rest of the pack. It was certainly looking like it would come down to the second drop to decide the

contest. What made this all the more exciting was that between race 11 and 17 all three of the leaders took turns each posting an 8th place score - not helping themselves!

Dieter Vollbrecht was sailing well in the early sessions and was certainly in the mix for the overall until a 7th, 6th and 9th place in the final races dropped him down to 4th overall.

With 20 rounds in the books it was all down to the math. It was clear that no one had walked away with the victory and it would come down to the second drop and who had the most consistent scores over the course of the entire day.

Michael Steele took the honours narrowly with 61 points over Glenn Barrett with 69 point and Victor Wong in Third on 74 . Dieter Vollbrecht finished in 4th with 90.

With scoring complete all that was left was to give out the plaques and prizes. A special thanks to Panther Hobbies, John's Hobbies and Leading Edge Hobbies for their continued support.

Be sure to include the 2014 Ontario Regional Championships in your calendar!

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## RESULTS

Skipper	Points	Sails	Sail Servo	Rudder Servo	Radio
Michael Steele	61	Carr	Hitec HS 645MG	Futaba S3003	Spectrum 6xi
Glenn Barrett	69	Carr	Hitec HS 645MG	Hitec HS5085MG	Spectrum 6xi
Victor Wong	74	Vector	Hitec HS 7954SH	Hitec HS5087MH	Spectrum Dx8
Dieter Vollbrecht	90	Fast Sails	Hitec HS 645MG	BMS-380max	Spectrum 6xi
Bill Glover	95	Mann	Hitec HS 645MG	Hitec HS 645MG	Futaba AM
Herald Feaver	111	Mann	FP-S148	FP S148	LP5DSM
Bruce Silzer	122	Fast Sails	JRD58711	Futaba 53004	Spectrum 6xi
Paul Charles	132	Carr	HiTec 5645MG	Futaba S3003	Spectrum 6xi
Rick Levick	158	stock	HiTec 5625MG	HiTec HS81	Spectrum 6xi
John McKinney	209	Carr	Hitec 7955TG	Hitec 311	Spectrum 6xi



# Regatta Report—Soling 1Meter CanAm Challenge—Stowe, VT

By Charlie Berry, Stowe Yacht Club

The 5th Annual CanAm Challenge Regatta for Soling 1M's was held in Stowe, VT on September 6th & 7th. We tried a Fri/Sat format to allow skippers to also participate in the Soling 1M Region 1 Team Race in Worcester, MA on Sunday.

We had 25 entries this year, maintaining the trend of a few more boats added each year. There were 9 Canadian entries (with the largest contingent from the Halifax, NS club), and we are aware of a conflict with a major RC event out in the Kingston, Ontario area.

George Dean and Bob Letwenski, our RD's, dealt with light & variable winds on Friday, and even lighter winds on Saturday, but managed to keep the pace moving along. We ran two-fleet racing under the Odd/Even system, which works well with the regatta's theme: "A Friendly Cross-Border Rivalry".

The racing was based on individual performance – no team racing allowed. Yet, in addition to individual scoring, we also took the top 4 scores from each country for

the team results for that race. In this manner, any sailor could help out his team by scoring in the top 4 for their team in any given race.

Nine races (18 heats) were run on Friday, with 1 throw-out. The variable conditions made things interesting. No one was immune from "getting Stowed" in at least a few races. At the end of the first day, Jim Goddard (18 pts) and Boots Boutilier (19 pts), both hailing from Halifax, NS, held slim leads over Bruce Nourjian (20 pts) and Charlie Berry (20 pts), both from Stowe. In team scoring, the USA (87 pts) held a 16 pt. lead over Canada. That evening, the Commodores Inn held a great buffet dinner for the sailors & guests. Lots of talk about "how tomorrow would be different".

Well, it was different on Saturday. The winds were even lighter and shiftier. The RC managed to run 5 races (10 heats) in these challenging conditions for both the skipper and for the RC. Despite these conditions,

Jim Goddard and Bruce Nourjian began to pull away from

the rest of us. A close battle ended with Jim in 1st (24 pts) and Bruce in 2nd (29 pts). Boots held onto 3rd, with Charlie finishing 4th.

Jim Child, from NH, had a very strong day and moved up to 5th overall, despite having to keep a DSQ in his final score.

Jim Linville, from MA, was in 10th place after Day 1, and having the second-best scores on Day 2 moved him up to 6th overall.

The Team Award once again went to the USA group. And once again, the chant from Team Canada: "Wait 'til next year!" The camaraderie both on and off the water said that there will, indeed, be a next year. This "friendly cross-border rivalry" is now an established tradition. It was great to see a new group of 4 skippers from the NH Boat Museum club (Lake Winnepesaukee) join us this year.

The 2014 date will be determined and promoted well in advance to avoid as many conflicts as possible and to build support from other U.S. and Canadian clubs.

## Regatta Results

Soling 1Meter CanAm Challenge—September 6-7, 2013 Stowe, VT

Position	Skipper	Club/City	Score
1	Jim Goddard	Dartmouth, NS	24
2	Bruce Nourjian	Stowe, VT	29
3	Bob Boutilier	Bedford, NS	35
4	Charlie Berry	Stowe, VT	42
5	Jim Child	Wolfeboro, NH	47
6	Jim Linville	Hull, MA	50
7	John McKinney	Woodstock, ON	51
8	Bob White	Dartmouth, NS	54
9	Bob Griswold	Green Pond, NJ	55
10	Gary Bugden	Bedford, NS	58

# US 1M Class Report

By John Helmer

The sailing season is winding down in the east as winter approaches.

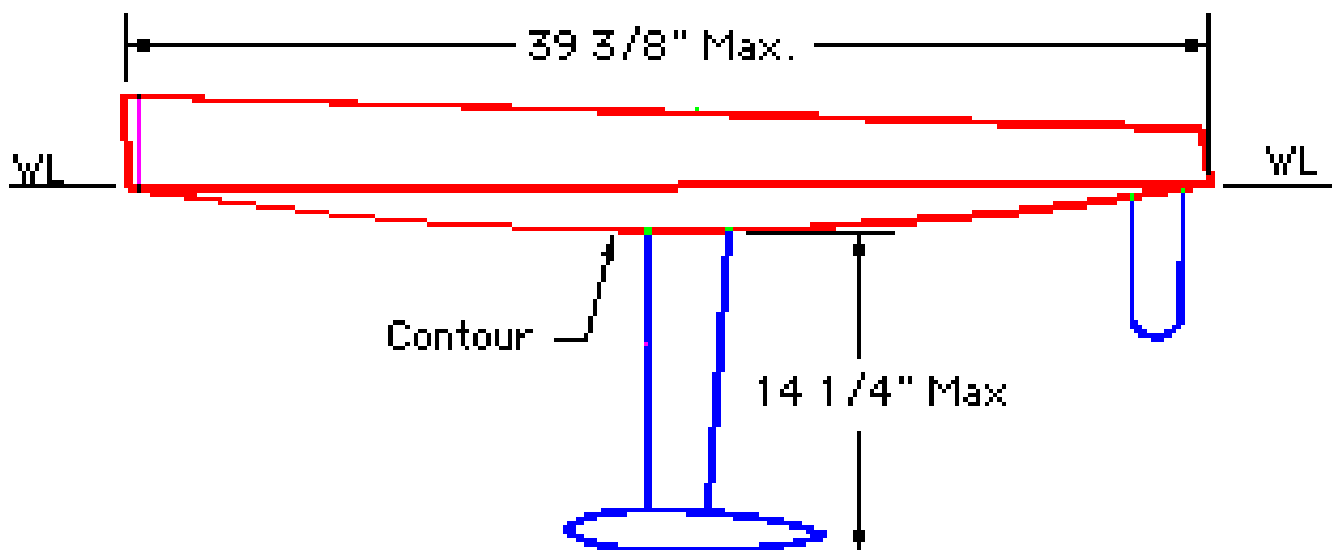
An Invitational US1M regatta in Windsor, Ontario is under consideration for this spring. Should it go forward invitations will be extended to all interested US1M sailors including those at the Windsor Model Yacht Club, Metro Marine Modellers (Toronto), Detroit Model Boat clubs and the Buffalo club. Stay tuned for further details. Please contact the Class Secretary [john\\_helmer@sympatico.co](mailto:john_helmer@sympatico.co) for additional information.

State of the art, US1M for Sale, Venom knock off. Contact Greg Pare. [gjpare52@gmail.com](mailto:gjpare52@gmail.com)

## 2013 US One Meter Season Results 16 Races with 5 Throw Outs

Place	Name.....	SCORE	Sail Number	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	Race 10	Race 11	Race 12	Race 13	Race 14	Race 15	Race 16
1	Bernie Pepin	14	449	1	1	1	1	3	3	3	1	3	DNC	1	2	2	1	1	2
2	T. Desjardin	15	606	2	3	3	DNC	1	1	DNC	2	1	1	DNC	1	1	2	2	1
3	Greg Pare	34	1	6	5	DNC	DNC	8	DNC	4	3	2	2	2	3	3	4	3	3
4	John Helmer	53	65	3	DNC	4	3	6	7	6	5	6	DNC	3	DNC	6	DNC	4	DNC
5	Ken Miller	61	598	7	2	2	2	2	2	2	DNC	DNC	DNC	DNC	DNC	5	3	DNC	DNC
6	Ken Peltier	63	601	DNC	7	7	7	7	5	7	6	5	DNC	4	4	4	DNC	DNC	DNC
7	Dan Bouchard	128	604	DNC	DNC	6	5	4	6	5	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC
8	John McKinney	129	73	8	6	DNC	4	5	DNC	DNC	DNC	4	DNC	DNC	DNC	DNC	DNC	DNC	DNC
9	J. Gragtmans	132	262	4	DNC	DNC	DNC	DNC	DNC	1	4	DNC	DNC	DNC	DNC	DNC	DNC	DNC	4
10	Mike Gillis	138	16	DNC	4	5	6	DNC	4	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC
11	Jim Hale	149	0	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	3	DNC	DNC	DNC	DNC	5	5
12	Doug Diet	170	88	9	8	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC
13	Dave Balsdon	175	339	5	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC
14	Darryl Smith	NC	72	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC
15	Warren Scott	NC	1	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC
16	B. Lancaster	NC	2	DNC	DNC	DNC	DNC	DNC											DNC

NOTE: LOA is measured parallel to waterline.





# ***Canadian Radio Yachting Association***

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\$5.00 for each new or transferred yacht

Total

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